

FLEET BLOCK REZONE



SALT LAKE CITY
PLANNING

INTRODUCTION

The City Planning Division is proposing zoning changes to the block located at 900 South and 300 West, known as the “Fleet Block.”

The City’s former vehicle fleet operations facility occupies the majority of the block. It has been closed for a number of years since the City built a new fleet facility elsewhere in the City.

WHY MAKE THESE CHANGES?

The City is exploring options to sell the property as the City no longer uses the property for the City’s fleet operations. As part of that, **the City Planning Division is proposing zoning changes to accommodate future private development.**

The block is currently zoned Public Lands (the City owned portion) and General Commercial (the smaller privately owned portion). The current zoning of the property is not conducive to the development of a mixed-use, pedestrian oriented place as called for in the City’s adopted plans for the block. The City Planning Division is developing zoning rules that would allow for development that supports these City plans.

As part of this proposal, the City is also proposing to rezone the south-west privately owned portion of the block so as to have a consistent zoning designation across the entire block.

WHAT IS THE PUBLIC INPUT PROCESS FOR A ZONING CHANGE?

The process for a City initiated zoning change begins with a formal petition made by the Mayor. The Planning Division then analyzes the proposal and develops a recommended zone and regulations. As part of this, the Planning Division seeks public input from property owners and residents.

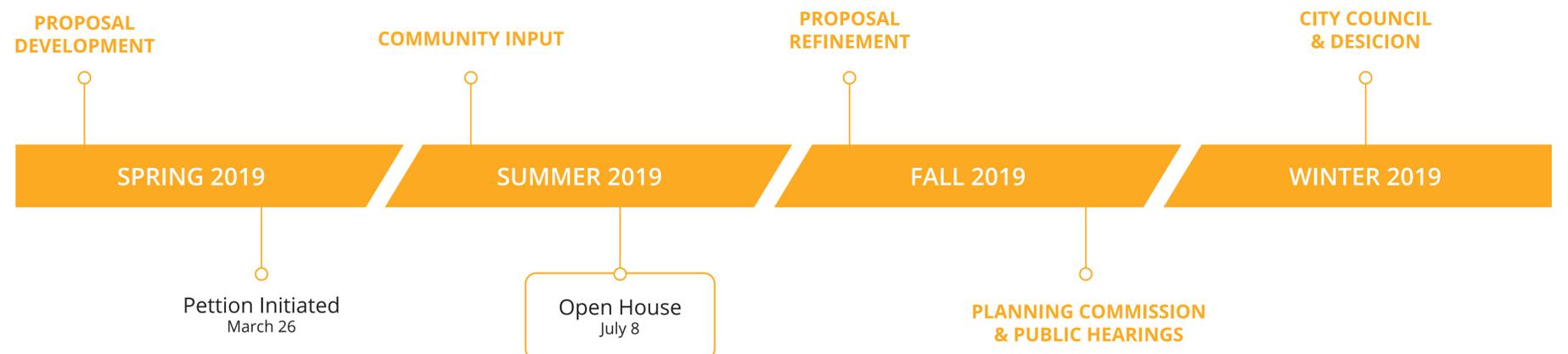
The Planning Division analyzes public input in developing the proposed regulations and may incorporate changes. As part of the analysis and development of the proposed zoning, the Planning Division also evaluates adopted City policies and guidelines that relate to the area being rezoned.

Once a zoning proposal is fully developed, the Planning Division takes the proposal to the Planning Commission for a formal public hearing and recommendation. The Planning Commission votes on a recommendation that is sent on to the City Council.

THE FLEET BLOCK



PUBLIC INPUT PROCESS



HISTORY

For the past 100 years this block has been used for industrial and heavy commercial uses. In 1911 the block included a beer production facility, a coal yard, and a contractor's yard. The industrial uses continued in the 1960s when the City built a new facility (the current vacant building) to maintain the City's vehicle fleet.

The City ended its fleet operations on the block in 2010 and the block has mostly remained vacant since that time, except for the private property on the south-west corner of the block.

