

PLANNING COMMISSION STAFF REPORT
Legislative Item



Planning Division
Department of Community
and Economic Development

Sugar House Streetcar
Master Plan, Zoning Map and Text Amendments
PLNPCM2012-00576 and PLNPCM2012-00577
July 10, 2013

Applicant: Mayor Ralph
Becker

Staff: Maryann Pickering
801-535-7660 or
maryann.pickering@slcgov.com

Tax ID: N/A

Current Zone: Various – see
attachments for current zoning

Master Plan Designation:
Various

Council Districts: District 7
represented by Søren Simonsen
and District 5 represented Jill
Remington Love

Community Council: Sugar
House and Liberty Wells

Lot Size: N/A

Current Use: N/A

Attachment:

- A. Updated Proposed
Zoning Text Changes

Request

Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- a. **Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

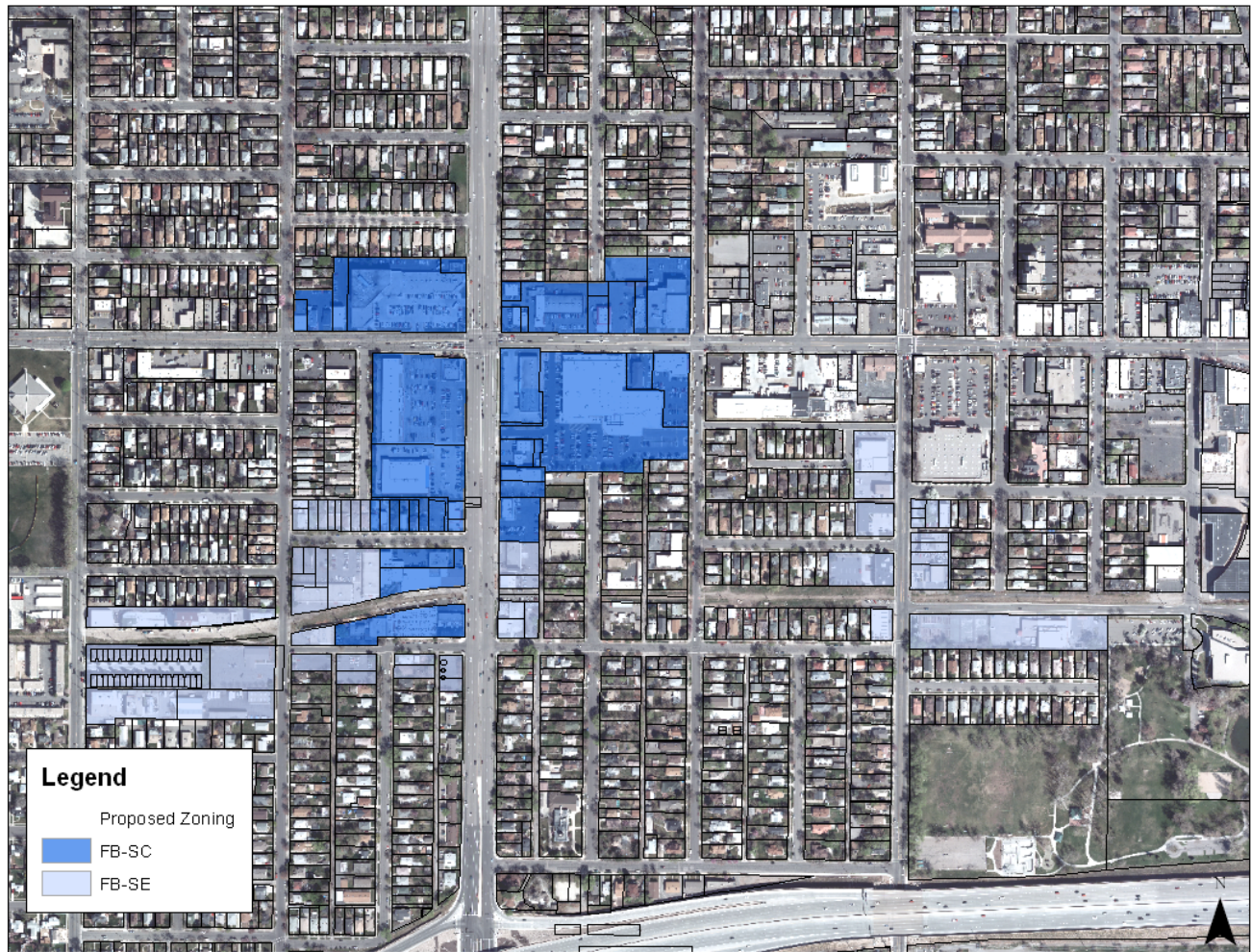
Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission transmit a favorable recommendation to the City Council relating to this request based on the following:

