



CITY COUNCIL TRANSMITTAL

Rachel Otto, Chief of Staff

Date Received: April 20, 2020
Date sent to Council: April 20, 2020

TO: Salt Lake City Council
Chris Wharton, Chair

DATE: Apr 17, 2020

FROM: Marcia L. White, Director Department of Community & Neighborhoods

SUBJECT: PLNPCM2019-00277 Fleet Block Zoning Amendments

STAFF CONTACT: Daniel Echeverria, Senior Planner, daniel.echeverria@slcgov.com, 801-535-7165

DOCUMENT TYPE: Ordinance

RECOMMENDATION: That the City Council follow the recommendation of the Planning Commission and adopt a "Form Based Urban Neighborhood 3" zone into the City Zoning Code (with considerations) and adopt a map amendment to apply the proposed zone over the entirety of the City block known as the "Fleet Block," at approximately 850 S 300 West. The Planning Commission included conditions/considerations in their recommendation and those are discussed below.

BUDGET IMPACT: None.

BACKGROUND/DISCUSSION:

In March 2019, former Mayor Jackie Biskupski initiated a petition to rezone the City's portion of the 10-acre City block known as the "Fleet Block" to a new zone to facilitate the development of the Fleet Block in a way that supports the City's master plans.

Key Facts About the Proposed Rezoning

- The current property zoning would not support pedestrian friendly mixed-use development that is called for in the *Downtown Master Plan*.
- The new zoning will include design standards to require pedestrian friendly building design.

- The new zoning will allow for a wide variety of uses, from residential to light-industrial, in recognition of the variety of uses in the Granary area.

The City owns approximately 8.75 acres of the Fleet Block. That property is currently zoned Public Lands (PL), which generally limits the property to institutional and municipal uses. The remaining 1.25 acres of the block are owned by a private entity, which requested to be included in the rezone. That property is currently zoned General Commercial (CG) which allows a variety of commercial and multi-family uses but has virtually no design standards for development.

In response to the petition, the Planning Division evaluated zoning for the block that would support the City's goals as noted in the *Downtown Master Plan* (2016.) The block has been identified in the *Downtown Plan* 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."

To implement the master plan's policies for the Fleet Block and the surrounding area, the zoning amendment would apply a Form Based code zone to the 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 zoning amendment would apply a modified version of the City's Form Based Urban Neighborhood-2 (FB-UN2) zone to 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 (up to 125') than the adjacent FB-UN2 zone. 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, and mid-rise scale development. 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.

A visual summary of the proposed zoning, including diagrams showing size and setback requirements is located in Attachment B of the Staff Report in Exhibit 3B.

Ordinance Note

The ordinance included with this transmittal includes "codifier notes" that are not intended for adoption. These notes indicate where there may need to be changes to the ordinance prior to adoption to avoid text conflicts with two other pending zoning code changes currently before the City Council. The Attorney's Office will revise the ordinance prior to adoption as necessary, depending on the adoption status of the other pending ordinances, to prevent such a conflict.

PUBLIC PROCESS:

- The petition was initiated in March 2019 by former Mayor Jackie Biskupski.
- The proposal was presented at an Open House on the Fleet Block on July 8th, 2019 with approximately 50 people in attendance.
- The proposal was presented to the Planning Commission at a work session to get initial feedback on July 31st, 2019.
- A full public draft of the zoning code was published in October 2019, sent to all parties who provided their contact info at the July Open House, and to City listservs and associated community councils for the area.
- On December 11th, 2019 the Planning Commission held a public hearing and unanimously passed a recommendation to the City Council to adopt the proposal with conditions/considerations.

Planning Commission Recommended Considerations

In their recommendation to approve the proposal, the Planning Commission requested that the City Council consider following four changes to that zoning amendment (staff clarification in parenthesis):

1. To limit the sizes of lots.
2. To require (that lots have) frontage on rights-of-way or streets (or walkways).
3. To limit the size of parking lots (with a maximum lot size).
4. Require the midblock walkways but allow them to be flexible in their location.

The below discusses the reasons the Commission included each of the recommended considerations. If the Council wants to move forward with the Commission's considerations, the administration can develop language to be added to the ordinance.

Regarding consideration 1, the Commission was concerned that there may be very large developments on the Fleet Block and recommended that there should be lot size limits to encourage small buildings and more building variety. Generally, the City zoning code does not have maximum lot sizes, except within residential districts. In certain zoning districts, the scale of development is regulated by limiting building width and the length of blank walls and those regulations are included in the proposed FB-UN3 zone. If the maximum lot size limitation were applied, such a limit would only be applicable to new subdivided lots, and existing lots could be developed of any size. Through the selling process, the City can divide up the Fleet Block into smaller lots without changes to the zoning.

Regarding consideration 2, the Planning Commission expressed concern regarding row houses (townhomes) where some of the units are oriented to the side yard. They stated that the City Council should consider regulations that would require all units in a row house project to be located along a public street or other public right-of-way.

The City has experienced a growth in sideways townhomes. This is due, in large part, to existing development patterns where lots are narrow, but deep. In some zoning districts where these types of developments are occurring, there are limited design standards to ensure that the building containing the townhouse units engages positively with the public right-of-way. To combat this issue, the proposed ordinance that was presented to the Planning Commission requires every

“building” to have public street frontage and the portion of the building along the street must address the street with limited setbacks, high quality building materials, glass minimums, and significant entrance features. However, the proposed zoning also includes an allowance for a rowhouse building to have some units that don’t face the street and that are accessed from private sidewalks interior to a site. Additional regulations can be added to the ordinance to require all units to front a public street; however, this could be a barrier to providing more for-sale rowhouse/townhouse units in the City.

For consideration 3, there was a concern that there could be large surface parking lots in the middle of blocks, like that seen in the Sugar House Business District, located behind or to the side of buildings. In this zone, there is a maximum parking stall number limit that should generally limit the potential for large surface parking lots. The City doesn’t currently have any limits on parking lot sizes in any zone, except regarding the number of stalls allowed. If a surface parking lot size limit was imposed, there would need to be analysis regarding its impact on the ability of potential businesses in this area to provide reasonable parking within the dimensions.

Regarding consideration 4, the Commission wanted to ensure that there would be flexibility in the exact final location of the mid-block walkways shown in the Downtown Plan for the Fleet Block, rather than requiring the walkways to cross the block through the exact center of the block. The zoning proposal includes language used in other City zones that has provided flexibility in exact walkway location, but additional language could be added to emphasize the flexibility.

Although no consideration was added to their recommendation, the Commission discussed how the Fleet Block property would be sold to a private developer, including if and how the property would be broken up with new mid-block streets, and if any public plaza/park property would be kept. The Commission expressed a desire in seeing the block being broken up for smaller developments with mid-block streets as opposed to one large, single development for the whole block. Staff informed the Commission that the City could break up the block through the City’s property sale process and as part of that could require new streets through the block.

Consideration Regarding ADA Residential Egress

The Planning Division recently received comments regarding the issues with ADA housing units being located on upper floors during emergencies. Residents with mobility impairments in units above the first floor may not be able to exit their building floor without assistance in the event of a fire or other emergency when elevators are either not functional or not safe to use. Such a resident could get to a stairwell, which have doors that are fire rated for a minimum of amount of time, but may have to wait for an emergency responder to arrive and assist with exiting the building. Multi-family buildings are required to include a certain percentage of ADA units. If ground level residential units were required to be ADA accessible, then mobility impaired residents in these units could evacuate the building in an emergency without this same egress concern. Given these concerns, the Council may want to consider requiring that all or some of the ADA units required by federal and state laws, including building code, be implemented on the ground floor if residential units are included in a development.

Public Comments

At the City open house in July, staff generally received positive comments about the proposed rezoning and the potential for redevelopment of the block. Issues that received multiple similar comments included the desire to see some public space included on the block (park, plaza, etc.), desire to see retail, restaurants, and bars, and concerns with loss of views from the adjacent apartments. Staff received other written input covering a variety of topics prior to the Planning Commission meeting. This public input is discussed in Consideration 2 of the staff report (page 9, Exhibit 3b). Following the Planning Commission meeting, Staff also received a letter from the owner of a nearby brewery (see Exhibit 3e) concerned with the lack of a parking requirement in the FB-UN3 zone and its impact on the on-street parking that the brewery patrons rely on. The brewery is located in the D-2 zone, which requires no off-street parking for buildings under 25,000 square feet in size.

EXHIBITS:

- 1. CHRONOLOGY**
- 2. NOTICE OF CITY COUNCIL HEARING**
- 3. PLANNING COMMISSION – Dec. 11, 2019**
 - a. Mailed and Newspaper Notice**
 - b. Staff Report**
 - c. Agenda/Minutes**
 - d. Staff Presentation Slides**
 - e. Additional Post Meeting Public Comment**
- 4. PLANNING COMMISSION - July 31, 2019**
 - a) Briefing Memo**
 - b) Agenda/Minutes**
- 5. ORIGINAL PETITION**
- 6. MAILING LIST**

SALT LAKE CITY ORDINANCE
No. of 2020

(An ordinance amending the text of Title 21A of the *Salt Lake City Code*
to create the FB-UN3 Form Based Urban Neighborhood 3 District
and amending the zoning map to apply the FB-UN3 Form Based Urban Neighborhood 3
District to the "fleet block" property located between 800 South and 900 South Streets
and 300 West and 400 West Streets)

An ordinance amending the text of Title 21A of the *Salt Lake City Code* to create the FB-UN3 Form Based Urban Neighborhood 3 District and amending the zoning map to apply the FB-UN3 Form Based Urban Neighborhood 3 District to the "fleet block" property located between 800 South and 900 South Streets and 300 West and 400 West Streets pursuant to Petition No. PLNPCM2019-00277.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on December 11, 2019 to consider a petition by former Salt Lake City Mayor Jacqueline Biskupski to amend various provisions of Title 21A of the *Salt Lake City Code* to create the FB-UN3 Form Based Urban Neighborhood 3 District, to establish regulations for that district, and to apply the FB-UN3 Form Based Urban Neighborhood 3 District to the "fleet block" property located between 800 South and 900 South Streets and 300 West and 400 West Streets pursuant to Petition No. PLNPCM2019-00277); and

WHEREAS, at its December 11, 2019 meeting, the planning commission voted in favor of transmitting a positive recommendation to the Salt Lake City Council on said petition; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city's best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the text of Salt Lake City Code Subsection 21A.27.030.C. That Subsection 21A.27.030.C of the *Salt Lake City Code* (Zoning: Form Based Districts: Building Configuration and Design Standards: Application of Building Configuration Standards) shall be, and hereby is amended as follows:

- a. That the first paragraph of Subsection 21A.27.030.C is amended to read as follows:

21A.27.030.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. The requirements set forth in Subsections C.8 "Open Space Area" and C.12 "Permitted Encroachments and Height Exceptions" of this Subsection 21A.27.030.C may not be modified through Design Review.

- b. That Subsection 21A.27.030.C.7 is amended to read as follows:

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.

- c. That Subsection 21A.27.030.C.8 is amended to read as follows:

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.

SECTION 2. Amending the text of Salt Lake City Code Section 21A.27.050. That Section 21A.27.050 of the *Salt Lake City Code* (Zoning: Form Based Districts: FB-UN1 and FB-UN2 Form Based Urban Neighborhood District) shall be, and hereby is amended as follows:

- a. That the title of Section 21A.27.050 is amended to read as follows:

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

- b. That Subsection 21A.27.050.A. 1 is amended to read as follows :

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.

- c. That Section 21A.27.050 is amended to adopt a new Subsection 21A.27.050.D, which shall read and appear as follows:

21A.27.050.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	Maximum of 40'. All heights measured from established grade. Rooftop decks and associated railing/pa rapet are allowed on any roof, including roofs at the maximum allowed height.
F	Front and Corner Side Yard Setback	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 (Chapter 21A.59).
S	Interior Side Yard	Minimum of 5' between row house building 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.
R	Rear Yard	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	Uses Per Story	Residential on all stories; live/work units permitted on ground level.
GU	Ground Floor Use on 900 South	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 (Chapter 21A.59).
E	Entry Feature	Each dwelling unit must include an allowed entry feature. See Table 21A.27.0308 for allowed entry features. Dwelling units adjacent to a street must include an entry feature on street facing facade. Pedestrian connections with minimum 5' width are required for each required entry feature.
U	Upper Level Step Back	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.
OS	Open Space Area	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 Subsection 21A.27.030.C.8 "Open Space Area." A minimum of 20% of the required open space area shall include vegetation.
BF	Building Footprints Per Lot	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.
SO	Side/Interior Orientation	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 facade with the required entry feature. Lots for individual row house dwelling units without public street frontage are allowed subject to recording a final subdivision plat that:

		<p>1. Documents that new lots have adequate access to a public street by way of easements or a shared driveway; and</p> <p>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.</p>
MW	Mid-block Walkway	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.
OS	Design Standards	See Section 21A.27.030 for other applicable building configuration and design standards.

2. Multi-Family Residential, Storefront, and Vertical Mixed-Use Building Form Standards:

TABLE 21A.27.050.D.2

Building Regulation		Regulation for Building Forms: Multi-family Residential/Storefront/Vertical Mixed Use
H	Height	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.
GH	Ground Floor Height	Minimum ground floor height 14'.
F	Front and Corner Side Yard Setback	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 (Chapter 21A.59).
B	Required Build-To	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 (Chapter 21A.59).
S	Interior Side Yard	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.
R	Rear Yard	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.
GU	Ground Floor Use on 900 South	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.
E	Ground Floor Dwelling Entrances	Ground floor dwellings adjacent to a street must have an allowed entry feature. See Table 21A.27.0308 for allowed entry features. Pedestrian connections, as per Subsection 21A.27.030.C.5, are required to each required entry feature.
U	Upper Level Step Back	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

		app lica ble zoning distric t. T his reg ulatio n does not apply when a lot in a different zoning district is separated from the subject parcel by a street or alley.
MW	Mid-bloc k Walkway	If a midblo ck walkway is shown in an adopted city plan on the subject property, a midblock walk-way shall be provided. The midblock walkway must be a minimum of 10' wide and include a minimum 6' wide unobstructed path.
BF	Building Fonn s Per Lot	Multipl e buildings may be built on a single lot provided all of the build ings have frontage on a street. All buildings shall comply wit h all applicable standards.
OS	Open Space Vegetation	A minimum of20% of the required open space area shall include vegetation.
LB	Loading Bay	Maximum of one (I) loading bay on a front fai;;ade per s tre et face, subject to all dimensional requireme nts in Sect io n 21A .44.070 . Loading bay entry width limited to 14' and must be screened by garage door. One load ing bay driv eway is a llowed in addition to any other driveway allowances.
DS	De sign Standards	See Section 21A.27.030 for other applicable build ing configuration and design standards.

3. Parking Regulati ons: Specific parking standards applicable to the FB-UN3 district are listed below in Table 21A.27.050.D.3 of this section. These are in addition to any other applicable parking standards in Title 21A.

TABLE 21A.27.050.D.3

Parking Regulation		Applicability: Applies to all properties in the zone
SP	Surface Parking Location	Surface parking shall be loca ted behind or to the side of a principal building provided: <ul style="list-style-type: none"> I. The parking is set back a minimum of 25' from the front or corner side property line; and 2. The setback area shall be considered a landscaped yard and comp ly with the landscape yard pla nting req uirements in Chapter 2 IA.46 and include: <ul style="list-style-type: none"> a. Trees with a minimum mature spread of20' planted at one tree for every 20' of street frontage; and b. A 3' tall so lid 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.
GE	Garage Entrances	Street facing parking garage entrance doors sha ll 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; multi way garage entry may not exceed 26' in width.
VA	Vehicle Access	One (I) driveway is allowed per street frontage. Driveways required to meet fire code are exempt from this limitation.
LS	Loading and Serv ice Areas	Allowed behind or to the side of a principalbuilding only, except where specifica lly a llowed by building form reg ulation. All service areas shall be screened or located within the building.
EB	Existing Build ings	The reuse of ex ist ing build ings is exempt from the requirements of this table unless new park in g a rea(s) are being added. New parking areas are subject to compliance with this sectio n.

4. Streetscape Regulations: Specific streetscape regulations applicable to the FB-UN3 district 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 Title 21A.

TABLE 21A.27.050.D.4

Streetscape Regulation		Applicability: Applies to all properties in the zone
ST	Street Trees	Street trees are required and shall be provided as per Subsection 21A.48.060.D.
SW	Sidewalk Width	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.
SL	Street Lights	Street lights are required and shall be installed in compliance with the city's Street Lighting Master Plan and Policy or its successor.

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.

SECTION 3. Amending the text of Salt Lake City Code Section 21A.33.080. That

Section 21A.33.080 of the *Salt Lake City Code* (Zoning: Land Use Tables: Table of Permitted and Conditional Uses In Form Based Districts) shall be, and hereby is amended to read and appear as follows:

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: **IP** = 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	p	p	p
Adaptive reuse of a landmark building			p		
Alcohol:					
Bar establishment		p	p	p	C
Brewpub		p	p	p	C

	Distillery			p		
	Tavern			p		
	Tavern, 2,500 square feet or less in floor area		p	p	p	C
	Winery			p		
	Amphitheater, formal			p		
	Amphitheater, informal			p		
	Amusement park			p		
	Animal					
	Cremation service			p		
	Kennel (Indoor)			p		
	Kennel (Outdoor)			C		
	Veterinary office		p	p	p	p
	Antenna, communication tower		p	p	p	p
	All gallery		p	p	p	p
	Artisan food production		p3	p	p3	p3
	Artists loft/studio			p		
	Auction (indoor)			p		
	Auditorium			p		
	Bed and breakfast	p	p	p	p	p
	Bed and breakfast inn	p	p	p	p	p
	Bed and breakfast manor	p	p	p	p	p
	Blacksmith shop (indoor)			p		
	Blood donation center			p		
	Boarding house			p		
	Botanical garden			p		
	Brewery			p		
	Bus line station/terminal			C		
	Business, mobile			p		
	Car wash			C		
	Charity dining hall			p		
	Clinic (medical, dental)		p	p	p	p
	Commercial food preparation		p	p	p	p
	Commercial video arcade			p		
	Community garden	p	p	p	p	p
	Community recreation center		p	p	p	p
	Convent/monastery			p		
	Convention center			p		
	Crematorium			p		
	Daycare					
	center, adult		p	p	p	p
	center, child		p	p	p	p
	nonregistered home daycare	pl	pl	pl	pl	pl
	registered home daycare or preschool	pl	pl	pl	pl	pl
	Dental laboratory/research facility			p		
	Dwelling:					

	Accessory guest and servants' quarters			p		
	Assisted living facility (large)			p		
	Assisted living facility (limited capacity)	p	p	p	p	p
	Assisted living facility (small)		p	p	p	p
	Group home (large)		p	p	p	p
	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.)	C	C	C	C	C
	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 <i>this</i> new use is adopted.)	C		p		
	Group home (small)		p	p	p	p
	Living quarters for caretaker or security guard			p		
	Multi-family		p	p	p	p
	Residential support (large)		p	p		
	Residential support (small)		p	p		
	Rooming (boarding) house		p	p		
	Single-family attached	p	p	p		p
	Single-family detached	p				
	Single-family detached (cottage development building form only)		p			p
	Single room occupancy (CODIFIER/STAFF NOTE: To be moved to different listing with pending ordinance changes. This listing may need to be modified to match new listing.)		p	p	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			p		
	Equipment rental (indoor)			p		
	Exhibition hall			p		
	Farmers' market		p	p	p	p
	Financial institution		p	p	p	p
	Flea market (indoor)			p		
	Funeral home		p	p	p	p
	Gas Station			C		
	Government facility requiring special design features for security purposes			p		
	Government office			p		
	Government facility	p	p	p	p	p
	Greenhouse			p		
	Health and fitness facility		p	p	p	p

Home occupation	p2	p2	p2	p2	p2
Homeless Resource Center			C		
Hospital			p		
Hotel/motel		p	p	p	
House museum in landmark site	p	p	p	p	p
Industrial assembly (indoor)			p		
Intermodal transit passenger hub			p		
Laboratory (medical , dental, optical)		p	p	p	p
Laboratory, testing			p		
Library		p	p	p	p
Manufacturing, light (indoor)			p		
Meeting hall of membership organization			p		
Mixed use developments including residential and other uses allowed in the zoning district		p	p	p	p
Mobile food business			p		
Mobile food commissary			p		
Mobile food trailer			p		
Mobile food truck			p		
Municipal service uses, including city utility uses and police and fire stations	p	p	p	p	p
Museum		p	p	p	p
Nursing care facility		p	p	p	p
Office		p	p	p	p
Office and/or reception center in landmark site		p	p	p	p
Office, publishing company			p		
Open space	p	p	p	p	p
Park	p	p	p	p	p
Parking, commercial			CS		
Parking facility, shared			p5		
Parking garage			p		
Parking, off site	p	p	p5	p	p
Parking, park and ride lot shared with existing use			p5		
Performing arts production			p		
Photo finishing lab			p	p	p
Place of worship		p	p	p	p
Plazas	p	p	p	p	p
Radio, television station			p		
Railroad passenger station			p		
Reception center			p		
Recreation (indoor)		p	p	p	p
Recreation (outdoor)			p		
Research and development facility		p	p	p	p
Research facility (medical/dental)		p	p	p	p
Restaurant		p	p	p	p
Retail goods establishment		p	p	p	p

Retail goods establishment, plant and garden shop with outdoor retail sales area		p	p	p	p
Retail service establishment		p	p	p	p
Sales and display (outdoor)		p	p	p	p
School:					
College or university		p	p	p	p
Music conservatory		p	p	p	p
Professional and vocational		p	p	p	p
Seminary and religious institute		p	p	p	p
Public or private			p		
Seasonal farm stand		p	p	p	p
Sign painting/fabrication (indoor)			p		
Small brewery			p		
Social service mission			p		
Solar array		p	p	p	p
Storage, self			p ⁴		
Store, convenience			p		
Store, specialty		p	p	p	p
Studio, art		p	p	p	p
Studio, motion picture			p		
Theater, live performance			p		
Theater, movie		p	p	p	p
Urban farm	p	p	p	p	p
Utility, building or structure	p	p	p	p	p
Utility, transmission wire, line, pipe, or pole	p	p	p	p	p
Vehicle					
Automobile rental agency			p		
Automobile repair major			C		
Automobile repair minor			p		
Vending cart, private property		p	p	p	p
Warehouse			p ⁴		
Welding shop (indoor)			p		
Wholesale distribution			c ⁴		
Wireless telecommunications facility		p	p	p	p
Woodworking mill (indoor)			p		

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 Subsection 21A.27.050.D.3.

SECTION 4. Amending the text of Salt Lake City Code Subsection 21A.36.020.C. That Subsection 21A.36.020.C of the *Salt Lake City Code* (Zoning: General Provisions: Conformance With Lot and Bulk Controls: Height Exceptions) shall be, and hereby is amended to read and appear as follows:

C. Height Exceptions: Exceptions to the maximum building height in all zoning districts are allowed as indicated in Table 21A.36.020.C of this subsection.

TABLE 21A.36.020 C
HEIGHT EXCEPTIONS

<u>Type</u>	<u>Extent Above Maximum Building Height Allowed By the District</u>	<u>Applicable Districts</u>
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 uses	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

Note:

1. Lighting shall be shielded to eliminate excessive glare or light into adjacent properties and have cutoffs to protect the view of the night sky.

SECTION 5. Amending the text of Salt Lake City Code Subsection 21A.46.096. That Section 21A.46.096 of the *Salt Lake City Code* (Zoning: Signs: Sign Regulations for Form Based Districts) shall be, and hereby is amended to read and appear as follows:

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

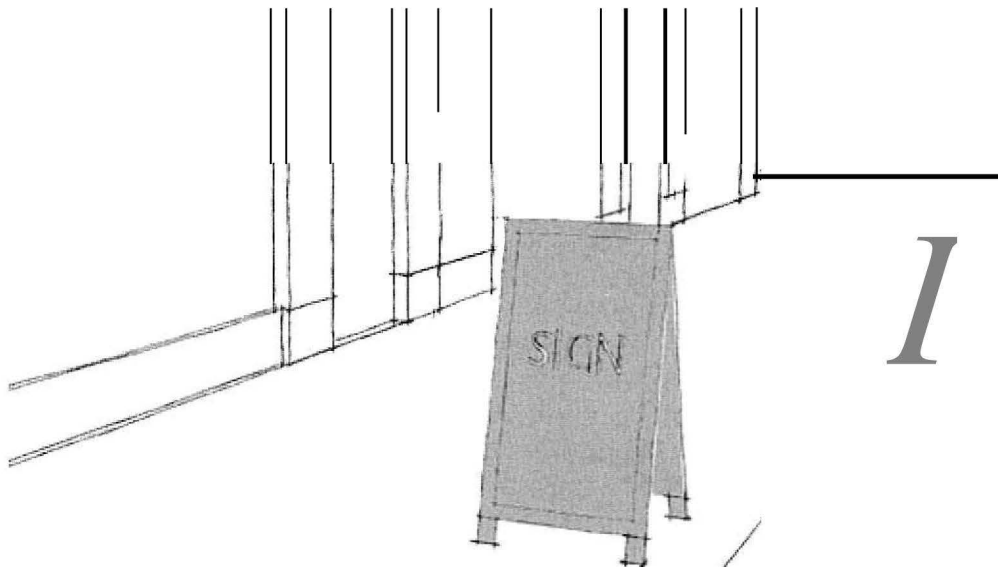
The following regulations shall apply to signs permitted in the form based code zoning districts. Any sign not expressly permitted by these district regulations is prohibited.

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:

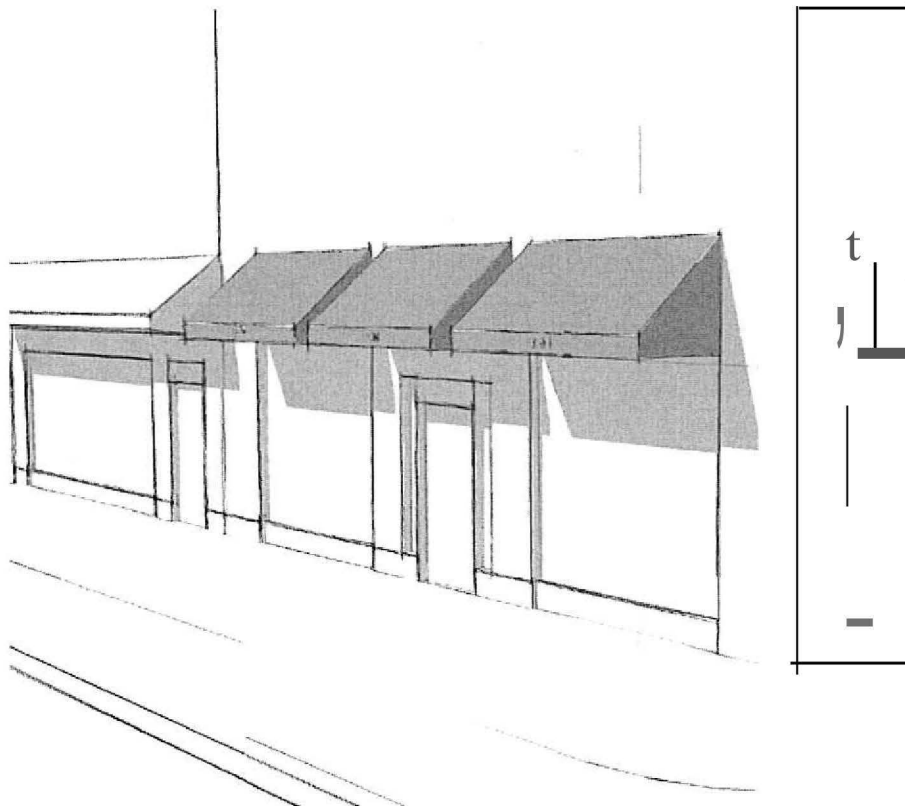
1. A-Frame Sign:



Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications
-----------	--------	--------	--------	-------	-------	----------------

A-frame sign		p	p	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	FB-UN3	FB-SC	FB-SE	Specifications
-----------	--------	--------	--------	-------	-------	----------------

Awning or canopy sign	p	p	p	p	p	Quantity	1 per window or 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	FB-UN3	FB-SC	FB-SE	Specifications	
Construction sign (see definition in this chapter)	p	p	p	p	p	Quantity	1 per construction site.
						Height	Maximum of 8 feet. Maximum of 12 feet in FB-UN3.
						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-UNI	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Flat sign		p	p	p	p	Quantity	1 per leasable space. Leasable spaces on corners may have 2.
						Width	Maximum of 90% of width of leasable space. No maximum width in FB-UN3.
						Height	Maximum of 3 feet. No maximum height in FB-UN3.
						Area	1 ¹ / ₂ square feet per linear foot of store frontage.
						Projection	Maximum of 1 foot.

5. Flat Sign (building orientation):

Sign Type	FB-UNI	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Flat sign (building orientation)			p			Quantity	1 per building face.
						Height	May not extend above the roof line or top of parapet wall.
						Area	1 ¹ / ₂ square feet per linear foot of building frontage.