TIMELINE

1888

First subdivision in the neighborhood, dividing up large blocks for smaller homes and businesses.

1924

Salt Lake City acquires most of the block from P.J. Moran. The property is used by the Streets Department.

1966

Salt Lake City builds a new repair shop building on the property.

2010

City builds new fleet maintenance building elsewhere in the City and vacates the property.

2019

City proposes rezoning the Fleet Block.

1908-1911

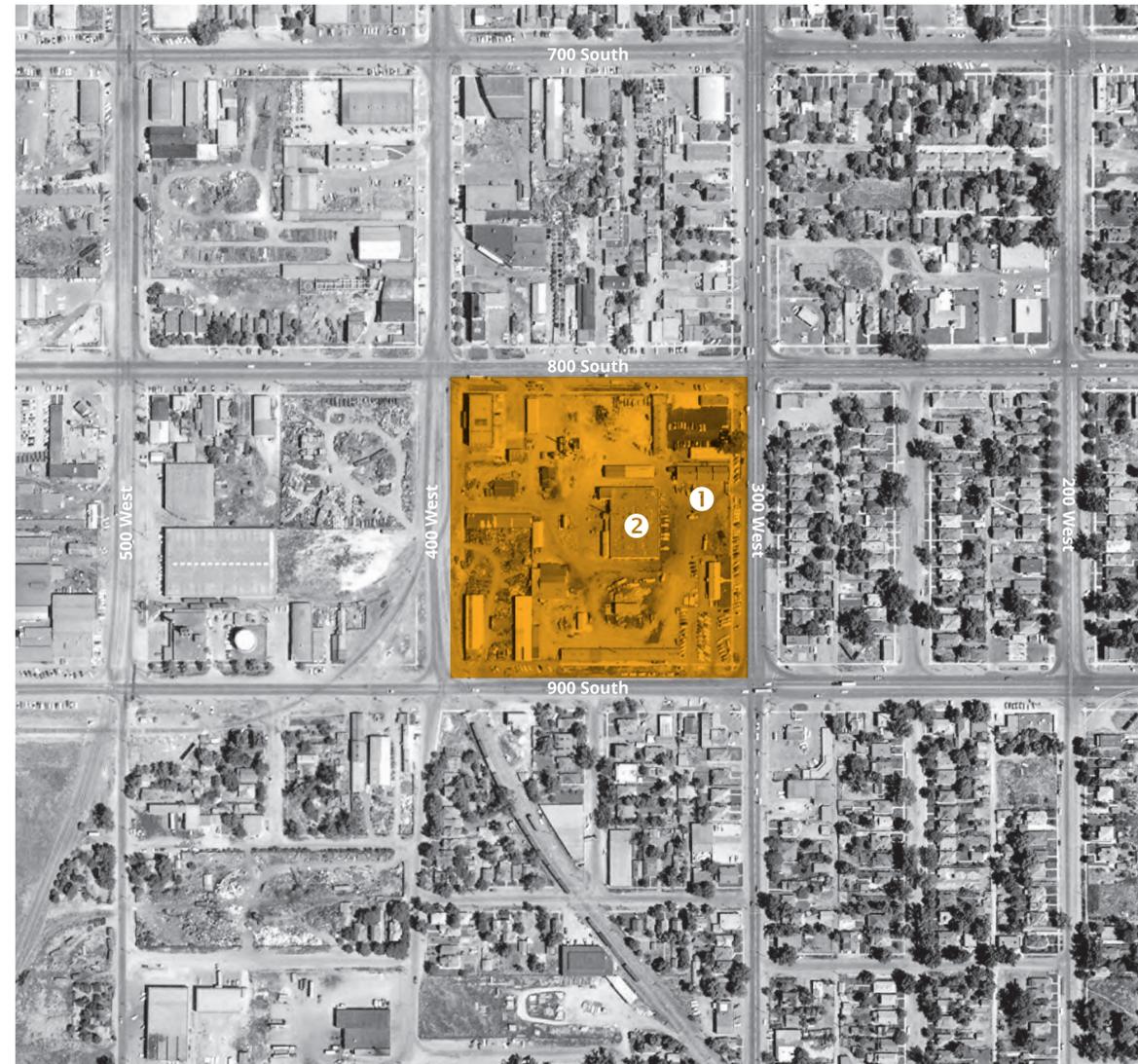
P.J. Moran acquires most of the Fleet Block and establishes contractor business on the property.