1. The proposed changes are compatible with city wide policies related to land use, including:
 - Salt Lake City Futures Commission Report (1998)
 - Salt Lake City Urban Design Element (1990)
 - Salt Lake City Community Housing Plan (2012)
 - Salt Lake City Transportation Plan (1996)
 - Central Community Master Plan (2005)
 - Wasatch Choices 2040 (2011)
2. The proposed changes update a portion of the Sugar House (2005) Master Plan;
3. The proposed charges are generally consistent with the comments received during an extensive public participation process; and
4. The proposed plans include best practices to guide future development along and adjacent to Sugar House Streetcar Line.
5. The proposal furthers the purposes of the Title 21A;
6. The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

Recommended Motion: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

PROPOSED ZONING MAP



Follow Up from May 22, 2013 Planning Commission Meeting

At the last Planning Commission meeting, there were several residents and representatives of property owners who spoke regarding the proposed changes. A majority of the comments were regarding the proposed changes to the area known as the tennis courts and Boys & Girls Club. There were some other comments also identified.

Because we had not asked for the Planning Commission to make a recommendation at that meeting, there was direction to staff to address the comments that had been raised at the May 22 Planning Commission meeting. There was also a request to include some local examples of buildings that would be within the building height range proposed as part of this project.

Below are staff responses to those who spoke against the proposal on May 22:

1. Allowing development to occur on the site of the Boys and Girls Club/tennis courts site would be a detriment to the area.

Response: Should these two sites be rezoned, staff would anticipate that the Boys & Girls Club would remain. It is an allowed use with the proposed zoning designations and there is currently a lease with the City for the use of the land. That lease has approximately 12 more years before it would be renewed.

Should the tennis courts be removed from the City's Open Space Lands Program, the site would most likely be sold and the proceeds from the sale would be utilized for new tennis courts in the area. The community has been consistent with their opposition to the removal of open space on this corner. However, even if the land does remain in the open space program, there is still the question as to what will be done with the land. The community garden that is currently located on the site is not open to the general public, only to those who have reserved a spot in the garden. The site currently functions more a private use on public property than it does anything else. If new tennis courts are built, new lighting will be installed and lighting has been a concern to the residents on Sugarmont. There will also continue to be the issue for homeless in the area if it was to remain part of Fairmont Park. In addition, because the tennis courts have not been maintained for some time, the City Council will also need to make funding a priority for whatever public use there is to keep the site maintained.

Staff does continue to recommend that this site be rezoned due to its proximity to the streetcar line and because development of the site could be an asset to the community. Many of the concerns expressed by the residents (lighting, noise, etc.) could be mitigated so they do not have such an impact on the residences along Sugarmont.

2. Tennis Courts needed to be revamped and improved not removed from the area.

Response: Staff has had discussions with staff members from Public Services who are responsible for the tennis courts. They have indicated that the size of the current courts are not full regulation size and if they were to be replaced, full regulation size courts would need to be put in. This would reduce the number of courts and the fences surrounding them would be lowered and new lighting would be installed. There is a possibility that they can be relocated within the Sugar House community and they will be should the City Council decide to remove this land from the City's Open Space program.

In addition, these courts have not been maintained for several years. Planning staff would question of they were to remain if the funds would be available to maintain the tennis courts into the future.

3. Parks space was in short supply and should remain in the area.

Response: This part of the park is not currently open to the public. The area is locked due to past concerns with items being removed from the community garden. Should the tennis courts be removed from the open space program, approximately 2.4 acres of open space will be lost. However, with the improvements to the streetcar corridor between 500 East to the end of the line at McClelland, approximately 5.6 acres of new open space will be provided within the Sugar House community for a gain of approximately 3.2 acres. While this type of open space is linear, it does provide more open and accessible space than the current location of the tennis courts.

4. Don't rush to develop park area, wait for the streetcar to be put in place and see what happens.

Response: The streetcar will be operational in December. Because of the requirements of the disposition of the land, if it were to be removed, it would not be until the time of the streetcar

being operational. Staff does anticipate that this site would most likely develop as a residential development as most commercial business will locate further north and east in the Sugar House Business District. A small coffee or flower shop might be incorporated into the development. It is also possible that an office building could develop on the site.

5. Proposed plan did not follow the idea of the Sugar House Master Plan promoting small and locally owned businesses.

Response: The proposed zoning is consistent with the goals and policies of the Sugar House Master Plan. Most of the areas where the rezoning is proposed already have small and locally owned businesses. They have not objected to the proposed changes.