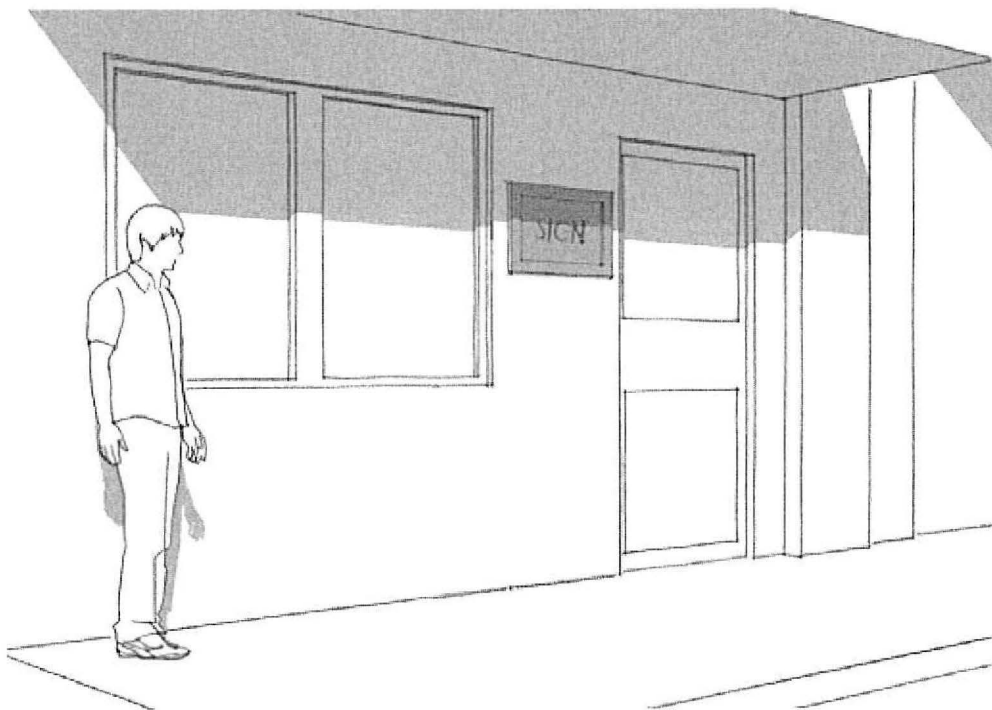
6. Marquee Sign:

Sign Type	FB-UNI	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Marquee sign			p			Quantity	1 per building.
						Width	Maximum of 90% of width of leasable space.
						Height	May not extend above the roof of the building.
						Area	111 square feet per linear foot of building frontage.
						Projection	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.

7. Monument Sign:

Sign Type	FB-UNI	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Monument sign			p			Quantity	1 per building.
						Setback	5 feet.
						Height	Maximum of 20 feet.
						Area	1 square feet per linear foot of building frontage.

8. Nameplate Sign:



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

9. New Development Sign:

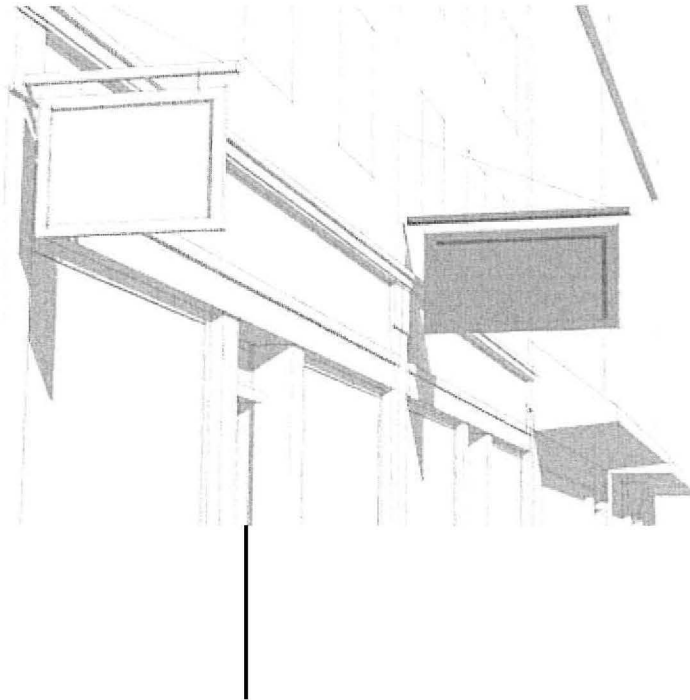
Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
New Development sign			p			Quantity	1 per street frontage.
						Setback	5 feet.
						Height	12 feet.
						Area	200 square feet.

10. Private Directional Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
-----------	--------	--------	--------	-------	-------	----------------	--

Private directional sign (see definition in this chapter)	p	p	p	p	p	Quantity	No limit.
						Height	Maximum of 5 feet.
						Area	Maximum of 8 square feet.
						Restriction	May not contain business name or logo.
						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.

11. Projecting Sign:



Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Projecting sign		p	p	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.

12. Projecting Parking Entry Sign:

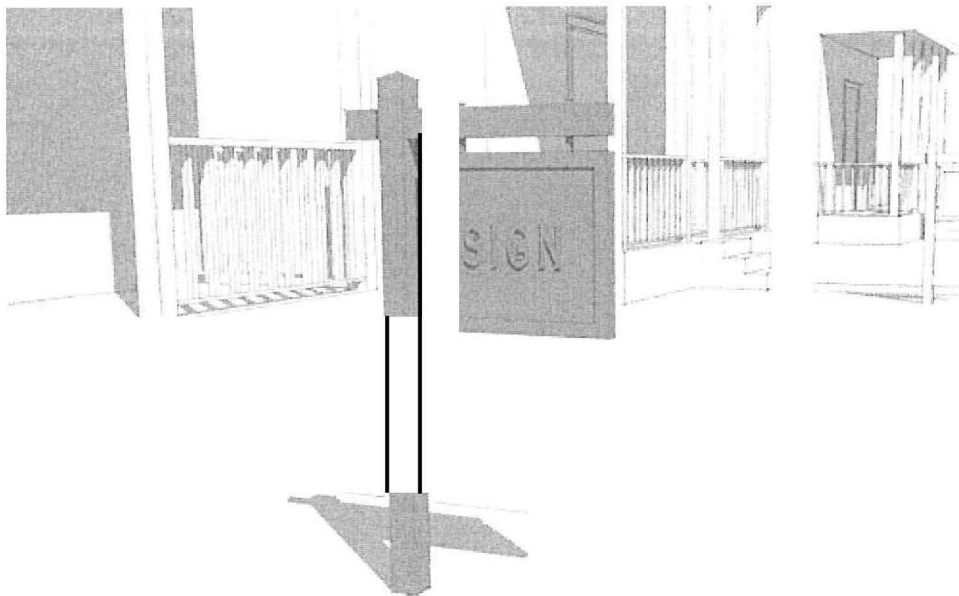
Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Projecting parking entry sign (see projecting sign graphic)			p	p	p	Quantity	1 per parking entry.
						Clearance	Minimum of 10 feet above sidewalk/walkway.
						Height	Maximum of 2 feet.
						Area	4 square feet per side, 8 square feet total.
						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.

13. Public Safety Sign:

Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
	p	p	p	p	p	Quantity	No limit.

Public safety sign (see definition in this chapter)						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.

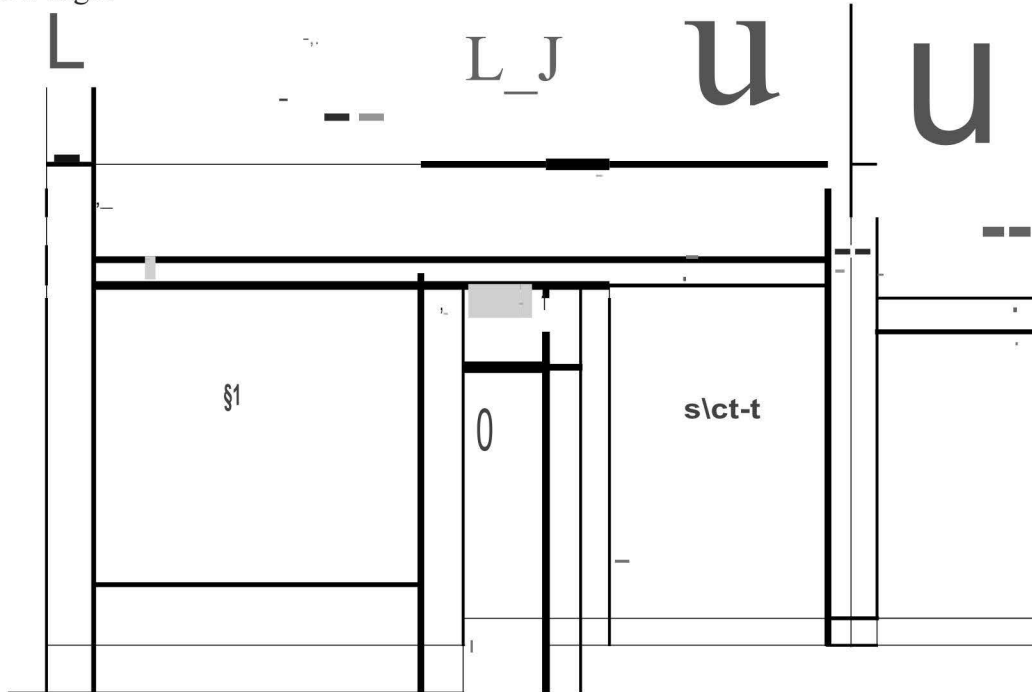
14. Real Estate Sign:



Sign Type	FB-UNI	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Real estate sign	p	p	p	p	p	Quantity	1 per leasable space. Leasable spaces on corners may have 2.
						Height	Maximum of 12 feet.
						Area	32 square feet. 64 square feet in FB-UN3.
						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.
--	--	--	--	--	--	--	--

15. Window Sign:



Sign Type	FB-UN1	FB-UN2	FB-UN3	FB-SC	FB-SE	Specifications	
Window sign		p	p	p	p	Quantity	1 per window.
						Height	Maximum of 3 feet.
						Area	Maximum of 25% of window area.

SECTION 6. Amending the Zoning Map. The Salt Lake City zoning map, as adopted by the *Salt Lake City Code*, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to apply the FB-UN3 Form Based Urban Neighborhood 3 District to the "fleet block" property located between 800 South and 900 South Streets and 300 West and 400 West Streets (Tax ID Nos. 15-12-251-001-0000, 15-12-177-007-0000), and as more particularly described on Exhibit "A" attached hereto.

SECTION 7. Effective Date. This Ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____ 2020.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2020.
Published: _____

Ordinance adopting FB UNJ zoning and map amendments Fleet Block (final)

APPROVED AS TO FORM Salt Lake City Attorney's Office Date: <u>April 1, 2020</u> By: <u>Paul C. Nielson</u> Paul C. Nielson, Senior City Attorney

EXHIBIT "A"

Legal Description and Map of Property Subject to Zoning Map Amendment:

All of Block 7, Plat A, Salt Lake City Survey

Parcel Tax ID Nos.

15-12 -251-001-0000

15-12-177-007-0000

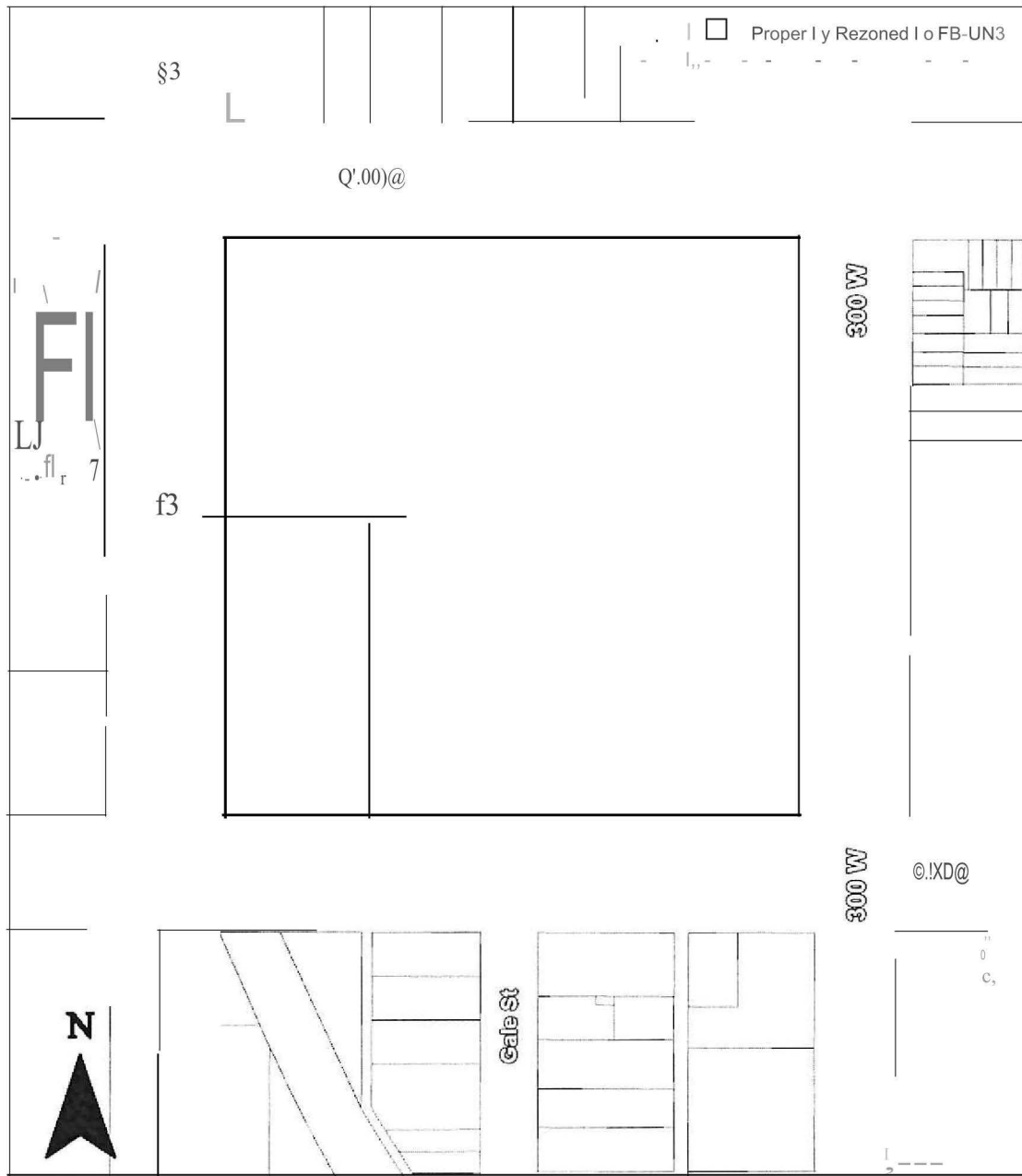


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- 5. ORIGINAL PETITION**
- 6. MAILING LIST**

1. CHRONOLOGY

PROJECT CHRONOLOGY

Petition: PLNPCM2019-00277 Fleet Block Zoning Amendments

- | | |
|--------------------------|--|
| March 22, 2019 | Mayor Jackie Biskupski initiates petition for zoning changes to the Fleet Block |
| March 23, 2019 | Petition assigned to Daniel Echeverria, Senior Planner |
| July 8, 2019 | Public Open House to review proposed zoning concepts. Public Open House was held on the Fleet Block. Notices were provided to residents, property owners, and businesses within 2 blocks of the site. More than 50 people attended the open house. |
| July 31, 2019 | Planning staff took concept materials and draft language to Planning Commission for a briefing. Materials also posted to website. No public hearing held at the briefing. |
| October 3, 2019 | Planning staff published revised public draft of the code based on concepts and input from July Open House. Notice was sent out to all attendees who left contact information at the July Open House and to Planning listserv. |
| October 3, 2019 | Notice of draft code proposal provided to Central 9 th and Ball Park Community Councils, asking if recognized organizations would like a presentation at one of their meetings. |
| November 28, 2019 | Public notices mailed to residents, property owners, businesses within 2 blocks of site. E-mailed notices sent to Planning listserv and other parties who provided contact information at City Open House and via e-mail to staff. |
| December 5, 2019 | Staff report with draft code proposal published |
| December 11, 2019 | Planning Commission holds public hearing for the proposal. Planning Commission passed motion recommending approval with considerations. |

2. NOTICE OF CITY COUNCIL HEARING

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering petitions **PLNPCM2019-00277 Fleet Block Zoning Map and Text Amendment** - A request by the Mayor to amend the text of the zoning ordinance and amend the zoning map for all of the properties located on the City block known as 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. Related provisions of Title 21A Zoning may be amended as part of this petition. The properties are located within Council District 4, represented by Ana Valdemoros.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City & County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please call Daniel Echeverria at 801-535-7165 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at daniel.echeverria@slcgov.com.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711.

3. PLANNING COMMISSION – Dec. 11, 2019
a. Mailed and Newspaper Notice

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News



The Salt Lake Tribune

PROOF OF PUBLICATION CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS		ACCOUNT NUMBER	
PLANNING DIVISION, ACCOUNTS PAYABLE, PO BOX 145480		9001394298	
SALT LAKE CITY UT 84114		DATE	
		12/2/2019	
ACCOUNT NAME			
PLANNING DIVISION,			
TELEPHONE		ORDER # / INVOICE NUMBER	
8015357759		0001274593 /	
PUBLICATION SCHEDULE			
START 11/30/2019 END 11/30/2019			
CUSTOMER REFERENCE NUMBER			
Planning Commission Meeting 12/11/19			
CAPTION			
Notice of Public Hearing On Wednesday, December 11, 2019, the Salt Lake City Planning			
SIZE			
39 LINES		2 COLUMN(S)	
TIMES		TOTAL COST	
2		102.50	

Notice of Public Hearing

On Wednesday, December 11, 2019, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petitions:

1. **Fleet Block Zoning Map and Text Amendment** - A request by the Mayor to amend the text of the zoning ordinance and amend the zoning map for all of the properties located on the City block known as 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. Related provisions of Title 21A Zoning may be amended as part of this petition. The properties are located within Council District 4, represented by Ana Valdemoros. (Staff Contact: Daniel Echeverria at (801) 535-7165 or daniel.echeverria@slcgov.com) Case number PLNFCM2019-00277

The public hearing will begin at 5:30 p.m. in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711. 1274593 UPAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Notice of Public Hearing On Wednesday, December 11, 2019, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations FOR PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 11/30/2019 End 11/30/2019

DATE 12/2/2019

SIGNATURE 

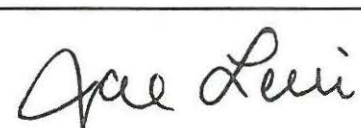
STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 30TH DAY OF NOVEMBER IN THE YEAR 2019

BY LORAIN GUDMUNDSON

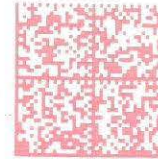



NOTARY PUBLIC SIGNATURE



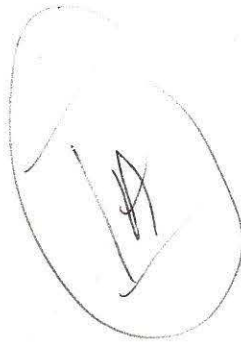
SALT LAKE CITY PLANNING DIVISION
451 S STATE STREET ROOM 406
PO BOX 145480
SALT LAKE CITY UT 84114-5480

FIRST CLASS



U.S. POSTAGE PITNEY BOWES
ZIP 84116 \$ 000.50⁰
02 1W
0001403342 NOV 22 2019

STATE MAIL 12/03/2019



MAGDALENA PROPERTIES, LLC
2340 WESTCLIFFE LN
WALNUT CREEK CA 94597

94597#3301 C058

NIXIE 957 DE 1 0011/30/19

RETURN TO SENDER
INCIDENTAL ADDRESS
UNABLE TO FORWARD

BC: 84114 *0436-06230-23-47



SALT LAKE CITY PLANNING DIVISION
451 S STATE STREET ROOM 406
PO BOX 145480
SALT LAKE CITY UT 84114-5480

FIRST CLASS



U.S. POSTAGE PITNEY BOWES
ZIP 84116 \$ 000.50⁰
02 1W
0001403342 NOV 22 2019

STATE MAIL 11/27/2019

Current Occupant
981 S 500 W
SALT LAKE CITY UT 84101

NSN
84116#2957 C005

NIXIE 841 DE 1 0011/26/19

RETURN TO SENDER
NO SUCH NUMBER
UNABLE TO FORWARD

BC: 84114 *0436-01575-23-46

PLANNING COMMISSION – Dec. 11, 2019
b. Staff Report



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](#)

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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, marque 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.sledocs.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.

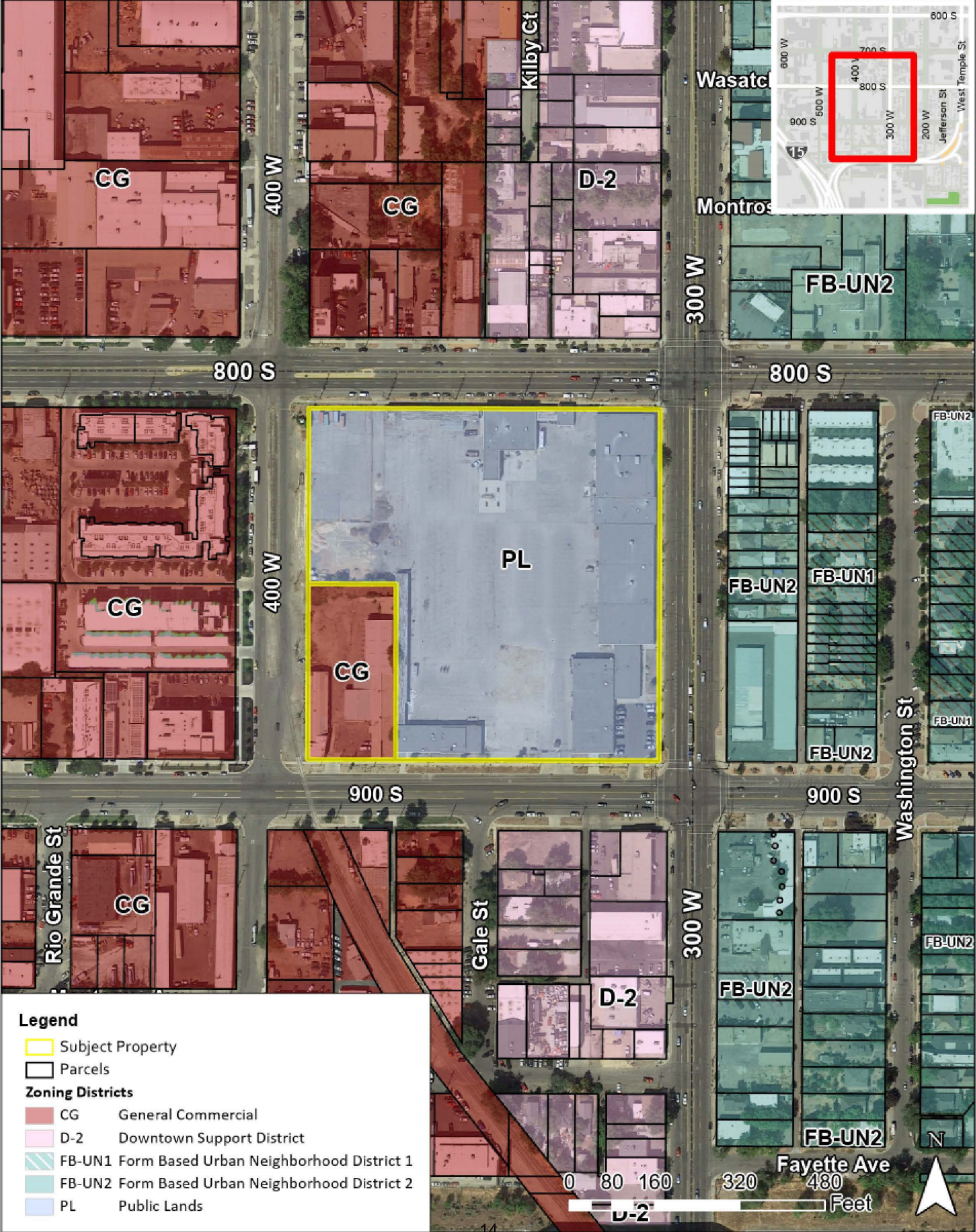
If the proposed zoning amendments are not ultimately approved by the City Council, the property would remain zoned Public Lands and General Commercial. The land zoned Public Lands would continue to not be developable for residential or commercial developments. The land zoned General Commercial could 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

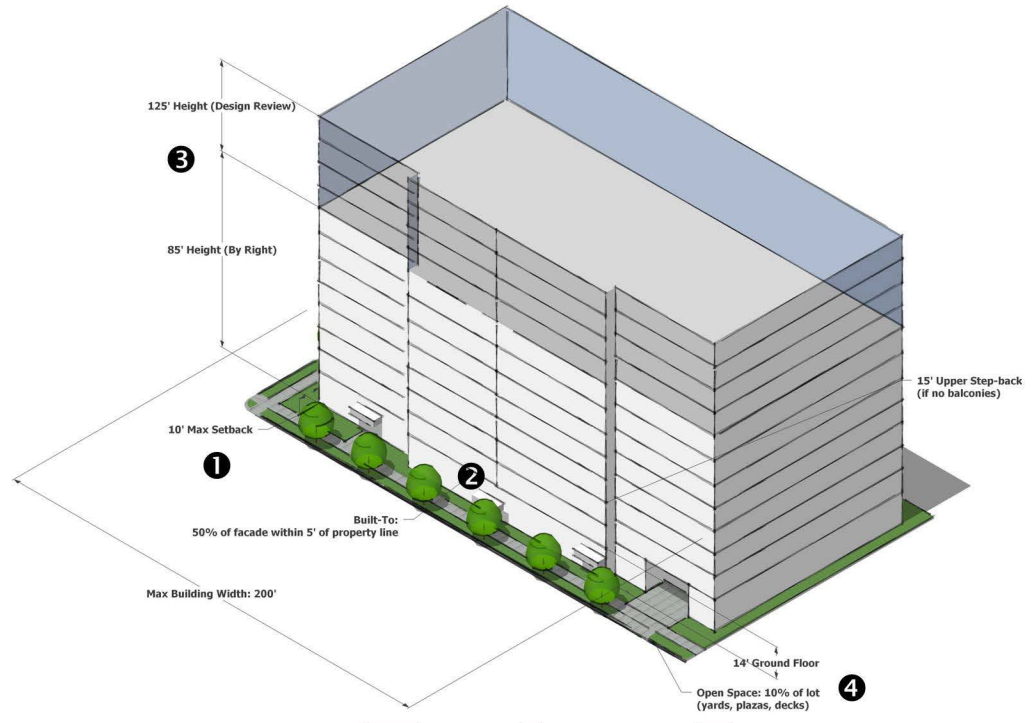


ATTACHMENT B: **Summary of Proposed Code**

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 and be identified through Design Review.	None	cept max 20' when next to zone with 30' max height	Required when shown in site 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 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

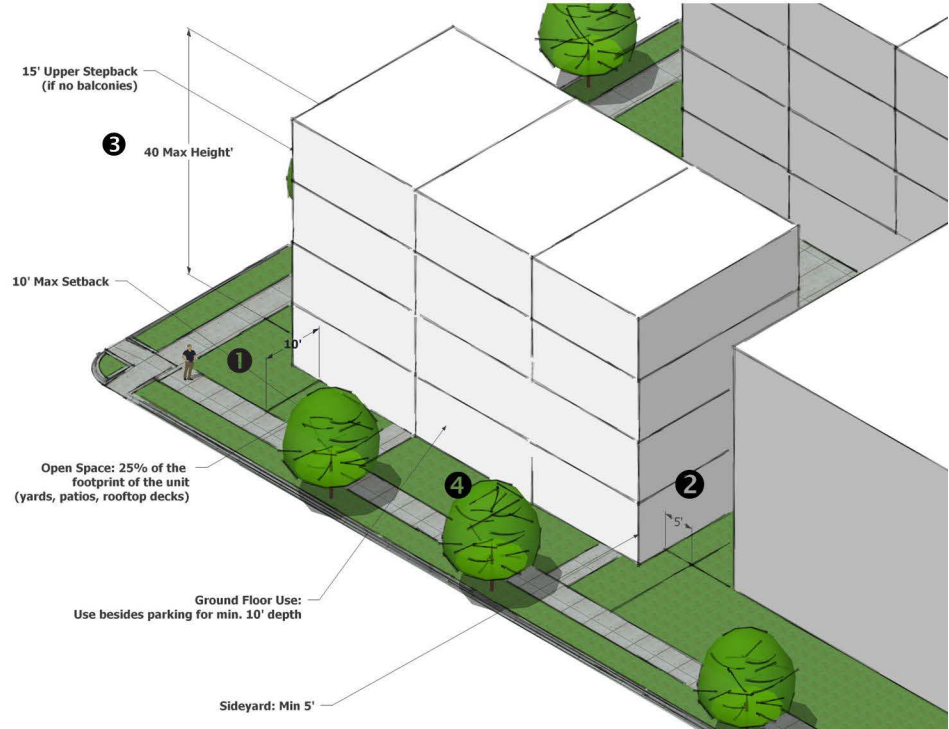
If next to zone with ≤30' max height, the first full floor of the building above 30' shall step back 10' from the building facade along the side or rear yard that is adjacent to the applicable zoning district. Does not apply if separated from the zone by a street or alley.