1963

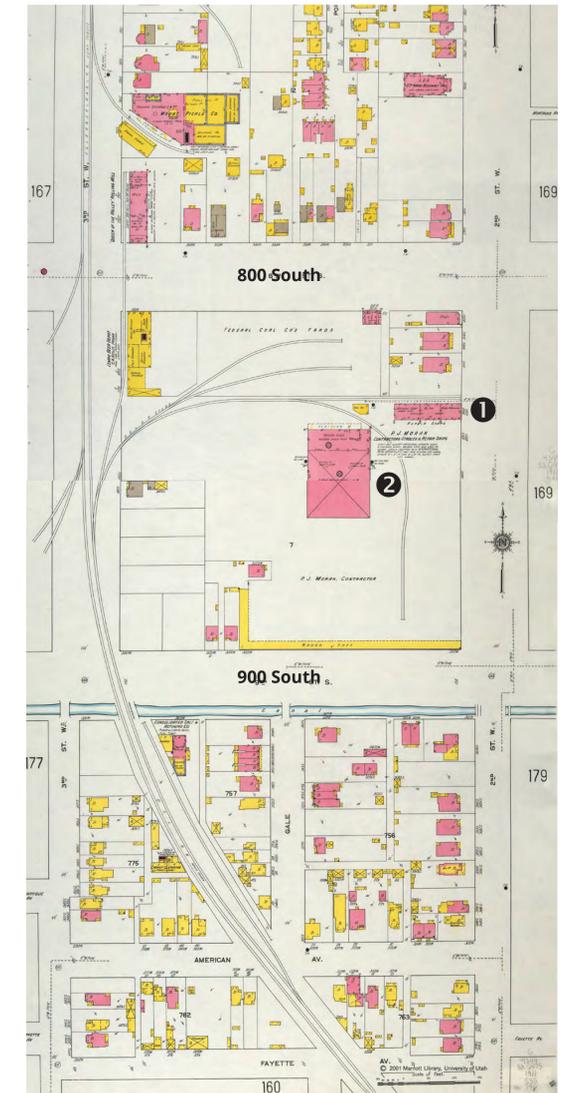
I-15 Freeway off-ramp construction begins.

1987

RDA establishes West Temple Gateway project area that includes the Fleet Block.



1958 // Aerial view of the block and surrounding property



1911 // Sanborn Fire Insurance Map



1909 // P.J. Moran's Stables // 850 S 300 W
P.J. Moran's company did most of the City's street paving around this time.



1924 // The Salt Lake City Streets Department fleet with maintenance building in the background. The building previously housed the P.J. Moran Machine Shop.



1913 // 900 South canal trench at 700 West

CITY PLANS

The Fleet Block is located within the Downtown Master Plan boundaries. The Plan provides guidance for the zoning for this area. As part of developing a zoning proposal, the Planning Division uses the plan as a guiding document.

GENERAL CITY POLICIES

PLAN SALT LAKE //

The Citywide vision for the next 25 years (adopted 2015)

“Guiding Principal: A balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local business, and industry to thrive.”

“The City ... values and encourages entrepreneurship and innovation and sees the creative economic sector as an important part of our local and regional economy.”

The Fleet Block is included in initiatives to support the growth of the downtown economy through the development of an innovation district with an activated Fleet Block.

QUESTIONS TO CONSIDER

As you look at the proposed zoning for the block, consider the following questions:

Can you imagine this place supporting innovation and creativity?

Can you imagine living here as a young adult, with a family, midlife, or after retirement?

DOWNTOWN MASTER PLAN

This map from the Downtown Master Plan shows proposed improvements in the Granary.