6. Development should be sustainable.

Response: The city has several regulations within the Zoning Ordinance and other sections of the City Code that encourage sustainable development. With this specific proposal, there are several sustainable regulations such as: reduced parking, pedestrian connections to encourage walking, public and private open space requirements, bicycle parking for all uses, open to utilize landscaping with lower watering needs, various shade structures, wider sidewalks and parkways to encourage parking, and open space in the streetcar corridor.

7. Petition didn't correctly reflect the preferred option of the community.

Response: The main concern that has been expressed by the community is the southeast corner of 900 East and Sugarmont Drive, the tennis courts and Boys & Girls Club. The preferred option for this site is to not rezone it and the reason why staff feels it is appropriate has been discussed above.

8. Rezoning does not make sense.

Response: The proposed form based zoning is very similar to the current Transit Station Area zoning designations along North Temple and 400 South. Development has been occurring in these areas and there has been little resistance to these regulations. All of the proposed zoning changes are based on the visioning study that was done by the consultants for the City and accepted by the community. The zoning incorporates the best practices for development around the transit lines and stations and how it can provide people with options on how they move, where and how they live and interact with their community.

9. Public outreach had not been done correctly.

Response: Since the petitions were initiated last year, several opportunities have been provided for public input.

- Open Houses – approximately 35 participants
- Sugar House Community Council meetings – approximately 50 participants
- Sugar House Land Use Committee meeting – approximately 15 participants
- Resident and property owner meetings – approximately 30 participants
- Open City Hall – approximately 15 participants

10. Zoning should be done by the area or street not as a whole for the entire community.

Response: The proposed zoning regulations are for a specific area, that area in and around the streetcar corridor. These regulations do not apply to the entire Sugar House area or any other part of the City. The location of the zoning is very specific.

11. Building height, in some areas, may be a large issue particularly next to existing residential areas.
Response: Regulations have been incorporated into the proposed zoning regulations to create the least amount of impact on existing residential areas. Upper level setbacks are required so that a tall building is not built right on the property line next to an existing residence. The plan is designed and written to protect the existing residential communities.
12. Some areas may create undesirable hideaway spots.
Response: This could be said for any part of the City regardless of the zoning regulations. There are always landscaped areas or areas behind building walls that are potential hideaway spots. However, the zoning regulations incorporate practices commonly referred to as ‘Crime Prevention Through Environmental Design’, including increasing the number of eyes on the street, requiring entrances close to the street, etc.
13. Boys and Girls Club needed to remain in the area and be promoted rather than taken away.
Response: The Boys & Girls Club will be a permitted use with the proposed zoning. They will not become a non-conforming use as a result of this proposal. Changing the zoning will not result in a change in how they operate. In addition, if the City were to declare the tennis court portion of the property surplus, it would be subdivided off of the rest of the property so that the tennis courts and the Boys and Girls Club would be on separate parcels of land.
14. Large buildings would create light and noise pollution for neighboring properties.
Response: Various ordinances are in place to protect neighboring properties from noise and light pollution. These ordinances will not be changed as a result of this proposal and any new development would have to comply with all applicable city ordinances. The proposed zoning regulations have additional setback requirements for buildings over a certain height, the purpose of which is to reduce the impact that taller buildings have on adjacent properties.
15. Up-zoning is not always the best option for an area like Wilmington (between 600-700 East).
Response: Based on comments received during the public outreach process, a portion (about half) of Wilmington Avenue was modified with the lower intensity zoning classification of FB-SE. Due to the proximity of Wilmington Avenue between the streetcar line and the more intensive development at 2100 South and 700 East, it is a good transition area for the community. In fact, two property owners who live on Wilmington did contact staff directly and expressed their support for the more intensive zoning classification.
16. Greenway should become a street way.
Response: The streetcar corridor has been designated as a Greenway Street and includes specific regulations that address how buildings address the street car corridor and the greenway. .
17. Regarding properties along the streetcar corridor between Wilmington and the greenway, there is half block that should be zoned FB-SC to maintain consistency with the intensity of surrounding properties and all properties in that area should be included in the FB-SC zoning.
Response: Changing these areas all to the FB-SC zoning designation has been considered by staff. However since there has been a considerable amount of public notification for this project with this area always noted as the lower intensity designation, staff would be concerned that an adjacent property might support the lower intensity designation and not the higher. We would

not be able to determine that unless adjacent property owners had an opportunity to weigh in this change. In addition, transitioning to less intense development the closer you get to 600 East creates a better sense of compatibility with the west side of 600 East. The Planning Division recommends proceeding as is.