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 WALKWAY	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 10' when adjacent to zone with $\leq 30'$ height.	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 are allowed subject to recording a final subdivision plat that (1) documents new lots have access to a public street by way of easement, recorded 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: • 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, masonry, fiber cement board siding, <u>textured</u> or polished concrete, 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 used for common balconies, rooftop gardens/decks, dining areas, or other similar outdoor living spaces; including private balconies and parking landscaping.
UPPER LEVEL GLASS	Floors above ground floor shall be min. 15% glass	BUILDING SETBACK/STAIRS	Wing walls over 30' in length that are not interrupted by windows, doors, change of building plane off-set 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 FRONTAGE)	
Garage entrances shall have a minimum 20' setback from 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 LOCATIONS	
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 a wall/fence along property line (landscape screen alternative allowed).	
LOADING AND SERVICE AREAS	
Allowed behind or to the side of building, 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	Maximum of 40' ; All heights measured from established grade. Rooftop decks and associated railing/parapet are allowed on any roof, including roofs at the maximum allowed height.
F	Front and Corner Side Yard Setback	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).
S	Interior Side Yard	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.
R	Rear Yard	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	Uses Per Story	Residential on all stories; live/work units permitted on ground level.
GU	Ground Floor Use on 900 South	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).
E	Entry Feature	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	Upper level Step Back	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.
OS	Open space Area	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.
BF	Building forms per lot	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.
SO	Side/Interior Orientation	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. Lots for individual row house dwelling units without public street frontage are allowed subject to recording a final subdivision plat that: 1. Documents that new lots have adequate access to a public street by way of easements or a shared driveway; and

		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.
MW	Mid-block Walkway	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.
DS	Design Standards	See section 21A.27.030 for other applicable building configuration and design standards.

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

Building Regulation		Regulation for Building Forms: Multi-family Residential/Storefront/Vertical Mixed Use
H	Height	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.
GH	Ground Floor Height	Minimum ground floor height 14' .
F	Front and Corner Side Yard Setback	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).
B	Required Build-to	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).
S	Interior Side Yard	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.
R	Rear Yard	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.
GU	Ground Floor Use on 900 South	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.
E	Ground Floor Dwelling Entrances	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	Upper Level Step Back	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.

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>
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>
OS	Open Space Vegetation	<u>A minimum of 20% of the required open space area shall include vegetation.</u>
LB	Loading Bay	<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>
DS	Design Standards	<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	Surface Parking Location	<p>Surface parking shall be located behind or to the side of a principal building provided:</p> <ol style="list-style-type: none"> 1. The parking is set back a minimum of 25' from the front or corner side property line; and 2. The setback area shall be considered a landscaped yard and comply with the landscape yard planting requirements in 21A.46 and include: <ol style="list-style-type: none"> a. Trees with a minimum mature spread of 20' planted at one tree for every 20' of street frontage; and b. 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.
GE	Garage Entrances	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.
VA	Vehicle Access	One (1) driveway is allowed per street frontage. Driveways required to meet fire code are exempt from this limitation.
LS	Loading and service areas	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.
EB	Existing Buildings	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.

(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		Applicability: Applies to all properties in the zone
<u>ST</u>	Street Trees	Street trees are required and shall be provided as per 21A.48.060.D.
<u>SW</u>	Sidewalk Width	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>SL</u>	Street Lights	Street lights are required and shall be installed in compliance with the City's Street Light Master plan or its successor.

(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>		

Boarding house			<u>P</u>		
Botanical garden			<u>P</u>		
Brewery			<u>P</u>		
Bus line station/terminal			<u>C</u>		
Business, mobile			<u>P</u>		
Car wash			<u>C</u>		
Charity dining hall			<u>P</u>		
Clinic (medical, dental)		P	<u>P</u>	P	P
Commercial food preparation		P	<u>P</u>	P	P
Commercial video arcade			<u>P</u>		
Community garden	P	P	<u>P</u>	P	P
Community recreation center		P	<u>P</u>	P	P
Convent/monastery			<u>P</u>		
Convention center			<u>P</u>		
Crematorium			<u>P</u>		
Daycare					
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
Dental laboratory/research facility			<u>P</u>		
Dwelling:					
Accessory guest and servants' quarters			<u>P</u>		
Assisted living facility (large)			<u>P</u>		
Assisted living facility (limited capacity)	P	P	<u>P</u>	P	P
Assisted living facility (small)		P	<u>P</u>	P	P
Group home (large)		P	<u>P</u>	P	P
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.)	C	C	<u>C</u>	C	C
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.)	C		<u>P</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—		P	<u>P</u>	P	P
Living quarters for caretaker or security guard			<u>P</u>		
Multi-family		P	<u>P</u>	P	P
Residential support (large)		P	<u>P</u>		
Residential support (small)		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
	<u>Emergency medical services facility</u>			<u>P</u>		
	<u>Equipment rental (indoor)</u>			<u>P</u>		
	<u>Exhibition hall</u>			<u>P</u>		
	<u>Farmers' market</u>		P	<u>P</u>	P	P
	<u>Financial institution</u>		P	<u>P</u>	P	P
	<u>Flea market (indoor)</u>			<u>P</u>		
	<u>Funeral home</u>		P	<u>P</u>	P	P
	<u>Gas Station</u>			<u>C</u>		
	<u>Government facility requiring special design features for security purposes</u>			<u>P</u>		
	<u>Government office</u>			<u>P</u>		
	<u>Government facility</u>	P	P	<u>P</u>	P	P
	<u>Greenhouse</u>			<u>P</u>		
	<u>Health and fitness facility</u>		P	<u>P</u>	P	P
	<u>Home occupation</u>	P ²	P ²	<u>P²</u>	P ²	P ²
	<u>Homeless Resource Center</u>			<u>C</u>		
	<u>Hospital</u>			<u>P</u>		
	<u>Hotel/motel</u>		P	<u>P</u>	P	
	<u>House museum in landmark site</u>	P	P	<u>P</u>	P	P
	<u>Industrial assembly (indoor)</u>			<u>P</u>		
	<u>Intermodal transit passenger hub</u>			<u>P</u>		
	<u>Laboratory (medical, dental, optical)</u>		P	<u>P</u>	P	P
	<u>Laboratory, testing</u>			<u>P</u>		
	<u>Library</u>		P	<u>P</u>	P	P
	<u>Manufacturing, light (indoor)</u>			<u>P</u>		
	<u>Meeting hall of membership organization</u>			<u>P</u>		
	<u>Mixed use developments including residential and other uses allowed in the zoning district</u>		P	<u>P</u>	P	P
	<u>Mobile food business</u>			<u>P</u>		
	<u>Mobile food court</u>			<u>P</u>		
	<u>Mobile food trailer</u>			<u>P</u>		
	<u>Mobile food truck</u>			<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 or 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 narrow. 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 too 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 too small and is essentially ineffective.

Thank you for your hard work, I hope these 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
[REDACTED]

INTRODUCTION

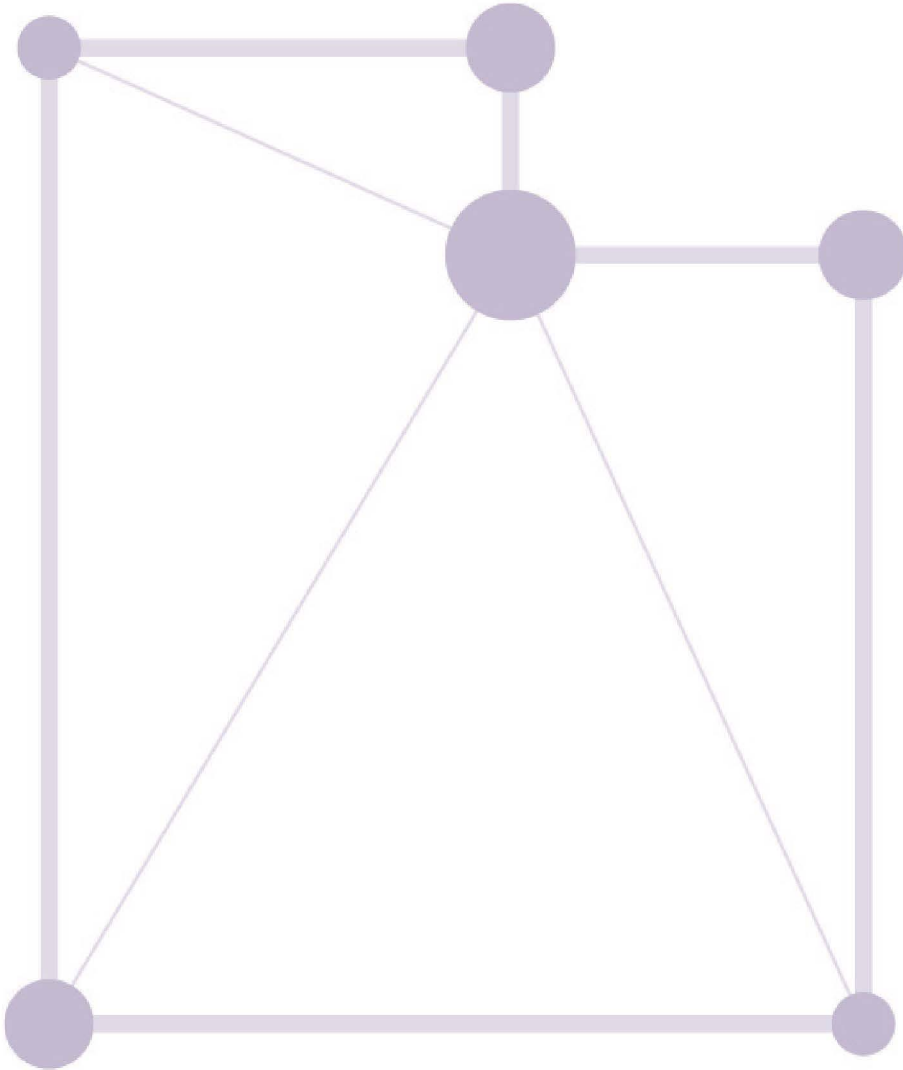
The *Utah Street Connectivity Guide* is a comprehensive resource for improving street connectivity in communities throughout Utah.

This guide:

Identifies what street connectivity is. While most people have a general sense that “street connectivity” means the way our streets are connected to one another, this guide presents a clear yet comprehensive definition useful to practitioners and the communities they serve. The guide identifies a set of key aspects of street networks that constitute “connectivity.” These aspects can be measured both in existing street networks and in proposed street connections.

Makes the case for street connectivity. A high level of street connectivity creates several benefits. In addition to creating a more efficient transportation system, street connectivity can improve a wide range of community aspects reaching into safety, health, economic vitality, the environment, and quality of life. A series of community case studies undertaken as part of this project provides further demonstration of the quantified benefits of connectivity.

Provides ways to improve street connectivity. With the benefits of street connectivity in mind, this guide provides ways to realize those benefits in a range of communities. The guide identifies how different types of Utah communities – from urban to suburban to rural, and from neighborhoods to special districts – can improve their connectivity in ways appropriate to their context and character. Finally, the project’s case studies provide examples of how strategies can be implemented on the ground.



This guide is the result of a study undertaken by the Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC). The study involved several subcomponents intended to explore street connectivity both academically and on the ground in Utah communities. These included:

- A **literature review** of the available studies from both academia and planning practitioners that explore the metrics, benefits, and strategies for street connectivity. See Appendix A for the complete Literature Review.
- A set of **surveys** that queried both local Utah jurisdiction and agency staff and Utah communities about issues related to street connectivity. See Appendix B for the complete surveys and summary of the results.
- **Case studies** in three Utah communities – Lehi, Layton, and Tooele County. These case studies involved the evaluation of street connectivity in areas within each community, recommendations for strategies to improve the connectivity in these areas, and the modeling of various benefits based on the improvements. See Appendix C for the full case studies.
- The development of **street connectivity context types**. This study took a context-sensitive approach to street connectivity and developed custom guidance for different scales – from the region to the neighborhood – and different land use types – whether urban or rural, residential or mixed use. These typologies are the basis for the guidance in Section 2.
- A series of **three public open houses** attended by approximately 35 local jurisdiction and agency staff, elected officials, and members of the public.
- A **Working Group** comprised of representatives of project partner agencies such as MAG, UDOT, UTA, WFRC, and the three case study communities met regularly and provided guidance for the development of the above elements of the study.

With this document, you will be able to:

- Understand the aspects of street connectivity – see *Section 1.2*.
- Understand why street connectivity matters to our Utah communities – see *Sections 1.1 and 1.2*.
- See the quantified benefits of improving street connectivity – see *Sections 1.3 and Part 3*.
- Have the tools to make the case to your colleagues and constituents – see *Sections 1.1, 1.3, and 3.3*.
- Understand how street connectivity applies to your specific community – see *Part 3*.
- Get tips for talking about street connectivity with your colleagues and constituents – see *Section 2.2* (page 26).
- Select appropriate strategies to improve the street connectivity in your community – see *Sections 2.2, 3.1, 3.3, and 3.4*.



PART 1

The Case for Connectivity

1.1 Street Connectivity in Utah

Connection is an essential aspect of our communities. Public streets provide the function of connecting us to our jobs, neighbors, friends, and the places we visit. Streets are built to link us to one another and our community destinations.

But in recent decades, as cities and towns have grown, new street networks throughout Utah and the United States began to lose this connection. Living on a cul-de-sac, and the privacy and perceived safety that comes with it, became an attractive lifestyle. We realized that fewer street intersections allowed us to drive faster on bigger streets. Hierarchies of streets emphasized limited connections between neighborhoods and the collector and arterial streets that linked them to the surrounding region.

Because of these desires for mobility, safety, and security, our networks became so disconnected that a house that sits next to a school might require a mile trip along a looping street system to access it.



Yet a growing body of research shows the importance of reconnecting our communities with improved street networks. High levels of street connectivity actually do a better job of achieving many of the goals that many of our communities have in common – economic vitality, the effectiveness of infrastructure, health, and choice of how we travel around.

Street connectivity disperses traffic throughout the network, leading to a significant reduction in travel times, delays, and having to drive on larger streets. Unlike widening streets, the increase in street connectivity creates additional community benefits, such as increasing use of transit, bicycling, and especially walking. This increased ability to walk, bike and take transit leads to documented lifts in outcomes as diverse as property values, obesity prevention, and ecosystem conservation.

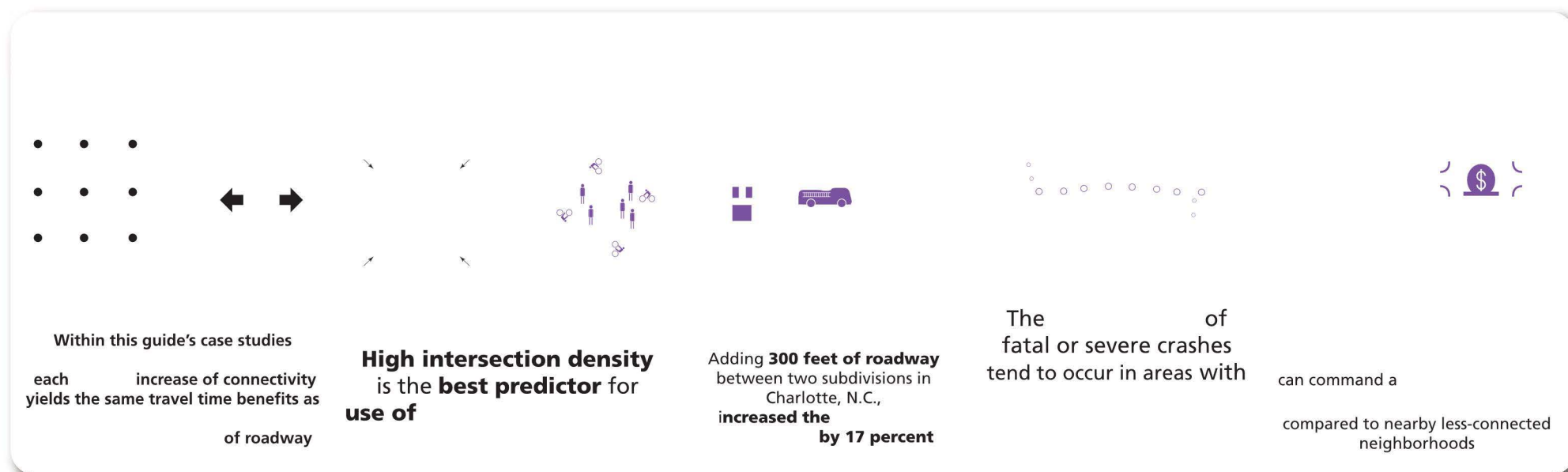
These benefits reach even to the aspects of street network that led city builders to disconnect streets in the first place – mobility, safety, and security. For example, the number one issue with respect to their neighborhoods for Utahns surveyed for this study is safety from traffic – and higher street connectivity has been shown to create more traffic safety.

Josh Stewart - Public Comment Attachment - Utah Street Connectivity Guide

We see a range of opportunities to increase street connectivity in Utah communities while also achieving the community goals important to different cities and neighborhoods. For example, good access to destinations is important to many Utahns. But increasingly, even neighborhood schools are inaccessible for Utahns. Yet the smallest of investments in street connectivity can yield major returns of accessibility. One link in a disconnected street network, for example, can put a school within walking distance for twice as many people.

Street connectivity is an idea useful to all Utah communities – and one that is flexible in how it is applied. This guide shows how all types of Utah communities can improve street connectivity in a way that is consistent with its core values.

In order to provide a comprehensive guide to street connectivity, this guide sets out to answer three main questions related to street connectivity: What is street connectivity? Why does it matter? And, finally, how do we improve it in our communities?



Sources: Utah Street Connectivity Case Study research; Ewing, R., and R. Cervero. *Travel and the Built Environment: A Meta-Analysis*. In *Journal of the American Planning Association*, Vol. 76, Issue 3, June 2010; Lehigh Valley Planning Commission. *Street Connectivity Guidance Document*, 2011; Marshall, W. E. and N. W. Garrick. *Street Network Types and Road Safety: A Study of 24 California Cities*. In *Urban Design International*, August, 2009.



UTAH STREET CONNECTIVITY SURVEYS

A set of **surveys asked** both Utah local jurisdiction and agency staff and Utah communities about opinions on street connectivity and existing connectivity-related policy but also opinions about broader topics such as neighborhoods and transportation. The community survey received 1,300 responses while the staff survey received nearly 100. Some key findings are summarized below.

Safety is the aspect of transportation most important to people.

For driving, walking and bicycling, 56%

36% 42%

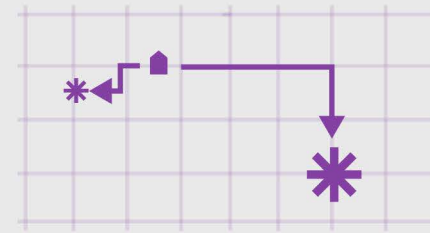


of survey respondents say safety is the most important issue - the top response for each mode.

Safety is often **equated with disconnected streets** (Our study has shown this not to be the case).

Yet the staff survey agreed that this perception is the No. 1 **barrier to increasing connectivity.**

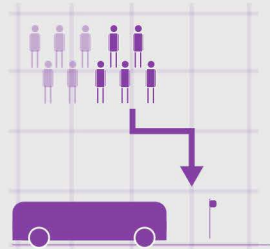
Access to destinations is very important to people.



One of the top barriers for walking is destinations are too far and **"it takes too long to get where I want to go."**

Both **neighborhood** and **regional** destinations are important to access.

People want to use alternative transportation.

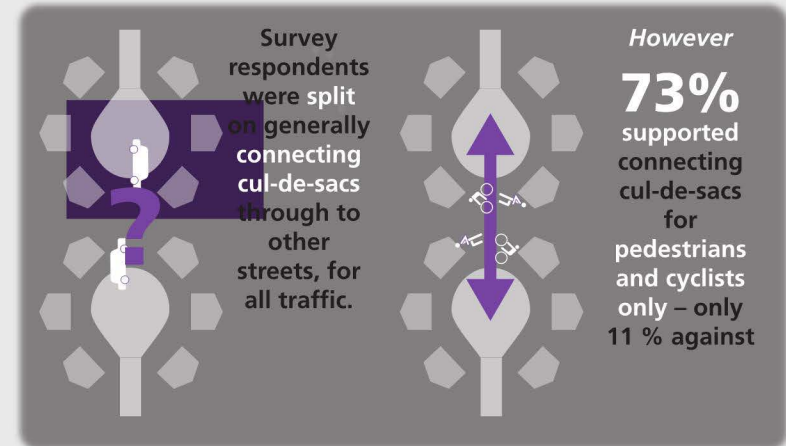


Over half of respondents agreed with the statement that **"I would be willing to ride transit more if bus stops or train stations were more easily accessible by walking or biking from my home."**

30%

of community survey respondents identified "good options for a wide range of transportation modes" as one of the most important neighborhood issues.

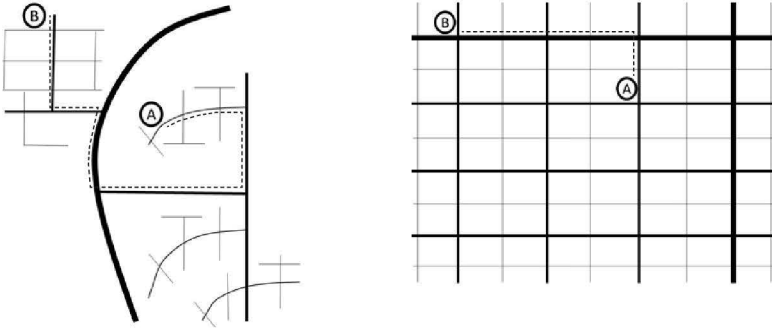
Cul-de-sac connection is a flash point for the street connectivity discussion.



1.2 WHAT is connectivity?

Street connectivity is a simple idea – providing a network of public streets whose intersections allow for easy movement around it. However, this simple idea is more difficult to define.

Look at the two images below. The images show two street networks, and they are clearly different. But why are they different?



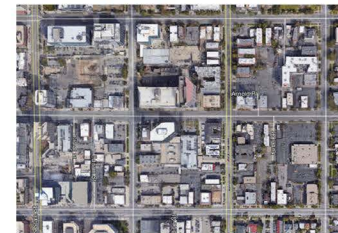
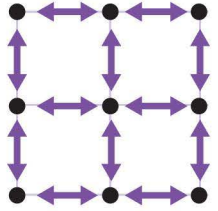
These two networks differ in many ways. The network on the left has fewer four-way intersections than the one on the right, and less of a grid pattern. It has larger, and less-defined blocks. It has fewer places to access a major street. It requires a longer path to get from Point A to Point B.

These differences all represent key aspects of street connectivity. After conversations with the study Working Group and extensive review of the academic literature and existing policy, the project team developed a working definition of street connectivity that has four aspects, two of them more general and “basic” and two others more specific and “secondary.”

BASIC ASPECTS OF STREET CONNECTIVITY

The basic aspects describe the general qualities of connectivity of a network. These are good for understanding a network’s high-level connectivity.

The relative level of connection. The most basic aspect of street connectivity is the degree to which streets are connected to one another at each intersection. One way to consider this idea is to look at how much “work” each intersection is doing. A six-point intersection is doing a lot of work, transferring traffic and other users among six different streets. But a cul-de-sac, with only one street coming off it, is doing the minimum amount of work. Essentially, the relative level of connection tells us how much work each intersection is doing – the more amount of work, the higher the level of connectivity. In the example below, the Downtown Salt Lake City grid has a higher level of connection because of its consistently 4-way intersections, while the eastern Salt Lake City example has mostly 3-way intersections and cul-de-sacs.

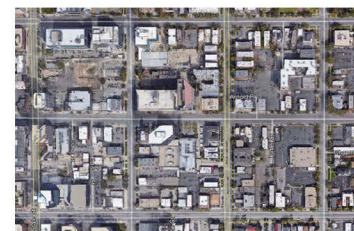
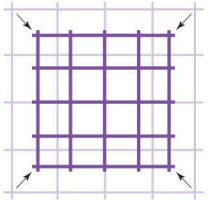


Downtown Salt Lake City street grid
800'



East Salt Lake City street grid
800'

Network density. However, the level of connection does not tell the whole story. Like in its name, “level of connection” is relative. Take the very connected network in downtown Salt Lake City and compare it to Salt Lake City’s Avenues neighborhood. Because both are nearly perfect grids, they have the same relative level of connection. However, the Avenues network is noticeably different, and more connected. This is due to the second basic aspect of street connectivity – network density. With its approximately 330-foot blocks, the Avenues has much higher network density than downtown Salt Lake City, with its 660-foot blocks. The Avenues has more links and more nodes. So, it is also important to consider this “absolute” aspect of the network to provide this other critical dimension of connectivity.



Downtown Salt Lake City street grid
800'



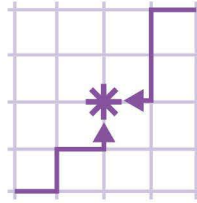
Avenues neighborhood street grid
800'



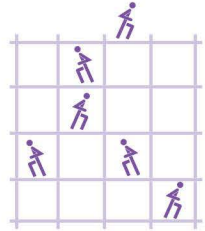
SECONDARY ASPECTS OF STREET CONNECTIVITY

The first two aspects of street connectivity give us a good understanding of the general connectivity of a street network. But a few things are missing. These two secondary aspects describe more real-world aspects of connectivity that one experiences on the ground in trips through the network.

Ability to connect to specific destinations. This aspect addresses the problem that all destinations along a network are not equally popular – and, therefore, are not equally valuable for a network to connect to. An elementary school receives more trips along a network than a single family home, for example. So it is important to understand how well a given network connects the community to these specific points along it. Often improvements to accessing a specific destination such as a school are the most effective ways a built-out community can improve its connectivity.



Quality of the network for all users – walkability. The other secondary aspect of street connectivity considers that, on the ground, streets are much different than lines on a map. Each street offers a different environment for all the transportation modes – private vehicles, public transit, freight, bicycling, and walking. Among these, this guide argues that it is particularly important to pay attention to the conditions for walking. Pedestrians are the most vulnerable users of the network, and everyone is a pedestrian at some point during their trip. The pedestrian environment is critical for transit access. Consequently, this guide identifies walkability as a key aspect of street connectivity. Walkability here means how well a street provides infrastructure for walking – both along it and at street crossings.



It is especially important that street networks connect to key community destinations like schools.



Walkable streets, with sidewalks or paths, buffers, amenities and safe roadway crossings, are an important aspect of street connectivity.

Each of these aspects is a vital aspect of connectivity, so that a truly connected street network that achieves the community goals outlined below should have all four of these. In this guide, each aspect is represented by a metric. The metrics are found in *Section 2.1* of this document.



1.3 WHY is connectivity important?

A highly-connected street network – one where a dense set of intersections each connect to several streets, that connects a community to its key destinations, and is walkable – provides a multitude of benefits for Utah communities.

This guide has quantified these benefits. Through a review of studies and literature available, as well as modeling of potential benefits in case studies of three Utah communities, we show how an increase in connectivity causes the achievement of benefits associated with commonly-found community goals. These include mobility, transportation choice, health and safety, infrastructure and growth management, economic vitality, and environmental conservation. The survey undertaken as part of this project confirms the importance of these objectives.

Below, we show how each one of these goals is benefited by improved street connectivity. The benefits come in four types:

Direct benefits describe a benefit that is conferred directly by street connectivity. For example, a dense, connected, walkable network directly increases the likelihood someone will choose a non-automobile transportation mode.

Indirect benefits describe a benefit that is conferred by a direct benefit. For example, a dense, connected, walkable network directly increases the likelihood someone will choose a non-automobile transportation mode, which in turn decreases the likelihood that person will be obese.

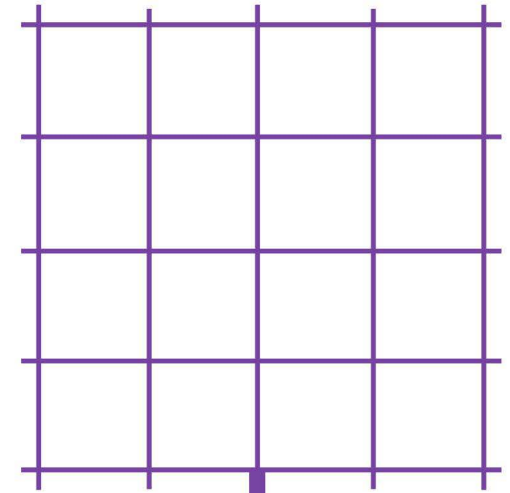
Inherent or implied benefits describe a benefit that is inherent in the nature of connectivity. For example, a more connected regional street network inherently helps its communities become more compatible with one another. However, these community goals have not been explored in the literature to a large extent.

Finally, **connectivity misconceptions** describe perceived dis-benefits of street connectivity that have been shown to be either untrue or less significant than perceived. For example, higher street connectivity actually increases a community's security and lowers crime.

Each of these benefits is influenced by one or more of the aspects of street connectivity described above. For some benefits, the deciding factor is relative level of connection; for others it may be network density. For many others, it is a combination of the four aspects.

Except where noted as part of this project's case studies, sources for the information contained in the following discussion are found in the literature review in the Appendix, which also contains more information about each benefit.

A well-connected street network
leads to...



More walking and bicycling, which in turn leads to...



Additional benefits
such as a cleaner environment,
healthier communities, and
economic vitality.