LEGEND

- Proposed Midblock Walkways
- Green Loop/Park (Enhanced Landscaping Streets)
- Urban Trail Connection
- Future TRAX/Streetcar Lines



What does the Downtown Plan say about 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 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**
- Urban family living**
- True mix of housing choices**
- Small, local-serving retail**
- Thriving employment center**
- Streets as spaces for public gathering**
(Linear parks, median parking, divided boulevards, community gardens, innovative multi-use streets, solar streets and unique storm-water basins)
- Business incubator space**
(Focus on arts, digital arts, film, and creative industry)
- Clean industries**

THE CITY IS PROPOSING A FORM-BASED ZONING CODE FOR THE FLEET BLOCK.

WHAT IS A FORM BASED CODE?

The Planning Division is proposing that the Fleet Block be rezoned to a Form Based Code. A form based code is a type of zoning regulation that focuses on the form and appearance of buildings.

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WHY MAKE THESE CHANGES?

Form-based codes provide clearer expectations for development results than traditional codes, as they can incorporate many more design and appearance considerations than a traditional zoning code.

The current zoning on the property is PL, Public Lands, and CG, General Commercial. Neither of these zones have any regulations on the appearance of buildings.

REGULATIONS

The primary components of a form based zone are the form and design standard requirements for new buildings.

KEY REGULATIONS

- **Building Forms** // The type and style of building allowed, such as rowhomes, storefronts
- **Design Standards** // Building facade features, such as windows, entrances, canopies

OTHER REGULATIONS

- **Height** // Height limitations and special processes for certain heights
- **Uses** // Uses allowed in the zone, such as residential, retail, office
- **Streetscapes** // Improvements to sidewalks, park-strips, and mid-block walkways

EXAMPLES OF FORM BASE ZONES

- **FBUN-1 and 2**
Form Based Urban Neighborhood Zones Located in the Central 9 area
- **FB-SC**
Form Based Special Corridor District Located along and near the S-line corridor

BUILDING FORMS

One of the main components of a Form Based Code is building forms. The proposed zoning would allow the four building forms shown on the right. The images are examples of the variety of designs that may develop with each allowed building form.

WHY THE PROPOSED FORMS?

The forms are informed by the neighborhood context and the City's adopted master plan policies. The limited bay buildings are intended to allow for buildings reflective of the traditional industrial buildings seen around the neighborhood. The other building forms are intended to support the master plan policies related to providing a "mix of housing choices" and encouraging a mixed-use "innovation district" that supports new businesses.

QUESTIONS TO CONSIDER

Do these forms support the Downtown Master Plan's goal to provide a mix of housing options?

Do these building forms respond to the needs of local businesses?

ROW HOUSES

Row houses are single residences which share walls with others creating a "row" of houses. They would be residential on all stories with a live/work option on the ground floor. **The maximum height would be 40'.**



STOREFRONT

Storefront buildings would have a **minimum height of 14' for the ground floor** to accommodate inviting commercial spaces. The total height of the structure could be up to 125' but any building above 85' would need to go through the design review process. The building width could not be any greater than 100' along a street unless approved for more through the design review process.



MIXED USE AND MULTI-FAMILY RESIDENTIAL

Mixed-Use and Multi-Family Residential buildings would have a **minimum height of 14' for the ground floor** to accommodate inviting commercial spaces. The total height of the structures could be up to 125' but any building above 85' would need to go through the design review process. The building width could not be any greater than 100' along a street unless approved for more through the design review process.



LIMITED BAY BUILDINGS

Limited bay buildings incorporate design elements of historic warehouse buildings. The "bay" in the title refers to the design of the building façade with a large opening which traditionally accommodated large delivery trucks. **The maximum height would be 50'.** However, 85' could be approved via Design Review if it incorporates a setback of at least 10' for the portion of the structure above that height.



DESIGN STANDARDS

A key part of a form-based code is the design standards, dealing mainly with street facing facade elements. This poster illustrates some of the key design standards being proposed.

WHY DO WE HAVE DESIGN STANDARDS?