- 18. Setbacks should be done by measuring the curb to building dimensions rather than a set footage to allow the buildings to create the edge

Response: The practice has always been to measure the setback from the property line. Introducing a new method for measuring setbacks in the code could cause some confusion not only the plan reviewers, but the public as well. The space between curb and property line varies from property to property and from street to street. Measuring setbacks in this way creates an increase in the amount of labor required to administer the code and creates more opportunity for errors in doing so. Due to the variety in width of park strips and sidewalks, measuring from curb to building could also result in buildings encroaching onto public property. In places with small park strips and narrow sidewalks, it also prevents the future expansion of spaces for pedestrians. Staff has strong opposition to this type of change.

- 19. Allow for wider sidewalks.

Response: Wider sidewalks have been provided for in the proposed regulations.

- 20. Parking needed to reflect the property use.

Response: Due to the nature of the streetcar and desire to have this area a more pedestrian friendly destination, parking is limited for all uses and in fact, there is no minimum parking requirement. It is understood that some business do need to demonstrate that parking is available in order to receive financing for developments, and a maximum amount of parking is noted in the zoning regulations. Staff would not recommend changing this requirement, especially in close proximity to the line. Those uses that require large amounts of parking, such as a large retail establishment are either prohibited by the proposed regulations or would be unlikely to give up excess parking to meet the maximum parking requirement..


A few minor changes have been proposed to the text of the proposed zoning ordinance since the last meeting. The changes are noted below and a revised proposed ordinance has been attached to this staff report.

- 21. Table 21A.27.040.G.5 – Building Entry Standard (page 11 of 25 of the ordinance)

Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type . An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to only an access door.

This wording was added to ensure that properties along the Greenway Street Type open up to and interact with the streetcar greenway corridor.

- 22. 21A.27.040.M – Signs (page 17 or 25 of the ordinance)

Specifications		
<p>A-Frame Sign</p> 	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	<u>Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.</u>

This wording was added to ensure that signs are kept out of the area of Parley's Trail.

23. 21A.27.040.N.b.3 – Fences and Retaining Walls (page 20 of 25 of the ordinance)

3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.

This section was added to ensure that fences and walls along the Greenway are modified when the development threshold for this chapter occurs. This section is intended to make the greenway or streetcar corridor more open.

24. 21A.270.040.P – Permitted Uses (page 23 of 25 of the ordinance)

'Dwelling, single-room occupancy' has been removed from the use of permitted uses based on comments received from the public.

Meeting Notification for July 10, 2013 Planning Commission Meeting

The public hearing on May 22, 2013 was not closed that evening but continued to a future meeting. Therefore, no new notices were mailed to adjoining property owners and residents and the notice was not published again in the newspaper. The agenda was sent out through the Planning Division's listserve and the agenda was posted on the City and State websites.

Notice of the public hearing for the proposal includes:

- Public hearing notice posted on City and State websites on June 27, 2013.
- Public hearing notice emailed to the Planning Division listserve on June 27, 2013.

Analysis and Findings

The analysis and findings for the master plan changes, zoning map changes and zoning text changes have not changed since presented in the last staff report. Please refer to the report from the May 22, 2013 for the full analysis:

<http://www.slcdocs.com/Planning/Planning%20Commission/2013/576.pdf>

Commission Options

The proposed Sugar House Streetcar Zoning and Master Plan Amendment project is a reflection of the community's vision for streetcar corridor. The creation of the plan was done with the visioning process completed a few years ago as the basis of the regulations and standards. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft Sugar House Streetcar Zoning and Master Plan Amendment represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to streetcar corridor only adjacent to the streetcar line.

After analyzing the comments from the community, the desire for a different type of development along the streetcar corridor eliminated the option to make no changes. If the proposed Sugar House Streetcar Zoning and Master Plan Amendment were not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situations and characteristics of this area that a one size fits all approach could not capitalize on the unique assets in and around the streetcar corridor. Making limited changes near the streetcar corridor only would not provide enough land area to accommodate future projected growth.

Potential Motions

Consistent with Staff Recommendation: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Not Consistent with Staff Recommendation: Based on the testimony, plans presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Attachment A

Updated Proposed Zoning Text Changes

Chapter 21A.27 Form Based Zoning Districts

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE)

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the City's streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and
6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor Districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. **Street, Block and Access Patterns:** a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. **Building Placement and Location:** Buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. **Building Height:** Building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. **Mobility:** A balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the City. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood Streets.

