



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Daniel Echeverria, daniel.echeverria@slcgov.com, 801-535-7165

Date: December 5, 2019 (publication)

Re: PLNPCM2019-00277 Fleet Block Zoning Map and Text Amendment

Zoning Map and Text Amendment

MASTER PLAN: Downtown Master Plan

ZONING DISTRICT: Current zoning - Public Lands (PL) and General Commercial (CG)

PROPERTY ADDRESS: 850 S 300 West ("Fleet Block" between 800 and 900 South and 300 and 400 West)

REQUEST:

A request by Mayor Jackie Biskupski to amend the text of the zoning ordinance and amend the zoning map for all of the properties located on the "Fleet Block" at approximately 850 S 300 West. The "Fleet Block" is located between 800 and 900 South and 300 and 400 West. The text amendment would create a new zone in the City Zoning Ordinance, titled Form Based Urban Neighborhood 3 (FB-UN3). The map amendment would change the zoning of the properties from PL (Public Lands) and CG (General Commercial) to the FB-UN3 zone. The FB-UN3 zone would apply new design, height, bulk, use, and other development standards to the properties.

RECOMMENDATION:

Based on the information in this staff report and the factors to consider for zoning text and zoning map amendments, Planning Staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding this proposal.

ATTACHMENTS:

- A. [Zoning and Vicinity Maps](#)
- B. [Summary of Proposed Code](#)
- C. [Proposed FB-UN3 Code](#)
- D. [City Plan Considerations](#)
- E. [Analysis Of Zoning Amendment Standards](#)
- F. [Public Process And Comments](#)
- G. [Property Photographs](#)
- H. [City Department Review Comments](#)
- I. [Form Based Code Design Standards – Current Code](#)

TABLE OF CONTENTS

1. Project Description and Background.....	2
2. Key Considerations.....	8
3. Standards of Review Discussion.....	11
4. Next Steps.....	11
5. Attachments.....	21

PROJECT DESCRIPTION AND BACKGROUND:

The City is proposing to rezone the property known as the “Fleet Block” to support its redevelopment. The Fleet Block is located between 300 and 400 West and 800 and 900 South. The City has been discussing selling the City’s portion of the Fleet Block for redevelopment for several years. The block was the home to the City’s fleet and street maintenance facility for approximately 86 years but has been vacant since 2010 when the City moved those functions to a new facility.



The Fleet Block, looking south-west from the 300 West and 900 South intersection. The City owned portion of the block is highlighted in yellow. The area highlighted in orange is privately owned. The entire block is proposed to be rezoned to the FB-UN3 zone.

The City owned portion of the block (highlighted in yellow on the above map) is currently zoned Public Lands (PL), which generally limits the property to institutional and municipal uses. The privately-owned portion of the block (highlighted in orange on the map) is zoned General Commercial (CG), which allows a variety of commercial uses but has no regulations on the appearance of buildings or how they engage pedestrians. The property owner of that portion of the block has requested to be included in this rezoning. The block has been identified in the *City’s Downtown Master Plan* (2016) to be a redevelopment site that “demonstrates the best of urban family living and industry, the mixing of land uses once thought to be incompatible, and improved connections that focus on putting people first.” As the current zoning for the block doesn’t encourage or support redevelopment that would support those policies, the Planning Division has been evaluating new zoning options for the property.

To implement the master plan's policies for the Fleet Block and the surrounding area, the Planning Division has been evaluating implementing a Form Based code zone for the entire Fleet Block. A Form Based code focuses on the form and appearance of buildings and has more regulations that control those aspects of development than traditional zones. An example of a traditional zone is the City's General Commercial (CG) zone that has virtually no design controls and simply controls the setback and heights of buildings.

The Planning Division is proposing a modified version of the City's Form Based Urban Neighborhood-2 (FB-UN2) zone for the Fleet Block. The zone would be known as the Form Based Urban Neighborhood-3 (FB-UN3) zone. The zone would have similar regulations to the FB-UN2 zone, which is mapped on the blocks around 900 South and 200 West and allows for four to five story tall mixed-use development. The FB-UN3 zone would primarily differ in that it would include requirements for mid-block walkways, allow more intense commercial land uses, such as light manufacturing and industrial assembly, and allow for greater height. The differences are intended to reflect the broad mix of land uses expected with the block and the surrounding "Granary" area and various *Downtown Plan* policies for the area that support a mix of housing choices and clean industries. In the long term, if the zone is adopted, the Division intends to explore rezoning additional property in the Granary area to the zone and has been crafting the zoning proposal with this possibility in mind. The Granary area is currently predominantly zoned CG, which again has no design standards.

The Planning Division also evaluated implementing the Downtown Support (D-2) zone for the area. The zone now has several design standards included in its regulations and is currently zoned across properties near the Fleet Block. However, the Division decided against that zone due to its allowance for outdoor car sales lots and its lack of an allowance for lower scale townhome development.

Key Facts

- Current property zoning would not support pedestrian friendly mixed-use development
- New zoning will include design standards to require pedestrian friendly building design
- New zoning will allow for a wide variety of uses in recognition of variety of uses in the area, including light manufacturing uses
- Text amendments also include clarifications to the building design standards for the Form Based zones in general

A visual summary of the proposed zoning regulations is located in [Attachment B](#). The full regulations are located in [Attachment C](#).

Key Form Based Code Concepts

The below sections provide a summary of the type of regulations proposed for the Form Based Urban Neighborhood-3 zone. The full draft regulations are found in [Attachment C](#).

Building Form Types:

There are four proposed allowed building form types in the zone.

- Row house (townhome)
- Storefront (a commercial building - retail, office, etc.)
- Vertical Mixed-Use (a building with ground floor commercial and residential above)
- Multi-family (an apartment or condominium building)



Rowhouse



Vertical Mixed-Use/Multi-family/Storefront

In the City’s form-based code, regulations vary by the type (“form”) of building. For example, row houses have different set-backs than vertical mixed-use buildings, taking into consideration the different size and intensity of the building type. They also have slightly different design requirements. For example, the rowhouse form can incorporate a traditional residential “porch and fence” entry feature, whereas a storefront building couldn’t have that entry feature, but could include a “shopfront” entry feature with a canopy and entrance directly to the sidewalk.

General Building Form Standards:

Each building form also has regulations that are specific to that form. In this zone, the regulations for vertical mixed-use, multi-family, and storefront forms are nearly identical, except for some variations in required entry features. Summary diagrams of the proposed regulations for each form type are in [Attachment B](#) and the full regulation text for each building form is located in [Attachment C](#). The proposed regulations include:

- **Height Limits**
 - 40' for rowhouse and 85' for vertical mixed-use/multi-family/storefront (125' through Design Review.)
- **Front Setback Limits and Build-To Lines**
 - Requires that buildings are located close to the sidewalk
- **Open Space Requirements**
 - 10% of lot area and can be yards, plazas, rooftop decks, similar
 - 25% of unit footprint for row houses
- **Ground Floor Use Minimums**
 - 75% of the width of ground floor façade must be an active use (not parking) and have a minimum depth of 25' - meant to ensure activity occurs next to pedestrians along ground floor facades
 - Exception for rowhomes- use space must have 10' depth
 - Along 900 South, the required ground floor space is limited to the following uses: retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters, or performing art facilities.
 - Exception for row houses, must be live/work and have 25' depth
- **Minimum Ground Floor Heights**
 - Min. 14' to ensure flexible, viable active spaces in the long-term
- **Mid-block Walkway Installation**
 - Required where mapped in the Downtown Master Plan, generally through the middle of blocks. Meant to increase pedestrian accessibility through additional walking routes on large City blocks.

- **Entry Features for Dwellings**
 - Every ground floor dwelling unit adjacent to a street must include an entry feature, such as a porch, stoop, shopfront, terrace, etc.
 - For row houses, each dwelling unit must include an entry feature even if the unit is not street facing
- **Rowhome Frontage**
 - Rowhome lots without frontage along a street allowed with a final plat that documents access easements for lots and includes a shared infrastructure reserve study disclosure
 - Rowhomes adjacent to the street must incorporate a street facing entry feature

Design Standards:

All Form Based zoning districts, including the nearby FB-UN2, rely on a shared set of design standards that control façade design. Every building form must comply with the design requirements and they are not being changed with this petition. The full existing design regulations with all of their nuances are included for reference in [Attachment I](#). The design requirements are summarized below:

- **Entryway Installation**
 - Façade must include an entry feature- porch, stoop, shopfront, terrace, etc.
 - One entry required for every 75' of facade
- **Glass/Window Minimums**
 - 60% of ground floor façade and 15% of upper floor façade must be glass.
- **Blank Wall Limits**
 - No blank wall that is uninterrupted by doors, windows, or other projections, over 30' in length.
- **High Quality Exterior Building Material Minimums**
 - Min. 70% of façade must be quality, durable material- brick, fiber-cement, textured concrete, etc.
- **Balcony Requirements for Dwellings Units**
 - Dwelling units on upper levels facing a street must have a balcony
- **Upper Floor Step-back Requirement and Balcony Inclusion Alternative**
 - Floors above the 30' height level facing a public street must be stepped back 15' or include balconies
- **Parking Structure Design Requirements**
 - Includes variety of requirements for the façade and ground level activation
- **Build-to Line Alternatives**
 - Allows for plazas, arcades, outdoor dining to count toward meeting minimum build-to line requirements (the setback that a minimum percentage of the building must be built to), allowing buildings to be set-back behind these features

Parking And Driveway Regulations:

The zone includes limits on driveways and parking to limit their impact on the pedestrian experience:

- Driveway number and location limits – 1 driveway per street face
- Parking limited to behind/side of buildings
- No minimum parking requirement due to proximity to transit (same requirement as neighboring FB-UN1 and FB-UN2 zones)

Streetscape Requirements:

Every building form must comply with general streetscape improvement requirements. These include regulations on:

- Street trees (min. 1 every 30 feet)
- Sidewalk widths (min. 8')
- Street lights (required where identified in City street light plans)

Land Uses:

The proposed allowed land uses are broad and are intended to reflect the master plan's call for an integration of "urban family living" and "clean industry" uses. Staff believes the design controls of the form-based code allow for a larger assortment of uses without generally having the same level of concern for compatibility and conflicts there would be under a traditional code. Outdoor manufacturing and outdoor equipment storage uses would not be allowed to avoid noise and visual conflicts. Storage/warehouse uses, which have limited human activity, would not be allowed on the ground floor next to the sidewalk.

- Broad variety of allowed uses (from townhomes up to light manufacturing)

Signs:

Sign regulations are also being proposed for this zone and generally match the FB-UN2 zoning allowances, with some exceptions, taking into consideration the proposed higher scale of development in the FB-UN3. This includes some additional sign types, such as monument signs, marquee signs, and building oriented flat signs (generally a major tenant or name of building).

Other Clarifications and Additions:

As part of this proposal, staff is also including additions and clarifications to some general regulations for development under the Form Based Code chapter. This includes:

- Clarifying the list of allowed exterior building materials
- Allowing modifications to design requirements through the "Design Review" chapter, which has standards related to such modifications. Currently, modification requests must go through the Planned Development process which does not address design specifically, unlike the Design Review chapter.

Planning Commission Briefing

The proposal was brought to the Planning Commission for a briefing in July of this year. At the briefing the Planning Commission focused on a few of aspects of the proposal, including:

- Height limit for row house (townhome) form
- The potential for the area to develop as townhomes
- Incentivizing more high-intensity mixed use, more active ground floor uses

Regarding the height limit for rowhomes, staff was initially supportive of eliminating the height limit. However, staff ultimately determined that buildings over 40' should, due to their scale, be treated as the larger building form of "Multi-family/Mixed-Use/Storefront" and therefore include more substantial ground floor engagement, including taller ground floor heights and more use depth. The height limit in the proposed code for a rowhome is 40 feet.

As for incentivizing more active ground floor uses, staff looked at regulations that the City has used in other similar zones to encourage or require more active ground floors, including the Downtown Support, Transit Station Area and Sugar House Business District zones. Staff also considered creating an "incentive" for taller development, by allowing for taller developments if a Fleet Block Zoning Amendments

developer included more active ground floor commercial uses, such as bars and restaurants instead of office space or residential uses. One risk of such an incentive is that it would function simply as a “requirement” for tall buildings and could just disincentive construction of the taller, more dense development that is desired for this part of the city if there isn’t market demand for such ground floor commercial uses.

Considering this, staff included two requirements to encourage more active uses overall, while also requiring more active uses on key streets:

- Require 14' tall ground floor heights for “multi-family/storefront/vertical mixed-use” forms to encourage ground floor active commercial uses and preserve the ability to convert the space into viable commercial spaces when there is market demand.
 - This is similar to the TSA zone requirements along 400 South/North Temple.
- Require higher activity ground floor uses on 900 South
 - Uses would be limited to retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters, or performing art facilities.
 - Would also require any townhomes facing 900 South to be live/work with work space on the ground floor.
 - This is similar to the proposed requirements in Sugar House along 2100 S/1100 East.

Viable commercial spaces for retail, bars, or restaurants, are generally built with higher ceiling heights. The proposed 14' minimum ground floor height requirement is intended to ensure that the spaces are conducive to active ground floor commercial uses, and to help preserve the ability of the space to change to a functional, more active space in the future even if it is originally built for a residential use. It allows a building to have purely residential uses on the ground floor if the market demand is not there, but the height provides the flexibility to accommodate a viable active commercial use in the future. The minimum floor height also encourages a developer to consider whether a commercial use would be immediately viable, as such uses could better take advantage of the ground floor height versus a residential use.

The requirement for more active uses on the ground floor space facing 900 South is related to the City’s long-term plans for that street. 900 South is the location of the 9 Line Trail, an urban trail that would extend from the east side of the City all the way to the Jordan River. The *Downtown Plan* supplements that trail plan by designating 900 South as part of the downtown “green loop,” a transportation corridor with significant green space and pedestrian/bicycling amenities. As the City plans to ultimately invest significant resources to the improvement of the corridor, the ordinance would require more active uses besides dwelling units to better utilize the improvements. Examples of allowed active uses include public service portions of businesses, retail, restaurants, art galleries, and bars. Because the *Downtown Plan* emphasizes the potential for townhome development and urban family living, the proposed ordinance doesn’t include an outright ban on townhomes/rowhouse along 900 South, but it does include a requirement that the ground level be a live/work space to potentially have a more active, commercial presence along the street.

It is also important to note that this zoning is intended to be applied throughout the Granary area in the long term. In some areas of the Granary it might not make sense to require more active ground floor uses, as there might not be market demand for such use, so the more active ground

floor uses are not being proposed for every street. However, through the City's selling process for the City owned portion of the Fleet Block the City could impose further requirements for ground floor uses on development on the block and the City could financially incentive such uses.