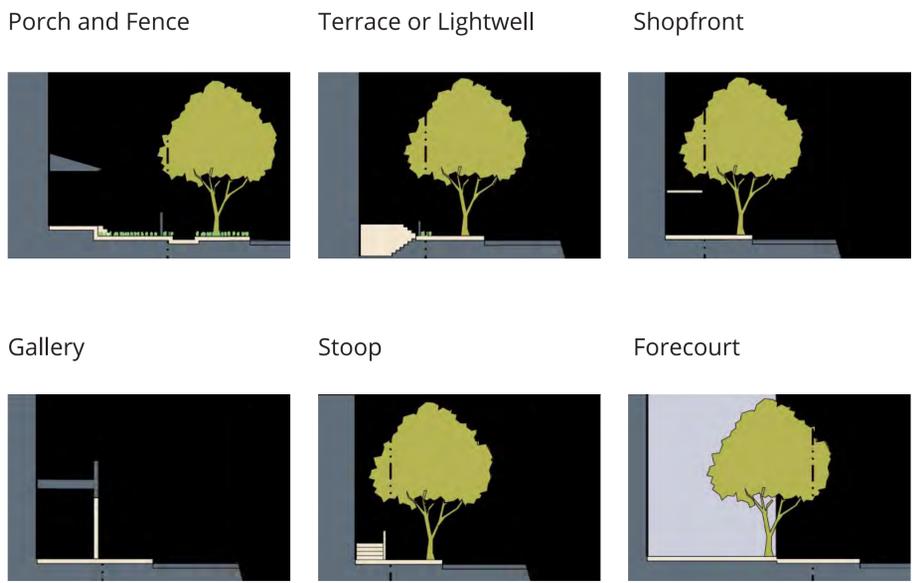
Design is all around us – from a tube of toothpaste to a freeway off-ramp, people make decisions about the objects we use, images we see, and the places we live, work, and visit every day. These decisions have significant power to impact how we perceive, understand, and navigate the world around us—for good and bad. For example, if you want to enter a building but can't find the door, a misguided design decision has impacted you. Or if you would like a small space of your own to watch passers-by on the street, a balcony or a front stoop can allow you to engage in your surroundings and meet your neighbors. **Design can improve your quality of life**, or it can ruin your day.

Salt Lake City's Planning Division aims to maintain and improve our residents' quality of life, meeting the needs of newcomers and lifelong Salt Lakers alike. Having clear design standards that are focused on the interactive pedestrian level of the city helps the Planning Division to foster activity and wellbeing throughout the city.

The design standards use planning and architecture principles to shape and promote a walkable environment, foster placemaking as a community and economic development tool, protect property values, assist in maintaining the established character of the city, and to implement the city's master plans.

ENTRY FEATURES

Every new building must include an entry feature at their main entry. The main entry is the primary pedestrian entrance into a building. Entry features describe how the front facade of a building and the privately owned land between the building and the sidewalk relate to the streetscape.