SUMMARY OF DIRECT BENEFITS

Regional and community mobility

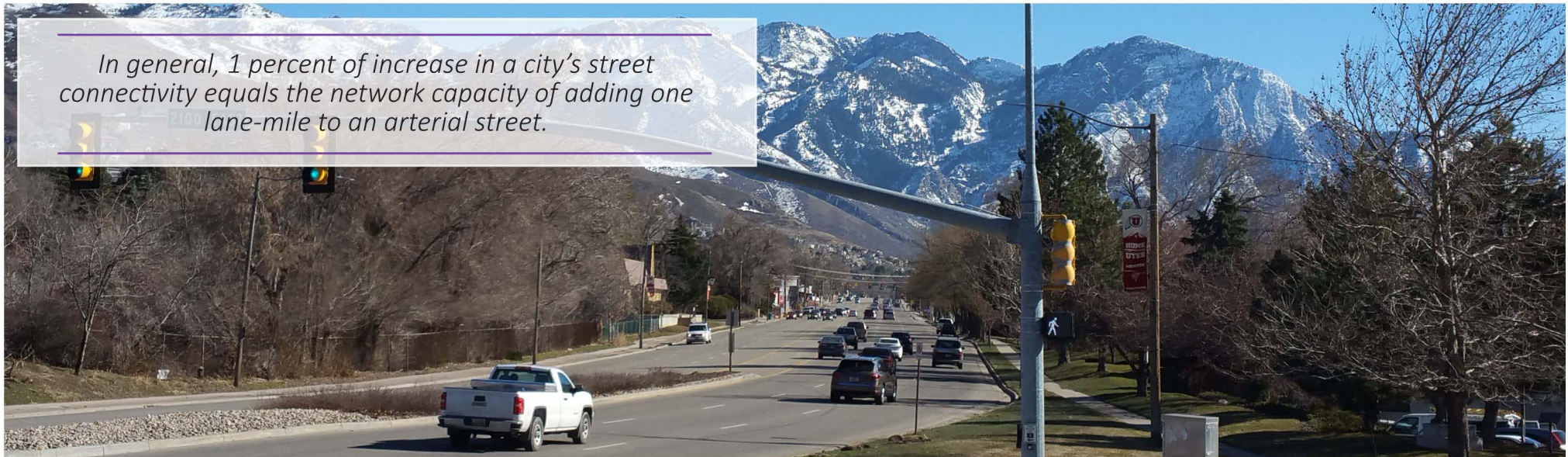
Good street connectivity redistributes traffic among different routes in a network, providing more options and better accessibility for local traffic. This in turn frees some of the capacity on the adjacent arterial roads, which are mostly used by the non-local traffic.

- Modeling the effects of proposed street connectivity improvements in the cities of Lehi, Layton, and Tooele Valley led to some key conclusions including:
 - In urban and suburban community-scale networks, a **significant reduction in network travel times and delays** was observed.
 - A set of street improvements improving connectivity in three communities by an average of 32 percent would lead to an average of a **17 percent decrease in delay**.
 - **Vehicle miles traveled (VMTs) on larger streets** was, in most cases, **significantly reduced**, attributed to a more balanced distribution of traffic flows within the network.

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- The literature confirms many of the conclusions of the case study modeling outlined above, and also indicates the following additional findings:
 - In general, the **average reduction in VMTs is about 10 percent** in networks with good street connectivity compared to those with poor connectivity. A greater reduction in VMTs is observed in less dense automobile-oriented urban areas.
 - In most cases, **greater connectivity reduces traffic volumes on arterial streets**, therefore improving mobility. The main factors that influence this are reduced trip distances, reduced number of local trips using arterials, multiple alternative routes, shifts from personal vehicles to other modes, and redistribution of traffic throughout the network which increases the network-wide capacity.
 - **Returns of mobility are highest** when a network goes from **low to moderate network density**, from about 10 to 16 connections per mile. These returns diminish for motorists when a network goes from this moderate level to a higher level of connectivity.

In general, 1 percent of increase in a city's street connectivity equals the network capacity of adding one lane-mile to an arterial street.

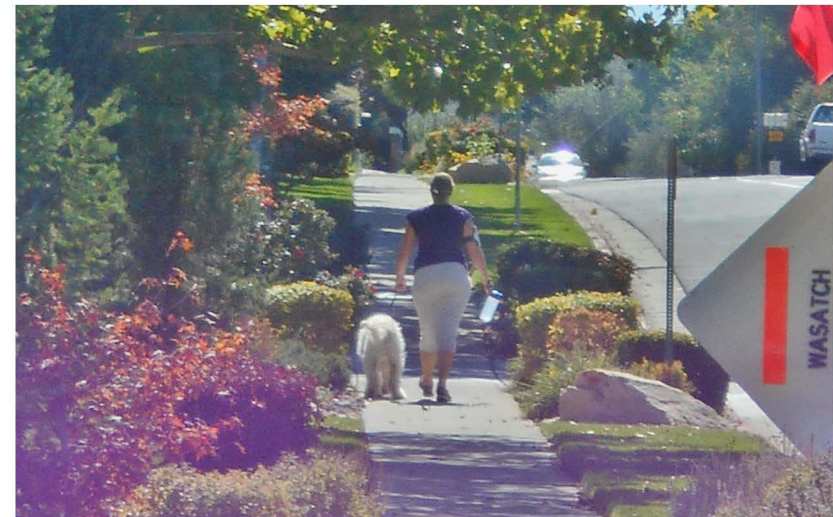


Transportation choice

Higher street connectivity provides travelers with greater choice of travel modes. In a well-connected network, active transportation modes and transit become more viable choices. This means that these types of networks are less automobile-dependent.

- Improved connectivity leads to **better mobility and access for cyclists and pedestrians.**
- Pedestrian and bicyclist benefits experience **increasing returns from medium to high connectivity.**
- Good street **connectivity increases the proportion of trips made by walking** by between 25 and 900 percent.
- **Short blocks and grid-like network structure** have been found to be influential characteristics for **higher use of active transportation.**
- Connectivity **improves the efficiency of bus transit** by providing more direct routes and providing a good collector street network that creates more options for routing bus transit closer to neighborhoods.
- A meta-study of 62 studies found that a **high intersection density is the best predictor for use of non-motorized** transportation modes.
- The same study also found that **use of transit was most closely related to a set of factors influenced by street connectivity**, including destination accessibility and the design of networks to maximize street connectivity and intersection density.
- This study's case study modeling projected that a set of street improvements improving connectivity by approximately 30 percent in two suburban communities could lead to a **bicycling mode share increase of 4 to 20 times and walking mode share by 4 to 6 times.**

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High intersection density is a predictor for high use of non-motorized transportation modes.



Safety

In recent years, many studies have focused on how built environment factors (such as street connectivity and community) affect physical activity and health.

- Street network densities are correlated with roadway safety outcomes. The **highest risks of fatal or severe crashes** tend to occur **in areas with low intersection densities**.
- More **connected, multi-modal street design** can significantly **reduce traffic injury** and fatality rates. A study of 24 California cities showed that cities with better bicycle networks had on average between 10 and 17 times lower vehicle occupant crash fatality rates and between 3.8 and 4.5 times lower vehicle occupant crash severe injury rates.
- A local, well-connected network system **encourages slower and more cautious driving**, since drivers encounter various travel modes and more intersections.

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Higher street connectivity improves the investment in municipal infrastructure, such as utilities, and services, such as fire and emergency services.

- A 2008 study of municipal services conducted by Charlotte, N.C., found that the **citywide average response time** in subdivisions constructed since 2001 – when minimum street connectivity standards were enacted in the city – **dropped thirty seconds**.
- The 2008 Charlotte study found that **building 300 feet of street between two subdivisions provided a 17 percent increase** in service area for a fire station.
- The study also found that the typical **coverage area of a snowplow operator doubles in areas without prevalent cul-de-sac streets**.
- The Raleigh, N.C., Transportation and Planning Department studied fire and emergency management system efficiencies in three different neighborhood types and found that in all cases, the analysis showed **far greater service efficiencies for neighborhoods with greater street connectivity**.
- The Reason Foundation found that “increasing connectivity of the street network will help improve the efficiency of the transportation network, **allowing limited federal funds to be prioritized for pressing transportation needs** with less local traffic on overburdened roadways, reduced wear and tear may prolong the life of many critical infrastructure links. The costs associated with maintaining roadways have grown considerably over the last few years and measures to extend their lifespan may reduce the burden of public expenditure.”

The highest risks of fatal or severe crashes tend to occur in areas with low intersection densities.

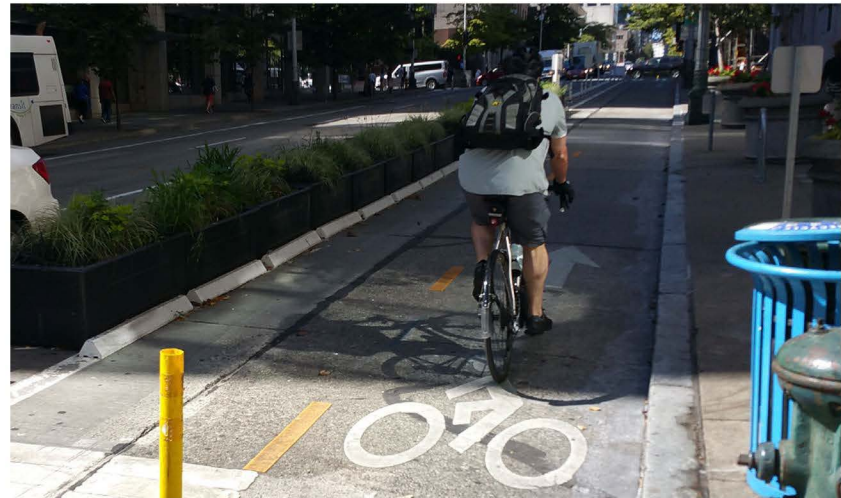


SUMMARY OF INDIRECT BENEFITS

Health

In addition to direct benefits, street connectivity has been shown to offer indirect benefits related to health, largely stemming from the health effects of increased physical activity.

- Connectivity is one of a few key ingredients of walkable neighborhoods that produce **positive body mass index (BMI) outcomes**. In one study, for example, high-walkability residential neighborhoods with higher residential density, land use mix, and street connectivity reported **70 minutes more physical activity** within a week than other neighborhoods. Other studies have found increasing levels of walkability decrease the risk of excess weight.
- Connectivity **limits time spent in the car**. Street connectivity impacts walking time and minutes spent in car, which consequently impacts BMI and population health.
- The World Health Organization (WHO) estimates that **regular use of bicycles** (for about three hours per week) can **reduce the mortality risk by about 28 percent**.
- Similarly, consistent **walking for about 30 minutes per day** can **reduce mortality risk by about 22 percent**.
- Physical activity also **reduces occurrences of cardiovascular diseases**, Type 2 Diabetes, and some cancers. These reductions are between 10 percent and 30 percent, according to the WHO reports.
- Our case study modeling projected that a set of street improvements improving connectivity by approximately 30 percent in three communities would on average lead to a **doubling of physical activity** and a **quadrupling of long-term health care cost savings**.



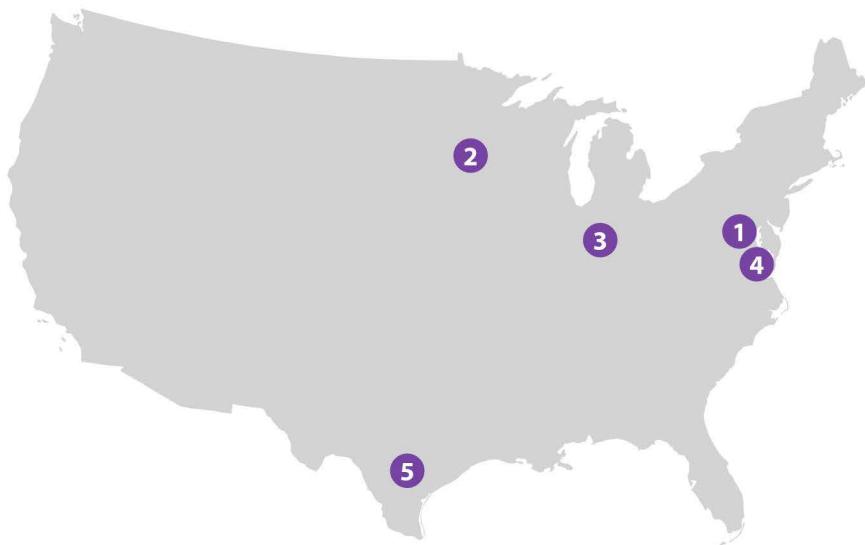
In one study, walkable, connected neighborhoods reported 70 minutes more physical activity per week than other neighborhoods.



Economic vitality

Increasing street connectivity has been found to have an impact on a community's economic vitality. Many of the benefits are measurable in the economy or in the fiscal well-being of households and governments. Some of the benefits are intangible such as increased personal time to spend with family and friends, improved overall health and well-being, and improved area air quality.

- **Compact, walkable neighborhood developments – in which connectivity is a key ingredient – can command a price premium.** This premium has found to be as much as 40 to 100 percent compared to houses in nearby single-use subdivisions. The homes at Kentlands, Maryland, **1** sell at a 25 percent premium over comparable large-lot developments in the same zip code. A 2003 study showed a \$24,255 premium for Portland-area homes in New Urbanist areas compared to those in conventional suburban neighborhoods.
- Street connectivity also has a direct positive effect on bicycling and **bicycle networks can also have a positive impact on home values.** The median home values in Minneapolis-St. Paul **2** increased by \$510 for every quarter of mile nearer to an off-street bicycle trail, while homes within half-mile of Indiana's Monon Trail **3** had an average of 11 percent increase in sale price when compared to similar homes further away. Additionally, regional economies can benefit as well. A case study of North Carolina's Outer Banks concluded that the one-time investment into the bicycle network resulted in an annual economic impact that is nine times greater, supporting more than 1,400 annual jobs.



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- Improvements in walkable street networks can also have an impact on **retail rents.** A study of the Washington, DC, area **4** found that office and retail spaces in areas with good walkability rented for \$8.88/sq. ft. and \$6.92/sq. ft. more per year, respectively, compared to places with fair walkability, holding household income levels constant. Additionally, relative to places with fair walkability, places with good walkability scores, on average, bring in \$301.76 more per month in residential rents and \$81.54/sq. ft. more in for-sale residential property values. Another study showed that a 10 percent increase in walkability showed a 1 to 9 percent growth in property value.
- Because street connectivity has been shown to influence mode choice of transit, the **economic benefits of public transit are an indirect benefit of street connectivity.** These include creating jobs, stimulating development, boosting business revenue, increasing local and state revenues, saving employers money, decreasing pollution, and conserving energy. For example, in Bexar County, Texas, **5** a study estimated that the County loses approximately \$307,000 in regional income and 8.4 jobs for every million dollars of expenditures switched to auto. The same million spent on bus operations will generate nearly \$1.2 million in regional income and 62.2 jobs.
- There are also **benefits to hotels as a result of improved transit connectivity.** From 2006 to 2013, communities with direct access to airport terminals experienced a 10.9 percent increase in average daily rates and revenue per available room.
- **Worker productivity has been associated with bicycling.** Those who bike regularly saw a 32 percent decrease in sick days taken and a 55 percent decrease in healthcare costs, all while seeing a 55 percent increase in productivity.

The price premium for a walkable, connected neighborhood has been found to be as much as 40 to 100 percent.



- Motorized transportation benefits resulting from increased street connectivity lead to a variety of **community and regional scale economic benefits**. Models have found that increased street connectivity produces:
 - **Lower materials costs:** The reduction of travel time of trips on a regional level also results in lower materials costs because goods can reach their destinations quicker and in a shorter distance saving both wages and fuel.
 - **Increased sales:** For a local or neighborhood retailer, connectivity results in improved access to an area's customer base, generally resulting in higher sales per square foot.
 - **Lower household costs:** For local residential property owners, connectivity results in lower household transportation costs and increased personal time. Measures on the local level include job growth in all sectors including service and retail, as well as local tax benefits such as sales and property taxes. This leads to increase in job density which translates in to higher job accessibility lowering transportation costs for household.

Our case study modeling projected that a set of street improvements improving connectivity in three communities by an average of 32 percent would lead to **small but significant increases in sales in different types of retail establishments**. These included a 0.9 percent increase in supermarkets and grocery stores, a 0.7 percent increase in warehouse clubs and supercenters, and a 0.5 increase in limited service restaurants.

Environment

Street connectivity has major impacts on the environment. Shifts towards transit and active transportation modes in a connected network reduce VMTs, delays, and usage of automobiles which reduces air pollution, noise, and energy consumption.

- This study's case study modeling projected that a set of street improvements improving connectivity by approximately 30 percent in two suburban communities would on average lead to a **500 percent reduction in carbon dioxide emissions due to increased walking and bicycling trips**.



SUMMARY OF INHERENT OR IMPLIED BENEFITS

Interlocal and regional compatibility

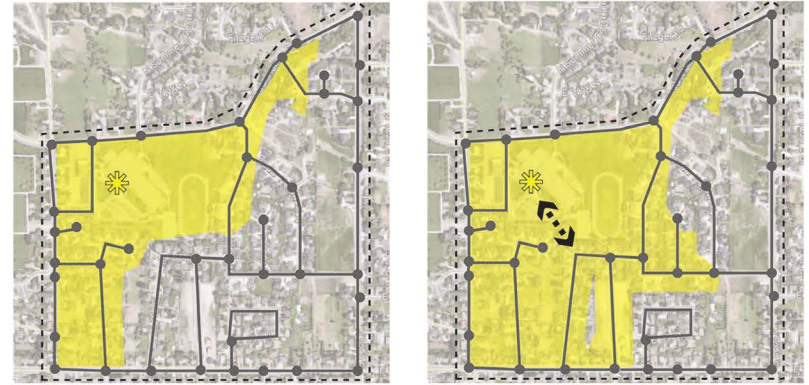
Connectivity inherently creates compatibility. Past research efforts have used the term “internal connectivity” and “external connectivity” for measuring the connectivity of specific region within itself, and “inter-local connectivity” of that region. Studies on inter-local connectivity are rare, but measures can be developed based on regional connections to arterials and other neighborhoods. Areas of interest are connections between state and local jurisdictions for issues such as transit access and freight.

Community access

Connectivity inherently improves access. At a regional or community-wide scale, connectivity improvements can reduce bottlenecks and reduce distances that residents need to travel to jobs. At a neighborhood scale, where connectivity improvements can bring a school, park, or shopping area within walking or bicycling distance to more people. Access, in the context of street networks, also means interactions among people within a neighborhood.

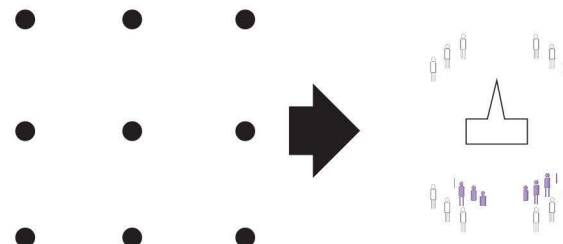
- Studies have recognized good street connectivity **as the major prerequisite for accessibility and livability.**
- **Streets shape community interaction and community life.** Narrow streets with low traffic are friendlier for pedestrians, increasing interaction among people. Narrow streets also do not represent a barrier for the two communities on the opposite sides of the street.
- **Natural features such as rivers and man-made features, like highways and freeways, often serve as or create barriers** to direct local travel, particularly for bicycle and pedestrian travel. This is a so-called “barrier effect,” which reduces accessibility for active transportation modes and forces a shift to motorized travel.

These inherent and implied benefits could benefit from increased study with regard to their relationship to street connectivity.



Even making one small connection can drastically improve the accessibility of destinations. While the diagram on the left shows the existing area accessible within walking distance to a neighborhood school (star marker), the diagram on the right shows the area accessible within the same distance if one strategic connection is made (black dashed arrow).

For every **street connectivity improves,**
Access to destinations improves



For example - a neighborhood street network whose connectivity improves by **25 percent** on average makes its community destinations accessible to **50 percent** more of the neighborhood.



CONNECTIVITY MISCONCEPTIONS

Cost

The perception is often that providing increased connections costs money, whether implemented by cities or developers.

- When it comes to utilities and their maintenance, it was observed that better connectivity actually can decrease these costs, since utility connections are improved, and, therefore, easier to access and maintain.
- There are strategies that communities can implement to avoid increase in costs, such as narrower street standards, limiting maximum block length, landscaping, and different treatments of cul-de-sacs.
- Developers may also argue that improved street connectivity decreases the amount of salable land they will have for development, since potential building lots may be used for transportation connections. However, incorporating appropriate walkability, traffic control, and security features into connected streets, as well as the opportunity to have more diverse contents, can offset the potential decrease in property values.
- In addition, the economic benefits of street connectivity because of walkability, bikeability, and transit-friendliness can also easily offset any short-term construction costs.

Residential traffic and safety concerns

Concerns about increased street connectivity are often related to increased traffic on residential streets. The community survey undertaken as part of this study found that the no. 1 reason people are hesitant to connect cul-de-sacs is concerns about traffic safety. The survey also found that traffic-related safety is important for all modes – it is the no. 1 issue for driving, walking, and bicycling. The staff survey, meanwhile, agreed that the no. 1 barrier to increasing connectivity in Utah communities is perception of connectivity negatively influencing traffic-related safety.

- While poor street connectivity may reduce traffic at a neighborhood micro-level, traffic usually increases on collector and arterial streets, creating more severe barriers for residents around their neighborhood.
- Our traffic modeling of some Utah neighborhoods found that improving connectivity in urban and rural neighborhoods does not seem to attract more through traffic, but at the same time provides a safer and better environment for non-motorized traffic modes.
- Overall safety in a community benefits more from a connected street network than a disconnected one – see findings under “Safety” heading.

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While some studies have shown that residential streets can be used for through traffic in some studies, there are strategies that are implemented in the field to keep the traffic increase at a tolerant level.


- It is also important to provide good arterial and collector streets on the network borderlines that will provide more capacity and higher speeds for non-residential traffic, therefore minimizing the possibility that this traffic will use residential streets.

Crime and personal security

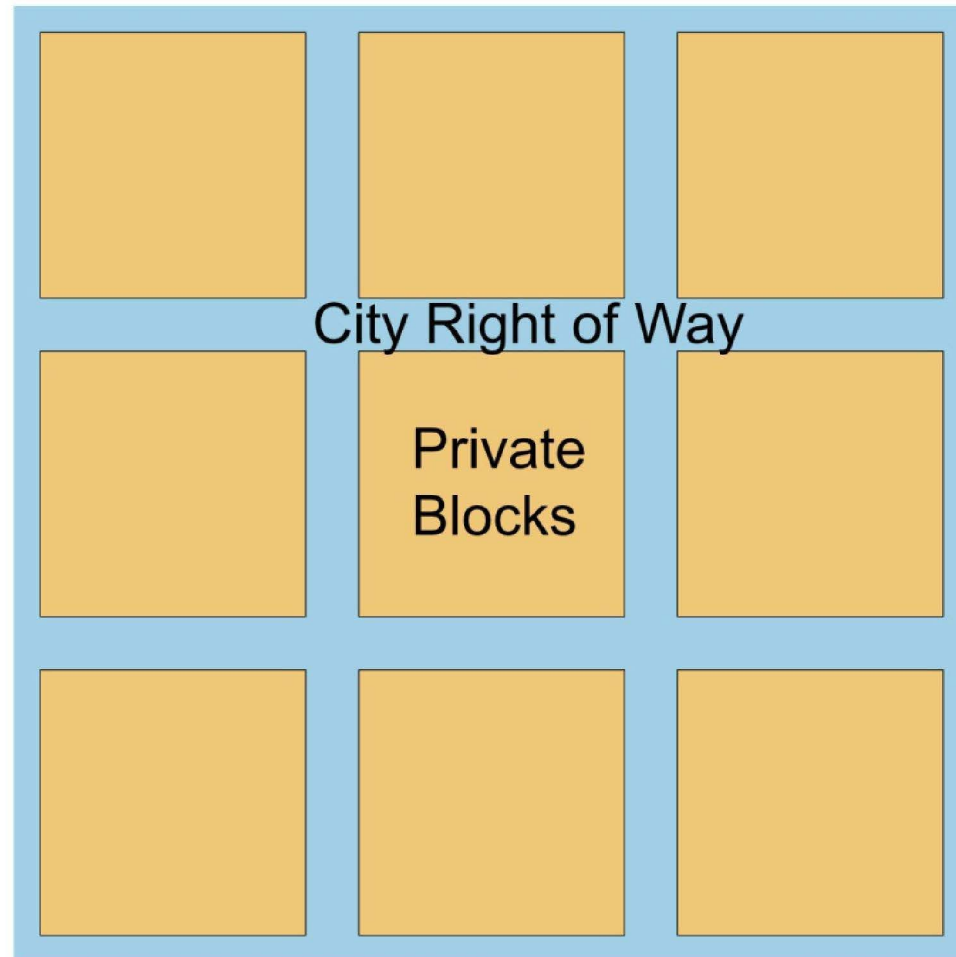
People often perceive that connected street networks invite crime and decrease personal security. Personal security is extremely important to Utahns – two-thirds of this project’s survey respondents identified safety from crime as one of the most important three aspects of their neighborhood. The desire to remain safe from crime was also a main reason survey takers did not want to connect cul-de-sacs as through-streets.

- The increase in crime rates in relation to street connectivity has not been quantified in practice. A study performed in Western Australia did not find that better street connectivity alone is not related to the increase in crime rate, although it correlated more walking and activity with increase in crime. Rather, the study found that the presence in local destinations is related to the increase in crime rate. Another London study found that the risk of crime is less in well-connected network with more activity, following the “safety in numbers” principle.
- That study also found that the high-tax properties on cul-de-sacs are more vulnerable to crime in small cul-de-sacs, and that dwellings on cul-de-sacs have twice as many burglaries as dwellings on connected streets.