Changes to the Proposal Since the Planning Commission Briefing

The proposal has been revised in the following substantive ways since the Planning Commission briefing:

- Eliminated "limited bay" building form. The associated front façade loading dock allowance has been incorporated into the general building type "Mixed-Use/Multi-family/Storefront"
- Added allowance to have rowhome lots without street frontage (similar to proposed RMF-30 amendment allowances that recently went before the Planning Commission)
- Added restriction that 900 South facing ground level spaces include higher activity uses, such as restaurant, retail, or bar, as it is the future 9 Line trail corridor.
- Added restriction to industrial uses that they occur only indoors (light manufacturing, welding, sign fabrication)
- Added restriction that warehouse/wholesale distribution be prohibited from street facing ground level spaces as they provide no ground level activity
- Added requirement that all ground level dwelling units must include an entry feature, such as a porch, canopy, etc.
- Added allowance for modifications to the front set-backs through design review to allow for variations if the design is pedestrian oriented
- Variety of language clarifications and small clarifying additions to avoid code conflicts

Most of the changes are minor and involve clarifications/supplementations to more substantive requirements. The most significant changes are the requirement for active ground floor uses along 900 South (discussed above) and the elimination of the "limited bay" building form. The limit bay form's primary design characteristic was the allowance for one front loading bay. However, the other elements of the building were similar to the regulations for vertical mixed use, multi-family, and storefront building forms. Given its similarities to the other forms, the loading bay allowance has been incorporated into that other building forms and the "limited bay" form has been removed from the proposal. This simplifies the zoning code and will result in a more consistent development pattern.

KEY CONSIDERATIONS:

The key considerations and concerns below have been identified through the analysis of the proposal, neighbor and community input, and department reviews.

- 1. Downtown Plan Guidance**
- 2. Public Input and Code Changes**

Consideration 1: Downtown Plan Guidance

For zoning amendments, Planning Staff is directed by ordinance to consider the associated City master plans and adopted policies that apply to a proposal. Staff reviews general City policies, including adopted policies in Citywide master plans such as *Plan Salt Lake*, and considers plans that are specific to an area. In this case the property is within the boundaries of the *Downtown Master Plan*. The full plan can be accessed here:

<http://www.slcdocs.com/Planning/MasterPlansMaps/Downtown.pdf>

Fleet Block Zoning Amendments

Staff considered the guidance in the the master plan in developing the proposed zoning. A comprehensive list of related *Downtown Plan* policies is located in [Attachment D](#). The *Downtown Plan* includes specific policies aimed at the Fleet Block and more general policies applicable to downtown development overall. The Fleet Block specific policies include allowing a broad mix of uses and housing choices, from townhomes (“urban family living”) at the lower intensity end up to industrial (“clean industries”) uses at the higher end. The proposed zoning aligns with this in its building form allowances (townhome, storefront, multi-family, vertical mixed-use) and broad range of allowed uses. The policies also call for the area around the Fleet Block to be supportive of small, local serving retail, business incubator spaces, and to be an overall thriving employment center for the city. The zoning’s land use allowances and active ground floor use requirements would support these uses.

The *Downtown Plan* also has a variety of general policies that are applicable to all of the downtown area, including policies related to improving the pedestrian experience with pedestrian oriented development, building design, and associated public improvements. The proposed zoning incorporates design standards aimed at ensuring pedestrian oriented development with further design review required for taller buildings to ensure higher quality building and site design. Some of the proposed standards intended to accomplish these goals include transparency and entry feature requirements on the ground floor of buildings, restrictions on blank walls, requirements for mid-block pedestrian walkways, and requirements for active uses on street frontages.

Overall, the proposed zoning is in-line with the *Downtown Plan*’s policies for the block and the general area. The proposed zoning will allow for redevelopment of the Fleet Block in a way that supports the plan’s policies and goals. The current zoning of the property would not allow the property to develop with a mix of land uses and would not require pedestrian oriented development.

Consideration 2: Public Input and Code Changes

Staff received public input regarding the following substantive aspects of the proposal. Discussion regarding this input and any changes made is provided below each topic.

- Allowances for roof top uses – *Changes made*
 - Staff has added clarification to the code that the roof tops of buildings built to the maximum height limit may be used as habitable, usable outdoor space even if the roof is at the maximum height limit of the zone.
- Requiring minimum heights for development – *No changes made*
 - Staff considered a minimum height for development here, but ultimately did not include such a limitation in the proposal. Minimum heights could serve to prevent low scale development that does not contribute to the *Downtown Master Plan* vision for higher density development. Minimum heights are sometimes used for properties where there has been significant public transit investment so that the property around the transit station isn’t developed for low scale uses that underutilize the public investment. The Transit Station Area zone along 400 S and North Temple has a minimum height for properties that face the transit line but does not impose a minimum height requirement elsewhere. A minimum height may be appropriate for properties adjacent to the TRAX line, but staff anticipates applying this zone to other properties in the Granary not transit adjacent and where a minimum height may just delay additional investment in the area if there

is not a demand for taller buildings in the near term. For development context, the area is currently zoned CG, which allows for 60' to 90' tall development, yet there has not been significant investment in the area despite the height allowance. The City can control what type of development occurs directly on the Fleet Block through the selling process, which could include a requirement that the properties be a minimum height.

- Additional maximum heights to better provide street enclosure – *No changes made*
 - Staff has difficulty supporting additional building height beyond the proposed 125' height limit as the Downtown Master Plan specifically calls for mid-rise development in this area. Though mid-rise is not specifically defined with a number range in the *Downtown Plan*, development higher than this value starts to approach what could be considered high-rise development. Beyond the direct language calling for mid-rise in this location, there are additional general master plan policies that support concentrating the highest building height allowances in the core of downtown, and this property is at the edge of the downtown area outside of the core.
 - A 125' height limit would generally support up to 12 stories of building height. The 125' height limit is also in-line with the 120' height limits in the Downtown Support Commercial (D-2) zone which was intended for downtown development outside of the downtown core and reflects the City's historical expectation for mid-rise in the downtown area. The difference of 5' of additional height is intended to accommodate and encourage taller ground floors in the proposed zone.
- Concerns with ground floor material allowances and consistency – *Changes made*
 - Staff has included a clarification in the code to make it clear that the Planning Director can approve other high-quality materials beyond those specifically listed in the code. The clarification reflects current practice and the intent of the current regulation language. The current language has been a source of confusion for both developers and City staff, and the proposed language is intended to rectify that.
- Concerns with current ground floor material allowances – *No changes made*
 - Staff has received concerns regarding some of the materials that are currently allowed on the ground floor façades of buildings in all the Form Based zones. Examples include the allowance for wood and fiber-cement board on the ground floor as a primary façade material and restrictions on stucco/EIFS. These material restrictions are located in the general Form Based code provisions and apply to all Form Based zones. Restricting currently allowed materials in the Form Based zones would exceed the scope of this petition as it would impact zones beyond just the proposed FB-UN3 zone, so restrictions on the allowed materials haven't been included in this proposal. These could be analyzed and adjusted through a separate petition that analyzes all of the Form Based zones.
- Concerns regarding design requirements and older building rehabilitation – *No changes*
 - Staff received concerns regarding how the design standards, such as glass/window and doorway requirements, would make renovating older buildings difficult. However, full compliance with design standards would not be triggered with interior rehabilitation/remodeling. Only new additions outside of the original buildings would be subject to full compliance with the design standards. A developer could modify the existing exterior of the building, with the only limitation being that if there was already a design feature that complied with the

design requirements, the alteration couldn't make it less compliant. An example of a prohibited alteration would be reducing the amount of glass on the ground floor when the glass already met the minimum requirements.

- Fleet Block specific development concerns, various – *No changes*
 - Staff also received comments regarding a variety of Fleet Block specific improvements, including construction of full midblock streets through the fleet block, diagonal on-street parking around the block, modifying adjacent street widths, incorporating public plazas, fountains, and public open space, and requiring a certain unit mix for future development. These comments were specific to the Fleet Block and many are related to development aspects that aren't generally included in City zoning ordinances. Some of these could be appropriate for the City to evaluate in how the City improves the surrounding streets and through the City's selling process for the City owned portion of the block. Many of the elements are anticipated to be incorporated in future right-of-way improvements and in how the property is ultimately sold.

STANDARDS OF REVIEW DISCUSSION:

Zoning map and text amendments are analyzed regarding whether they are generally in-line with City master plans and adopted policies. As discussed in Consideration 1 and [Attachment D](#) (City Plan Considerations), the proposed zoning changes are generally in compliance with the adopted City policies pertaining to this area of the City.

The current zoning for the Fleet Block is not supportive of the *Downtown Master Plan's* goals that generally support pedestrian oriented, mixed-use development. The proposed zoning does support those goals, with pedestrian oriented design standards for new development. Based on the proposal's compliance with adopted City policies applicable to the area, Planning recommends that the Planning Commission forward a positive recommendation to the City Council.

NEXT STEPS:

The Planning Commission can provide a positive or negative recommendation for the proposal and as part of a recommendation, can add conditions or request that changes be made to the proposal. The recommendation and any requested conditions/changes will be sent to the City Council, who will hold a briefing and additional public hearing on the proposed zoning changes. The City Council may make modifications to the proposal and approve or decline to approve the proposed zoning map and text amendment.

If ultimately approved by the City Council, the changes would be incorporated into the City Zoning code and official City Zoning map, and new development would be required to follow the new regulations.

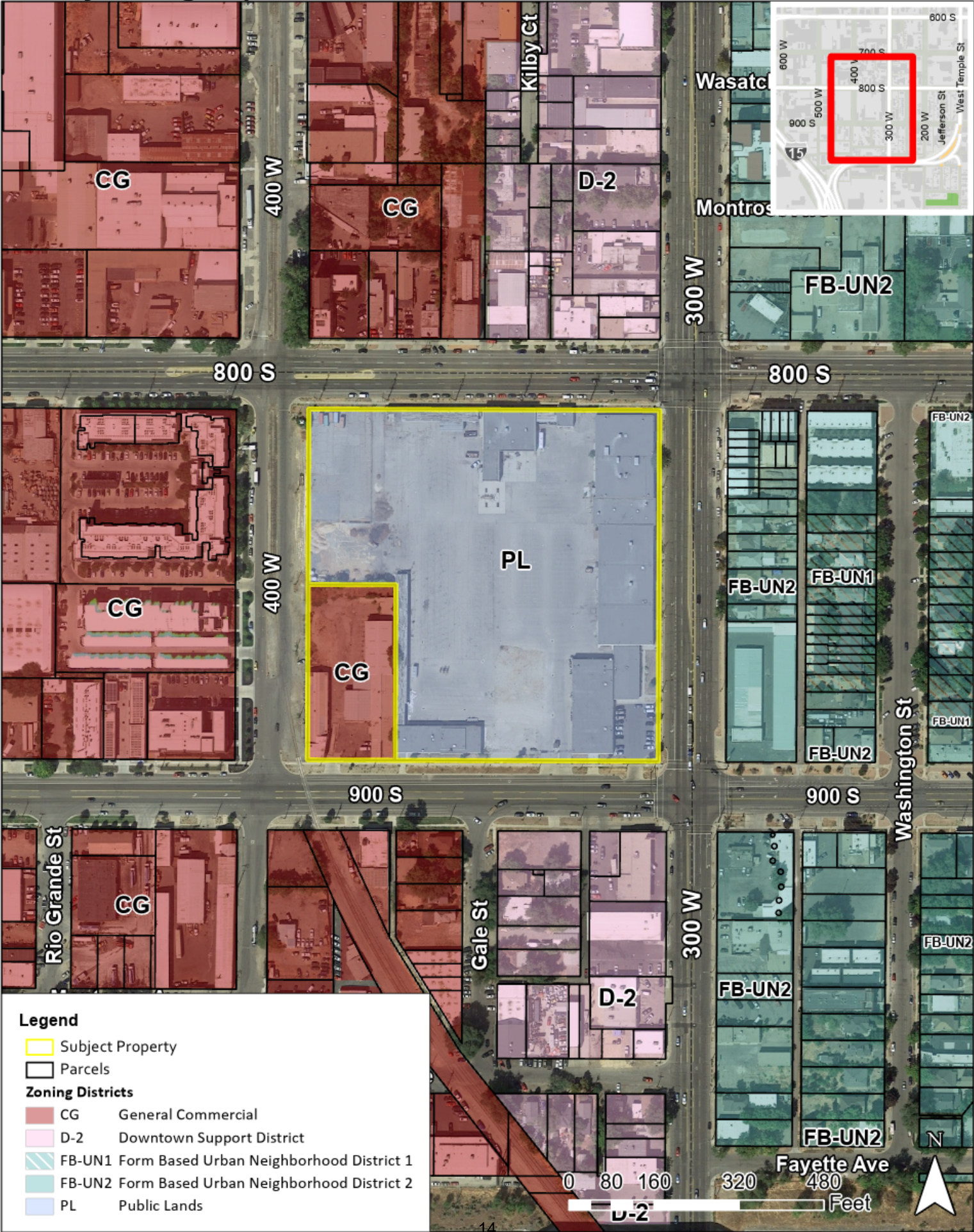
If the proposed zoning amendments are not ultimately approved by the City Council, the property would remain zoned Public Lands and General Commercial. The land zoned Public Lands would continue to not be developable for residential or commercial developments. The land zoned General Commercial could be developed for a variety of commercial and residential uses, but there would continue to be few design requirements for most buildings.

ATTACHMENT A: **Zoning and Vicinity Maps**

Vicinity Map

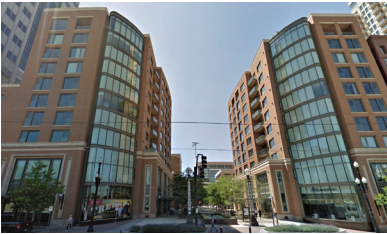


Vicinity Zoning Map

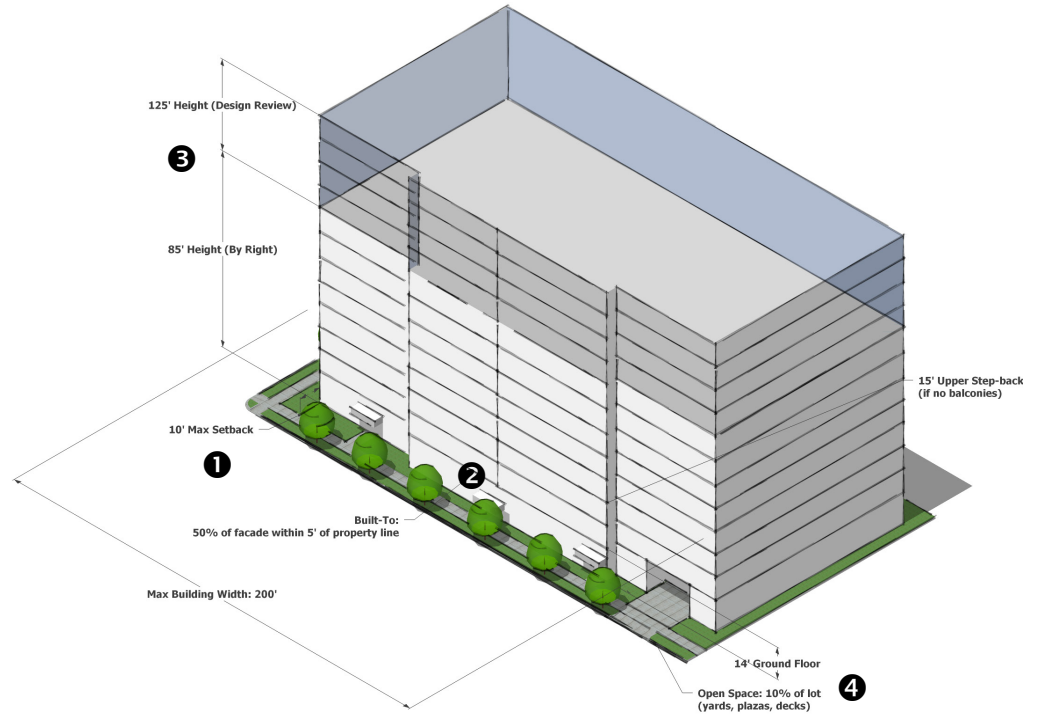


ATTACHMENT B: **Summary of Proposed Code**

The following pages are a visual summary of the proposed zoning code. More detailed code language has been summarized for space and visual considerations. The full code language can be found in [Attachment C](#).