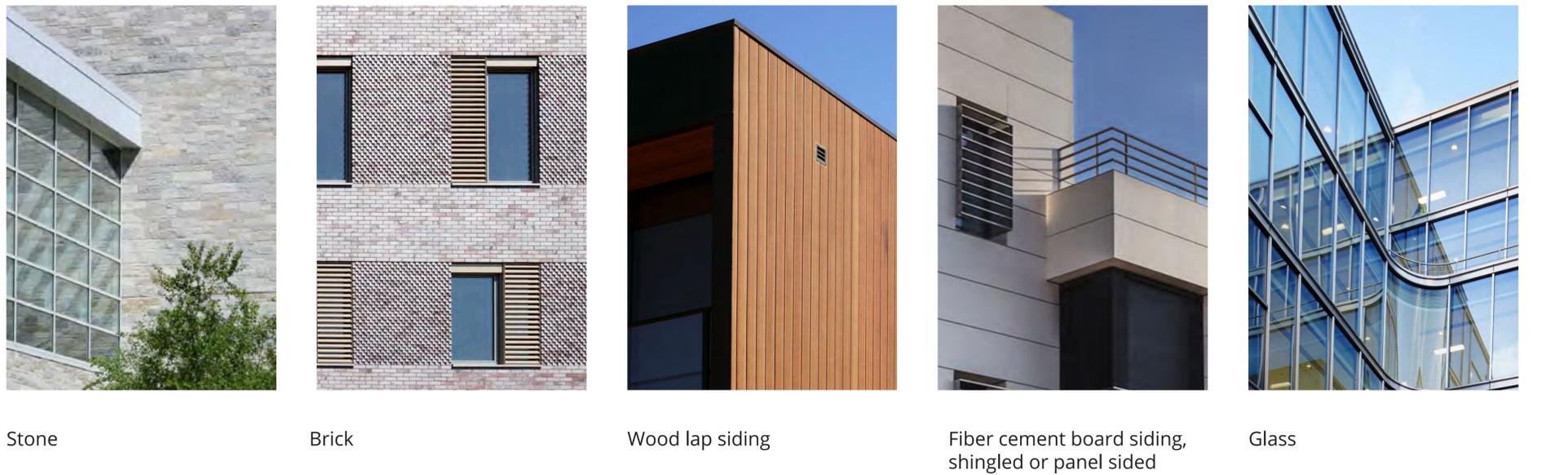
GLASS

At least 60% of street facing facade shall be transparent glass. This may be reduced to 20% in these building types: urban house, two-family, cottage, and row house. 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.



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.



BUILDING HEIGHT

Although a form based code focuses on building design, it still includes regulations on heights like a traditional zoning code. Those proposed height limits and the context for those are illustrated here.

WHY THE PROPOSED HEIGHTS?

The 85 foot tall allowance is intended to encourage new mid-rise development that conforms to the master plan expectations for the block.

The 125 foot additional height allowance through a design review process is meant to encourage more innovative and interesting buildings.

Buildings over 85 feet in height must use a different construction method than the typical wood framed buildings allowed below that threshold.

These taller buildings are typically framed with steel and this allows for additional design possibilities than could happen with a wood framed building.

HEIGHT ALLOWED BY RIGHT

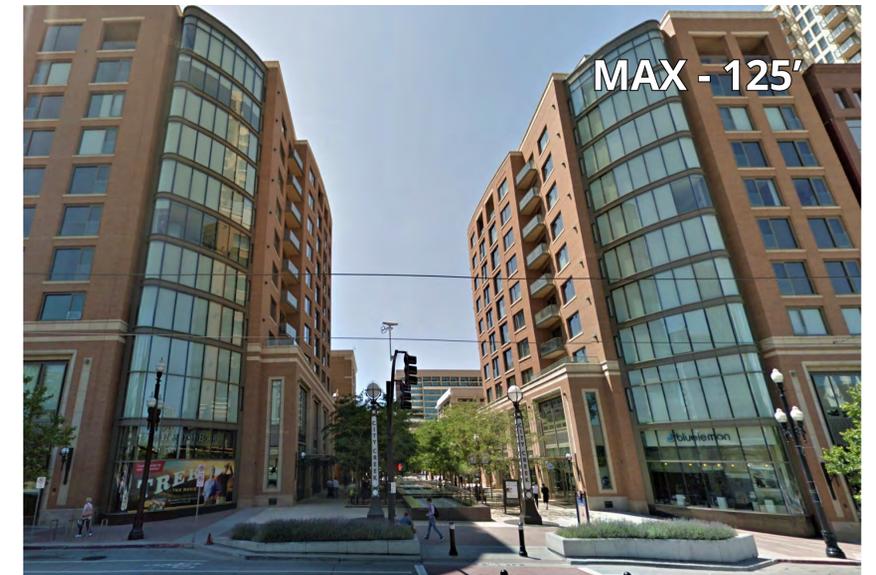
This building is approximately 85' in height. This illustrates the maximum height that would be allowed "by right" or without a special design review process for development in this zone. Height is further limited by building form.

For context, new buildings in Sugar House are generally around this height.