C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor Districts:

1. **FB-SC Streetcar Core Sub-District:**

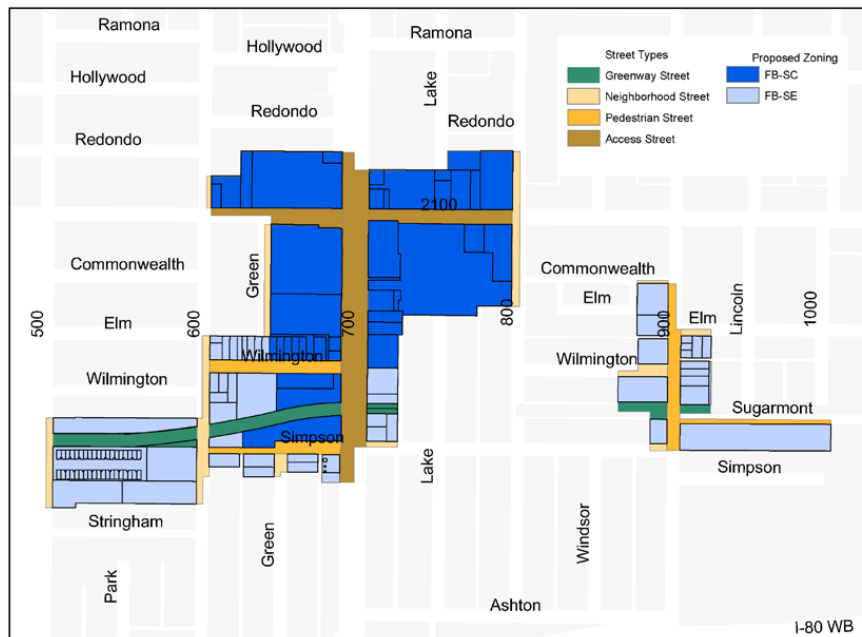
The FB-SC streetcar core sub-district contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. **FB-SE Streetcar Edge Sub-District:**

The FB-SE streetcar edge sub-district is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. **Applicability of Sub-Districts:** The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

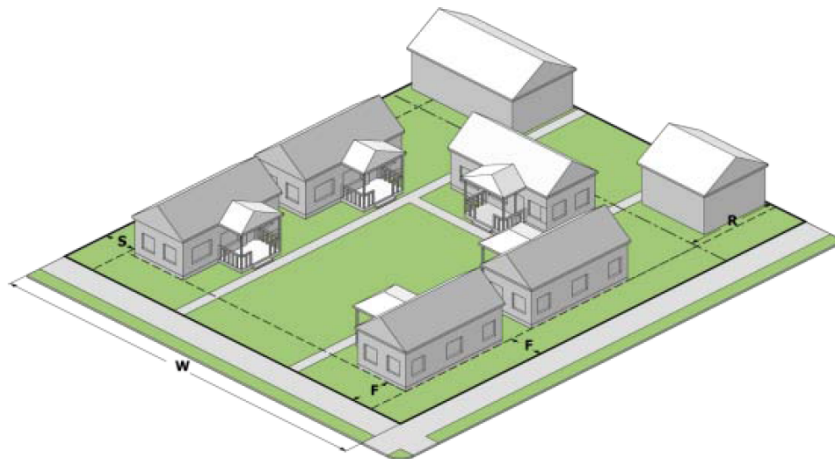
21A.27.040.C Regulating Plan Map



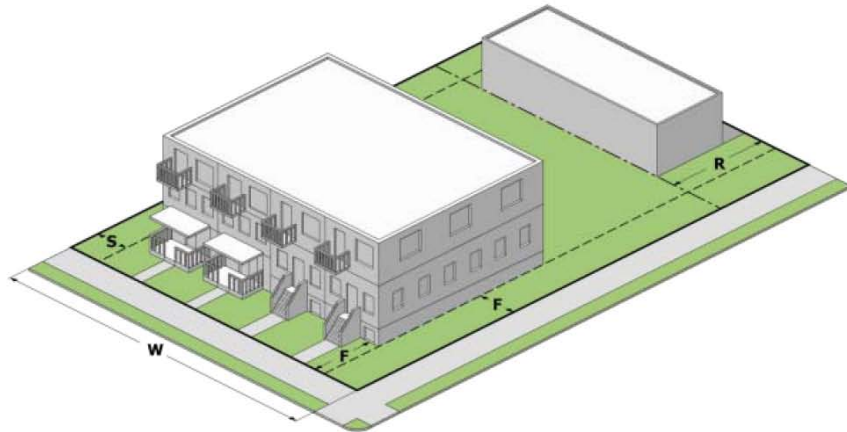
D. Building Forms:

1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.

a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space.