FB-UN3**FORM BASED
URBAN NEIGHBORHOOD**
3**FOR BUILDING FORMS:
MULTI-FAMILY/STOREFRONT/VERTICAL MIXED USE**

Development Examples



Zoning Diagram of Bulk Requirements

FB-UN3 Development Standards for Multi-family/Mixed-Use/Storefront Building Forms

LOT WIDTH & AREA	FRONT/CORNER SIDE YARD ①	REQUIRED BUILD-TO ②	REAR YARD	SIDE YARDS	MID-BLOCK WALKWAY	HEIGHT ③	OPEN SPACE ④
No mins.	No min. required; doors prohibited from opening into public right-of-way. Max. 10' unless greater required due to utility easements. May be modified through Design Review.	Min. 50% of facade shall be within 5' of front property line. May be modified through Design Review	None, except min. 20' when next to zone with ≤30' max height	None, except min. 10' when next to zone with ≤30' max height	Required when shown in City plan. Min. 10' wide, 6' walking path	85' max; up to 125' through Design Review. Rooftop decks allowed on max height roof.	Min. 10% of lot area. May be yards, common areas, rooftop decks, or similar. Min. 20% of req. area shall include vegetation.

GROUND FLOOR HEIGHT

The required ground floor use space shall be at least 14' in height.

900 SOUTH GROUND FLOOR USE LIMITATION

The required ground floor use space facing 900 South shall be limited to the following uses: retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters, or performing art facilities.

GROUND FLOOR DWELLING UNIT ENTRANCES

Each dwelling unit on the ground floor adjacent to a street shall include an allowed entry feature. (See Design Standards table for allowed entry features.) Pedestrian connection (see Design Standards) required to each required entry feature.

LOADING BAY

Max. of one (1) loading bay on a front facade per street face, subject to 21A.44.070. Loading bay entry width limited to 14' and must be screened by garage door. One loading bay driveway is allowed in addition to other driveway allowances.

UPPER LEVEL STEP BACK

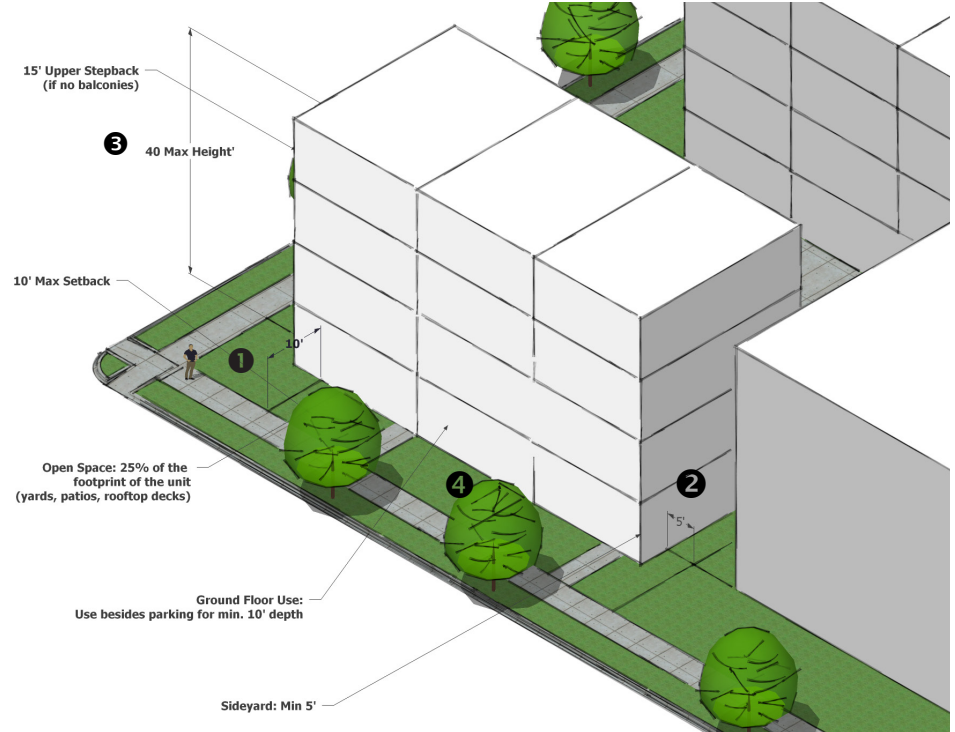
If next to zone with ≤30' max height, the first full floor of the building above 30' shall step back 10' from the building facade along the side or rear yard that is adjacent to the applicable zoning district. Does not apply if separated from the zone by a street or alley.

MULTIPLE BUILDING FORMS PER LOT

Multiple building forms allowed per lot, if all forms have street frontage

FB-UN3**FORM BASED
URBAN NEIGHBORHOOD
3****FOR BUILDING FORM:
ROWHOUSE**

Development Examples



Zoning Diagram of Bulk Requirements

FB-UN3 Development Standards for Row house Building Forms

LOT WIDTH & AREA	FRONT/CORNER SIDE YARD ①	REAR YARD	SIDE YARDS ②	MIDBLOCK WALK-WAY	HEIGHT ③	OPEN SPACE ④
No mins.	Min. 5'; Max. 10' unless greater required due to utility easements. May be modified through Design Review.	Min. 5', except min. 20' when next to zone with $\leq 30'$ height	0' for common walls; Min. 5' otherwise, except min. 10' when next to zone with $\leq 30'$ height	Required when shown in City Plan. Min. 10' wide, 6' walking path	40' Max; Rooftop decks allowed on max height roof.	Min. 25% of the footprint of the dwelling unit. May be yards, common areas, balconies, rooftop decks, or similar. Min. 20% of req. area shall include vegetation

ENTRY FEATURE

Each dwelling unit must include an allowed entry feature. See Design Standards table for allowed entry features. Dwelling units adjacent to a street must include entry feature on street facing façade. 5' wide pedestrian connection required to each required entry feature.

SIDE/INTERIOR ORIENTATION

Dwelling units not located directly adjacent to a street are permitted, provided the building configuration standards (Design Standards) for glass and ground floor transparency are complied with on the facade with the required entry feature.

Lots without public street frontage allowed subject to recording a final subdivision plat that (1) documents new lots have access to a public street by way of easements/shared driveway and (2) includes a disclosure of private infrastructure costs ("reserve study").

900 SOUTH GROUND FLOOR USE LIMITATION

When facing 900 South, ground floor must be occupied by a live/work space at least 25' in depth.

UPPER LEVEL STEP BACK

If next to a zone with $\leq 30'$ max height, the first full floor of the building above 30' shall step back 10' from the building facade along the side or rear yard that is adjacent to the applicable zoning district. Doesn't apply if separated from zone by a street or alley.

USES PER STORY

Residential allowed on all stories; live/work units permitted on ground level.

MULTIPLE BUILDING FORMS PER LOT

Multiple building forms allowed per lot, if all forms have street frontage

FB-UN3**FORM BASED
URBAN NEIGHBORHOOD**

3

FOR ALL BUILDING FORMS**BUILDING CONFIGURATION/DESIGN STANDARDS**

The below configuration/design standards apply to all new buildings and additions when the new construction related to the addition is greater than twenty five percent (25%) of the footprint of the structure or one thousand (1,000) square feet, whichever is less. (*This does not require remodeling of existing portions of structures.*) All of the design standards may be modified through the Design Review process. See Chapter 21A.59.

Form Based Code Design Standards		Form Based Code Design Standards	
BUILDING ENTRIES	Min. 1 entry for every 75' of facade along street, alley, or greenway.	PEDESTRIAN CONNECTIONS	Where required, pedestrian connections shall be min. 4' wide and shall be separated by vehicle areas by change in grade/wheel stop if pedestrian connection is <8' wide. Wing walls up to 2' in height allowed along entry walkways for seating/landscaping.
ENTRY FEATURE	Required building entry shall be one of the following: <ul style="list-style-type: none"> Terrace or Lightwell Forecourt Stoop Shopfront Gallery Porch and Fence (Multi-family/Rowhouse Only) 	GROUND FLOOR GLASS/TRANSPARENCY	Ground floor facade between 2' and 8' height shall be min. 60% glass. Min. 20% glass for urban house, two-family, cottage, and row house forms. Must have min. 6' visual clearance behind glass. May be modified for structural integrity.
FACADE LENGTH	200' maximum street facing facade length	BUILDING MATERIALS (FACADE)	Min. 70% of building facade shall be high quality, durable, natural materials, such as: stone, brick, wood lap siding, fiber cement board siding, <u>textured or patterned concrete</u> , or glass. EIFS allowed for trim only. <u>Other materials of similar quality, durability may be approved by Planning Director.</u>
UPPER STEPBACK	15' stepback required for floors rising above 30' in height that are adjacent to public street, public trail, or public open space. Does not apply if balconies provided on these floors.	OPEN SPACE AREA	Min. 10% of lot area shall be open space, <u>unless otherwise specified in building form regulations</u> . May be yards, common balconies, rooftop gardens/decks, dining areas, or other similar outdoor living spaces; excluding private balconies and parking landscaping.
UPPER LEVEL GLASS	Floors above ground floor shall be min. 15% glass	BUILDING FENESTRATION/BLANK WALLS	No blank walls over 30' in length that are not interrupted by windows, doors, change of building plane off-set of at least 12".
SECOND FLOOR BALCONIES/PATIOS	Uses facing a greenway may have a second floor balcony/patio. Rooftops may be used as patios, subject to all other zoning standards.	RESIDENTIAL BALCONIES	Street facing residential units above ground level shall have usable balcony with min. 4' depth.
GROUND FLOOR USES	75% of ground floor shall be a use other than parking. Shall be min. 25' in depth. Exception: Row houses require min. 10' depth.	BUILD-TO LINE ALTERNATIVES	Alternatives to the build-to line are allowed in lieu of the building facade, including landscaping walls, pergolas and trellises, arcades, plazas, and outdoor dining. See ordinance for details.
PARKING STRUCTURE DESIGN	Regulates facade, elevator/stair design, ramp location, lighting, signage, and ground level uses. See 21A.27.030.C.4.f.		

OTHER FB-UN3 SPECIFIC STANDARDS

PARKING/LOADING REGULATIONS (NEW PARKING AREAS AND BUILDINGS SUBJECT TO BELOW REQUIREMENTS)	
PARKING GARAGE ENTRANCES (STREET FACING)	
Garage entrances shall have a minimum 20' setback from front property line and shall not exceed 50% of first floor building width. One-way garage entry may not exceed 14' in width; multi-way garage entry may not exceed 26' in width.	
SURFACE PARKING LOCATION	
Located behind the building or to the side. If to the side, must be setback 25' from front/corner property line. Setback must be landscaped: 1 tree for every 20' of street frontage and 3' tall wall/fence along property line (landscape screen alternative allowed).	
LOADING AND SERVICE AREAS	
Allowed behind or to the side of buildings only, except where allowed by building form regulation. All service areas shall be screened or located within the building.	
VEHICLE ACCESS	
One (1) driveway is allowed per street frontage. Driveways required to meet fire code are exempt from this limitation.	
STREETSCAPE PROVISIONS	
SIDEWALK WIDTHS	
Min. 8' sidewalk width. Measured from back of park strip or grated street tree toward adjacent property line.	
STREET TREES & STREET LIGHTS	
Street trees required at a rate of 1 per every 30' of frontage. Street lights required in compliance with Street Light Plan for area.	

See the zoning ordinance for other applicable general parking and landscaping regulations. This zone has no parking minimums.

The above information is a synopsis of the draft regulations. Please see the draft zoning ordinance for the complete regulations.

ATTACHMENT C: **Proposed FB-UN3 Code**

The following pages include the proposed Form Based Urban Neighborhood 3 zoning code and other related sections of the zoning code that are being amended as part of this proposal.

The sections are listed below:

- **Building Form Regulations**
- **Parking Regulations**
- **Streetscape Regulations**
- **General Changes to Form Based Zoning Code**
- **General Provisions Zoning Code Changes**
- **Future Parking Chapter Changes**
- **Land Use Table**
- **Sign Regulations**

FB-UN3 Zoning Code Changes

Definitions of Building Forms Allowed in FB-UN3 Zone (for reference only – no changes)

Row House: A series of attached single-family dwellings that share at least one common wall with an adjacent dwelling unit. A row house contains a minimum of three (3) residential dwelling units. Each unit may be on its own lot. If possible, off street parking is accessed from an alley.

Multi-Family Residential: A multi-family residential structure containing three (3) or more dwelling units that may be arranged in a number of configurations.

Storefront: A commercial structure that may have multiple stories and contain a variety of commercial uses that are allowed in the district that permits this building type. All buildings, regardless of the specific use, have a ground floor that looks like a storefront.

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

21A.27.050: FB-UN1, ~~AND FB-UN2,~~ and FB-UN3 FORM BASED URBAN NEIGHBORHOOD DISTRICT:

A. Subdistricts:

1. Named: The following subdistricts can be found in the urban neighborhood form based districts:

a. FB-UN1 urban neighborhood 1 subdistrict: Generally, includes small scale structures, up to two and one-half (2.5) stories in height, on relatively small lots with up to four (4) dwelling units per lot depending on building type. Reuse of existing residential structures is encouraged. Development regulations are based on the building type.

b. FB-UN2 urban neighborhood 2 subdistrict: Generally includes buildings up to four (4) stories in height, with taller buildings located on street corner parcels, which may contain a single use or a mix of commercial, office, and residential uses. Development regulations are based on building type, with the overall scale, form, and orientation of buildings as the primary focus.

c. FB-UN3 Urban Neighborhood 3 subdistrict: Generally includes buildings up to eight (8) stories in height, with taller buildings allowed through the design review process. Development regulations are based on types of buildings and differ between building types as indicated. The district contains a mix of uses that include commercial, technical, light industrial, high density residential, and other supportive land uses.