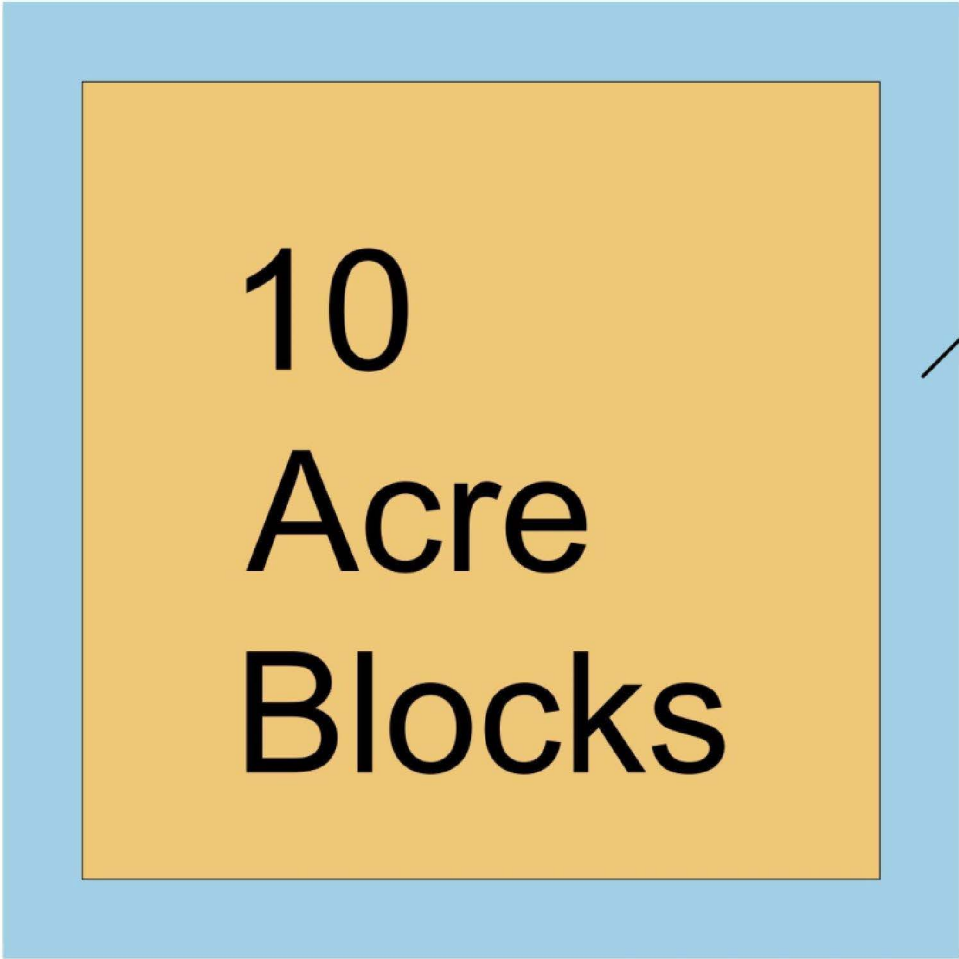




Towards a More Walkable Salt Lake City Block



30% of all land is owned by the City



10
Acre
Blocks

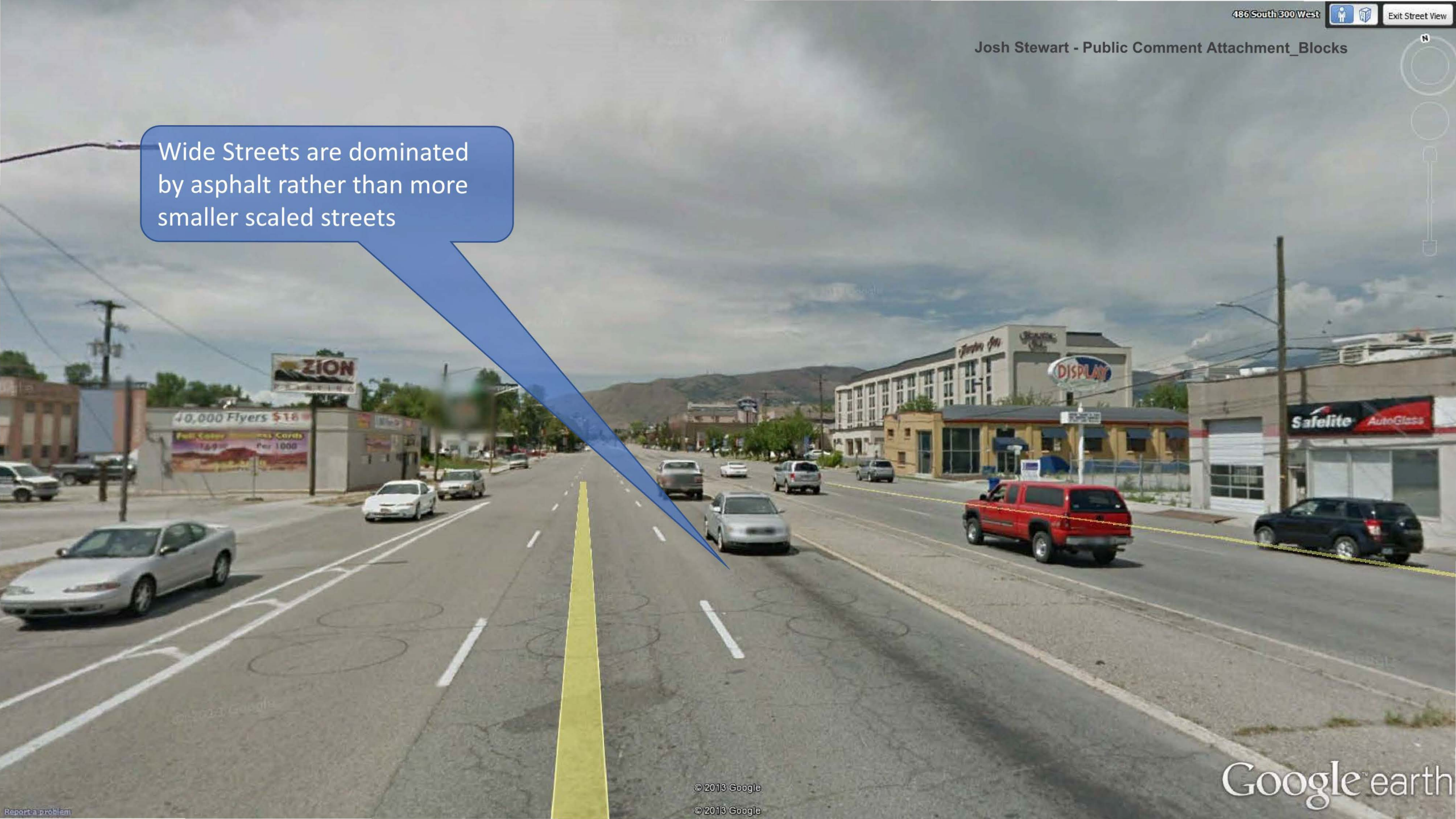
The diagram consists of a large light blue square. Inside this square is a smaller orange square. The orange square contains the text '10 Acre Blocks'. To the right of the orange square, there is a line pointing to the text '4.4 Acre Public Right of Way'.

4.4 Acre
Public Right
of Way



Wide Streets and long blocks
make it more dangerous and
less convenient for
pedestrians to cross

Wide Streets are dominated by asphalt rather than more smaller scaled streets



An angled parking street has more “use” and slows the traffic but is still not that great for pedestrians and is rather ugly



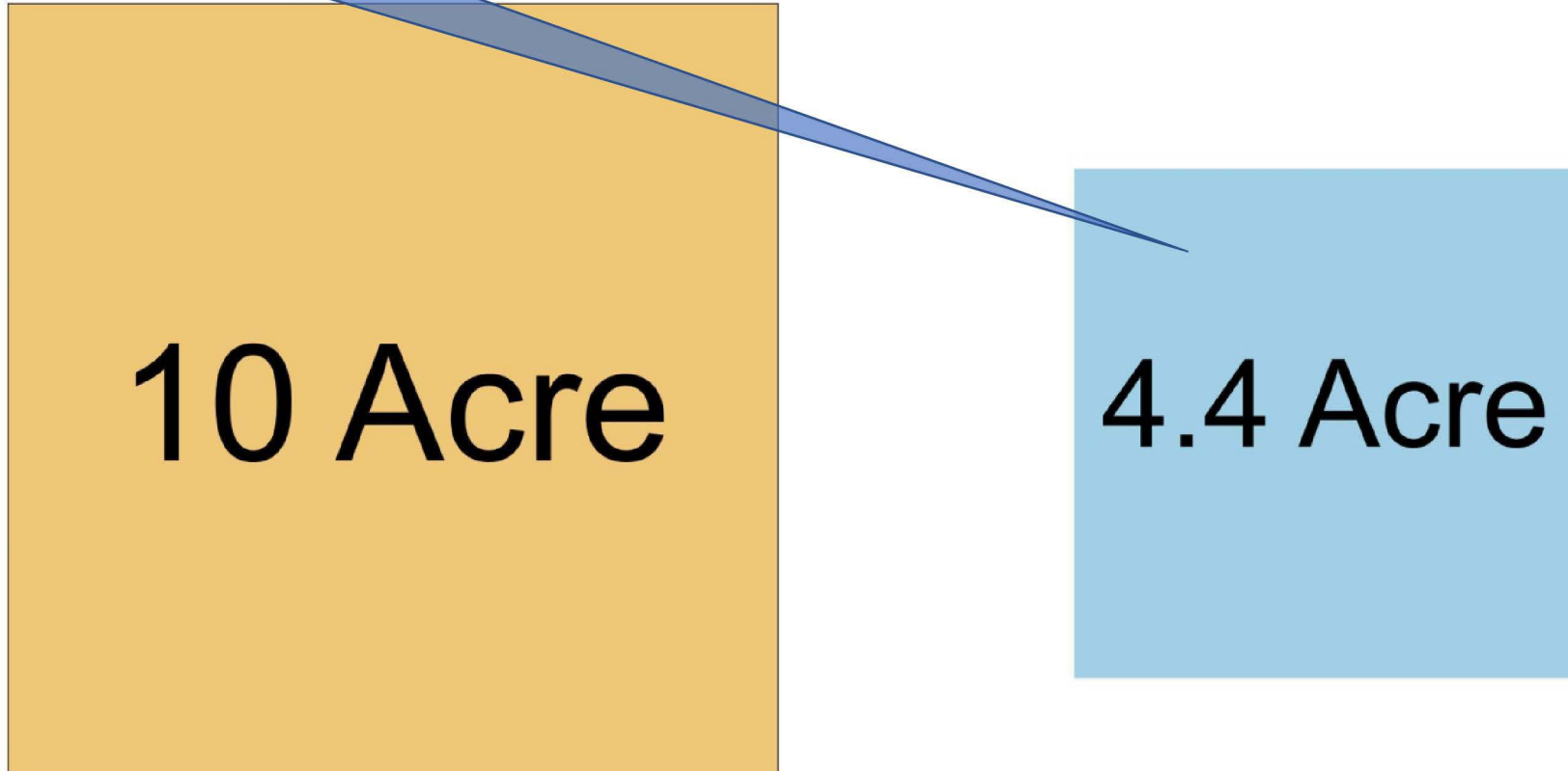
Can we be more creative with
the publicly owned land?

10 Acre

Private
Development

4.4 Acre

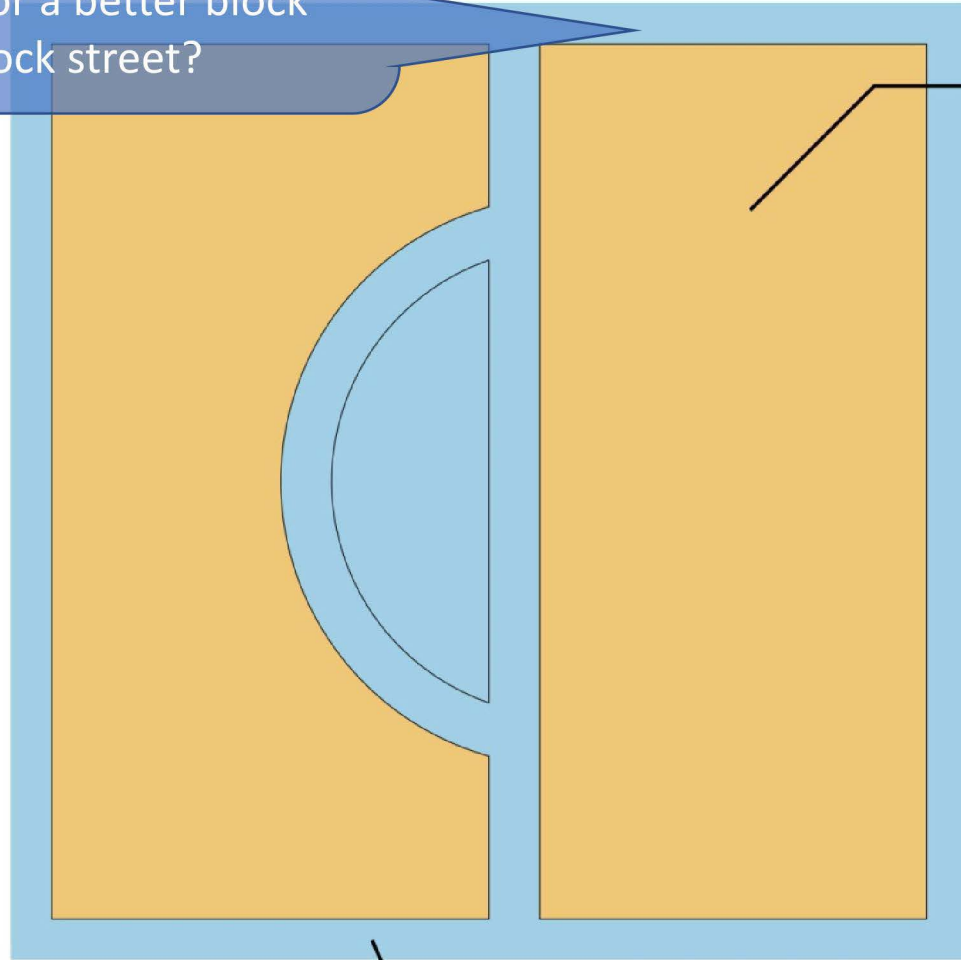
City Owned
Property



Land exchange possibilities?
Narrow the 132' R.O.W. in
exchange for a better block
and mid-block street?

10 Acre
Private
Development

50% more
on-street
parking



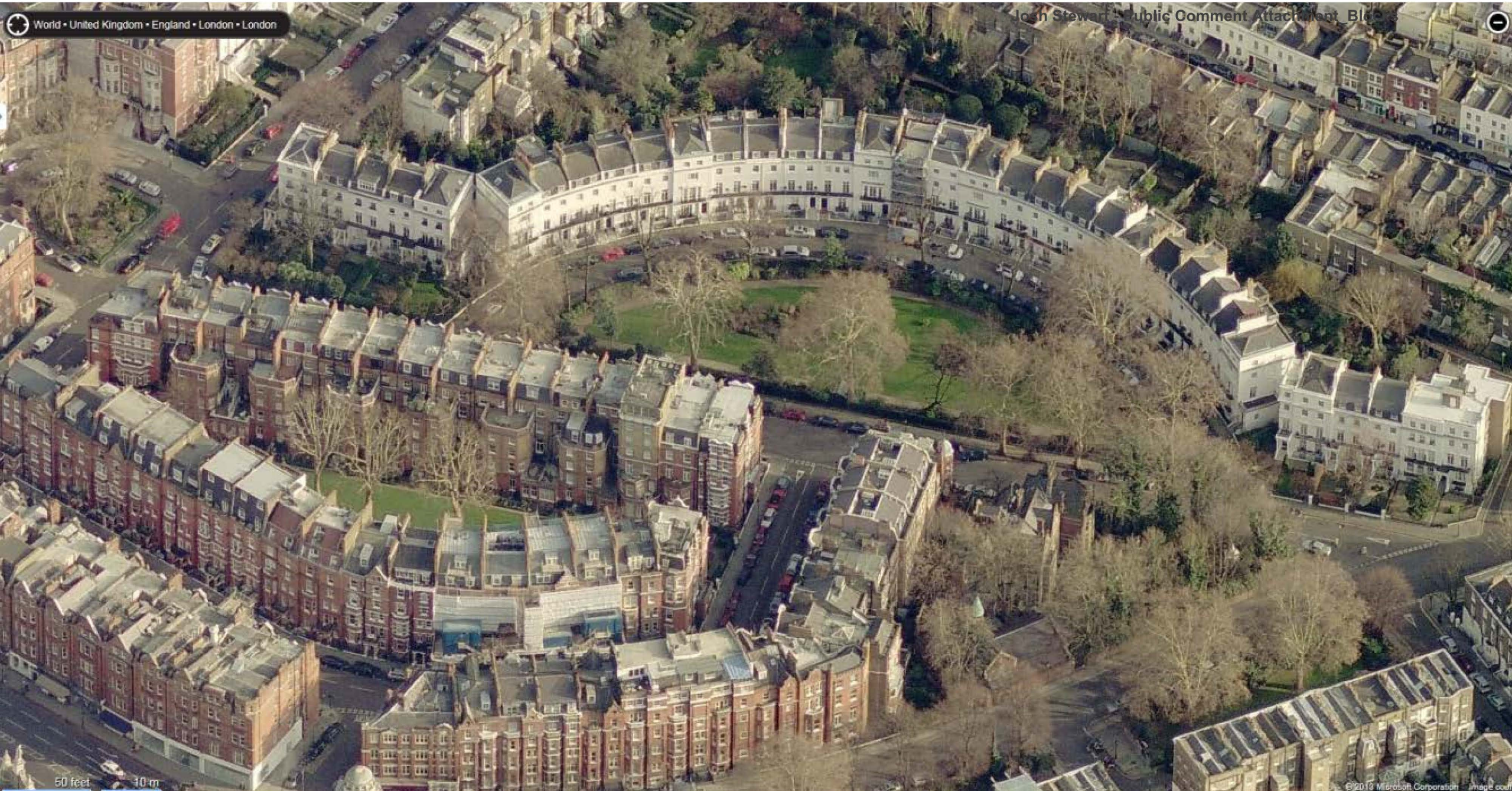
=

4.4 Acre

More on-street parking is
convenient for retail and
residential and adds vitality to
block

4.4 Acre

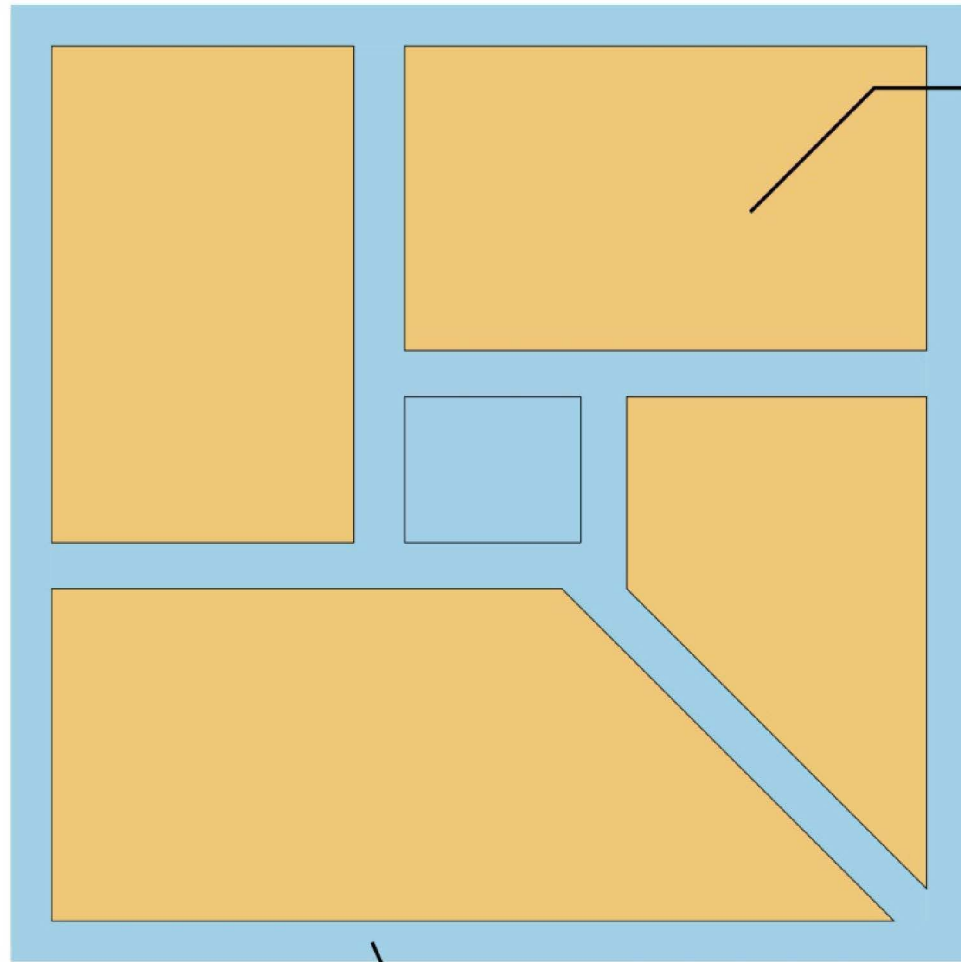
City Owned
Property





10 Acre
Private
Development

80% more
on-street
parking



=

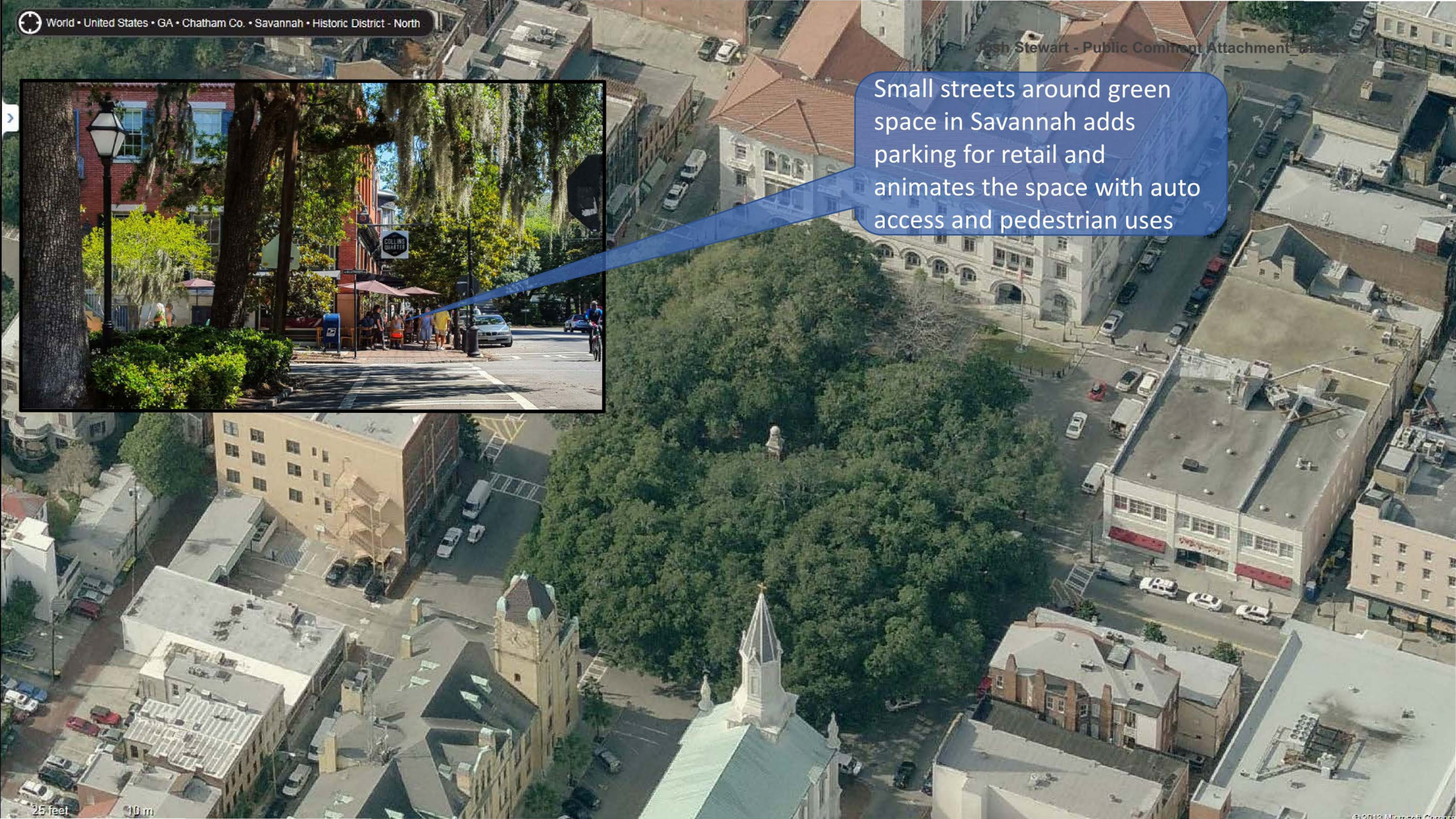


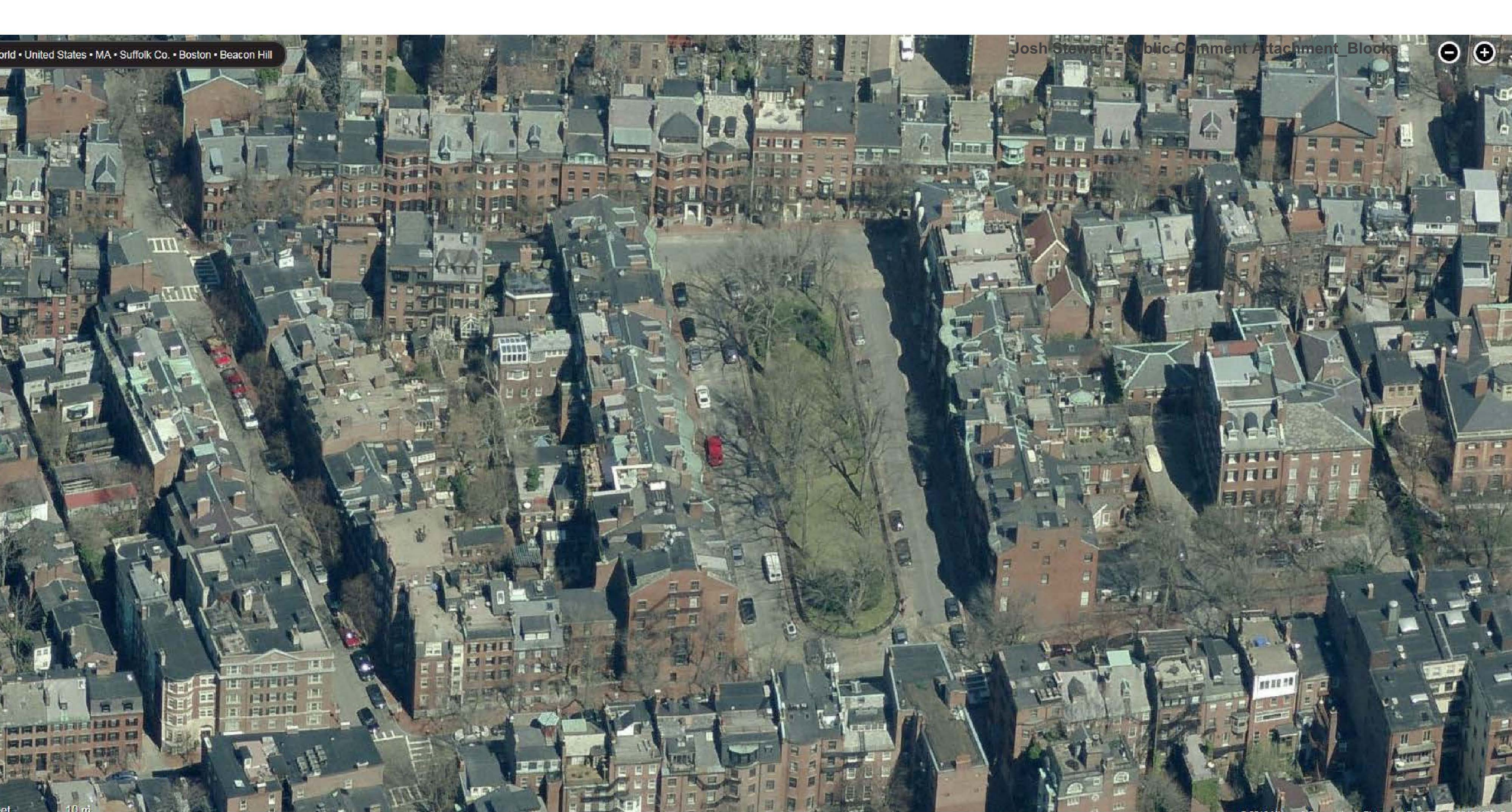
City Owned
Property

4.4 Acre



Small streets around green space in Savannah adds parking for retail and animates the space with auto access and pedestrian uses





Convenience parking for
residential uses as well as
green space

Louisburg Square





Petrinská

Janáčkovo nábřeží

Stefánikova

Vlasička

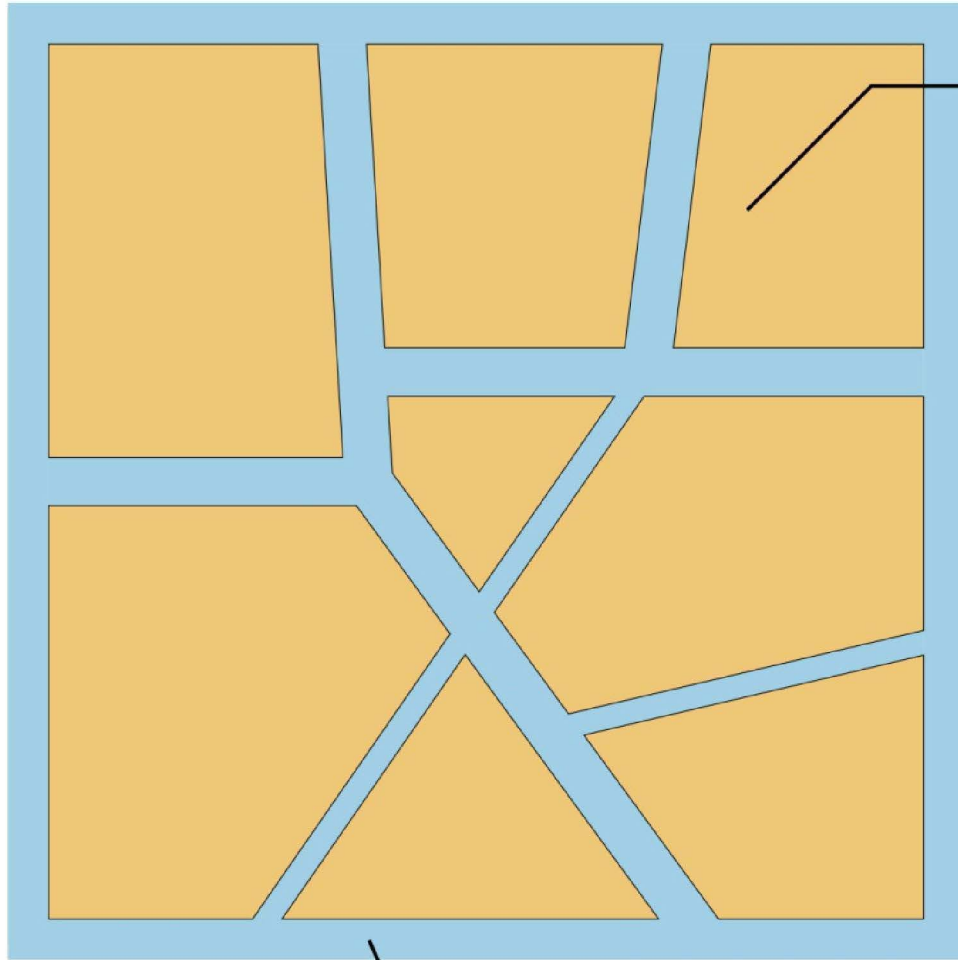
Zborovská

Janáčkovo nábřeží

Malátova

10 Acre
Private
Development

100% more
on-street
parking



=

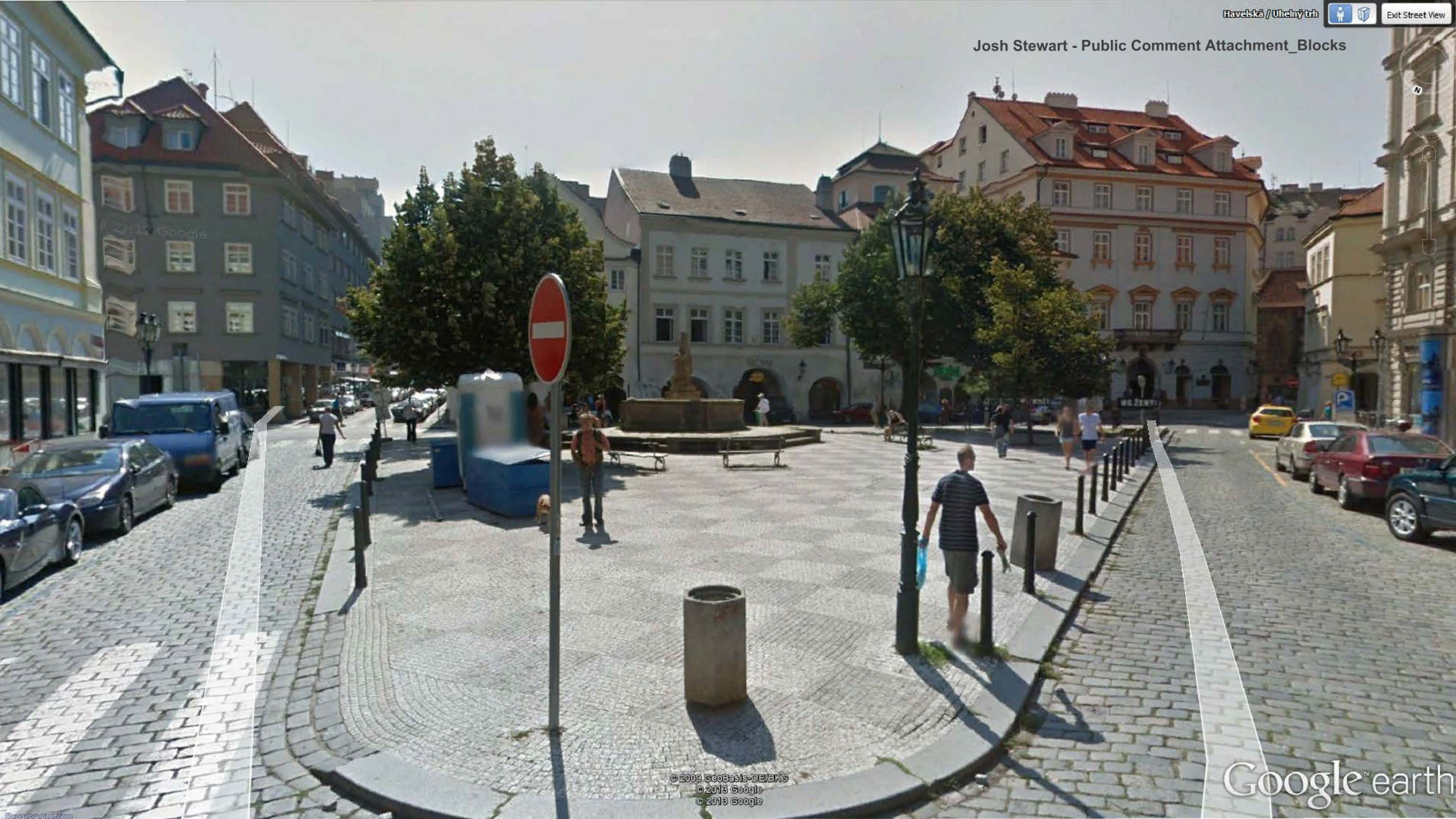


City Owned
Property

4.4 Acre



Josh Stewart - Public Comment Attachment_Blocks







Not all circulation needs to have car access, but limited car access is critical for security and many uses