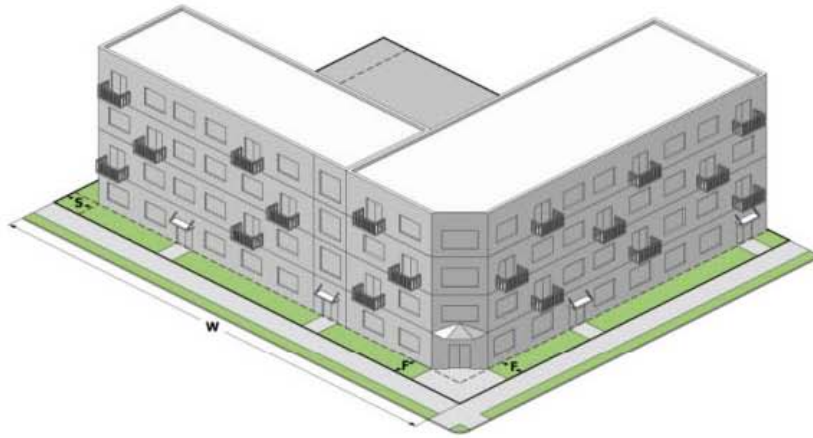


b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it.

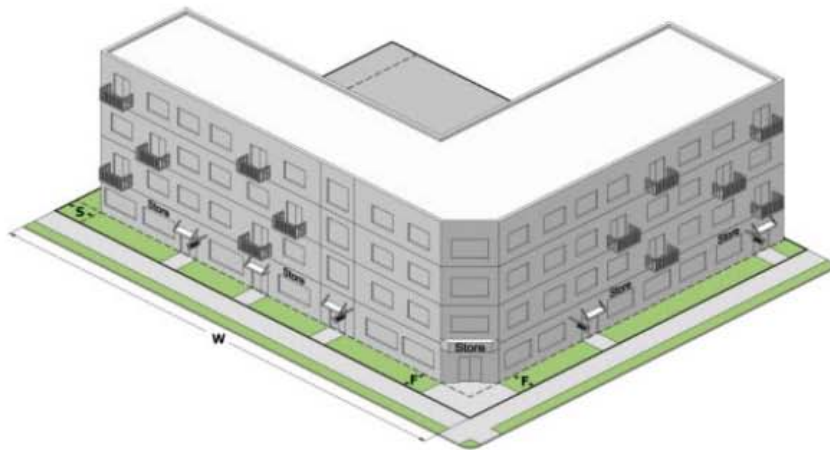


- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations.





- d. Vertical Mixed Use: A multi-story building that contains a mix of commercial and/or office with residential uses.



E. Street Types

1. Street Types Intent: The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.

2. Street Types Established: The following types of streets are hereby established. The location and applicability of Street Type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
 - b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations

1. Building Form Standards:
 - a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
 - b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts.
 - c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
 - d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
 - e. Minimize the visual impact of parking areas; and
 - f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

2. Design Related Standards:
 - a. Implement applicable master plans;
 - b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
 - c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
 - d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
 - e. Provide connections to transit through public walkways;
 - f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood, and
 - g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.
 - h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards

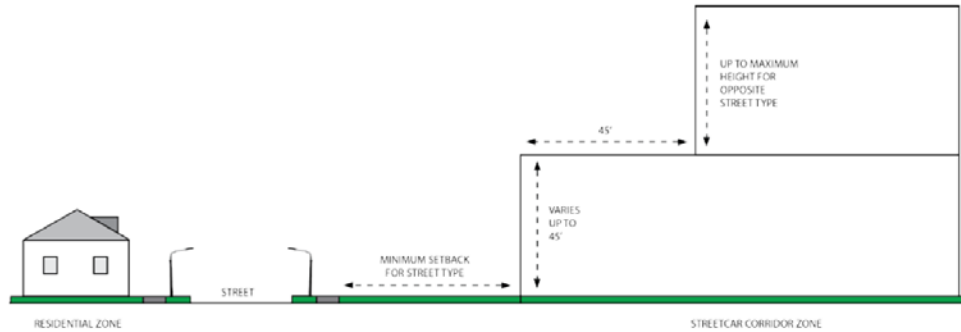
1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to section 21A.27.040.H for more information on how to comply with the Building Configuration Standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District