----- (Note: Sections A.2, B, and C not being amended, code changes continue at section D below) -----

D. FB-UN3 Building Form Standards:

Building form standards for each allowed building form and other associated regulations for the FB-UN3 zone are listed in the below tables of this section.

1. Row House Building Form Standards:

TABLE 21A.27.050.D.1

Building Regulation		Regulation for Building Form: Row House
H	Height	<u>Maximum of 40'; All heights measured from established grade.</u> <u>Rooftop decks and associated railing/parapet are allowed on any roof, including roofs at the maximum allowed height.</u>
F	Front and Corner Side Yard Setback	<u>Minimum 5'. Maximum 10', unless a greater setback is required due to existing utility easements in which case the maximum setback shall be at the edge of the easement. May be modified through Design Review (21A.59).</u>
S	Interior Side Yard	<u>Minimum of 5' between row house building form and side property line, except when an interior side yard is adjacent to a zoning district that has a maximum permitted building height of 30' or less, then the minimum shall be 10'. For the purpose of this regulation, an alley that is a minimum of 10' in width that separates a subject property from a different zoning district shall not be considered adjacent. No setback required for common walls.</u>
R	Rear Yard	<u>Minimum of 5' between row house building form and rear property line, except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then the minimum is 20'. For the purpose of this regulation, an alley that is a minimum of 10' in width that separates a subject property from a different zoning district shall not be considered adjacent.</u>
U	Uses Per Story	<u>Residential on all stories; live/work units permitted on ground level.</u>
GU	Ground Floor Use on 900 South	<u>The required ground floor use space facing 900 South must be occupied by a live/work space at least 25' in depth. Dimensions may be modified through Design Review (21A.59).</u>
E	Entry Feature	<u>Each dwelling unit must include an allowed entry feature. See Table 21A.27.030B for allowed entry features. Dwelling units adjacent to a street must include an entry feature on street facing façade. Pedestrian connections with minimum 5' width required to each required entry feature.</u>
U	Upper level Step Back	<u>When adjacent to a lot in a zoning district with a maximum building height of 30' or less, the first full floor of the building above 30' shall step back 10' from the building facade at finished grade along the side or rear yard that is adjacent to the lot in the applicable zoning district. This regulation does not apply when a lot in a different zoning district is separated from the subject parcel by a street or alley.</u>
OS	Open space Area	<u>Each dwelling unit shall include a minimum open space area that is equal to at least 25% of the footprint of the individual unit, subject to all other open space area requirements of 21A.27.030.C.8 "Open Space Area." A minimum of 20% of the required open space area shall include vegetation.</u>
BF	Building forms per lot	<u>Multiple buildings may be built on a single lot provided all of the buildings have frontage on a street. All buildings shall comply with all applicable standards.</u>
SO	Side/Interior Orientation	<u>Dwelling units not located directly adjacent to a street are permitted, provided the building configuration standards for glass and ground floor transparency are complied with on the façade with the required entry feature.</u> <u>Lots for individual row house dwelling units without public street frontage are allowed subject to recording a final subdivision plat that:</u> <u>1. Documents that new lots have adequate access to a public street by way of easements or a shared driveway; and</u>

		<u>2. Includes a disclosure of private infrastructure costs for any shared infrastructure associated with the new lot(s) per section 21A.55.110 of this title.</u>
MW	Mid-block Walkway	<u>If a midblock walkway is shown in an adopted City plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of 10' wide and include a minimum 6' wide unobstructed path.</u>
DS	Design Standards	<u>See section 21A.27.030 for other applicable building configuration and design standards.</u>

2. Multi-family Residential, Storefront, and Vertical Mixed-use building form standards:
TABLE 21A.27.050.D.2

<u>Building Regulation</u>		<u>Regulation for Building Forms:</u> <u>Multi-family Residential/Storefront/Vertical Mixed Use</u>
H	Height	<u>Maximum height of 125'. All heights measured from established grade. Buildings in excess of 85' require design review in accordance with Chapter 21A.59. Rooftop decks and associated railing/parapet are allowed on any roof, including roofs at the maximum allowed height.</u>
GH	Ground Floor Height	<u>Minimum ground floor height 14'.</u>
F	Front and Corner Side Yard Setback	<u>No minimum is required; however, doors are prohibited from opening into the public right of way. Maximum 10' unless a greater setback is required due to existing utility easements in which case the maximum setback shall be at the edge of the easement. May be modified through Design Review process (21A.59).</u>
B	Required Build-to	<u>Minimum of 50% of street facing facade shall be built within 5' of the front or corner side property line. May be modified through Design Review process (21A.59).</u>
S	Interior Side Yard	<u>No minimum required, except when an interior side yard is adjacent to a zoning district that has a maximum permitted building height of 30' or less, then the minimum shall be 10'. For the purpose of this regulation, an alley that is a minimum of 10' in width that separates a subject property from a different zoning district shall not be considered adjacent.</u>
R	Rear Yard	<u>No minimum required, except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then the minimum is 20'. For the purpose of this regulation, an alley that is a minimum of 10' in width that separates a subject property from a different zoning district shall not be considered adjacent.</u>
GU	Ground Floor Use on 900 South	<u>The required ground floor use space facing 900 South shall be limited to the following uses: retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, bar establishments, art galleries, theaters, or performing art facilities.</u>
E	Ground Floor Dwelling Entrances	<u>Ground floor dwelling units adjacent to a street must have an allowed entry feature. See Table 21A.27.030B for allowed entry features. Pedestrian connections, as per 21A.27.030.C.5, are required to each required entry feature.</u>
U	Upper Level Step Back	<u>When adjacent to a lot in a zoning district with a maximum building height of 30' or less, the first full floor of the building above 30' shall step back 10' from the building facade at finished grade along the side or rear yard that is adjacent to the lot in the applicable zoning district. This regulation does not apply when a lot in a different zoning district is separated from the subject parcel by a street or alley</u>

<u>MW</u>	<u>Mid-block Walkway</u>	<u>If a midblock walkway is shown in an adopted City plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of 10' wide and include a minimum 6' wide unobstructed path.</u>
<u>BF</u>	<u>Building Forms Per Lot</u>	<u>Multiple buildings may be built on a single lot provided all of the buildings have frontage on a street. All buildings shall comply with all applicable standards.</u>
<u>OS</u>	<u>Open Space Vegetation</u>	<u>A minimum of 20% of the required open space area shall include vegetation.</u>
<u>LB</u>	<u>Loading Bay</u>	<u>Max. of one (1) loading bay on a front facade per street face, subject to all dimensional requirements in 21A.44.070. Loading bay entry width limited to 14' and must be screened by garage door. One loading bay driveway is allowed in addition to any other driveway allowances.</u>
<u>DS</u>	<u>Design Standards</u>	<u>See section 21A.27.030 for other applicable building configuration and design standards.</u>

Parking Regulations

3. Parking Regulations: Specific parking standards applicable to the FB-UN3 zone are listed below in Table **21A.27.050.D.3** of this section. These are in addition to any other applicable parking standards in the zoning code.

TABLE 21A.27.050.D.3

<u>Parking Regulation</u>		<u>Applicability: Applies to all properties in the zone</u>
SP	<u>Surface Parking Location</u>	<p>Surface parking shall be located behind or to the side of a principal building provided:</p> <ol style="list-style-type: none"> 1. <u>The parking is set back a minimum of 25' from the front or corner side property line; and</u> 2. <u>The setback area shall be considered a landscaped yard and comply with the landscape yard planting requirements in 21A.46 and include:</u> <ol style="list-style-type: none"> a. <u>Trees with a minimum mature spread of 20' planted at one tree for every 20' of street frontage; and</u> b. <u>A 3' tall solid wall or fence at the property line along the street. A hedge or other similar landscaped screen may be used in place of a wall or fence provided the plants are spaced no further than 18 inches on center across the entire frontage.</u>
GE	<u>Garage Entrances</u>	<u>Street facing parking garage entrance doors shall have a minimum 20' setback from the front property line and shall not exceed 50% of the first floor building width. One-way garage entry may not exceed 14' in width; multiway garage entry may not exceed 26' in width.</u>
VA	<u>Vehicle Access</u>	<u>One (1) driveway is allowed per street frontage. Driveways required to meet fire code are exempt from this limitation.</u>
LS	<u>Loading and service areas</u>	<u>Allowed behind or to the side of a principal building only, except where specifically allowed by building form regulation. All service areas shall be screened or located within the building.</u>
EB	<u>Existing Buildings</u>	<u>The reuse of existing buildings is exempt from the requirements of this table unless new parking area(s) are being added. New parking areas are subject to compliance with this section.</u>

(Staff Note: The above are special additional parking regulations for the FB-UN3 zone beyond the general zoning ordinance requirements. Other general parking regulations, including parking minimums and dimensional requirements, are located in the Zoning Ordinance Parking Chapter 21A.44. No minimum parking is required in this zone.)

Streetscape Regulations

4. Streetscape Regulations: Specific streetscape regulations applicable to the FB-UN3 zone are listed below in Table 21A.27.050.D.4 of this section. These regulations are in addition to any other applicable streetscape standards in the zoning code.

TABLE 21A.27.050.D.4

Streetscape Regulation		<u>Applicability: Applies to all properties in the zone</u>
<u>ST</u>	<u>Street Trees</u>	<u>Street trees are required and shall be provided as per 21A.48.060.D.</u>
<u>SW</u>	<u>Sidewalk Width</u>	<u>Sidewalks shall have a minimum width of 8'. This standard does not require removal of existing street trees, existing buildings, or portions thereof. For purposes of this section, sidewalk width is measured from the back of the park strip or required street tree if no park strip is provided, toward the adjacent property line.</u>
<u>SL</u>	<u>Street Lights</u>	<u>Street lights are required and shall be installed in compliance with the City's Street Light Master plan or its successor.</u>

(Staff Note: The above are special additional streetscape regulations for the FB-UN3 zone beyond general zoning ordinance requirements. Other general regulations apply, including park strip regulations, which are located in the Zoning Ordinance Landscaping and Buffers chapter in 21A.48 and public way improvement regulations, including curb and gutter requirements, which are in the Subdivision code in Chapter 20.)

5. Uses Not Associated with Building Form: Allowed uses that do not involve construction of a building, such as parks and open space, are not required to comply with any specific building form regulation.

General Changes to Form Based Code Chapter

21A.27.030 Building Configuration Standards:

C. Application Of Building Configuration Standards: Building configuration standards apply to all new buildings and additions when the new construction related to the addition is greater than twenty five percent (**25%**) of the footprint of the structure or one thousand (**1,000**) square feet, whichever is less. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. This standard applies to all form-based zoning districts unless otherwise indicated. The standards in this section may be modified through the Design Review process, subject to the requirements of chapter 21A.59 of this title. Subsections C.8 “Open Space Area” and C.12 “Permitted Encroachments and Height Exceptions” may not be modified through Design Review.

*(Staff Note: The above change is to be able to process requests for modifications through the Design Review process which has standards for such design modifications, rather than requiring any changes to go through the Planned Development process. This modification allowance excludes the open space requirements as the design review process does not have standards that would relate to modifications in the percentage of open space. Additionally, encroachments and height exceptions are *allowances*, rather than requirements that could be modified through design review.)*

C.7. Building Materials: A minimum of seventy percent (**70%**) of any street facing building facade shall be clad in high quality, durable, natural materials, such as stone, brick, wood lap siding, patterned or textured concrete, fiber cement board siding, shingled or panel sided, and glass. Material not specifically listed may be approved at the discretion of the planning director if it is found that the proposed material is of similar durability and quality to the listed materials. If approved, such material can count toward the seventy percent (70%) requirement. Other materials may count up to thirty percent (**30%**) of the street facing building facade. Exterior insulation and finishing systems (EIFS) is permitted for trim only.

(Staff Note: The above change is a clarification to codify current practice. The current list of materials is a list of examples (“such as”) and is not meant to be exclusive of other high quality materials but has been misinterpreted as such. Patterned and textured concrete is always considered a high quality, durable material and is allowed, it just hasn’t been specifically listed. Certain metals have also been approved if they are durable and high quality and applicants can provide documentation to the Planning Director about their durability and quality.)

C.8. Open Space Area: A minimum of ten percent (10%) of the lot area shall be provided for open space area, unless a different requirement is specified in the building form regulation. Open space area may include landscaped yards, patio, dining areas, common balconies, rooftop gardens, and other similar outdoor living spaces. Private balconies shall not be counted toward the minimum open space area requirement. Required parking lot landscaping or perimeter parking lot landscaping shall also not count toward the minimum open space area requirement.

General Changes to Related Zoning Code Sections

21A.36.020C. Height Exceptions: Exceptions to the maximum building height in all zoning districts are allowed as indicated in table [21A.36.020C](#) of this subsection.

**TABLE 21A.36.020C
HEIGHT EXCEPTIONS**

Type	Extent Above Maximum Building Height Allowed By The District	Applicable Districts
Chimney	As required by local, State or Federal regulations	All zoning districts
Church steeples or spires	No limit	All zoning districts
Elevator/stairway tower or bulkhead	16 feet	All Commercial, Manufacturing, Downtown, FB-UN2, FB-UN3 , RO, R-MU, RMF-45, RMF-75, RP, BP, I, UI, A, PL and PL-2 Districts
Flagpole	Maximum height of the zoning district in which the flagpole is located or 60 feet, whichever is less. Conditional use approval is required for additional height	All zoning districts
Light poles for sport fields such as ballparks, stadiums, soccer fields, golf driving ranges, and similar uses¹	Maximum height of the zoning district or 90 feet whichever is greater. Special exception approval is required for any further additional height or if the lights are located closer than 30 feet from adjacent residential structures	All zoning districts that allow sport field activities and stadiums excluding parks less than 4 acres in size
Mechanical equipment parapet wall	5 feet	All zoning districts, other than the FP, FR-1, FR-2, FR-3, and Open Space Districts

Changes to Future Parking Chapter (Separate Petition)

Table 21A.44.040-A: Minimum and Maximum Off Street Parking

DU = dwelling unit sq. ft. = square feet

Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-UN3 , FB- SC	

Land Use Table

21A.33.080: TABLE OF PERMITTED AND CONDITIONAL USES IN FORM BASED DISTRICTS:

Note: Uses which are not listed in the following table are not permitted in any form based code zoning district.