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)



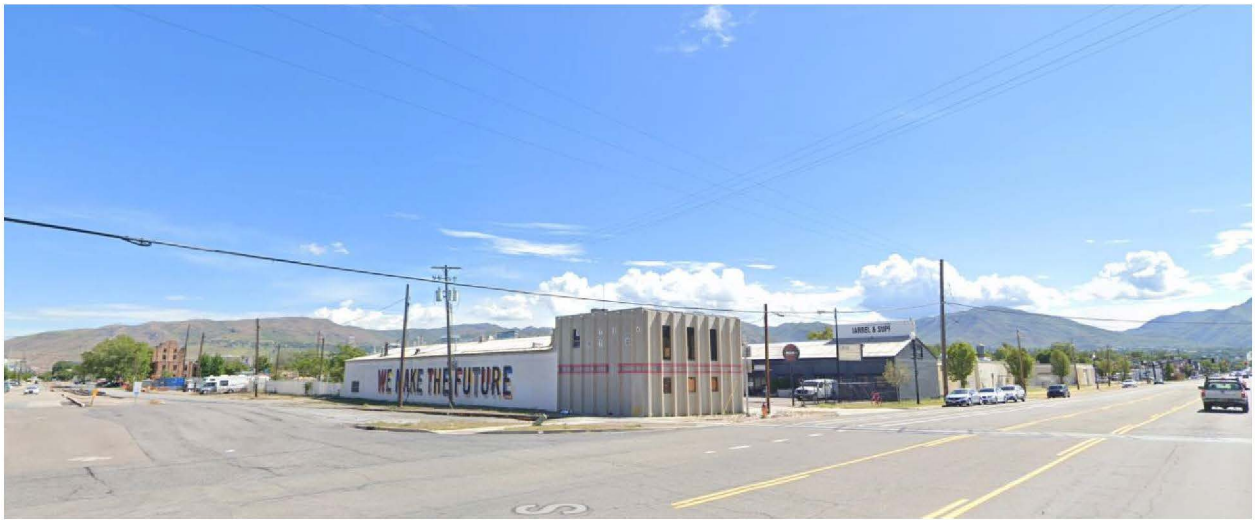
*View of the Fleet Block from the intersection of 800 South and 300 West looking south-west
(Credit: Google Maps)*



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

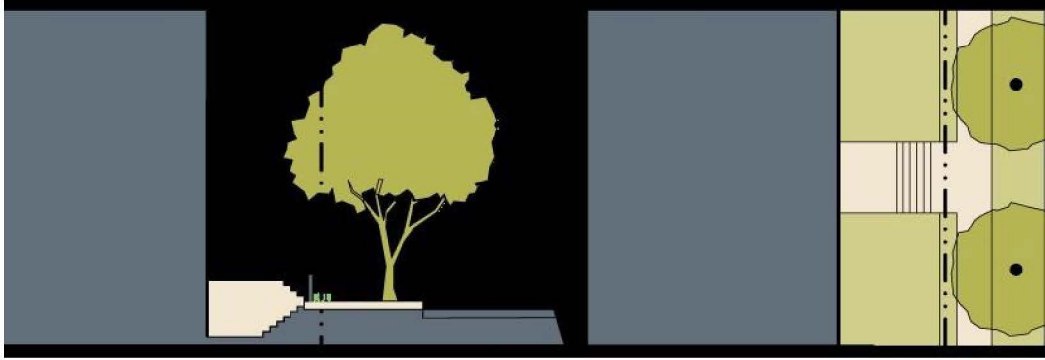
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Porch and fence: A planted front yard where the street facing building facade is set back from the front property line with an attached porch that 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



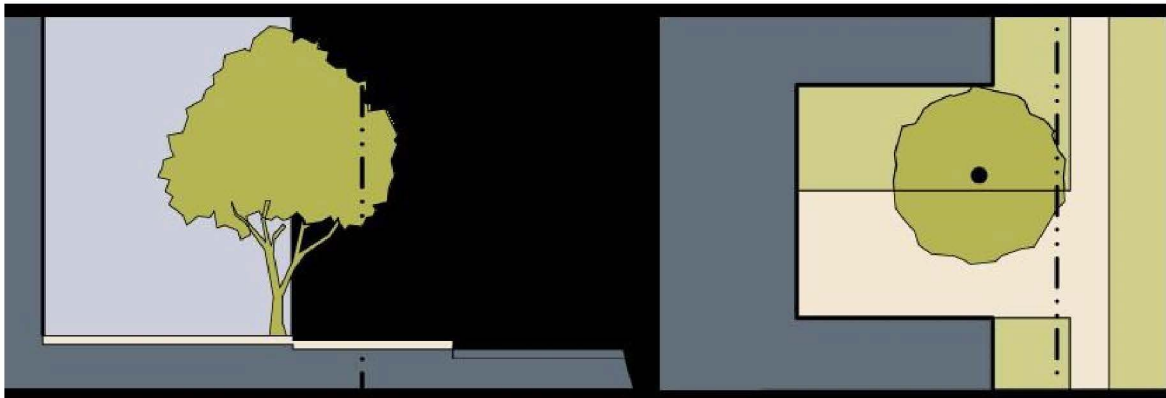
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Terrace or lightwell: An entry feature where the street facing facade is set back from the front property line by an elevated terrace or sunken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

Reference Illustration - Terrace Or Lightwell



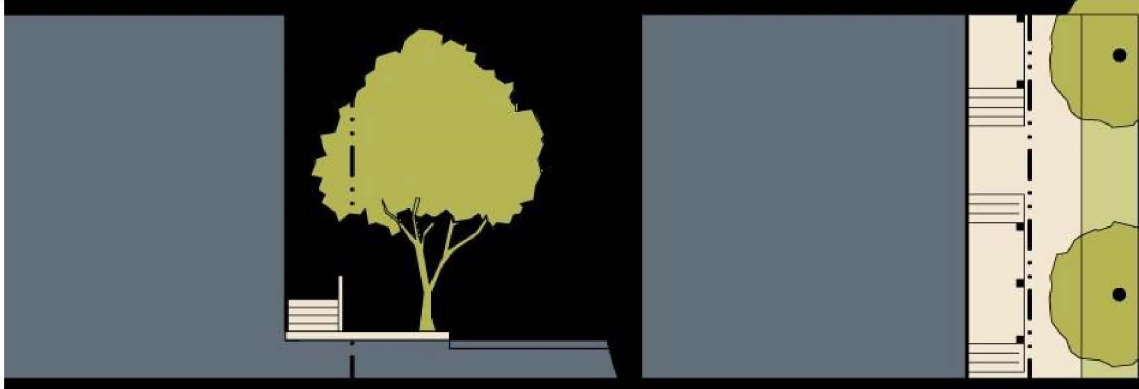
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The 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



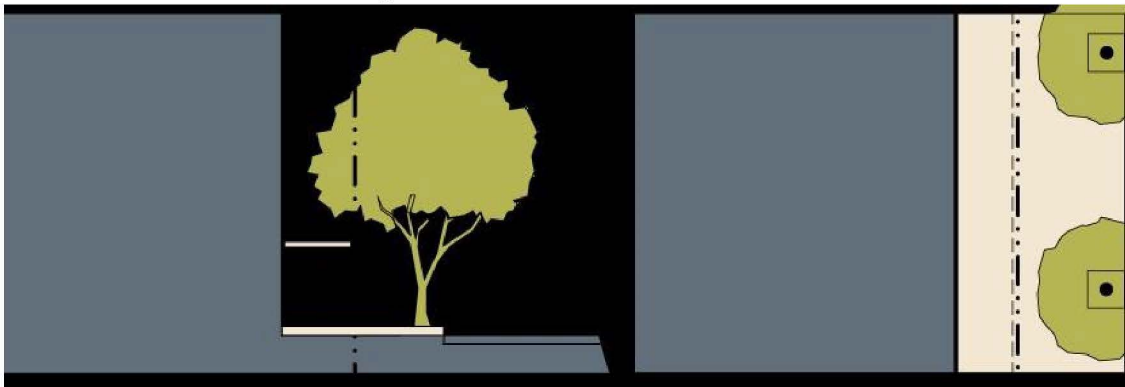
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk sufficiently 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



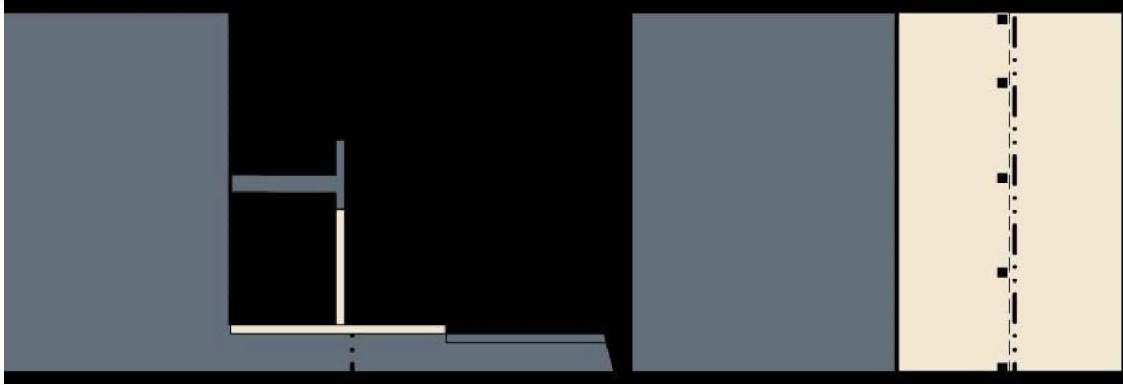
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry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

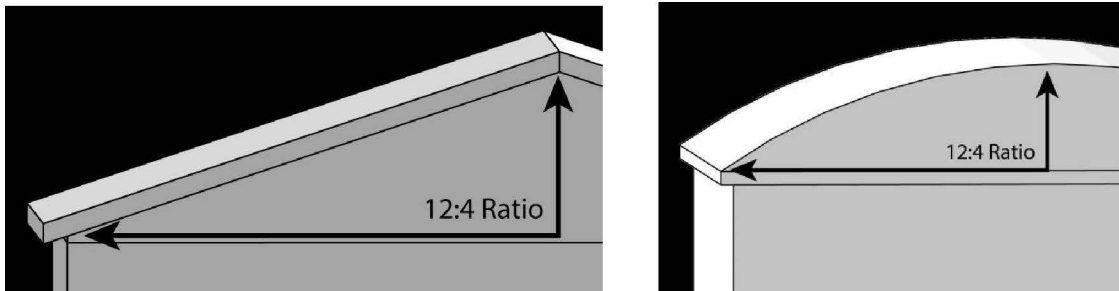
b. Alternatives To Ground Floor Transparency Requirement: The planning director may modify the ground floor transparency requirement in the following instances:

- (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.

PLANNING COMMISSION – Dec. 11, 2019
c. Agenda/Minutes

**SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
AMENDED**

**In Room 326 of the City & County Building
December 11, 2019, at 5:30 p.m.**

(The order of the items may change at the Commission's discretion)

FIELD TRIP - The field trip is scheduled to leave at 4:00 p.m.

DINNER - Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

1. **OPMA Training** – A representative from the City Attorney's office will conduct a training on the Open and Public Meeting Act.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR NOVEMBER 13, 2019

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

The Planning Commission will hear a presentation by Ted Knowlton from the Wasatch Front Regional Council regarding Wasatch Choices and what it means for Salt Lake City. Wasatch Choice (Wasatch Choice) is the shared regional vision for long-term transportation investments, development patterns and economic opportunities. It has been built from the ground up through collaboration between cities, towns, and counties across the Greater Wasatch Front, facilitated by Wasatch Front Regional Council and Mountainland Association of Governments. Overall it answers the questions: what the key quality of life goals we want to achieve together, what are the key strategies to achieve them, and how might we organize those strategies geographically. For the cities that have been involved, Wasatch Choice may also help in keeping broad goals and issues in mind as local decisions are considered.

PUBLIC HEARINGS

1. **942 South 900 East ADU** - Andrea Palmer of Modal Living Inc, on behalf of the owner, Kimberlee Lofthouse, is seeking Conditional Use approval for an Accessory Dwelling Unit (ADU) in a detached accessory structure located in the southwest corner of the rear yard of the home located at 942 South 900 East. The ADU will measure approximately 32' wide by 13' 6" inches deep by 11'3" high with square footage of approximately 432'. Salt Lake City Zoning Ordinance section 21A.33.020: Table of Permitted and Conditional uses for Residential Districts, requires ADUs be reviewed as a conditional use within single-family residential zoning districts. The subject property is zoned R-1/5,000: Single-Family Residential and is located within Council District 5, represented by Erin Mendenhall. (Staff contact: Chris Lee at (801) 535-7706 or christopher.lee@slcgov.com) **Case number PLNPCM2019-00651**
2. **Special Exception for an Over-Height Fence at approximately 762 West 1355 South** - Wayne Gordon, architect representing the property owner, is requesting Special Exception approval for an over-height fence in the front yard of the property located at approximately 762 West 1355 South. The proposed six-foot (6') high chain-link fence would be along the

front property line and driveway approach. By ordinance, fences are limited to four (4) feet in height in the front yard. The applicant is proposing the additional fence height for increased security and crime deterrence, such as trespassing, theft, and vagrancy. The subject property is zoned M-1 (Light Manufacturing) and is located within Council District 2, represented by Andrew Johnston. (Staff Contact: Linda Mitchell at (801) 535-7751 or linda.mitchell@slcgov.com) **Case number PLNPCM2019-00852**

3. **Alley Vacation at approximately 740 West 900 South** - A request by West End LLC, the applicant and surrounding property owner, for an alley vacation or closure. The alley is located near the address of 740 West 900 South, runs mid-block, east/west, and was previously partially vacated in 1993. The subject alley is surrounded by the M-1 (Light Manufacturing) zoning district and is located within Council District #2, represented by Andrew Johnston. (Staff Contact: Nannette Larsen at (801) 535-7645 or nannette.larsen@slcgov.com) **Case number PLNPCM2019-00813**
4. **Fleet Block Zoning Map and Text Amendment** - A request by the Mayor to amend the text of the zoning ordinance and amend the zoning map for all of the properties located on the City block known as 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. Related provisions of Title 21A Zoning may be amended as part of this petition. The properties are located within Council District 4, represented by Ana Valdemoros. (Staff Contact: Daniel Echeverria at (801) 535-7165 or daniel.echeverria@slcgov.com) **Case number PLNPCM2019-00277**

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived and may be viewed at www.slctv.com. The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING EXTRACT
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, December 11, 2019

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:34:06 PM](#). Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson Adrienne Bell; Vice Chairperson Brenda Scheer; Commissioners Maurine Bachman, Amy Barry, Matt Lyon, Darin Mano, Andres Paredes, and Sara Urquhart. Commissioners Jon Lee, and Sara Urquhart were excused.

Planning Staff members present at the meeting were John Anderson, Planning Manager; Paul Nielson, Attorney; Chris Lee, Principal Planner; Linda Mitchell, Principal Planner; Nannette Larsen, Principal Planner; Daniel Echeverria, Senior Planner; and Marlene Rankins, Administrative Secretary.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were: Maurine Bachman, Weston Clark, Carolyn Hoskins, Darin Mano, and Brenda Scheer. Staff members in attendance were John Anderson, Linda Mitchell, Nannette Larsen, Daniel Echeverria, and Chris Lee.

[7:03:56 PM](#)

Fleet Block Zoning Map and Text Amendment - A request by the Mayor to amend the text of the zoning ordinance and amend the zoning map for all of the properties located on the City block known as 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. Related provisions of Title 21A Zoning may be amended as part of this petition. The properties are located within Council District 4, represented by Ana Valdemoros. (Staff Contact: Daniel Echeverria at (801) 535-7165 or daniel.echeverria@slcgov.com) **Case number PLNPCM2019-00277**

Daniel Echeverria, Senior Planner, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- Whether row-houses are strictly residential
- Whether a lobby would qualify as public access
- Parking

- Whether there is a maximum parking allowance
- Clarification on where the midblock walkway falls in the master plan
- Whether the midway walkway is strictly pedestrian access only
- Whether there are other strategies that encourage different types of development, structures, buildings, or uses other than a 200-foot length restriction
- Clarification on the process for a petition of this nature

PUBLIC HEARING [7:28:14 PM](#)

Chairperson Bell opened the Public Hearing;

Daniel Stephens – Raised concern with the restrictions of retail space, door spacing, and material type requirements.

Joshua Stewart – Provided a few slides of examples and suggestions to break up the block with new roads and pedestrian paths through the block. Would like to see a plan for breaking up the block.

Tim Dwyer – Provided a comment card that was read by Chairperson Bell stating his opposition related to the lack of parking requirements in the proposed zoning. Owns a business in the area and already sees a lack of parking in the area.

Chris DeMuir – Spoke about concerns with the ground floor of buildings, including that the doesn't want to see parking garages, lobbies, and weight rooms on the first floor and would like to see something more interesting on the ground floor. Liked the idea of requiring commercial on the ground floor and opposed to rowhomes with regard to ground floor activity.

Seeing no one else wished to speak; Chairperson Bell closed the Public Hearing.

The Commission, Staff and Applicant further discussed the following:

- Whether there is anything in the zoning ordinance that can restrict lot sizes or require midblock walkways or roadways
- Whether there can be a maximum block size for subdivisions
- Clarification as to whether staff considered maximum square footage for lots
- Clarification on whether the new ordinances would restrict and limit rehabilitation to existing buildings

Discussion was made within the Commission regarding possible conditions.

MOTION [7:58:08 PM](#)

Commissioner Bachman stated, based on the information in the staff report, the information presented, and the input received during the public hearing, I move that the Planning Commission recommend that the City Council approve the proposed amendments, PLNPCM2019-00277 Fleet Block Zoning Amendments with the additional following considerations:

- 1. To limit the size of the lots;**
- 2. Require frontage on rights of way or streets;**

3. Require the midblock walkways but allow them to be flexible in location;
4. Limit the size of surface parking lots.

Commissioner Hoskins seconded the motion. Commissioners Lyon, Clark, Scheer, Barry, Bachman, Hoskins, Paredes and Mano voted “Aye”. The motion passed unanimously.

The meeting adjourned at [8:02:36 PM](#)

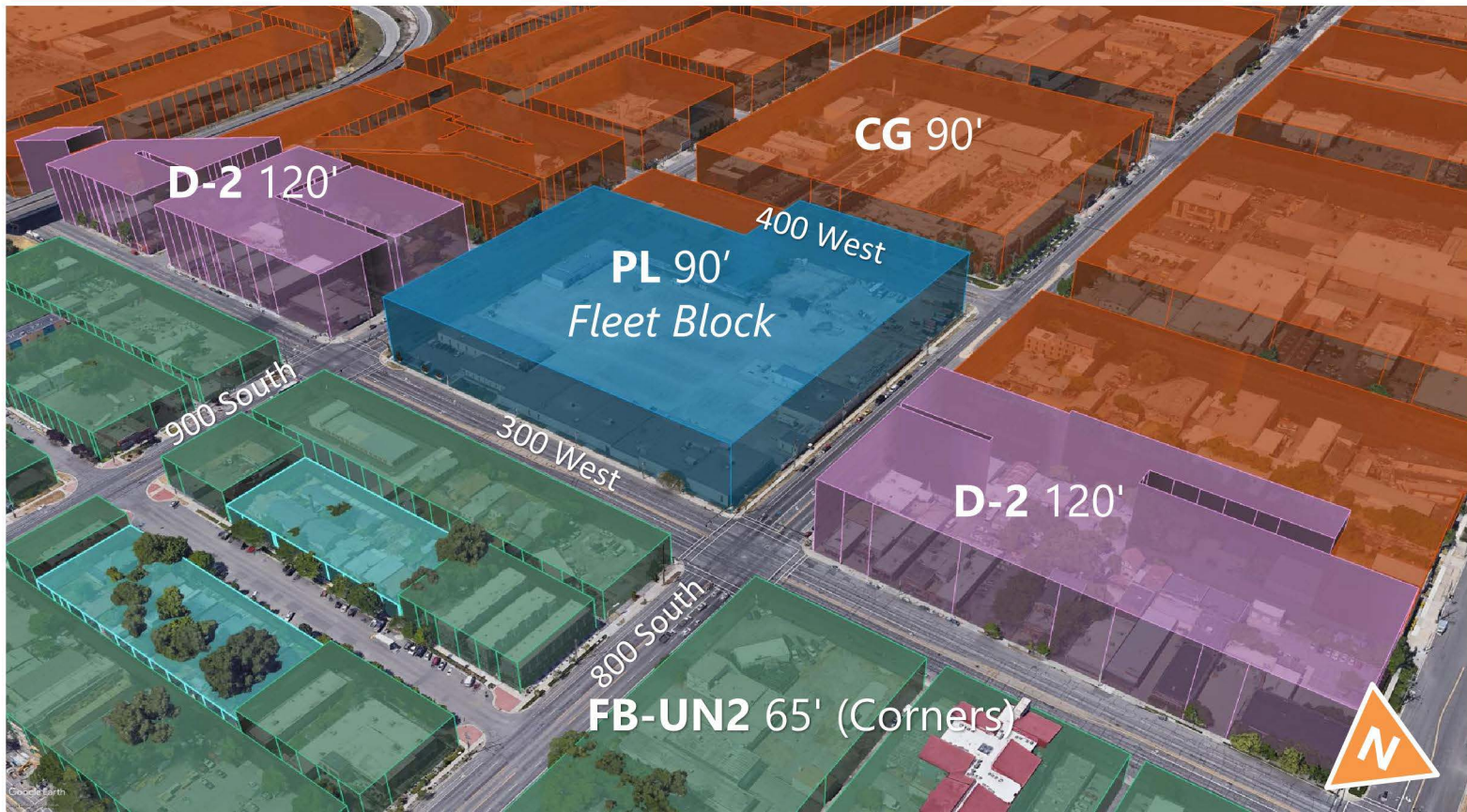
PLANNING COMMISSION – Dec. 11, 2019
d. Staff Presentation Slides

Fleet Block Zoning Amendments



Fleet Block Context

- **2010**
 - City moved fleet operations to new facility – Fleet Block vacant
- **Current Zoning**
 - Public Lands (**PL**) and General Commercial (**CG**)
 - **PL** – limited to public facilities; **CG** – no design standards



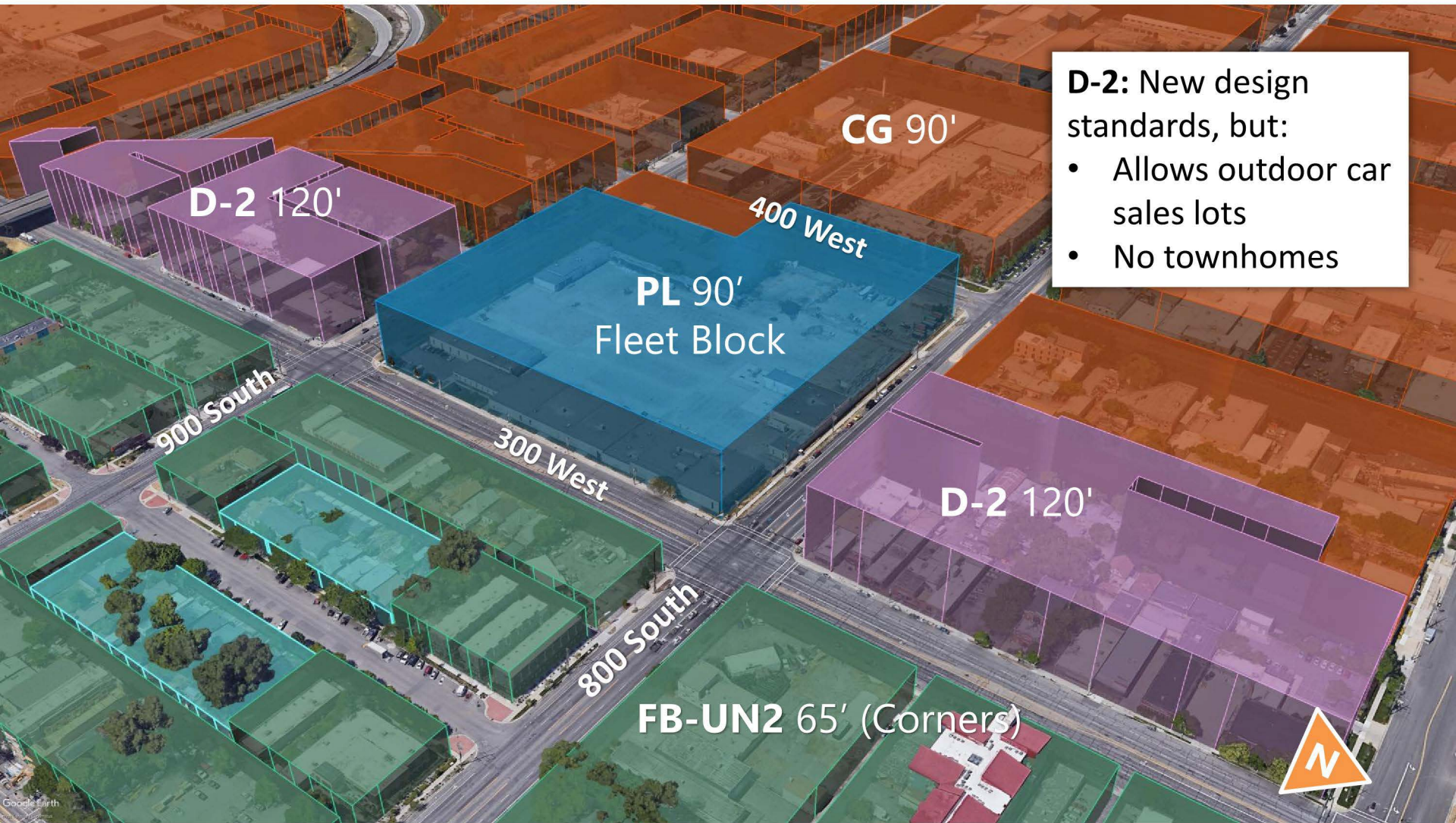
Fleet Block Context – Master Plan

*“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**.”*

Downtown Master Plan

Fleet Block Context



D-2: New design standards, but:

- Allows outdoor car sales lots
- No townhomes

Form Based Code Proposal – FB-UN3

Form Based Urban Neighborhood 3

- **Mid-rise Heights**
 - Density and intensity, active urban neighborhood
- **Design Controls**
 - High quality appearance and pedestrian/street engagement
- **Broad Mix of Uses**
 - From residential to light industry

Form Based Code Parts

- **Building Form Type**
 - **Bulk Controls**
 - **Design Standards**
 - **Land Uses**
 - **Streetscape**
 - **Parking**
 - **Signs**

Building Form Types



Row House

Downtown Plan:
*Mix of housing options,
townhomes*



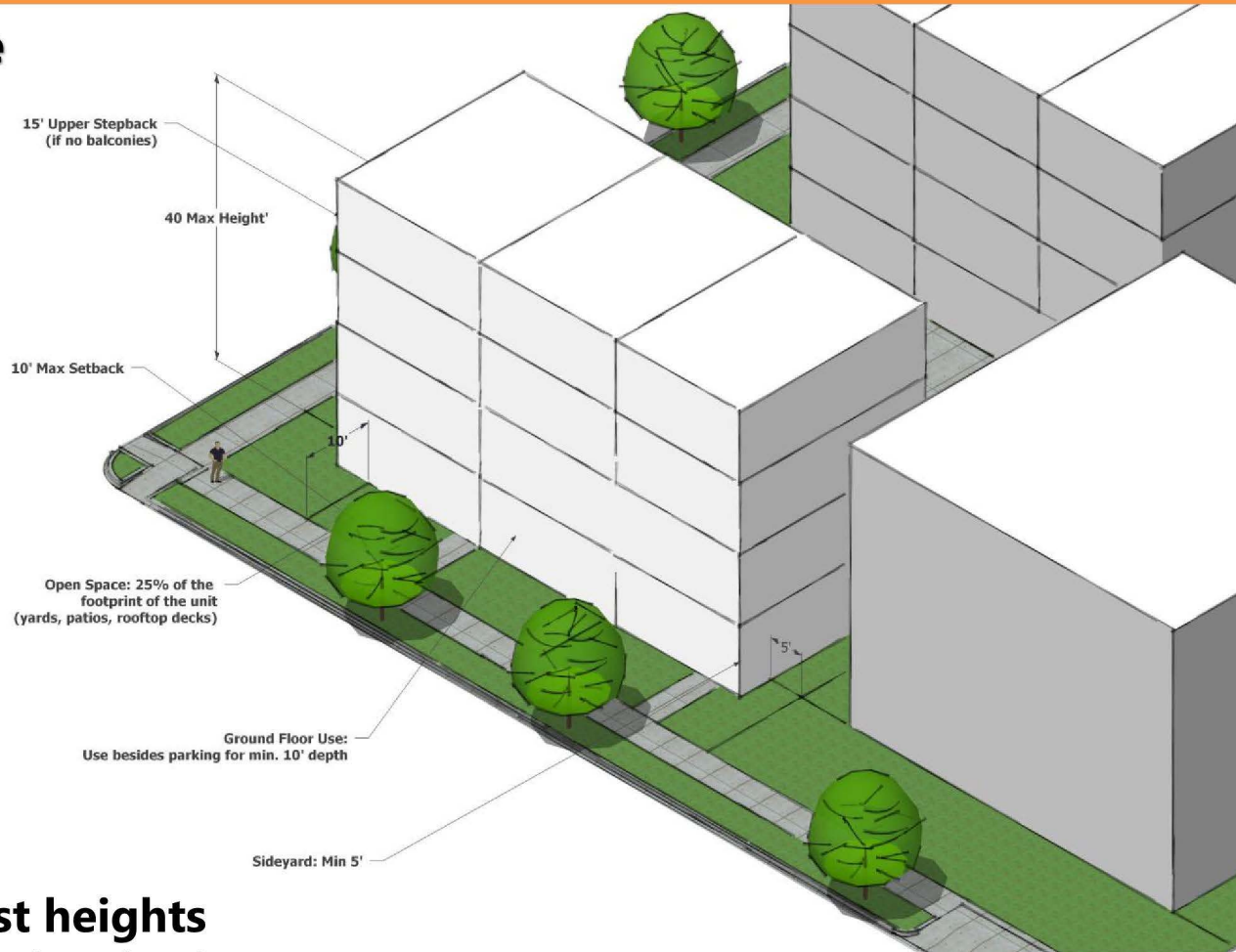
Vertical Mixed-Use/Multi-family/Storefront

Downtown Plan:
Mixed-use, active, urban, mid-rise scale

- **Removed building form “Limited Bay”**
- **Loading bay incorporated into Vertical Mixed-Use/Multifamily/Storefront**

Bulk Standards

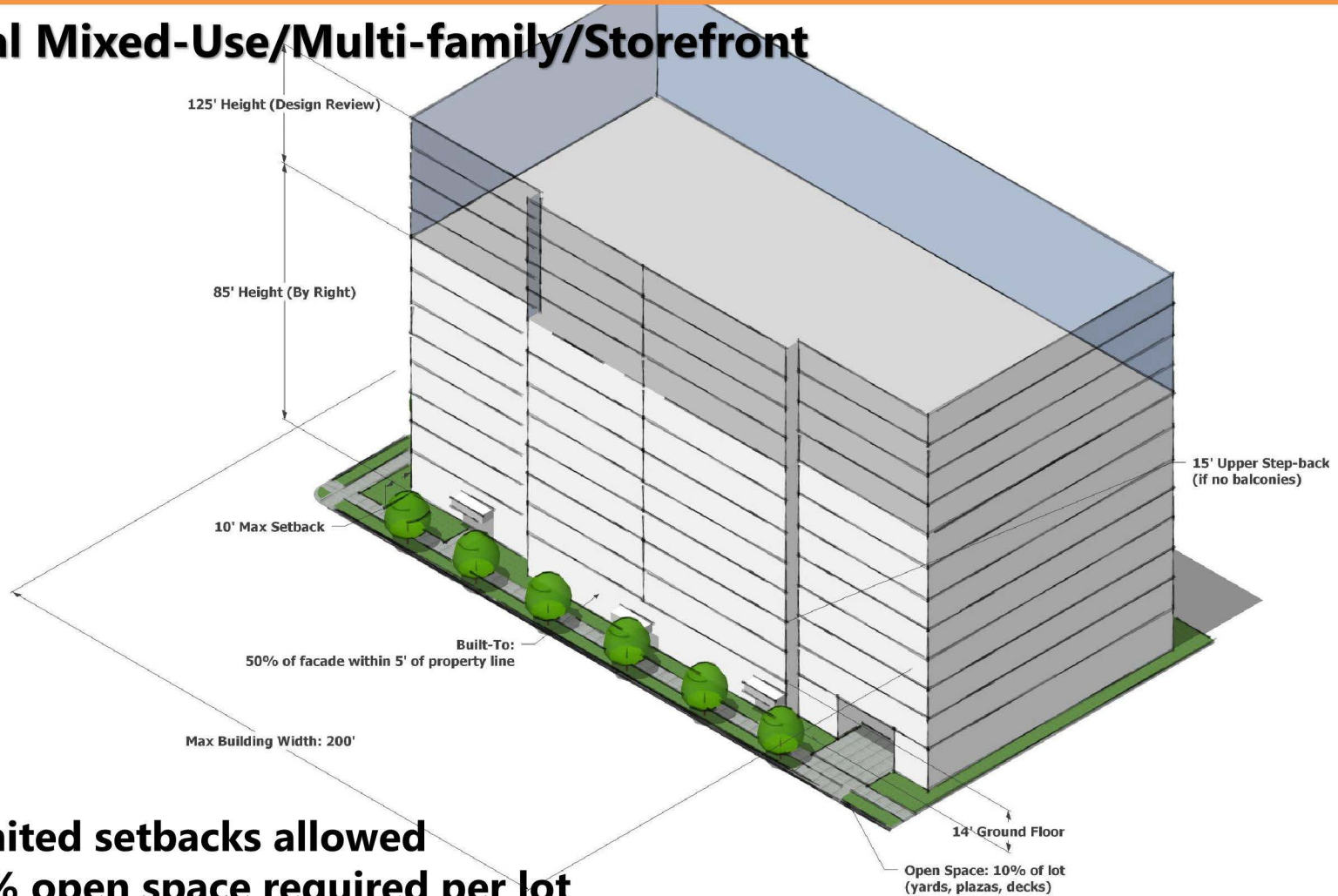
Row House



- **Lowest heights**
- **Limited setbacks**
- **Open space** required per row house, based on footprint
- **Considered greater height**
 - **>40'** should have higher ground level engagement

Bulk Standards

Vertical Mixed-Use/Multi-family/Storefront

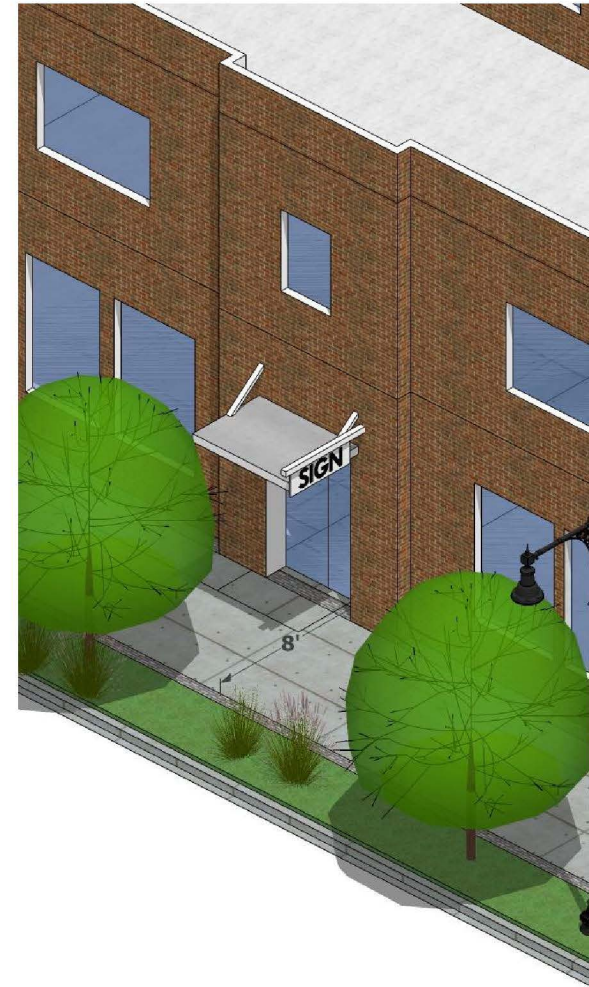


- **Limited setbacks allowed**
- **10% open space required per lot**
- **Max height is mid-rise** (between low-scale and high-rise downtown core)
 - Zoning and plan context (D-2 and Downtown Master Plan)
- **Tallest buildings** through **Design Review** >85'

Design Standards

Same standards apply to every form based zone

- **Entryway Installation** (Porch, canopy, patio, etc)
- **Glass Minimums**
- **Blank Wall Limits**
- **High Quality Exterior Building Materials**
- **Balcony Requirements for Residential Units**
- **Upper Floor Step-back/Balcony Alternative**
- **Parking Structure Design Standards**
- **Build-to Line Alternatives** (patios, arcades)



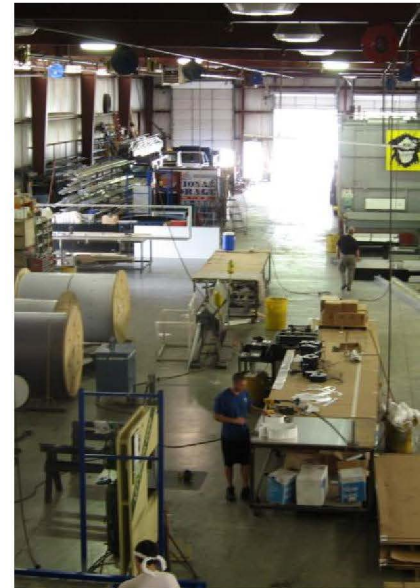
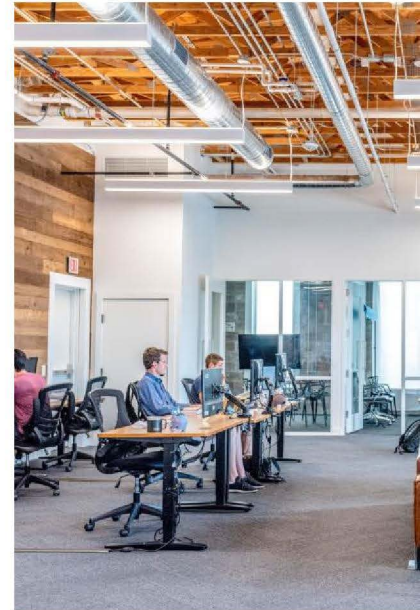
Land Uses

Proposing broad list of allowed uses

Design standards limit negative impacts

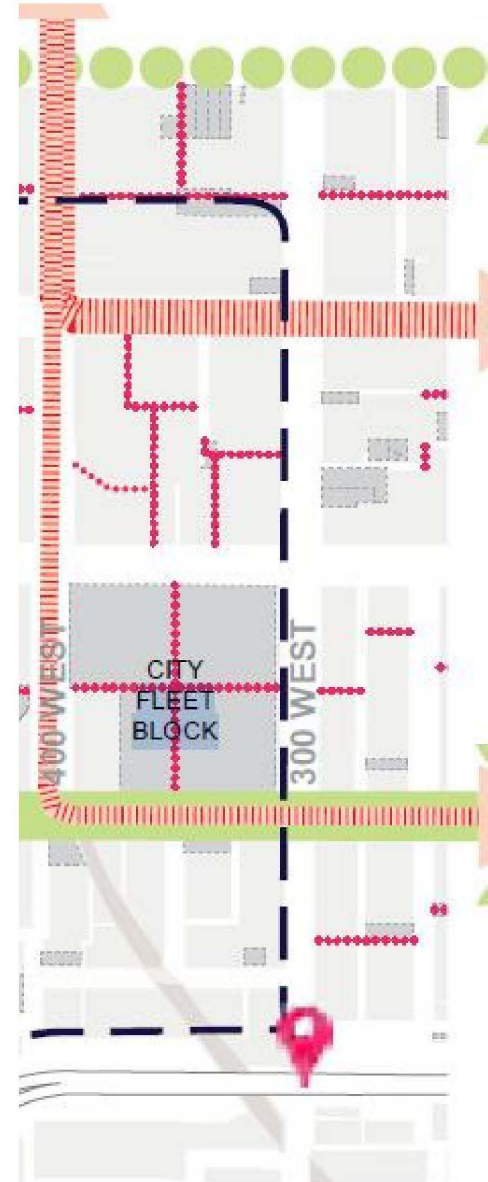
- **Lowest intensity**
 - Townhomes, multi-family residential
- **Middle intensity**
 - Bars/restaurants, office, retail, breweries
- **Highest intensity**
 - Industrial assembly (putting pre-assembled parts together),
light manufacturing (manufacturing with no external noise, light, exhaust, indoors)

Changes: Warehouse/storage uses prohibited in required active ground floor area (next to sidewalk)



Parking/Streetscape/Signs

- **Driveway/parking location limits**
 - Side/behind buildings
- **Sidewalk requirements** – 8 feet
- **Street trees** - every 30'
- **Mid-block walkways** – required when shown on Downtown Master Plan map, cross Fleet Block
- **Sign allowances**
 - Similar to existing form based and commercial/urban zones



Larger Changes to Proposal Since PC Briefing

- **Eliminated “Limited Bay” form**
 - Front loading bay allowance incorporated into other building forms
 - Limited bay form was similar to other large building forms
- **Active uses (retail, restaurants, bars, etc.) on 900 South facing ground floors required**
 - Townhomes would be required to be live/work
 - Intended to ensure active uses along 900 S greenway/9 Line trail
- **Other Ground Floor Requirements**
 - 14' tall ground floor to encourage commercial elsewhere
 - Prohibited warehouse/storage from street facing ground floors
- **Added allowance for row house lots without direct street frontage**
 - Similar to RMF-30 proposal for row houses
- **Various code language clarifications**
 - Avoid code conflicts, misinterpretations

Public Process and Next Steps

- Open House July 8th
- PC Briefing July 31st
- Full draft went out for public comment in early October



- Recommend positive recommendation to the City Council
- If new zoning ultimately approved, City can sell City's Fleet Block property for development
- City could still condition sale and further control what development looks like or includes

PLANNING COMMISSION – Dec. 11, 2019
e. Additional Post Meeting Public Comment



Fisher Brewing Company
Salt Lake City, Utah



December 12, 2019

Fisher Brewing Company
320 West 800 South
Salt Lake City, UT 84101

To: Salt Lake City Zoning Commission, Salt Lake City Councilwoman Ana Valdemoros, Daniel Echeverria

Re: Fleet Block Zoning Map and Text Amendment

Fisher Brewing Company, located immediately to the north of the Fleet Block, was founded in 2017 and has seen good success in the rapidly developing Granary District. We initially chose our location because of the industrial nature of the neighborhood and ease of access from downtown, the trax station at Central 9th, bike lanes and most importantly, the I-15 freeway.

The Fleet Block is surrounded by freeway entrances and exits including 900S and West Temple located to the Southeast of the block and the major downtown exit at 600 South and the entrance at 500S located immediately to the North. This is a neighborhood that is accessed by commuter car, freeway as well as bike lanes on 800 South and the Central 9th trax station. The Fleet Block could be considered a transit hub of the Granary District Neighborhood.

As our business has grown and we experience busy lunches and after work rushes, the number one complaint we hear from our patrons is the lack of street parking and access to the business via car especially during peak hours of 3-9pm. Today, with minimal nearby businesses and a vacant Fleet Block across the street, we experience a loss in potential revenue when parking is not available and patrons who cannot find nearby street parking will continue driving to another establishment or area. Our business is predicated on the ease of access via bike train and car and that we can get people in and out of our establishment with quickly and efficiently. This is key for nearly any future restaurant, bar or retail business looking to call the Granary District or the Fleet Block home as well. Convenience of access is key.

While we see several good provisions presented in the new FBUN-3 Zoning as proposed including a focus on ground level retail, quality building materials, etc. We do see a very important and key issue with the proposed FB-UN3 zone. As stated in the Staff report, there is no minimum parking requirement due to "proximity to transit (same requirement as neighboring FB-UN1 and FB-UN2 zones)". The FB-UN3 zone features taller buildings and greater density in comparison to the FB-UN1 and FB-UN2 zones and it is, in fact, as close to major driving transportation arteries connecting to I-15 than it is to the Central 9th Trax station.



Fisher Brewing Company
Salt Lake City, Utah



The reality of our neighborhood today is that it is and will remain a car commuter centric neighborhood. We could estimate 90% of our customers arrive by car and rely on street parking to access our business and that the existing street parking is already constrained and fully utilized and the massive development potential of the Fleet Block

To properly accommodate the proposed development density in the FB-UN3 zoning at Fleet Block, we strongly suggest that the new FBUN-3 zoning should specify a minimum parking requirement consistent with the rest of downtown salt lake city and the nearby zoning districts (D-2 and CG) representing the urban center context. Specifically for the FBUN-3 Zone and the future development of fleet block the following minimums should be implemented:

- 1-2 spaces per 1,000 square feet of usable floor area (Typical Range 1-3 Spaces/100SF for Commercial and Retail Uses)*
- 1-2 parking spaces for each dwelling unit (Practical Residential Minimum)*

**Reference: (Chapter 21A.44: Off Street Parking, Mobility, and Loading 21A.44.040 Required Off Street Parking, Minimum and Maximum Parking Spaces Required)*

We understand and applaud the efforts of Salt Lake City to be forward thinking in the development within the new FB-UN zoning districts as it pertains to a wide range of issues including parking and encouraging people to take other modes of transportation such as Trax or bicycles. However, the reality of the location of Fleet Block is that it is an urban adjacent area fed by commuters largely traveling by car and that adequate access to any new development, especially in the allowable densities being proposed in the zone, must observe this fact and a minimum parking requirement for future development on Fleet Block should be implemented into the FB-UN3 zoning.

As a current business operating for nearly 3 years, located immediately adjacent to Fleet Block, we feel that providing adequate parking through the zoning and building requirements is mandatory for the continued success of our business and future bar, restaurant, retail or entertainment focused businesses like ours that may be built within and around the Fleet Block, the core of the Granary District.

Best regards,

Tim Dwyer
Co-Owner of Fisher Brewing Company
Board Member Granary District Alliance

 tim@fisherbeer.com

4. PLANNING COMMISSION - July 31, 2019
a) Briefing Memo



Memo

PLANNING DIVISION DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Daniel Echeverria, daniel.echeverria@slcgov.com, 801-535-7165
Date: July 26, 2019
Re: PLNPCM2019-00277 Fleet Block Rezone Briefing

ACTION REQUIRED:

No action required. Planning staff would like to brief and get the Planning Commission's input on the direction staff is taking with a proposed zoning amendment petition to rezone the City block known as the "Fleet Block."

BACKGROUND/DISCUSSION:

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 a form-based 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 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 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. That zone allows for “cottage developments” on the lower-intensity end and up to 65' mixed-use developments on the upper end. The most significant differences with the FB-UN3 zone are that it would include an additional building form (the “limited bay” form), requirements for mid-block walkways, greater intensity of allowed land uses, and greater allowances for height. The differences are intended to reflect the greater intensity of use expected with the block and the surrounding “Granary” area and various Downtown Plan policies for the area, including support for a mix of housing choices and clean industries. (Excerpts of related City Plan policies are located in the “City Plan” poster in [Attachment A](#).) 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 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 which should soon have several design standards included in its regulations and is currently zoned 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 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 types in the zone. One unique form to this zone is the “limited bay” building which is intended to reflect the warehouse form found in the surrounding more industrial area, which have loading bays on the front façade.

- Rowhouse Form
- Storefront Buildings
- Mixed-Use/Multi-family Buildings
- Limited Bay Buildings



Rowhouse



Mixed-Use/Multi-family/Storefront



Limited Bay

General Building Form Standards:

Each building form also has regulations that are specific to that form. 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, 50' for limited bay (85' through Design Review), and 85' for mixed-use/multi-family/storefront (125' through Design Review.)
- Front Setbacks Limits and Build-To Lines
 - Requires that buildings are located close to the pedestrian
- Open Space Requirements
 - Generally 10% of lot area, can be yards, plazas, or rooftop decks
- Ground Floor Use Minimums
 - To ensure activity occurs next to pedestrians along ground floor facades
- 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.

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 regulations with all of their nuances are included for reference in [Attachment D](#). 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, 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 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
- Built-to Line Alternatives
 - Allows for plazas, arcades, outdoor dining to count toward meeting minimum built-to line requirements, 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
- Parking location limits
- 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')

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 "industrial" uses. Staff believes the design controls of the form-based code allow for a larger assortment of uses without 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.

- 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, marque 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.
- Requiring that utility boxes be located on private property.

Public Process

The Planning Division took a preliminary draft of the major concepts for the zone to a public open house on July 8th. The open house was held at the “Fleet by Little City” outdoor pop-up space on 400 West near 900 South, across the street from the Art Space apartments. The Division sent notices to property owners, residents, and businesses within a two-block radius of the Fleet Block. At least 50 people attended the open house.



The Fleet Block Rezoning Open House was held on the street on the west side of the Fleet Block.

The posters from the open house are located in [Attachment A](#). They summarize the major concepts of the proposed zoning in a visual way. The boards cover:

- History of the Fleet Block and the area
- Existing City Master Plan policies for the area
- Form based code background
- Building form types
- Design standards
- Building heights
- Allowed uses
- Streetscape improvements

Questions to get people thinking about the proposal were included on the boards and attendees could post sticky notes with comments on the boards.

Based on comments heard and written down, and discussions with staff members at the open house, there didn't seem to be significant concerns with the proposal and interactions generally seemed to indicate support for higher intensity redevelopment of the block. Attendees expressed both concern and support for the proposed height limits.

There were concerns with loss of views but also support for tall urban buildings with engaging street level uses. Land uses also received a lot of comments, with proposals for open space/public squares, desire for ground floor commercial spaces, desire for more housing, including affordable housing, and some concerns with more intensive commercial or industrial type uses.

Next Steps

The Planning Division will be publishing the draft of the proposed text for public review and feedback and will send out notices to open house attendees, interested parties, and adjacent community councils. The Division will continue to refine and make other changes the proposed draft based on an evaluation of further public input and City policies related to the block. Other refinements will also be made based on the logistics of the code itself.

Staff will ultimately bring a revised version of the code to the Planning Commission for a formal public hearing and recommendation at a later date. That recommendation would be passed on to the City Council for an additional public hearing and decision.

When a new zone is adopted for the block by the City Council, the City could start the process to sell the City's Fleet Block property. The sale of the property could include selling conditions, which could further control what new development looks like or includes, beyond the zoning requirements being proposed with this petition.

ATTACHMENTS:

- A. [Open House Zoning Summary Posters](#)
- B. [Building Form Regulations Summary Diagrams](#)
- C. [Full Draft FB-UN3 Zoning Text](#)
- D. [Form Based Code Design Standards \(Existing\)](#)

ATTACHMENT A: **Open House Zoning Summary Posters**

The following posters summarize major concepts of the draft proposal. Each poster covers one of the following topics:

- History of the Fleet Block and the area
- Existing City Master Plan guidance for the area
- Form based code background
- Building form types
- Design standards
- Building heights
- Allowed uses
- Streetscape improvements

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.

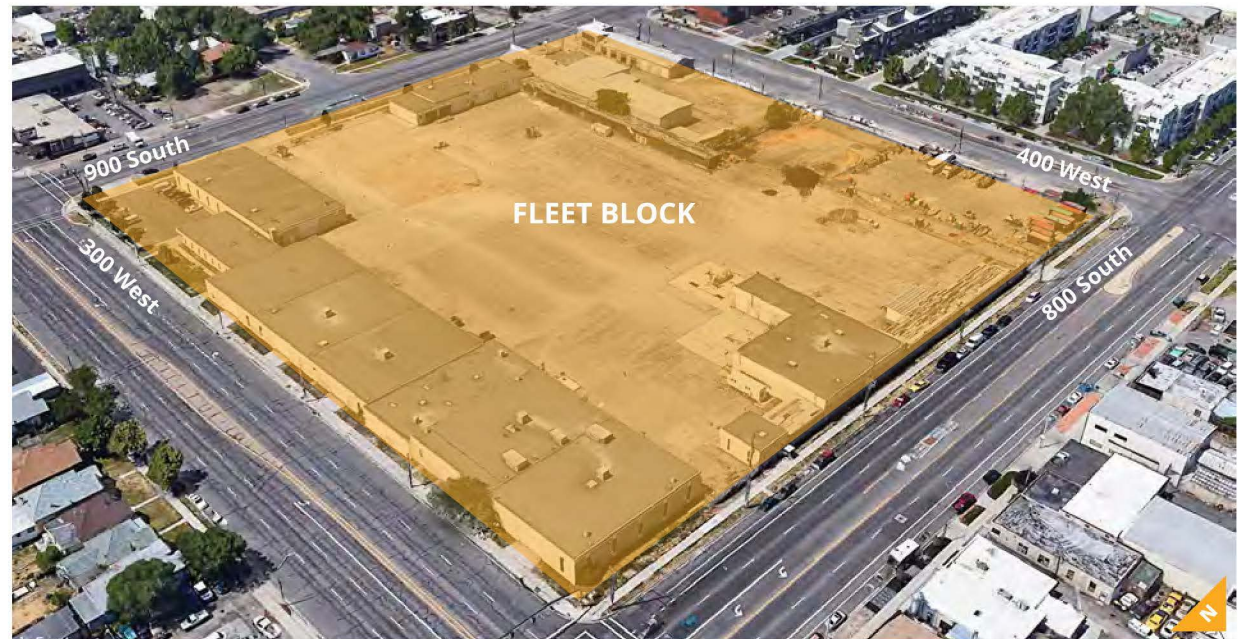
WHAT IS THE PUBLIC INPUT PROCESS FOR A ZONING CHANGE?

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.

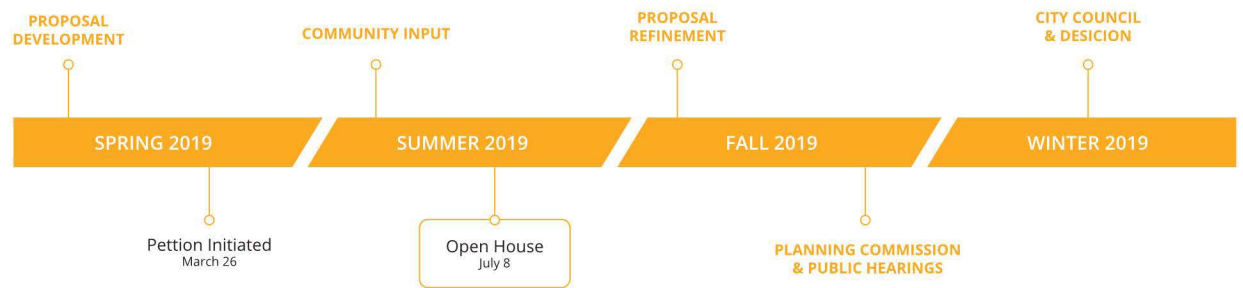
The Planning Division analyzes public input in developing the proposed regulations and may incorporate changes. As part of the analysis and development of the proposed zoning, the Planning Division also evaluates adopted City policies and guidelines that relate to the area being rezoned.