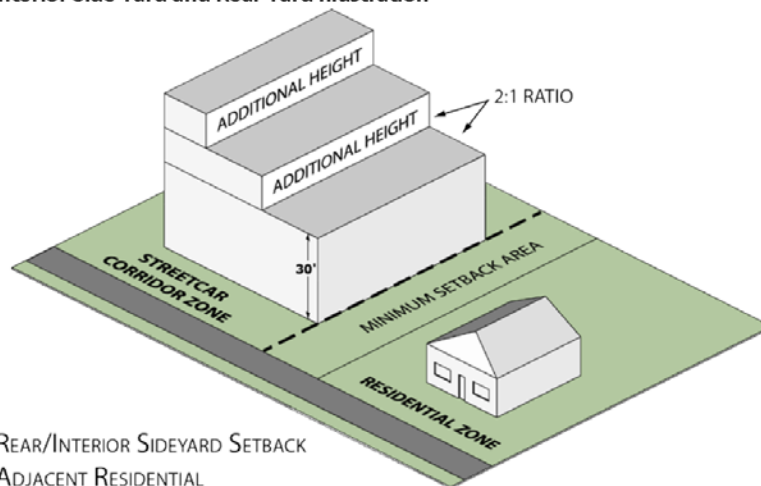
Building Height and Placement			Building Form		
			Multi-Family Residential	Mixed Use	Store Front
H	Height (per street type) measured from established grade	Greenway	Minimum of 2 stories. Maximum of 45 feet.		
		Neighborhood	No minimum. Maximum of 45 feet.		
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.		
		Access	Minimum of 2 stories. Maximum of 105 feet.		
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.		
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.		
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.		
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.		
		Access	Minimum of 15 feet. Maximum of 25 feet.		
B	Required Build-To		Minimum of 50% of any street facing façade shall be built to the minimum setback line		
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density		
W	Minimum Lot Width		50 feet		

DU	Dwelling Units per Building Form	No minimum or maximum
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.

Special Height Provision for Multiple Frontage Properties Illustration



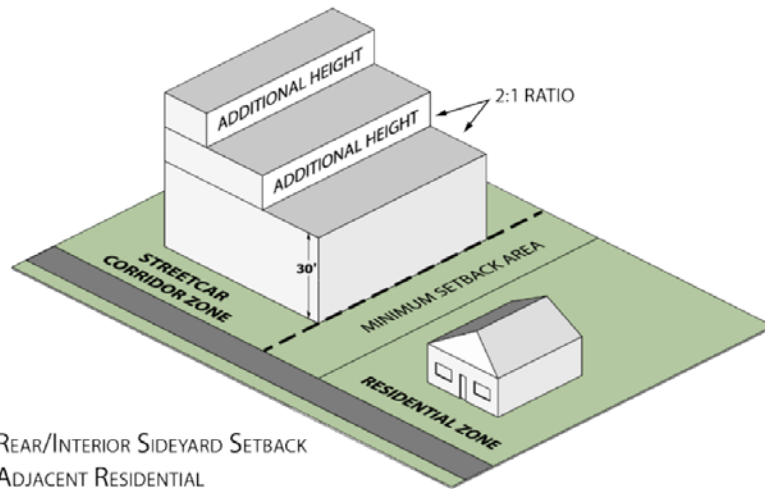
Interior Side Yard and Rear Yard Illustration



4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District

Building Height and Placement			Building Form			
			Row House	Cottage Development	Multi-Family Residential	Mixed Use
H	Height (per street type) measured from established grade	Greenway	Maximum of 45 feet.			
		Neighborhood	Maximum of 45 feet.			
		Pedestrian	Maximum of 45 feet.			
		Access	Minimum of 2 stories. Maximum of 45 feet.			
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.			
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.			
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.			
		Access	Minimum of 15 feet. Maximum of 25 feet.			
B	Required Build-To		Minimum of 50% of street facing façade shall be built to the minimum setback line			
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density			
W	Minimum Lot Width		50 feet			
DU	Dwelling Units per Building Form		No minimum or maximum			
BF	Number of Building Forms per Lot		One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.			



REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

- Streetcar Design Standards: Design standards are listed below in Table 21A.27.040.G.5 Design Standards for all streetcar sub-districts.



Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts




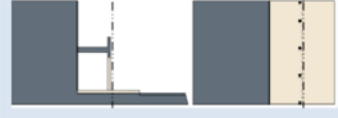
Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to an access door.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade

H. Building Configuration Standards Defined:

The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry: An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.
 - c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
 - d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
 - e. The following building entries are permitted as indicated:

Entry Feature permitted based on Building form type	Cottage Development	Row House	Multi-Family	Vertical Mixed Use	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	

Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.	P	P	P	P	
Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.	P	P	P	P	
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building facade, which defines the entry and provides protection for customers.	-	-	P	P	
Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor facade up to the front property line.	-	-	P	P	

2. Pedestrian Connections: When provided, the following pedestrian connection standards apply:
 - a. The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
 - b. The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
 - c. The connection shall be fully paved and have a minimum width of four feet.
 - d. The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible
 - e. Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

3. Ground Floor Transparency: When provided, the ground floor transparency standards

apply:

- a. There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
- b. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
- c. The reflectivity in glass shall be limited to 18%.
- d. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall comply with these standards.