Legend: P = Permitted C = Conditional

Use	Permitted Uses By District				
	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P	P	<u>P</u>	P	P
<u>Adaptive reuse of a landmark building</u>			<u>P</u>		
<u>Alcohol:</u>					
Bar establishment		P	<u>P</u>	P	C
Brewpub		P	<u>P</u>	P	C
Distillery			<u>P</u>		
Tavern			<u>P</u>		
Tavern, 2,500 square feet or less in floor area		P	<u>P</u>	P	C
Winery			<u>P</u>		
<u>Amphitheater, formal</u>			<u>P</u>		
<u>Amphitheater, informal</u>			<u>P</u>		
<u>Amusement park</u>			<u>P</u>		
<u>Animal</u>					
Cremation service			<u>P</u>		
Kennel (Indoor)			<u>P</u>		
Kennel (Outdoor)			<u>C</u>		
Veterinary office		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Animal, veterinary office</u> – (Staff Note: Moved to listing above)	-	<u>P</u>		<u>P</u>	<u>P</u>
<u>Antenna, communication tower</u>		P	<u>P</u>	P	P
<u>Art gallery</u>		P	<u>P</u>	P	P
<u>Artisan food production</u>		P ³	<u>P</u>	P ³	P ³
<u>Artists loft/studio</u>			<u>P</u>		
<u>Auction (indoor)</u>			<u>P</u>		
<u>Auditorium</u>			<u>P</u>		
<u>Bed and breakfast</u>	P	P	<u>P</u>	P	P
<u>Bed and breakfast inn</u>	P	P	<u>P</u>	P	P
<u>Bed and breakfast manor</u>	P	P	<u>P</u>	P	P
<u>Blacksmith shop (indoor)</u>			<u>P</u>		
<u>Blood donation center</u>			<u>P</u>		

<u>Boarding house</u>			<u>P</u>		
<u>Botanical garden</u>			<u>P</u>		
<u>Brewery</u>			<u>P</u>		
<u>Bus line station/terminal</u>			<u>C</u>		
<u>Business, mobile</u>			<u>P</u>		
<u>Car wash</u>			<u>C</u>		
<u>Charity dining hall</u>			<u>P</u>		
<u>Clinic (medical, dental)</u>		P	<u>P</u>	P	P
<u>Commercial food preparation</u>		P	<u>P</u>	P	P
<u>Commercial video arcade</u>			<u>P</u>		
<u>Community garden</u>	P	P	<u>P</u>	P	P
<u>Community recreation center</u>		P	<u>P</u>	P	P
<u>Convent/monastery</u>			<u>P</u>		
<u>Convention center</u>			<u>P</u>		
<u>Crematorium</u>			<u>P</u>		
<u>Daycare</u>					
center, adult		P	<u>P</u>	P	P
center, child		P	<u>P</u>	P	P
nonregistered home daycare	P ¹	P ¹	<u>P¹</u>	P ¹	P ¹
registered home daycare or preschool	P ¹	P ¹	<u>P¹</u>	P ¹	P ¹
<u>Dental laboratory/research facility</u>			<u>P</u>		
<u>Dwelling:</u>					
<u>Accessory guest and servants' quarters</u>			<u>P</u>		
<u>Assisted living facility (large)</u>			<u>P</u>		
<u>Assisted living facility (limited capacity)</u>	P	P	<u>P</u>	P	P
<u>Assisted living facility (small)</u>		P	<u>P</u>	P	P
<u>Group home (large)</u>		P	<u>P</u>	P	P
<u>Congregate Care Facility (Large) (Codifier Note: This use is pending adoption at City Council. The C here is only intended to be included in this petition if this new use is adopted.)</u>	C	C	<u>C</u>	C	C
<u>Congregate Care Facility (Small) (Codifier Note: This use is pending adoption at City Council level. The P here is only intended to be included in this petition if this new use is adopted.)</u>	C		<u>P</u>		
<u>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</u>		P	<u>P</u>	P	P
<u>Living quarters for caretaker or security guard</u>			<u>P</u>		
<u>Multi-family</u>		P	<u>P</u>	P	P
<u>Residential support (large)</u>		P	<u>P</u>		
<u>Residential support (small)</u>		P	<u>P</u>		

	Rooming (boarding) house		P	<u>P</u>		
	Single-family attached	P	P	<u>P</u>		P
	Single-family detached	P				
	Single-family detached (cottage development building form only)		P			P
-	Single room occupancy (SRO)(CODIFIER/STAFF NOTE: To be moved to different listing with pending ordinance changes. This listing may need to be modified to match.)		P	<u>P</u>	P	P
	Two-family	P				
	Eleemosynary facility (CODIFIER/STAFF NOTE: This land use term may be removed with petition pending action by City Council.)		P		P	P
	Emergency medical services facility			<u>P</u>		
	Equipment rental (indoor)			<u>P</u>		
	Exhibition hall			<u>P</u>		
	Farmers' market		P	<u>P</u>	P	P
	Financial institution		P	<u>P</u>	P	P
	Flea market (indoor)			<u>P</u>		
	Funeral home		P	<u>P</u>	P	P
	Gas Station			<u>C</u>		
	Government facility requiring special design features for security purposes			<u>P</u>		
	Government office			<u>P</u>		
	Government facility	P	P	<u>P</u>	P	P
	Greenhouse			<u>P</u>		
	Health and fitness facility		P	<u>P</u>	P	P
	Home occupation	P ²	P ²	<u>P²</u>	P ²	P ²
	Homeless Resource Center			<u>C</u>		
	Hospital			<u>P</u>		
	Hotel/motel		P	<u>P</u>	P	
	House museum in landmark site	P	P	<u>P</u>	P	P
	Industrial assembly (indoor)			<u>P</u>		
	Intermodal transit passenger hub			<u>P</u>		
	Laboratory (medical, dental, optical)		P	<u>P</u>	P	P
	Laboratory, testing			<u>P</u>		
	Library		P	<u>P</u>	P	P
	Manufacturing, light (indoor)			<u>P</u>		
	Meeting hall of membership organization			<u>P</u>		
	Mixed use developments including residential and other uses allowed in the zoning district		P	<u>P</u>	P	P
	Mobile food business			<u>P</u>		
	Mobile food court			<u>P</u>		
	Mobile food trailer			<u>P</u>		
	Mobile food truck			<u>P</u>		

<u>Municipal service uses, including city utility uses and police and fire stations</u>	P	P	<u>P</u>	P	P
<u>Museum</u>		P	<u>P</u>	P	P
<u>Nursing care facility</u>		P	<u>P</u>	P	P
<u>Office</u>		P	<u>P</u>	P	P
<u>Office and/or reception center in landmark site</u>		P	<u>P</u>	P	P
<u>Office, publishing company</u>			<u>P</u>		
<u>Open space</u>	P	P	<u>P</u>	P	P
<u>Park</u>	P	P	<u>P</u>	P	P
<u>Parking, commercial</u>			<u>C⁵</u>		
<u>Parking facility, shared</u>			<u>P⁵</u>		
<u>Parking garage</u>			<u>P</u>		
<u>Parking, off site</u>	P	P	<u>P⁵</u>	P	P
<u>Parking, park and ride lot shared with existing use</u>			<u>P⁵</u>		
<u>Performing arts production</u>			<u>P</u>		
<u>Photo finishing lab</u>			<u>P</u>	P	P
<u>Place of worship</u>		P	<u>P</u>	P	P
<u>Plazas</u>	P	P	<u>P</u>	P	P
<u>Radio, television station</u>			<u>P</u>		
<u>Railroad passenger station</u>			<u>P</u>		
<u>Reception center</u>			<u>P</u>		
<u>Recreation (indoor)</u>		P	<u>P</u>	P	P
<u>Recreation (outdoor)</u>			<u>P</u>		
<u>Research and development facility</u>		P	<u>P</u>	P	P
<u>Research facility (medical/dental)</u>		P	<u>P</u>	P	P
<u>Restaurant</u>		P	<u>P</u>	P	P
<u>Retail goods establishment</u>		P	<u>P</u>	P	P
<u>Retail goods establishment, plant and garden shop with outdoor retail sales area</u>		P	<u>P</u>	P	P
<u>Retail service establishment</u>		P	<u>P</u>	P	P
<u>Sales and display (outdoor)</u>		P	<u>P</u>	P	P
<u>School:</u>					
College or university		P	<u>P</u>	P	P
Music conservatory		P	<u>P</u>	P	P
Professional and vocational		P	<u>P</u>	P	P
Seminary and religious institute		P	<u>P</u>	P	P
Public or private			<u>P</u>		
<u>Seasonal farm stand</u>		P	<u>P</u>	P	P
<u>Sign painting/fabrication (indoor)</u>			<u>P</u>		
<u>Small brewery</u>			<u>P</u>		
<u>Social service mission</u>			<u>P</u>		
<u>Solar array</u>		P	<u>P</u>	P	P
<u>Storage, self</u>			<u>P⁴</u>		
<u>Store, convenience</u>			<u>P</u>		
<u>Store, specialty</u>		P	<u>P</u>	P	P

Studio, art		P	<u>P</u>	P	P
Studio, motion picture			<u>P</u>		
Theater, live performance			<u>P</u>		
Theater, movie		P	<u>P</u>	P	P
Urban farm	P	P	<u>P</u>	P	P
Utility, building or structure	P	P	<u>P</u>	P	P
Utility, transmission wire, line, pipe, or pole	P	P	<u>P</u>	P	P
Vehicle					
Automobile rental agency			<u>P</u>		
Automobile repair major			<u>C</u>		
Automobile repair minor			<u>P</u>		
Vending cart, private property		P	<u>P</u>	P	P
Warehouse			<u>P⁴</u>		
Welding shop (indoor)			<u>P</u>		
Wholesale distribution			<u>C⁴</u>		
Wireless telecommunications facility		P	<u>P</u>	P	P
Woodworking mill (indoor)			<u>P</u>		

Qualifying provisions:

1. Subject to section [21A.36.130](#) of this title.
2. Subject to section [21A.36.030](#) of this title.
3. Must contain retail component for on-site food sales.
4. Only allowed on a ground floor when the use is located behind another permitted or conditional use that occupies the required ground floor use space.
5. Subject to parking location restrictions of **21A.27.050.D.3.**

Sign Regulations

21A.46.096: SIGN REGULATIONS FOR FORM BASED DISTRICTS:

The following regulations shall apply to signs permitted in the form based code zoning districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The Form Based Code Districts:

1. **Purpose:** Sign regulations for the form based code zoning districts are intended to provide appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. **Applicability:** This subsection applies to all signs located within the form based code zoning districts. This subsection is intended to list all permitted signs in the zone. All other regulations in this chapter shall apply.

B. Sign Type, Size And Height Standards:

1. A-Frame Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
A-frame sign		P	<u>P</u>	P	P	Quantity	1 per leasable space. Leasable spaces on corners may have 2
						Width	Maximum of 2 feet. Any portion of the frame (the support structure) may extend up to 6 inches in any direction beyond the sign face
						Height	Maximum of 3 feet. Any portion of the frame (the support structure) may extend up to 6 inches in any direction beyond the sign face
						Placement	On public sidewalk or private property
						Obstruction free area	Minimum of 8 feet must be maintained at all times for pedestrian passage

2. Awning Or Canopy Sign:

Sign Type	FB-UN1	FB-UN2	<u>FB-UN3</u>	FB-SC	FB-SE	Specifications	
Awning or canopy sign	P	P	<u>P</u>	P	P	Quantity	1 per window <u>or</u> entrance
						Width	Equal to the width of the window
						Projection	No maximum depth from building facade, however design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopy, and issuance of encroachment permits where required. The awning or canopy can project a maximum of 2 feet into a special purpose corridor
						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. Signs can face a special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

3. Construction Sign:

Sign Type	FB-UN1	FB-UN2	<u>FB-UN3</u>	FB-SC	FB-SE	Specifications	
Construction sign (see definition in this chapter)	P	P	<u>P</u>	P	P	Quantity	1 per construction site
						Height	Maximum of 8 feet. <u>Maximum of 12 feet in FB-UN3</u>
						Area	Maximum of 64 square feet
						Location permitted	Private property or a public street. Signs can face the special purpose corridor, but must be located on private property

4. Flat Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Flat sign		P	<u>P</u>	P	P	Quantity	1 per leasable space. Leasable spaces on corners may have 2
						Width	Maximum of 90% of width of leasable space. <u>No maximum width in FB-UN3.</u>
						Height	Maximum of 3 feet. <u>No maximum height in FB-UN3</u>
						Area	1½ square feet per linear foot of store frontage
						Projection	Maximum of 1 foot

5. Flat Sign (building orientation):

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
<u>Flat sign (building orientation)</u>			<u>P</u>			Quantity	1 per building face.
						Height	<u>May not extend above the roof line or top of parapet wall.</u>
						Area	<u>1½ square feet per linear foot of building frontage</u>

6. Marquee Sign

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
<u>Marquee sign</u>			<u>P</u>			Quantity	1 per building
						Width	<u>Maximum of 90% of width of leasable space</u>
						Height	<u>May not extend above the roof of the building.</u>
						Area	<u>1½ square feet per linear foot of building frontage</u>
						Projection	<u>Maximum of 6 feet. May project into right of way a maximum of 4 feet provided the sign is a minimum of 12 feet above the sidewalk grade.</u>

7. Monument Sign

<u>Sign Type</u>	<u>FB-UN1</u>	<u>FB-UN2</u>	<u>FB-UN3</u>	<u>FB-SC</u>	<u>FB-SE</u>	<u>Specifications</u>	
<u>Monument sign</u>			<u>P</u>			<u>Quantity</u>	<u>1 per building</u>
						<u>Setback</u>	<u>5 feet</u>
						<u>Height</u>	<u>Maximum of 20 feet</u>
						<u>Area</u>	<u>1 square feet per linear foot of building frontage</u>

58. Nameplate Sign:

<u>Sign Type</u>	<u>FB-UN1</u>	<u>FB-UN2</u>	<u>FB-UN3</u>	<u>FB-SC</u>	<u>FB-SE</u>	<u>Specifications</u>	
Nameplate sign	P	P	<u>P</u>	P	P	<u>Quantity</u>	1 per leasable space. Leasable spaces on corners may have 2
						<u>Area</u>	Maximum of 3 square feet

9. New Development Sign

<u>Sign Type</u>	<u>FB-UN1</u>	<u>FB-UN2</u>	<u>FB-UN3</u>	<u>FB-SC</u>	<u>FB-SE</u>	<u>Specifications</u>	
<u>New Development sign</u>			<u>P</u>			<u>Quantity</u>	<u>1 per street frontage</u>
						<u>Setback</u>	<u>5 feet</u>
						<u>Height</u>	<u>12 feet</u>
						<u>Area</u>	<u>200 square feet</u>

610. Private Directional Sign:

<u>Sign Type</u>	<u>FB-UN1</u>	<u>FB-UN2</u>	<u>FB-UN3</u>	<u>FB-SC</u>	<u>FB-SE</u>	<u>Specifications</u>	
Private directional sign (see definition in this chapter)	P	P	<u>P</u>	P	P	<u>Quantity</u>	No limit
						<u>Height</u>	Maximum of 5 feet
						<u>Area</u>	Maximum of 8 square feet
						<u>Restriction</u>	May not contain business name or logo
						<u>Location permitted</u>	Private property or public street. Signs can face the special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

711. Projecting Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Projecting sign		P	<u>P</u>	P	P	Quantity	1 per leasable space. Leasable spaces on corners may have 2
						Clearance	Minimum of 10 feet above sidewalk/walkway
						Area	6 square feet per side, 12 square feet total
						Projection	Maximum of 4 feet from building facade
						Location permitted	Private property or public street. Signs can face the special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

812. Projecting Parking Entry Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Projecting parking entry sign (see projecting sign graphic)			<u>P</u>	P	P	Quantity	1 per parking entry
						Clearance	Minimum of 10 feet above sidewalk/walkway
						Height	Maximum of 2 feet
						Area	4 square feet per side, 8 square feet total
						Projection	Maximum of 4 feet from building facade for public and private streets. Maximum of 2 feet within the special purpose corridor
						Location permitted	Private property or public street. Signs can face the special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

913. Public Safety Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Public safety sign (see definition in this chapter)	P	P	<u>P</u>	P	P	Quantity	No limit
						Height	Maximum of 6 feet
						Area	8 square feet
						Projection	Maximum of 1 foot
						Location permitted	Private property or public street. Signs can face the special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

104. Real Estate Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Real estate sign	P	P	<u>P</u>	<u>P</u>	<u>P</u>	Quantity	1 per leasable space. Leasable spaces on corners may have 2
						Height	Maximum of 12 feet
						Area	32 square feet. <u>64 square feet in FB-UN3</u>
						Location permitted	Private property or public street. Signs can face the special purpose corridor but must be located on private property. All signs are subject to the requirements of the revocable permitting process

115. Window Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Window sign		P	<u>P</u>	P	P	Quantity	1 per window
						Height	Maximum of 3 feet
						Area	Maximum of 25% of window area

ATTACHMENT D: City Plan Considerations

Adopted City Plan Policies and Guidance

Zoning map amendments are reviewed for compliance with City master plans and adopted policies. In developing a zoning code, the Planning Division considers applicable plan policies. The below plans were adopted for the area and policies related to the proposal are noted below each plan.