HEIGHT THROUGH DESIGN REVIEW PROCESS

The above buildings are approximately 125' in height and would be the maximum height allowed through a Design Review process with the Planning Commission. **The design review process would ensure that substantial buildings are compatible with their surroundings, make positive contributions to the pedestrian experience, and help achieve other City Master Plan goals.**



MAXIMUM BUILDING HEIGHT CONTEXT

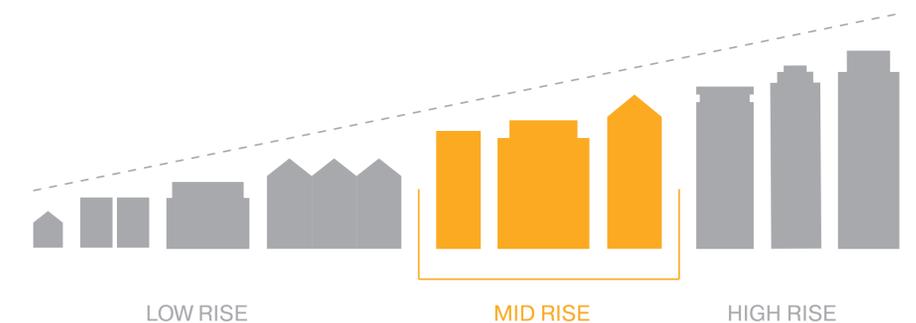
For context, this shows the maximum building heights allowed on properties near the Fleet Block.



■ 125 FT ■ 125 FT ■ 90 FT ■ 50 FT

DOWNTOWN PLAN CONTEXT

The Downtown Plan calls for "mid-rise streetcar" oriented development on the fleet block. The downtown plan doesn't specifically define what this term means, but 85' to 125' tall development is within the range of what would generally be considered a mid-rise development.



ALLOWED USES

Part of the zoning amendment process involves determining what uses would be appropriate for the zone. The master plan and community input provide guidance as to what land uses should be allowed. The uses to the right are examples of the uses being proposed to be allowed for the zone. Due to the large number of allowed uses, not all potential uses are shown.

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QUESTIONS TO CONSIDER

- What uses do you think are important to have in this neighborhood?
- Do you see any of the proposed uses conflicting with each other?

LIGHT MANUFACTURING USES



Brewery



Sign shop



Artisan Food Production

COMMERCIAL USES



Office

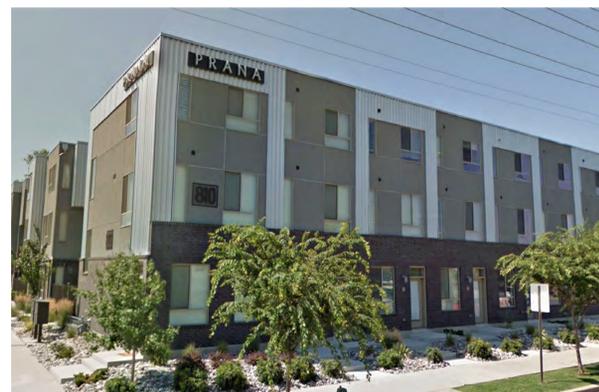


Light auto repair (tires, oil, minor repairs)



Retail and Restaurants

RESIDENTIAL USES



Single-family



Multi-family



Live/work

STREETSCAPES

City policies provide guidance about streetscape improvements and new streetscapes, such as with **new mid-block connections**. This poster illustrates **proposed requirements related to those and potential street improvements**

QUESTIONS TO CONSIDER

How much of a street should be devoted to walking?

What kind of amenities should be provided along sidewalks and park-strips?

MID-BLOCK CONNECTIONS AND THE 9 LINE

The City's Downtown Plan includes plans for midblock connections through the City fleet block. The proposed rules would require public pedestrian walkways through the block.



The green line to the south of the Fleet Block represents the path of the future "9 Line" trail connection. The City is working on implementing pedestrian and bike oriented streetscape improvements for this urban trail section.

STREETSCAPE IMPROVEMENTS

New development would also require new sidewalks, street trees and street lighting. The below streetscapes show the types of improvements that could be done on a mid-sized street and a smaller mid-block street.



This is an example from Sugar House of a midblock walkway. **Midblock connections on the fleet block could resemble this pedestrian oriented connection.**