I. Cottage Development Standards:

1. Setbacks between Individual Cottages: All cottages shall have a minimum setback of eight feet from another cottage.
2. Footprint: No cottage shall have a footprint in excess of 850 square feet.
3. Building Entrance: All building entrances shall face a public street or a common open space.
4. Open Space: A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the minimum setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated.
 - a. Landscaping walls: landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and trellis: Pergolas and trellis may count toward 25% of the minimum build to requirement provided the following:

- 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
- c. Arcades: Arcades may count up to 100% of the minimum requirement provided the following:
- 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the Building Configuration standards.
- d. Plazas and Outdoor Dining: Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:
- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building facades along the courtyard or plaza shall comply with the Ground Floor Transparency requirement.
2. Alternatives to the ground floor transparency requirement: The Planning Director may modify the ground floor transparency requirement in the following instances:
- a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping: Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to City approval.

2. Landscaping in Required yards: Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking lot landscaping: Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.
 - b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in 21A.48 Landscaping shall be complied with. Where this section conflicts with 21A.48, this section shall take precedent.




L. Permitted Encroachments and Height Exceptions:



Obstructions and height exceptions are permitted as listed in this section or 21A.36.020.



1. Canopies: Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all City processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures:
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building facades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.

M. Signs:

1. **Applicability:** This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in chapter 21A.46 Signs apply.

 <p>A-Frame Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.
 <p>Awning or Canopy Sign</p>	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
<p>Construction Sign, (see definition in 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street or streetcar corridor.
 <p>Flat Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.

Nameplate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
Political Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
	Area	Maximum 32 square feet.
Private Directional Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

		Specifications	
 <p>Real Estate Sign</p>	Quantity	One per leasable space. Leasable spaces on corners may have two.	
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.	
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.	
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.	
		Specifications	
 <p>Window Sign</p>	Quantity	1 per window	
	Height	Maximum of three feet.	
	Area	Maximum of 25% of window area.	
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.	

N. Accessory Uses, Buildings and Structures:

1. **Applicability:** The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.
2. **General Standards:**
 - a. **Specifically allowed structures:**
 - 1) **Residential Buildings:** Garages, carports, sheds, garden structures, and other similar structures are permitted:
 - a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area
 - b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.
 - c) **Building Height:** No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this Title.
 - d) **Required Setbacks**
 - I. **Setbacks along Established Streets**
 - a) **Greenway Streets:** not permitted within 15 feet of a property line.
 - b) **Pedestrian Streets:** Not permitted between

- c) property line and principal structure.
- c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
- d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.

- II. From side property line: A minimum of one foot.
- III. From any rear property line: A minimum of one foot.
- IV. From any property line: A minimum of one foot.
- V. From the street facing plane of any principal building: A minimum of 10 feet.

b. Fences, walls and retaining walls: The following regulations of fences and walls apply:

1) Fences along Established Streets:

- a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
- b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.

2) Permitted materials: fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.

3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.

c. Urban Agriculture structures: Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.

- d. Structures not listed: Accessory structures not listed in this chapter may be permitted as a special exception pursuant to 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

1. Intent: The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
2. Minimum Parking Requirements: There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.
3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44.
4. Parking and Established Streets: The regulations in Table 21A.27.040.O.4 Parking and Established Streets apply to properties that have frontage on established streets.

Table 21A.27.040(O)(4)

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle access location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet	10 feet	20 feet
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted		
Minimum Sidewalk width	Not applicable.	10 feet		
Minimum park strip width	Not applicable.	8 feet		

5. Parking Design Standards: Other than the parking standards identified in this section, all sections of chapter 21.44 Parking shall apply.

6. Bicycle Parking: Bicycle parking shall be as follows:
- a. Residential Uses: Three bicycle stall for every five residential dwelling units. If four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.
 - b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:
 - 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
 - 2) Office: One bike stall for every 1,500 square feet of gross area.

If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.
 - c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:
 - 1) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide.
 - 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
 - 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
 - 4) Bicycle parking for public use shall be located within twenty five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
 - 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
 - 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
 - 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

- 1. Applicability: The table of permitted uses applies to all properties in the FB-SC and FB-SE zoning districts:

- a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
- b. Uses not listed: Uses not listed are prohibited unless the Zoning Administrator has made an Administrative Interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
- c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.270.040.P Permitted Uses

Use	FB-SC and FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P
Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, rooming (boarding) house	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P

Farmers' market	P
Financial institution	P
Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P
Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P
Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, Off-Site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the City