- ***Downtown Master Plan (2016)***

- The Downtown Plan includes the following policy statement regarding the Fleet Block:
 - “The redevelopment of the fleet Block, a 7.5 acre parcel owned by Salt Lake City, demonstrates the best of urban family living and industry, the mixing of land uses once thought to be incompatible, and improved connections that focus on putting people first. Zoning changes support a true mix of housing options including townhouses, the reuse of historic buildings, and mid-rise development.”
- The Fleet Block is located in the Granary area of Downtown. The *Downtown Plan* calls for the Granary to include:
 - North/South and East/West mid-block walkways through the Fleet Block
 - Unique public spaces in block interiors
 - Streets as spaces for public gathering (Linear parks, median parking, divided boulevards, community gardens, innovative multi-use streets, solar streets and unique stormwater basins)
 - Business incubator space (focus on arts, digital arts, film, and creative industry)
 - Small, local-serving retail
 - Urban family living
 - Thriving employment center
 - Clean industries
 - True mix of housing choices
 - Develop the 9 Line trail/linear park along 900 south as part of the downtown green loop linear park system
- Additional related policy statements for the Granary area:
 - Utilize interior streets and walkways for smaller scale building, like townhouse development, to activate interior of blocks while keeping main streets commercial.
 - Encourage the growth and establishment of mid-size to large employers in the Granary
 - Allow on-street parking to count towards parking requirements.
 - Streamline the process for reuse of existing buildings to support the growing art, creative industry and craft businesses in the Granary
 - Determine if there are character defining or historically significant buildings in the Granary and create incentives for the reuse and rehabilitation of those buildings while making it more difficult to demolish such buildings

- Develop a "garden model" for block redevelopment to locate gardens interior to the block and on rooftops for food production and aesthetic enjoyment.
- Related Granary future vision narrative statements:
 - The Granary's historic grit and modern refinement come together, forming a unique place in the downtown. Clean industries that do not negatively impact the public health thrive in the area.
 - The Granary continues its transition from primarily industrial uses and warehouse buildings and is repurposed for creative industries and supports office, retail, and restaurants. The area has more residents, primarily on the eastern half of the district.
 - Rail spurs and alleys that once served industry are converted to pedestrian avenues and unique public spaces interior to the blocks. The wide streets with relatively few cars provide opportunities for a new way of thinking about our streets as public spaces that provide space for movement and public gathering. The district is characterized by its growing creative industry, which is supported by new business incubator space. Reuse of older warehouse buildings and new infill development match the market demands for a thriving employment center. Midrise housing and small local-serving retail make the Granary a complete neighborhood.
- The *Downtown Plan* also has several related general policies about development expectations for the downtown area:
 - Downtown Vision – Walkable Downtown:
 - Goal 3: (Create) an urban pedestrian experience that is dynamic and stimulating.
 - Incorporate pedestrian oriented design standards in all zoning districts downtown.
 - Activate mid-block walkways with both passive and active land uses, depending on location and surrounding density.
 - Downtown Vision – Prosperous Downtown:
 - Goal 6: Foster independently identified districts characterized by a delightful mix of shops, restaurants, cultural institutions, parks and public spaces, amenities, historic buildings, and architectural character.
 - Consider development regulations that produce buildings that are adaptable to land use changes so the structures are more permanent.
 - Initiative – Walkable Downtown:
 - Goal 1: An integrated mid-block walkway system that prioritizes pedestrians.
 - Carefully manage future development of new midblock walkways to encourage pedestrian prioritization, a unique pedestrian experience, and strong physical connections.
 - Incorporate mid-block walkways or streets throughout downtown to optimize downtown's large blocks for pedestrian movement and provide the maximum choice for how people will make their journeys.
 - Goal 3: An urban pedestrian experience that is dynamic and stimulating.

- Incorporate pedestrian oriented design standards in all zoning districts downtown.
 - Activate midblock walkways with both passive and active land uses, depending on location and surrounding density.
- Initiative - Beautiful Downtown
 - Goal 2: A densely-developed downtown core.
 - Encourage infill development
 - Modify zoning regulations to remove barriers to that development that helps implement the Downtown Community Plan is easier to realize.
 - Goal 4: Quality architecture and construction practices.
 - Explore a design review process for projects of special significance to ensure a distinctive and enduring place. A threshold to trigger design review may be based on building size, civic projects such as parks, civic centers, cultural facilities, or projects with special urban design significance
 - Review and update existing design standards for all zoning districts downtown as needed to provide greater certainty about project design for applicants and community members.
- ***Plan Salt Lake***

The citywide master plan, *Plan Salt Lake*, includes a number of general policies that are related to future growth and development:

- 2.1: Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- 2.2: Encourage a mix of land uses.
- 2.3: Promote infill and redevelopment of underutilized land.
- 2.4: Accommodate and promote an increase in the City's population.
- 3.4: Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
- 3.5: Promote high density residential in areas served by transit.
- 4.12: Incorporate pedestrian oriented elements, including street trees, pedestrian scale lighting, signage, and embedded art, into our rights-of-way and transportation networks.
- 8.1: Reinforce downtown as the visually dominant center of the City through the use of design standards and guidelines.
- 8.5: Support and encourage architecture, development, and infrastructure that:
 - Is people-focused;
 - Responds to its surrounding context and enhances the public realm;
 - Reflects our diverse cultural, ethnic, and religious heritage; and
 - Is sustainable, using high quality materials and building standards.
- 8.8 Promote increased connectivity through mid-block connections.
- 12.2: Support the economic growth of Downtown, including: Innovation District in the Granary with an activated Fleet Block.

Staff Discussion

As noted in [Consideration 1](#), the amendments are generally in-line with the policies from the *Downtown Master Plan*, which focus on ensuring that downtown develops with high quality pedestrian-oriented development and supports a mix of compatible housing and business opportunities. In addition, the proposal is in-line with a variety of policies from the citywide master plan, *Plan Salt Lake*. These include policies related to promoting infill development on underutilized land, increasing the population of the city, promoting high density development near transit, and promoting high quality pedestrian-oriented development.

ATTACHMENT E: Analysis Of Zoning Amendment Standards

ZONING TEXT AMENDMENTS

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision concerning a proposed text amendment, the City Council should consider the following:

FACTOR	FINDING	RATIONALE
1. Whether a proposed text amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;	The proposal is generally consistent with the policies of the applicable adopted planning documents for the area.	The amendments to the zoning code are generally in-line with policies in the associated area plan and citywide plans, as discussed in Consideration 1 and Attachment D.
2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;	The proposal generally furthers the purpose statement of the zoning ordinance.	<p>The purpose of the zoning ordinance is the following:</p> <p><i>The purpose of this title is to promote the health, safety, morals, convenience, order, prosperity and welfare of the present and future inhabitants of Salt Lake City, to implement the adopted plans of the City, and to carry out the purposes of the Municipal Land Use Development and Management Act, title 10, chapter 9, of the Utah Code Annotated or its successor, and other relevant statutes. This title is, in addition, intended to:</i></p> <ul style="list-style-type: none"> <i>A. Lessen congestion in the streets or roads;</i> <i>B. Secure safety from fire and other dangers;</i> <i>C. Provide adequate light and air;</i> <i>D. Classify land uses and distribute land development and utilization;</i> <i>E. Protect the tax base;</i> <i>F. Secure economy in governmental expenditures;</i> <i>G. Foster the City's industrial, business and residential development; and</i> <i>H. Protect the environment.</i>

		The proposal complies with the purpose of the zoning ordinance primarily by helping to foster development by rezoning the Fleet Block from a zone meant for public uses only to a zone that will allow for private development a variety of residential and commercial uses. The proposal also implements the adopted master plan for the area by adopting zoning that reflects that master plan's policies.
3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards;	The proposed zoning is not associated any other zoning overlays that impose additional standards.	The proposal is not located within an overlay that imposes any additional standards.
4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.	The proposal implements regulations that are commonly used in current professional urban planning practice.	The proposal implements regulations that reflect mainstream professional urban planning and design practices. Design standards similar to those proposed with this rezoning are adopted throughout the country by other municipalities.

ZONING MAP AMENDMENTS

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

FACTOR	FINDING	RATIONALE
1. Whether a proposed map amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;	The proposed map amendment is consistent with the related policies in the Downtown Master Plan and Plan Salt Lake.	As noted in Consideration 1 , and the policies in Attachment D , the proposal implements the policies of the <i>Downtown Plan</i> , that are directed at this particular City block and for the surrounding area. The zoning also complies with a variety of general policies found in Plan Salt Lake regarding the quality, pedestrian orientation, and location of new development.

2. Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.	The proposal generally furthers the specific purpose statements of the zoning ordinance.	See discussion under item 2 of the Zoning Text Amendment table above.
3. The extent to which a proposed map amendment will affect adjacent properties;	The proposed zoning is not anticipated to introduce negative impacts to adjacent properties. The proposal will allow development that is compatible with an urban, active, downtown setting.	The proposal will allow for development at similar intensities to that allowed by the zoning on the immediately adjacent City blocks. As the bulk, height, and use allowances for the properties are similar, the proposed zoning is not anticipated to introduce new negative impacts to the area.
4. Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards	The proposed zoning is not associated any other zoning overlays that impose additional standards.	The proposal is not located within an overlay that imposes any additional standards.
5. The adequacy of public facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreational facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.	Adjacent roadways and public utility infrastructure will need to be upgraded when the block is developed.	With any new development on this block, the surrounding infrastructure, including roadways and utility connections, will likely need to be upgraded. The west side of the property has no curb and gutter and so at a minimum such infrastructure would need to be installed on that side of the block. The City anticipates making improvements to 300 West in the near term and development on the block will benefit from those improvements.

ATTACHMENT F: Public Process And Comments

The following attachment lists the public meetings that have been held, and other public input opportunities, related to the proposed project. All written comments that were received throughout this process are included within this attachment.

City Open House

The Planning Division held an Open House for the proposal in July of this year. The Division sent invitations to nearby community councils, mailed notices to property owners, residents, and businesses within two and a half blocks of the site, and sent notices out to the City's listserv. The Division also sent out notices to various parties that had expressed interest in the Fleet Block development, including developers. The open house was held on the Fleet Block itself. Over 50 people attended the open house.

Planning Commission Briefing

The proposal was also taken to the Planning Commission for a briefing in July of this year. The Commission discussed townhome regulations, the potential for the area to develop primarily as townhomes, and ways to encourage active ground floor uses.

Secondary Post-Open House Outreach

The Planning Division refined the proposal after that public open house and sent updated information to everyone who attended the open house and left their contact information with the Division for updates. The Division also sent the information out to the City listserv, which reaches a wide variety of people that have signed up for updates on City related projects, and development groups that have expressed interest in the proposal. Planning Staff also contacted the two adjacent community councils, Central 9 and Ball Park, to get their input and ask if they would like a presentation at their community council meeting on the proposal.

Public Comments

Key public comments and resulting changes to the code are noted in [Consideration 2](#) on page 6. Full e-mailed public comments are included on the next few pages of this attachment.

Public Hearing Notice

The Planning Division provided the following notices for the Planning Commission meeting:

- Mailed notice sent November 26th
- E-mailed notice to listserv sent November 26th
- Public hearing notice signs posted on the property November 26th

COMMENTS TO PROPOSED FLEET BLOCK ZONING CHANGE

TO: DANIEL ECHEVERRIA, SALT LAKE CITY PLANNING

FROM: PETER CORROON, SENTRY FINANCIAL

SUBJECT: PROPOSED FLEET BLOCK ZONING

DATE: AUGUST 6, 2019

Daniel,

I have reviewed the Salt Lake City's proposal to change the zoning at the Fleet Block to Form Based Urban Neighborhood 3 (FB-UN3) zoning, and attended the Planning Commission Information Session on July 31. Based on your comments at the Planning Commission, the FB-UN3 zoning may be applied to the rest of the Granary District (Innovation District) as well.

Sentry Financial, through its affiliated entity SLC Innovation District I, is the owner of the privately-owned parcel on the Fleet Block, as well as other parcels within the Granary/Innovation District.

The following are our comments to the proposed FB-UN3 Zoning.

Building Configuration Standards

- The low threshold of 1,000 sf to come under Building Configuration Standards may affect the rehabilitation of older warehouse buildings.

Building Types

- We appreciate the acknowledgement of different building types and creating possibilities for a true mixed-use "live, work, learn and play" district.

Height Limits

- The height limits seem reasonable, although we support increased height density over urban sprawl.

Building Yard Set-Backs

- Limiting Building Yard Set-Backs, as proposed, will allow good interaction with the streetscape

Open Space Requirement

- We support allowing Open Space to include rooftop decks

Minimum Ground Floor Heights

- 14 Feet is a reasonable ground floor height, except where renovating existing .

Building Width

- Mixed-Use/Multi-family/Storefront: Please make sure that the proposed Maximum Building Width of 200 feet along a street does not hinder the rehabilitation of warehouse buildings in the district.

Design Standards

- Entryway: One entry required for every 75 feet of façade.
- Glass/Windows: The ground floor glass façade requirements may hinder the rehabilitation of the older warehouse structures because this may harm the building structurally.
- Blank Walls: The “No blank wall over 30 feet in length” requirement may hinder the rehabilitation of older warehouse buildings because some of them have long walls. Requiring openings could have structural implications.
- Building Façade: Generally OK except EIFS should be an allowable material for façades. EIFS is not the problem. Bad design using EIFS is a problem.
- Balconies: Required on all upper level housing units. People don’t always use balconies. This should be expanded to allow Juliette Balconies.
- Step-backs: Floors above 30’ height level facing street must be stepped back 15’ or include balconies. This may have negative implications for the building we are considering for Sentry’s property at the Fleet Block. This should be limited to buildings adjacent to lower density zones.

Parking Requirements

- No Minimum Parking is good. Allow developers to decide what is needed for their tenants.
- Parking Structures: All ramping between levels needs to be placed along the secondary façade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.

Application of Building Configuration Standards

- Building configuration standards apply to all new buildings and additions when the new construction is greater than 25% of the existing structure footprint or 1,000 square feet, whichever is less.

Permitted Uses

- We appreciate the various uses allowed to create a true mixed-use “live, work, learn and play” district.

Ground Floor Uses

- All portions of ground floor space shall extend a minimum of 25 feet into building. This requirement may be harmful to narrow buildings.

Echeverria, Daniel

From: Kyle Deans [REDACTED] >
Sent: Wednesday, October 9, 2019 1:34 PM
To: Echeverria, Daniel
Subject: Fleet Block

I was reviewing the Fleet Block Zone Change proposal, and for the most part I like the proposed changes.

I do think however that a few things need to be looked at again.

In the multi-family regulations, I think that the heights need to be increased. Study after study shows that if a building is taller than the adjacent street is wide that it visually narrows the street. The streets in this area are massive and we need to narrow those, since physically narrowing those isn't an option, then they need to be visually narrows. 300 and 400 West from back of sidewalk to back of sidewalk is roughly 130'-135'. 800 and 900 South from back of sidewalk to back of sidewalk is roughly 120'. If the goal is to truly make the neighborhood more walkable than the adjacent heights need to be allowed to be much taller than 85' and 125' with Design Review. There should also be minimum heights.

All areas should have minimum heights as to not waste the space with a 1 story building.

The sign ordinance needs to be addressed as well, Projecting signs in particular. 6 sf per side is way to small and will not effectively portray the business name, I feel that this needs to be looked into, or are there some examples of this size of sign in the city currently. I do know that there Sonoma Grill projecting sign isn't as large as the current ordinance allows for that area, but it is was to small and is essentially ineffective.

Thank you for your hard work, I hope this items are considered some.

Kyle R Deans
Resident and lover of SLC

From: Jesse Hulse <jesse@atlasarchitects.com>
Sent: Wednesday, July 10, 2019 11:20 AM
To: Echeverria, Daniel
Subject: Re: Notice of Planning Open House - Fleet Block Rezone

Thanks Daniel,

In addition to the durable materials clarification, I hope you can also look at some of those other issues with wood, fiber cement, and stucco.

I'd be happy to provide more info or point you to some examples to see what can go wrong and where it can be done well

On Jul 10, 2019, at 11:00 AM, Echeverria, Daniel <Daniel.Echeverria@slcgov.com>
wrote:

Thanks for taking the time to review the materials and provide feedback Jesse. I've been included in some of those back and forths on the materials, and that language has indeed caused some confusion. We've clarified that the Planning Director can approve other durable materials in the City's other zones and the Form Based zone code probably warrants some clarification as well. We will look into that and see if we can wrap a clarification into this proposal for the Form Based zones.

It's definitely important to get input from the developer and architect side and I appreciate you taking the time to provide thoughtful feedback. I will include you when we put out a full draft code so that we can get your feedback on the more detailed proposal.

Thanks,

Daniel Echeverria
Senior Planner

PLANNING DIVISION
SALT LAKE CITY CORPORATION

E-MAIL daniel.echeverria@slcgov.com
TEL 801-535-7165
www.slc.gov/planning

From: Jesse Hulse <jesse@atlasarchitects.com>
Sent: Tuesday, July 9, 2019 3:05 PM
To: Echeverria, Daniel <Daniel.Echeverria@slcgov.com>
Cc: Norris, Nick <Nick.Norris@slcgov.com>

Subject: Re: Notice of Planning Open House - Fleet Block Rezone

Daniel,

I had a previously scheduled meeting I had to attend yesterday so I couldn't make it to the open house, I hope you had a good turnout from Central 9th residents.

I've reviewed the materials online and I want to offer some feedback.

This comes from my experience as an architect and developer in Central 9th using the FB-UN1 & 2 for our own projects as well as those for our clients, and observing other projects in the neighborhood.

We are now close to permitting our 6th project in FB-UN1 and 2.

First off, the presentation is good and thorough, I'm glad the Administration and Planning is taking on this rezone ahead of issuing RFP's for redevelopment.

Overall, I think all the main ideas of why and how a FB code is the way to go here are included and make sense.

The biggest issue I see is in Design Standards under allowable materials;

BUILDING MATERIALS

A minimum of 70% of any street facing building facade must be clad in high quality, durable, natural materials, such as stone, brick, wood lap siding, fiber cement board siding, shingled or panel sided, and glass. Other materials may count up to thirty percent 30% of the street facing building facade. Exterior insulation and finishing systems (EIFS) which is commonly referred to as stucco is permitted for trim only.

We keep bumping up against architectural metal panel not being included as a durable material allowed in the 70%.

On two separate projects we've permitted, both Spy Hop & Hat Trick, and now on a third in process, Central 9th Market Phase 2, we have gotten a permit review comment from Zoning saying it is not allowed, only to have to go back to someone in Planning who then has to talk to the Zoning person to get the material allowed. Quality metal panel is a durable material suited to an urban environment, and it's been allowed by precedent, so it would be helpful if this could be addressed in Zoning codes going forward. CMU and concrete are also not listed and have the same issues as being well suited to the code's intent and being allowed by precedent.

Also, as we can see on different projects in C9, wood, whether it be lap siding or another profile and attachment and fiber cement can have varying outcomes, we have example of good and bad, that come down to detailing, species, finishing, exposure. It would be helpful and we would see better outcomes, if there was more guidance here. In general, both of these materials are more appropriate to medium density residential, but for all projects, the devil is in the details. We have two projects on Washington St, South of

900 where you can see how even following the Form Based Code and using this material, the outcome is very poor.

EIFS & Stucco also have the potential to be good or bad, depending on how they are used architecturally, and again we have examples here of both. I would like to point out though, architecturally, one of the worst thing you can do with EIFS and Stucco is to use it as a trim material, which often manifests as a faux substitute for a higher quality traditional trim material.

In short it would be helpful to include the durable materials that have been omitted and find a way to specify how to use or an approval process for the other materials that can be problematic.

I think it would be helpful to have someone who wears both hats, developer & architect to provide some insight on how to tune this code so that it works for the development community and Planning gets the outcomes it wants to see.
If you would like a volunteer, I would be happy to help.

Thanks for the opportunity to provide input.

Jesse J Hulse

Principal, Atlas Architects Inc

801.322.2724

www.atlasarchitects.com

From: Matt Murphy
Sent: Tuesday, July 9, 2019 9:53 AM
To: Echeverria, Daniel <Daniel.Echeverria@slcgov.com>
Subject: Opinion - Fleet Block Rezone

Daniel,

My name is Matt Murphy and I am a resident in the Central 9th Neighborhood. First, I want to say thank you for hosting an open house regarding the Fleet Block Rezone. You seemed busy with others last night and I didn't want to disrupt your conversations.

About me: I work in tech along with my wife who works in healthcare. We are an active couple with a dog. We ski/snowboard/hike/camp/dine/drink...anything that Salt Lake has to offer. We are both transplants from Chicago area. I am very excited to hear that the Fleet Block is going to be rezoned. Below are some of my thoughts on the plan.

1) Height of buildings: I am in favor of taller buildings IF commercial/retail/restaurants are required on the main floor. I understand we are in a housing crunch, hence why I support the taller buildings near Trax. However, I think there needs to be a continued emphasis on developing a culture rich neighborhood with bars/restaurants, entertainment and shops.

2) Sidewalks and walkways: When considering the walkways, please keep security/safety at top of mind. As you know there is a lot of crime/drug use in the C9 area. A lot of these people find small alleys/corners to shoot up, etc. It would be great to see all sidewalks widened in the area. As someone who frequents TF Brewing, Fisher, Etc, is it scary to cross intersections where cars are going 40+mph.

3) 300 West: Is there a plan to reduce the traffic speed/flow in that area? If we are to be walking/bike friendly, it would be great to see a boulevard on that road, or some other method of slowing traffic between 600 South and 900 South. Even if it is just better painted crosswalks, signals, etc.

4) 400 West between 600 south and 900 south: Are there larger plans for this street? It has so much potential to be a cool part of town.

4) Restaurants/Bars: It baffles me in a state that has sun 250 days of the year that we don't have more rooftop patios or outdoor seating. I frequent Minneapolis/Chicago (awful weather) and they maximize their outdoor space. It would be great if this could be included in the plan.

5) Chains/Franchises: Is it possible to ban any franchises from taking up commercial spaces? Often in Utah, when a space like this becomes available it turns into a strip mall.

Thank you for reading my long winded email. As a resident that is invested in the area, I want to make sure my opinion is heard. Best of luck on the project! I am excited to see how it turns out.

Best,

- Matthew Joseph Murphy

Echeverria, Daniel

From: Joshua Stewart <jstewart@cnuutah.org>
Sent: Monday, December 2, 2019 10:21 AM
To: Echeverria, Daniel; Norris, Nick; Larsen, Jonathan
Subject: (EXTERNAL) Fleet block Code Requirements
Attachments: Walkable SLC Blocks.pdf; UtahStreetConnectivityGuide-Intro.pdf

Daniel,

I'm a supporter generally of the new form based code for the fleet block.

I think there are some very good opportunities for this block and we should make the most of it. Please refer to the attached documents to supplement my comments below.

First, mid-block streets with auto access should be included in the development requirements. Wasatch Front Regional Council has a wonderful document that explains why street connectivity, not just pedestrian connectivity, is so beneficial to our communities. Attached is the intro of that document. Our huge blocks need slow speed walkable mid-block streets. For me, the biggest benefit is they help bring vitality to the block and encourage safe (eyes on the street). Active transportation with on-street "eyes in cars" and opportunities for in-block on-street parking is crucial for the success of convenience retail. Multi-modal mid-block streets (car, bike, walking) make for a richer urban environment. Pedestrians without cars have safety risks and cars without pedestrian amenities make for stale blocks. Also, requiring ground floor retail without on-street parking is a formula for failure. Angled parking around the block faces should be considered and encouraged. Shrinking adjoining city streets - being willing to exchange perimeter streets land for internal mid-block streets would help reduce street widths and slow traffic and bring important mid-block streets to the block.

Second, the open space definition needs to include a public accessible component. Roof top open space doesn't benefit the community as much as a nice ground floor plaza or ground garden space. Think Louisburg square in Boston or the many garden blocks in London England and Savannah Georgia. We need real green open spaces in these large blocks to make urban environments great. Please re-evaluate the open space requirements to require more ground floor open space that is green and includes substantial trees.

Third, street trees need a chance to grow and thrive and larger planting areas for the trees is essential for their success. Putting them in a 5'x5' opening doesn't work well in Utah. Street trees need less hard scape over their root systems. Minimum tree areas should be 100 sf. This could be 5'x20' or 10'x10' - but it needs to be more substantial so there is a chance for them to thrive in our urban environment. Walkability is vastly improved when shade is provided by large trees.

Fourth, residential unit maximums should be provided. Large 200 and 300 unit apartment buildings are too big and have social, economic, and safety liabilities. Less than 24 unit buildings should be required. They allow for re-development potential and better community cohesiveness.

Fifth, a diverse unit mix in the block should be required. We don't want to ghettoized it into all studios and 1 bedrooms. The city has a long term interest in the social success and when folks can live in one area over their lifetime it adds continuity to the community. Urban children-friendly areas should be encouraged. For example, over a person's life, they may be single, get married, have children, and then be empty nesters. With a unit diversity a family could move from a studio to a 2 bedroom to a 3 bedroom townhouse and still stay on the same block if a unit mix is required. Also, zoning out children without required amenities for children is hurtful and lessens the community spirit of a block. Downtown needs to provide tot-lots - urban places with swings, slides, and other amenities for children.

Sixth, I'm not sure I agree with the balcony requirements for every unit. There can be great architecture without balconies, but maybe an exchange in the language could be "a balcony for every unit or 30 sf of ground floor public green space, plaza scape, or pedestrian amenities."


Seventh, I think a water feature of some sort ought to be required in the block. Historically, we used to have irrigation ditches and creeks that ran along blocks. Water features, (they can be very simple) make for a better urban environment for everyone. Creeks can be daylighted, a simple wall fountain, a sculpture with water, - there are numerous options.

Eighth, architectural material and stylistic consistency would be beneficial. A hodgepodge of materials and styles on a block face make for a less desirable community. I would encourage developer be required to identify the style and material palette for the block and how it will be a long term asset to the city. Think about how Park City has style guides for development there and it strengthens the community feel and improves land values.

Nineth, 5 stories should be the maximum development height. Walking to your unit above 5 stories isn't very reasonable and encouraging folks to walk to their unit and being closer to the street has distinct health benefits and social benefits. See Leon Krier's book, The Architecture of Community.

We need to expect more from our urban places. Give me a call if you need any clarifications. I'd be happy to discuss.

Thanks,

Josh Stewart
Salt Lake City
Architect


ATTACHMENT G: Property Photographs



View of the fleet block from 900 south, looking north at the center of the block (Credit: Google Maps)



View of the fleet block from the intersection of 900 S and 300 West looking north-west (Credit: Google Maps)



*View of the Fleet Block from the intersection of 800 South and 300 West looking south-west
(Credit: Google Maps)*



View looking west on 800 South from 300 West, Fleet Block is on the left (Credit: Google Maps)



View looking south on 400 West from 800 South, Fleet Block is on the left. Apartment buildings are on the right, located across the street from the Fleet Block (Credit: Google Maps)



View of the south-west corner of the block, looking north-east from intersection of 900 south and 400 West. This corner of the block is privately owned, but they have requested to be part of the rezone proposal. (Credit: Google Maps)

ATTACHMENT H: City Department Review Comments

Staff Note: The proposed changes do not generally impact other city departments as the regulations largely only control aspects of building design. However, staff routed the zoning amendments out to other City departments for review and comment.

Transportation

Transportation has no issues with this rezone.

Engineering

No comments.

Public Utilities

- All improvements must meet SLCDPU Standards, policies and ordinances.
- Depending on development there may be offsite improvements required including storm drain, water main and sewer main improvements.
- Green stormwater Infrastructure will be required especially along the 900 South Frontage
- There are public and private water, sewer and storm drain lines through the property that will need to be resolved.
- There is a project for 900 South improvements scheduled for 2021.
- This property is on the boundary of the 100 year flood plain and the property may be subject to ponding up to 1 foot.
- Minimum floor elevations should be evaluated.

Building Services

Building Services finds no issues with these proposed amendments.

ATTACHMENT I: Form Based Code Design Standards – Current Code

The full, existing design standard regulations included in this section are applied to all Form Based zones in the City. All buildings in the proposed zone would be subject to these same design requirements. Three subsections of this code are being modified as noted in [Attachment C](#).

Existing Building Design Standards for Form Based Zones (For Reference)

The below are the existing building/design standard regulations for development in all Form Based Zones. These same standards will apply to development under the proposed FB-UN3 zoning for the Fleet Block. The FB-UN3/Fleet Block rezoning proposal includes amendments to some of these standards to clarify the language and address code conflicts. Please see the draft FB-UN3 code for the proposed changes.

21A.27.030: BUILDING CONFIGURATION AND DESIGN STANDARDS:

A. Specific Intent Of Configuration And Design Standards:

1. Design Related Standards: The design related standards are intended to do the following:

- a. Implement applicable master plans;
- b. Continue the existing physical character of residential streets while allowing an increase in building scale along arterials and near transit stations;
- c. Focus development and future growth in the city along arterials and near transit stations;
- d. Arrange buildings so they are oriented toward the street in a manner that promotes pedestrian activity, safety, and community;
- e. Provide human scaled buildings that emphasize design and placement of the main entrance/exit on street facing facades;
- f. Provide connections to transit through public walkways;
- g. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood;
- h. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation; and
- i. Rehabilitate and reuse existing residential structures in the form based zoning districts when possible to efficiently use infrastructure and natural resources, and preserve neighborhood character.

B. 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 tables located in this chapter.

C. Application Of Building Configuration Standards: Building configuration standards apply to all new buildings and additions when the new construction related to the addition is greater than twenty five percent (25%) of the footprint of the structure or one thousand (1,000) square feet, whichever is less. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. This standard applies to all form based zoning districts unless otherwise indicated.

- 1. Building Entry:** A minimum of one main entry with an entry feature facing a public street or walkway, excluding alleys, is required. The main entry is the primary pedestrian entrance into a building. Two-family dwelling 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 or side yard, but must also have

a porch or stoop entrance. Where required, the building entry must be one of the following:

- a. **Front entrance:** Door on the same plane as street facing facade;
 - b. **Recessed entrance:** Inset behind the plane of the building no more than ten feet (10'). If inset, then the side walls of the inset must be lined with clear glass. Opaque, smoked, or darkened glass is not permitted; or
 - c. **Corner entrance:** Entry that is angled or an inside corner located at the corner of two (2) intersecting streets.
 - d. **Number:** Every building shall have at least one entry for every seventy five feet (75') of building facade along a public or private street, alley or greenway.
2. **Encroachments:** A permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet (5') to the front property line.
3. **Entry Feature:** The following building entries are permitted as indicated:

TABLE 21A.27.030B

ENTRY FEATURE STANDARDS

Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Porch and fence: A planted front yard where the street facing building facade 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 6' in depth. The front yard may include a fence no taller than 3' in height	P	P	P	P	P		

Reference Illustration - Porch And Fence



Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Terrace or lightwell: An entry feature where the street facing facade is set back from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof			P	P	P	P	P

Reference Illustration - Terrace Or Lightwell



Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
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	P	P	P

Reference Illustration - Forecourt



Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
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	P	P	P

Reference Illustration - Stoop



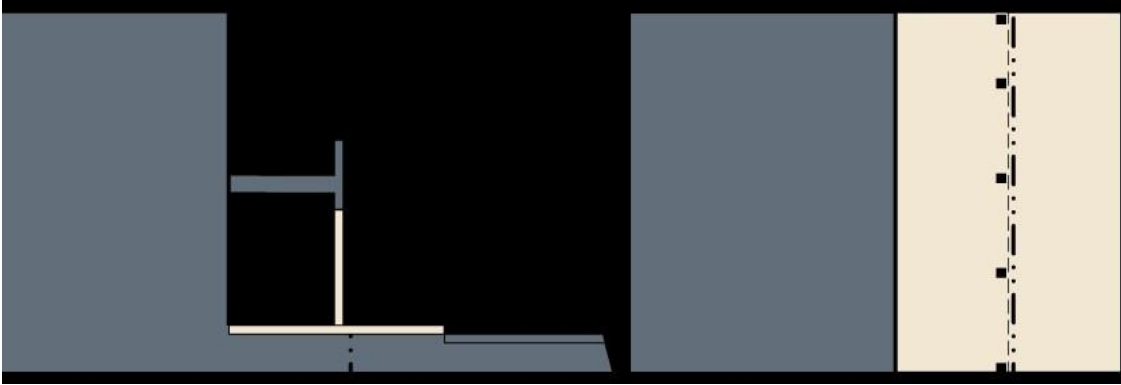
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry 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	P

Reference Illustration - Shopfront



Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Gallery: A building entry where the ground floor is no more than 10' 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	P

Reference Illustration - Gallery



4. Additional Design Standards Required For The Form Based Districts (These Standards Do Not Apply To The FB-UN1 Zoning District):

- a. Facade Length:** The maximum length of any building facade facing a street is two hundred feet (200').
- b. Stepback Requirement:** Floors rising above thirty feet (30') in height shall be stepped back fifteen (15) horizontal feet from the building foundation at grade for building elevations that are adjacent to a public street, public trail, or public open space. This stepback does not apply to buildings that have balconies on floors rising above thirty feet (30') in height.
- c. Glass:** For all floors or levels above the ground floor, a minimum of fifteen percent (15%) of all street facing facades must be glass.
- d. Second Floor Balconies And Patios:** Commercial uses or businesses that face a greenway corridor may have a second floor balcony or patio. Rooftops can be used as patios and shall comply with all applicable zoning standards.
- e. Ground Floor Uses:** On the ground floor, a permitted use other than parking shall occupy at least seventy five percent (75%) of the width of any street-facing building facade. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the structure of all building forms with the exception of row houses, two-family dwellings, and cottage developments, which shall extend a minimum of ten feet (10'). Parking may be located behind these spaces.
- f. Design Standards For Parking Structures:** The following standards shall apply to parking structures whether stand alone or incorporated into a building:
 - (1) Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space. Examples include heavy-gauge metal screen, precast concrete panels; live green or landscaped walls, laminated or safety glass, decorative photovoltaic panels or match the building materials and character of the principal use. The Planning Director may approve other decorative

materials not listed if the materials are in keeping with the decorative nature of the parking structure.

- (2) The architectural design of the facades should express the internal function of the structure. Facade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail, or public open space.
- (3) Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary facade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.
- (4) Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points.
- (5) Signage and way-finding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structure entrances shall be clearly signed from public streets.
- (6) Interior garage lighting shall not produce glaring sources towards adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white-stained ceilings are a good strategy to control light levels on site while improving energy efficiency.
- (7) Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.
- (8) The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.
- (9) Parking structures shall be designed to minimize vehicle noise and odors on the public realm. Venting and fan locations shall not be located next to public spaces and shall be located as far as possible from adjacent residential land uses.

5. Pedestrian Connections: Where required, the following pedestrian connection standards apply:

- a. The connection shall provide direct access from any building entry to the public sidewalk or walkway.
- b. The connection shall comply with the Americans with Disabilities Act (ADA) standards for accessibility.
- c. The connection shall be fully paved and have a minimum width of four feet (4').
- d. The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop if the walkway is less than eight feet (8') wide.
- e. Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet (2') in height for seating, landscaping, etc.

6. Ground Floor Transparency: Where required, the ground floor transparency standards apply:

- a. Minimum of sixty percent (60%) of street facing facade, located between two feet (2') and eight feet (8') above the grade of the sidewalk, shall be transparent glass. This may be reduced to twenty percent (20%) if the ground floor is within one of the following building types: urban house, two-family, cottage, and row house.
 - b. There must be visual clearance behind the glass for a minimum of six feet (6'). Three-dimensional display windows at least six feet (6') deep are permitted and may be counted toward the sixty percent (60%) glass requirement.
 - c. 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.
 - 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.
- 7. Building Materials:** A minimum of seventy percent (70%) of any street facing building facade shall be clad in high quality, durable, natural materials, such as stone, brick, wood lap siding, fiber cement board siding, shingled or panel sided, and glass. Other materials may count up to thirty percent (30%) of the street facing building facade. Exterior insulation and finishing systems (EIFS) is permitted for trim only.
- 8. Open Space Area:** A minimum of ten percent (10%) of the lot area shall be provided for open space area. Open space area may include landscaped yards, patio, dining areas, common balconies, rooftop gardens, and other similar outdoor living spaces. Private balconies shall not be counted toward the minimum open space area requirement. Required parking lot landscaping or perimeter parking lot landscaping shall also not count toward the minimum open space area requirement.
- 9. Building Fenestration:** No building wall that faces onto a street shall exceed more than thirty feet (30') in length without being interrupted by windows, doors, or change of building wall plane that results in an offset of at least twelve inches (12").

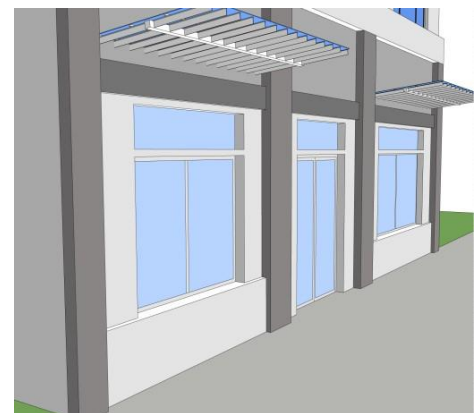


Illustration Of Building Fenestration

- 10. Residential Balconies:** All street facing residential units above the ground floor or level shall contain a usable balcony that is a minimum of four feet (4') in depth. Balconies may overhang any required yard.

11. Design Standards Alternatives:

a. Alternatives To Required Build-To Line: Where a "required build-to" standard applies, the following alternatives may count toward the minimum build-to requirement as indicated:

(1) Landscaping Walls: Landscaping walls between twenty four inches (24") and forty two inches (42") high may count up to twenty five percent (25%) toward the minimum requirement provided the following:

- (A) The wall incorporates seating areas.
- (B) The wall is constructed of masonry, concrete, stone or ornamental metal.
- (C) The wall maintains clear view sightlines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.

(2) Pergolas And Trellises: Pergolas and trellises may count up to twenty five percent (25%) toward the minimum build-to requirement provided the following:

- (A) The structure is at least forty eight inches (48") deep as measured perpendicular to the property line.
- (B) A vertical clearance of at least eight feet (8') is maintained above the walking path of pedestrians.
- (C) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches (6" x 6") or a radius of at least four inches (4").
- (D) The structure maintains clear view sightlines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.

(3) Arcades: Arcades may count up to one hundred percent (100%) toward the minimum requirement provided the following:

- (A) The arcade extends no more than two (2) stories in height.
- (B) No portion of the arcade structure encroaches onto public property.
- (C) The arcade maintains a minimum pedestrian walkway of five feet (5').
- (D) The interior wall of the arcade complies with the building configuration standards.

(4) Plazas And Outdoor Dining: Plazas and outdoor dining areas may count up to fifty percent (50%) toward the minimum requirement, and have a maximum front setback of up to fifteen feet (15') provided the following:

- (A) The plaza or outdoor dining is between the property line adjacent to the street and the street facing building facade.
- (B) Shall be within two feet (2') of grade with the public sidewalk.
- (C) The building entry shall be clearly visible through the courtyard or plaza.
- (D) The building facades along the courtyard or plaza shall comply with the ground floor transparency requirement.

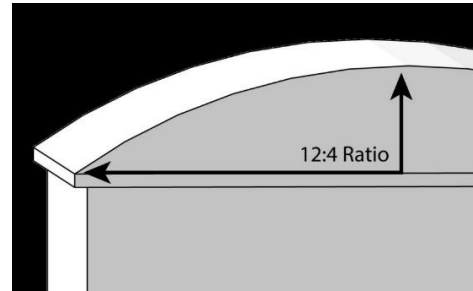
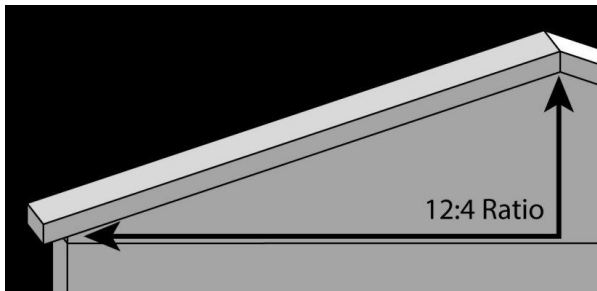
b. Alternatives To Ground Floor Transparency Requirement: The planning director may modify the ground floor transparency requirement in the following instances:

- (1) The requirement would negatively impact the historical character of a building within the H historic preservation overlay district; or

- (2) The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

12. Permitted Encroachments And Height Exceptions: Obstructions and height exceptions are permitted as listed in this section or in section [21A.36.020](#) of this title or as indicated in this subsection.

- a. 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. No commercial signs are allowed on entrance canopies if the canopy encroaches into the public right of way.
- b. Building Height:** In order to promote a varied skyline and other roof shapes in the area, structures with a sloped roof may exceed the maximum building height in the form based districts by five feet (5') provided:
- (1) The additional height does not include additional living space. Vaulted ceilings, storage spaces, and utility spaces are permitted.
 - (2) The slope of the roof is a minimum of a twelve-four (12:4) pitch or a quarter barrel shape.



Minimum Slope Of Pitched and Quarter Barrel Roof

D. Other Applicable Development Standards:

- 1. Landscaping:** Any applicable standard listed in chapter 21A.48, "Landscaping And Buffers", of this title shall be complied with.
- 2. Signs:** All signs shall comply with the standards found in section [21A.46.096](#) of this title.
- 3. Accessory Uses, Buildings And Structures:** All accessory uses, buildings and structures shall comply with the applicable standards in chapter 21A.40 of this title, except as noted below:
 - a.** Form based urban neighborhood district specific standards for detached dwelling units:
 - (1) Detached dwelling units may be built in a required yard as a stand alone unit or attached to an accessory building, such as a garage.
 - (2) Detached dwelling units are only permitted with the urban house, two-family dwelling, and cottage development building forms.

- (3) No accessory structure containing a detached dwelling unit shall exceed twenty five feet (25') in height.
- (4) If a detached dwelling unit is built as a second level, the minimum setback from property line shall be a minimum of four feet (4').
- (5) All building configuration standards that apply to the primary building form shall also apply to the detached dwelling unit, with the exceptions listed below:
 - (A) The detached dwelling unit shall have an entry feature that faces or is accessible from a public alley when present;
 - (B) The entry feature may be a stoop that has a minimum dimension of four feet by four feet (4' x 4'); and
 - (C) The ground floor transparency requirement does not apply to detached dwelling units located on the second floor of an accessory structure.
- b. Form Based Special Purpose Corridor District specific standards for detached or accessory parking garages or structures:
 - (1) Detached or accessory multilevel parking garages or structures shall have the same setback requirements for principal structures.
 - (2) The minimum setback required shall be landscaped to provide a buffer to the abutting residential district. No structure (primary or accessory) shall be permitted within this landscaped buffer.
- 4. Parking Regulations:** All parking regulations shall comply with the requirements of chapter 21A.44 of this title.
- 5. Permitted Land Use:** All uses allowed in the form based districts can be found in chapter 21A.33 of this title.