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



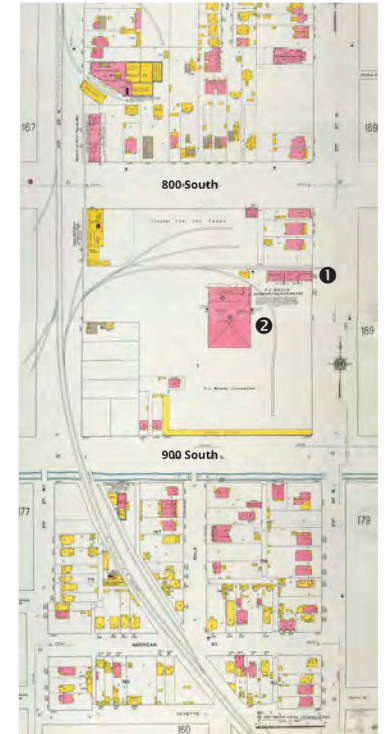
1958 // Aerial view of the block and surrounding property

1

2

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.



1911 // Sanborn Fire Insurance Map



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?

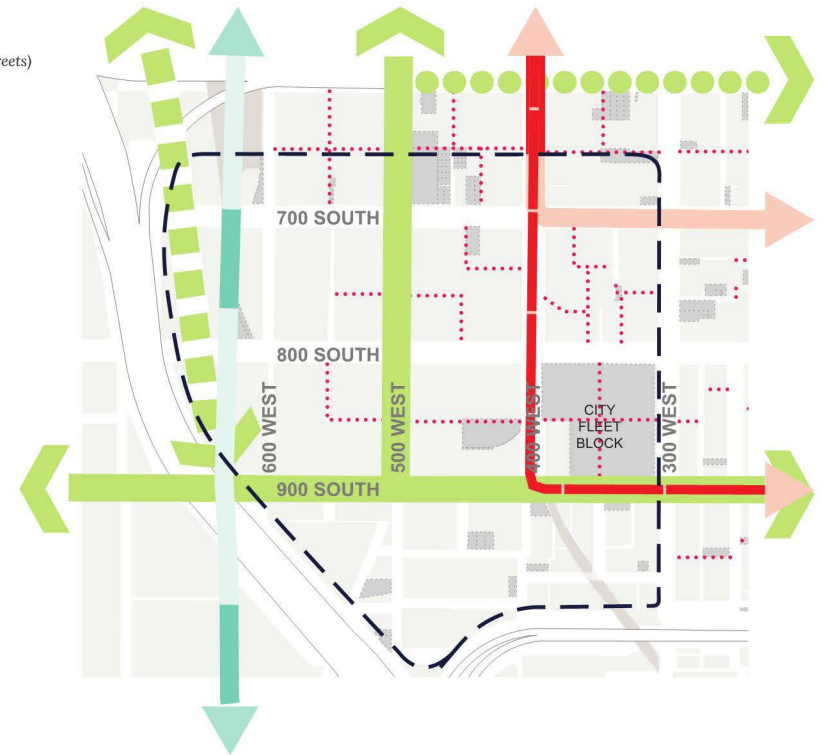
Can you imagine living here as a young adult, with a family, midlife, or after retirement?

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.

.....

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.

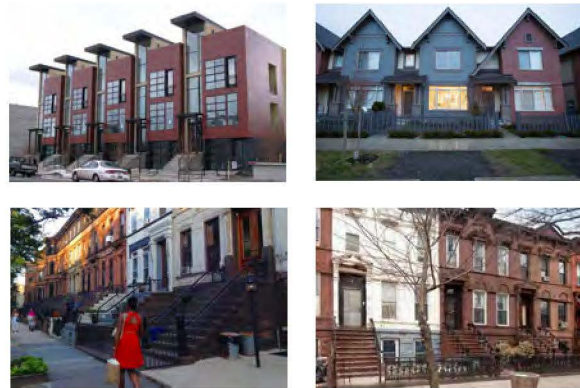
QUESTIONS TO CONSIDER

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?

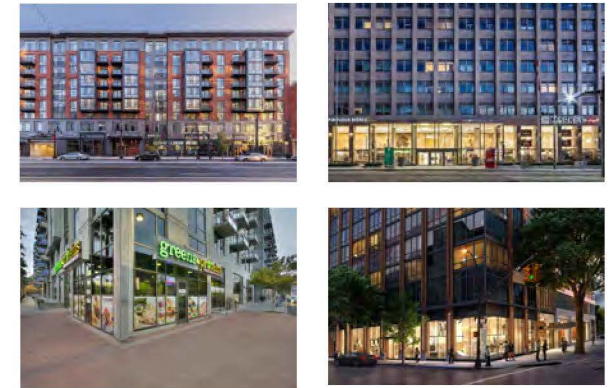
ROW HOUSES

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'.**



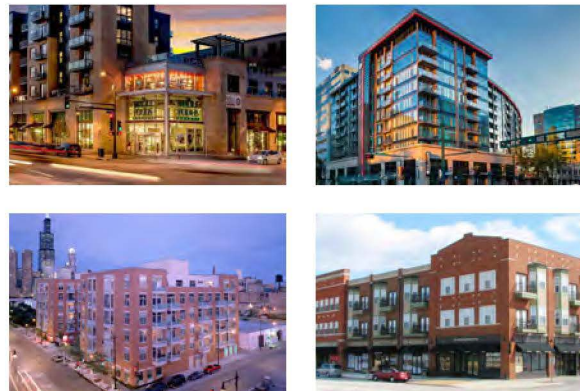
STOREFRONT

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.

Porch and Fence



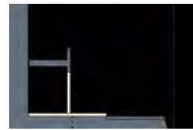
Terrace or Lightwell



Shopfront



Gallery



Stoop



Forecourt



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.



Stone



Brick



Wood lap siding



Fiber cement board siding, shingled or panel sided



Glass

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

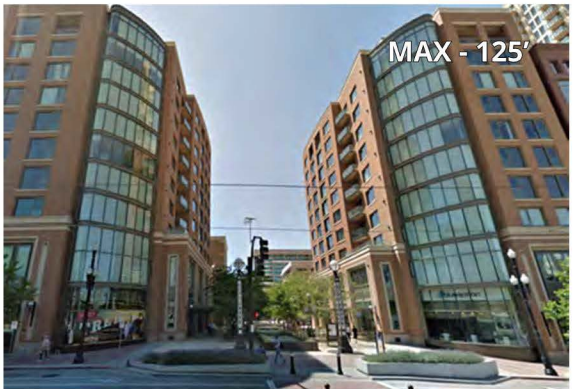
This building is approximately 85' in height. This illustrates the maximum height that would be allowed "by right" or without a special design review process for development in this zone. Height is further limited by building form.

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



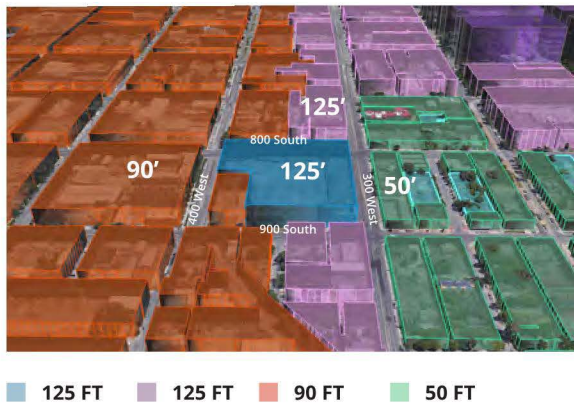
HEIGHT THROUGH DESIGN REVIEW PROCESS

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.



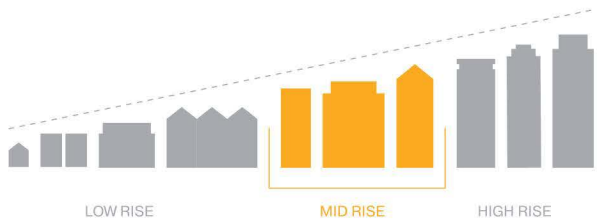
MAXIMUM BUILDING HEIGHT CONTEXT

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



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.

.....

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

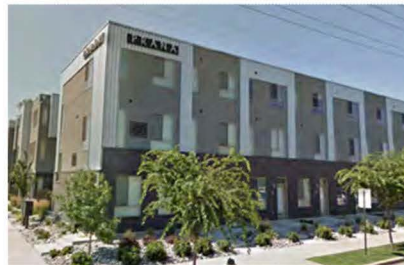


Light auto repair (tires, oil, minor repairs)



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

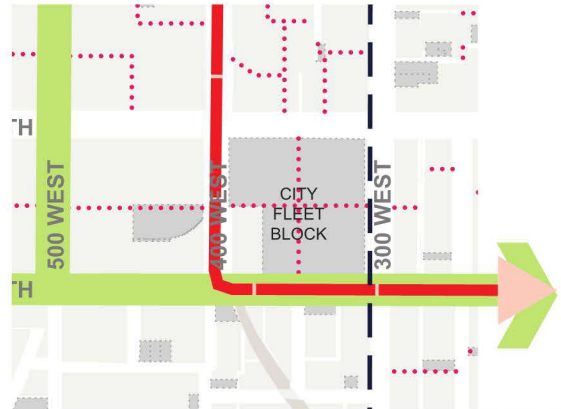
QUESTIONS TO CONSIDER

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.



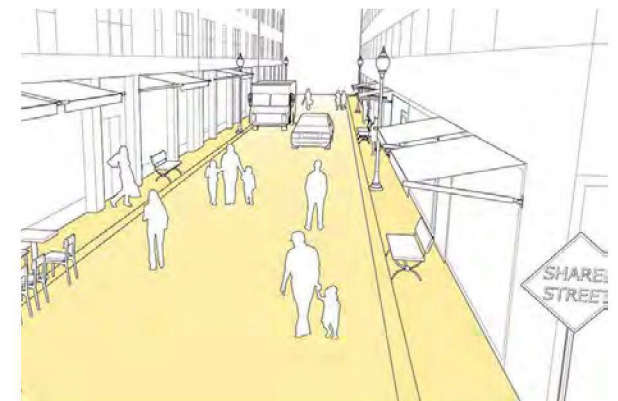
The green line to the south of the Fleet Block represents the path of the future "9 Line" trail connection. The City is working on implementing pedestrian and bike oriented streetscape improvements for this urban trail section.



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

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.

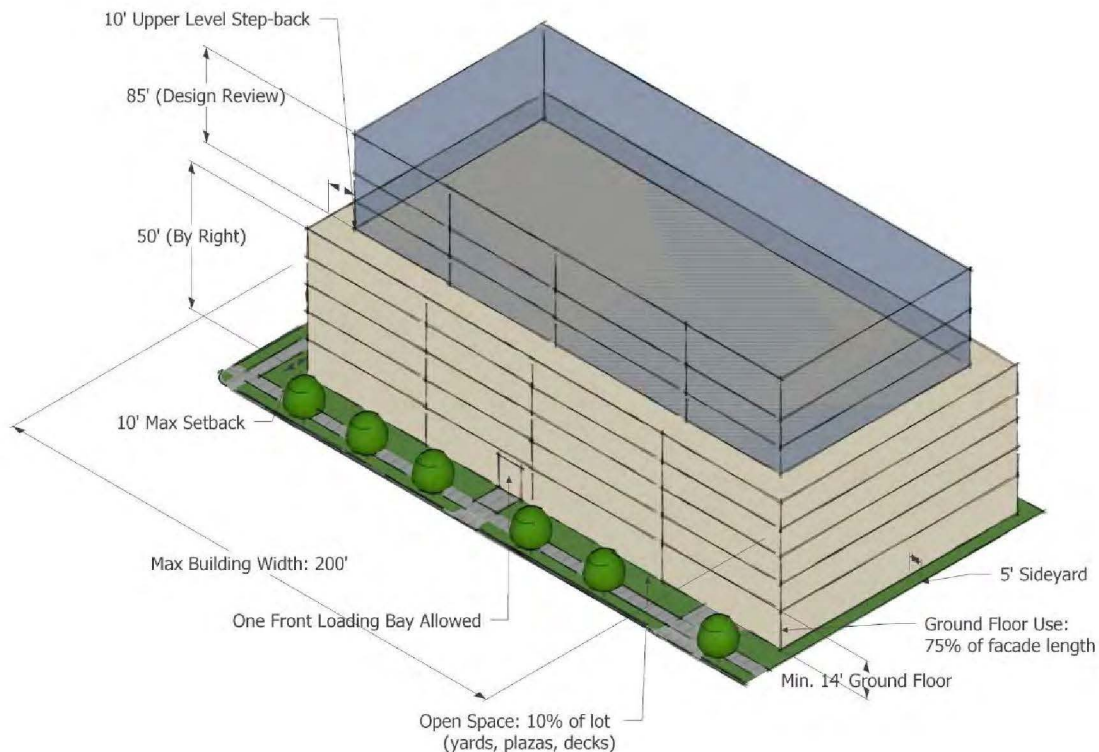


ATTACHMENT B: Building Form Regulation Summary Diagrams

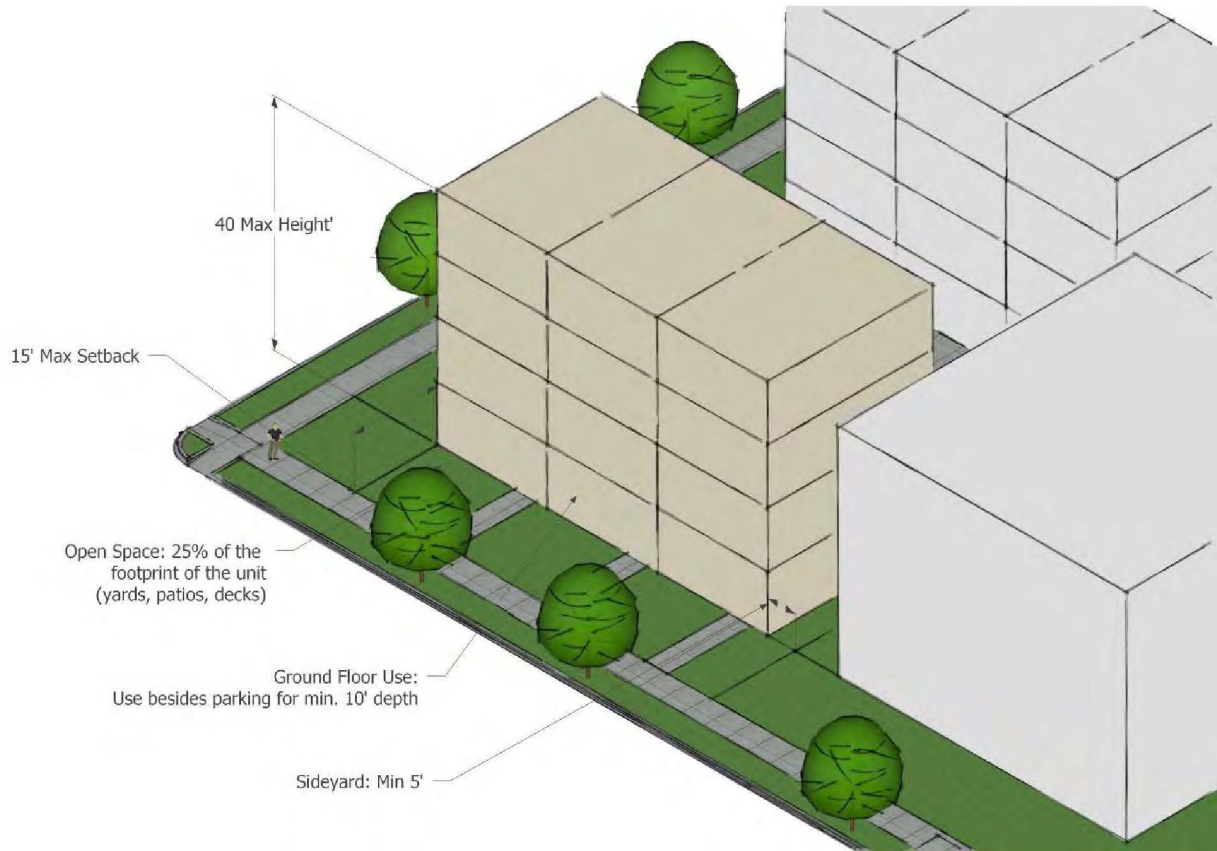
The following diagrams illustrate the bulk and massing regulations of the proposed building forms and summarize those regulations with abbreviated callouts. Not all of the regulations are illustrated due to space constraints. All building forms are subject to additional design standards which control façade design, parking, and landscaping and those are not illustrated in these diagrams.

The full proposed regulations with their associated nuances are located in [Attachment C](#).

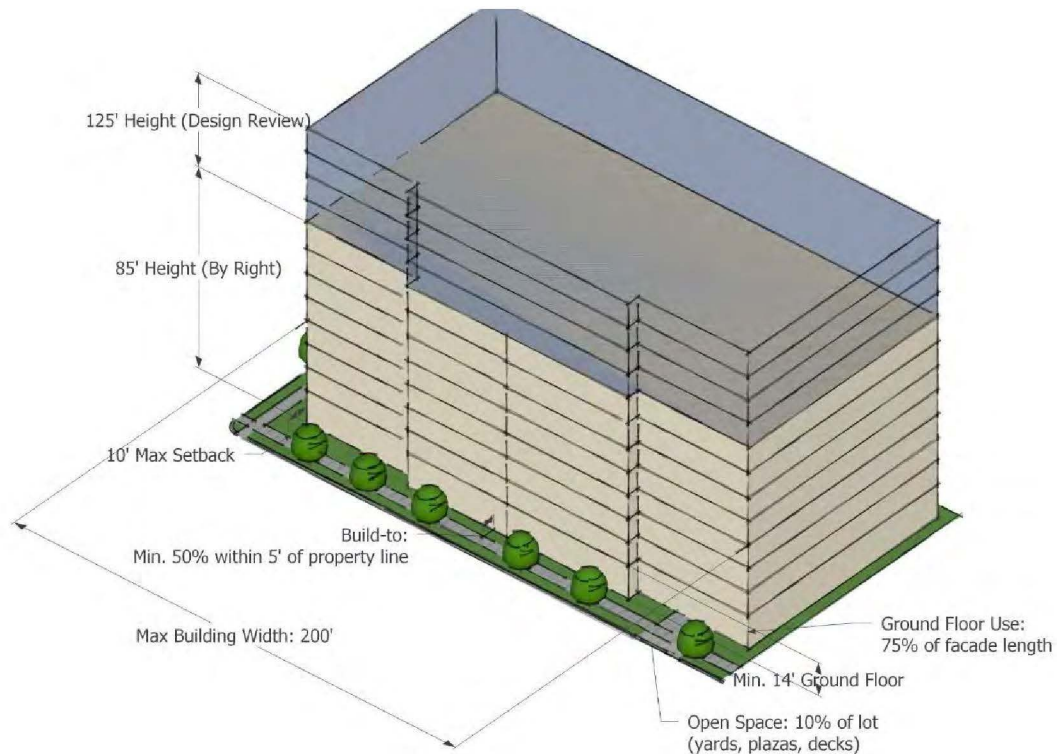
Limited Bay Building Form



Rowhouse Building Form



Vertical Mixed Use/Multi-family/Storefront Building Form



ATTACHMENT C: Full Draft FB-UN3 Zoning Text

The full FB-UN3 zoning code draft is divided into the following sections:

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

Building Form Regulations

21A.27.050.D: FB-UN3 Form Standards: Building Form standards are listed in Table 21A.27.050.D of this section.

TABLE 21A.27.050.D

FB-UN3 BUILDING FORM STANDARDS:

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.

<u>Building Regulation</u>		<u>Row House</u>
H	Height	Maximum of 40'
F	Front and corner side yard setback	Minimum 5' , Maximum 15' , 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.
S	Interior side yard	Minimum of 5' between Row House building 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, the minimum interior side yard shall be 10' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
R	Rear yard	Minimum of 5' , except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then minimum is 20' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
U	Uses per story	Residential on all stories; live/work units permitted on ground level.
O	Ground Floor Use	Ground floor adjacent to a street must be occupied by habitable space other than parking for a minimum depth of 10 feet.
U	Upper level step back	When adjacent to a lot in a zoning district with a maximum building height of thirty feet 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.
OS	Minimum outdoor open space area	Each dwelling unit shall include a minimum open space area that is no less than 25% of the footprint of the individual unit. The open space area may be in the form of private yards, outdoor common area that includes outdoor amenities, or rooftop gardens provided a minimum of 30% of the open space area includes vegetation.
BF	Number of building forms per lot	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.
MW	Mid-block Walkway	If a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.

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.

Building Regulation		Storefront
H	Height	Maximum height of 125' . All heights measured from established grade. Any building in excess of 85' shall only be permitted through the design review process.
SH	Story Height	Minimum ground floor height 14'
F	Front and corner side yard setback	No minimum is required; however doors are prohibited from opening into the public right of way. Maximum 15' , 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.
S	Interior side yard	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, the minimum interior side yard shall be 10' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
R	Rear yard	No minimum required, except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then minimum is 20' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
O	Ground Floor Use	Ground floor adjacent to a street must be occupied by habitable space other than parking for a minimum depth of 25 feet and at least 75% of the width of the street facing building façade.
U	Upper level step back	When adjacent to a lot in a zoning district with a maximum building height of thirty feet 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
BW	Building Width	Maximum of 200 feet along a street. Street facing building facades wider than 200 feet may be permitted if approved through the design review process in chapter 21A.59. However, if a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided regardless of the width of building.
MW	Mid-block Walkway	If a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
BF	Number of building forms per lot	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.
OS	Required open space area	A minimum open space area of 10% of the lot area shall be provided. The open space area may take the form of yards, common areas, and rooftop gardens provided a minimum of 30% of the open space area includes vegetation. For buildings that include residential uses, the open space area shall include amenities for building occupants. A change of use is not required to comply with this requirement.

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

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

<u>Building Regulation</u>		<u>Vertical Mixed Use and Multi-Family Residential</u>
H	Height	Maximum height of 125' . All heights measured from established grade. Any building in excess of 85' shall only be permitted through the design review process.
SH	Story Height	Minimum ground floor height 14'
F	Front and corner side yard setback	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.
B	Required build-to	Minimum of 50% of street facing facade shall be built within 5' of the front or corner side property line
S	Interior side yard	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, the minimum interior side yard shall be 10' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
R	Rear yard	No minimum required, except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then minimum is 20' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
O	Ground Floor Use	Ground floor adjacent to a street must be occupied by habitable space other than parking for a minimum depth of 25 feet and at least 75% of the width of the building along the front building wall
U	Upper Level Step Back	When adjacent to a lot in a zoning district with a maximum building height of thirty feet 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
BW	Building Width	Maximum of 200 feet along a street. Street facing building facades wider than 200 feet may be permitted if approved through the design review process in chapter 21A.59. However, if a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided regardless of the width of the building.
MW	Mid-block Walkway	If a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
BF	Number of building forms per lot	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.
OS	Required open space area	A minimum open space area of 10% of the lot area shall be provided. The open space area may take the form of yards, common areas, and rooftop gardens provided a minimum of 30% of the open space area includes vegetation. For buildings that include residential uses, the open space area shall include amenities for building occupants. A change of use is not required to comply with this requirement.

Limited Bay Building: The limited bay building form is intended to be similar in form to the historic warehouse buildings in the district. A service bay with a garage door facing the street is a defining feature of this building form. The service bay may be used for any use or accessory use permitted in the zoning district. Limited bay buildings have similar characteristics to the older warehouse buildings including how the building is placed on the site, building height, façade design and materials. This building form may include a mix of land uses.

Building Regulation		Limited Bay
H	Height	Maximum height of 50' . Buildings may exceed 50' in height, up to a maximum of 85' if the building includes a minimum setback of 10' at 50' in building height and is approved in accordance with 21A.59 Design Review. All heights measured from established grade.
SH	Story Height	Minimum ground floor height 14'
F	Front and corner side yard setback	No minimum is required; however, doors are prohibited from opening into the public right of way. Maximum of 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.
S	Interior side yard	A minimum of 5' , except when an interior side yard is adjacent to a zoning district that has a maximum permitted building height of 30' or less, the minimum interior side yard shall be 10' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
R	Rear yard	No minimum required, except when rear yard is adjacent to a zoning district with a maximum permitted building height of 30' or less, then minimum is 20' . For the purpose of this regulation, an alley that is a minimum of 10 feet in width that separates a subject property from a different zoning district shall not be considered adjacent.
O	Ground Floor Use	Ground floor adjacent to a street must be occupied by habitable space other than parking for a minimum depth of 25 feet and at least 75% of the width of the building along the front building wall. One service/loading bay is allowed on the ground floor facade adjacent to a street.
U	Upper level step back	When adjacent to a lot in a zoning district with a maximum building height of thirty feet 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.
BW	Building Width	Maximum of 200 feet along a street. Street facing building facades wider than 200 feet may be permitted if approved through the design review process in chapter 21A.59. However, if a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided.
MW	Mid-block Walkway	If a midblock walkway is shown in the Downtown Master Plan on the subject property, a midblock walkway shall be provided. The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
BF	Number of building forms per lot	Multiple buildings may be built on a single lot provided all of the buildings have frontage on a street. All buildings shall comply with any other applicable standards.
OS	Required open space area	A minimum open space area of 10% of the lot area shall be provided. The open space area may take the form of yards, common areas, and rooftop gardens provided a minimum of 30% of the open space area includes vegetation. For buildings that include residential uses, the open space area shall include amenities for building occupants. A change of use is not required to comply with this requirement.

Parking Regulations

Parking Regulation	Parking: Applies to all building types in the zone
<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 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>Tress with a minimum mature spread of 20 feet planted at one tree for every 20 feet of street frontage; and</u> b. <u>A wall or fence at the property line along the street. The wall or fence shall not exceed 36 inches in height. 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>
<u>Vehicle access</u>	<p>Required to be from an alley. If no alley exists, 1 driveway is permitted per street frontage. A limited bay building form may have one driveway that connects the bay to the street. Unless fire code requires something different.</p>
<u>Driveway spacing</u>	<p>Driveways shall be spaced a minimum of 20' between other driveways on the site and a minimum of 10 feet from a property line unless a shared driveway with an adjacent property is used.</p>
<u>Loading and service areas</u>	<p>Allowed in the rear and side yard only except for limited bay buildings which may allow loading functions to occur at the provided loading bay. All service areas shall be screened or located within the building.</p>
<u>Vehicle access width at street</u>	<p>When a one-way driveway is permitted and included in a development, the maximum width of the driveway or curb cut shall not exceed 12' in width excluding the curb radius. When a multi-directional vehicle driveway is included, the maximum width of the driveway and curb cut shall not exceed 24' in width excluding the curb radius. The driveway provided for a limited bay building may not exceed 24 feet in width. If fire access is required, the driveway shall be shared with the fire access and be the minimum width required by the applicable fire code.</p>
<u>Existing Buildings</u>	<p>The reuse of existing buildings is exempt from the requirements of this table unless new parking areas are being added.</p>

Streetscape Regulations

<u>Streetscape Regulation</u>		<u>Required Streetscape Improvements: Applies to all building types in the zone</u>
	<u>Street Trees</u>	Street trees are required and shall be provided at a rate of 1 per every 30 feet of frontage as per <u>21A.48.060.D.</u>
	<u>Sidewalk Width</u>	Sidewalks shall have a minimum width of eight (8) feet. <u>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>

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 subject to the requirements of chapter 21A.59 Design Review of this title.

(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.)

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. We have also allowed for certain metals if they are durable and high quality and applicants can provide documentation to the Planning Director about their durability and quality.)

D. Other Applicable Standards:

6. Utility boxes, vaults, meters, panels, and other similar utility equipment that are only necessary to serve the associated private development shall be located on private property and are not allowed in the public right of way. When located within a provided front yard, any utility equipment that is taller than twelve inches in height shall be screened from view from any public right of way.

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
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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</u>			<u>P</u>		
<u>Amusement park</u>			<u>P</u>		
<u>Animal</u>					
Cremation service			<u>P</u>		
kennel			<u>P</u>		
Veterinary office		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Animal, veterinary office—</u>	-	<u>P</u>		<u>P</u>	<u>P</u>
Antenna, communication tower		P	<u>P</u>	P	P
Art gallery		P	<u>P</u>	P	P
Artisan food production		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>		
Bed and breakfast	P	P	<u>P</u>	P	P
Bed and breakfast inn	P	P	<u>P</u>	P	P
Bed and breakfast manor	P	P	<u>P</u>	P	P
<u>Blacksmith shop</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>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>		
<u>Rooming (boarding) house</u>		P	<u>P</u>		
<u>Single-family attached</u>	P	P	<u>P</u>		P
<u>Single-family detached</u>	P				
<u>Single-family detached (cottage development building form only)</u>		P			P

	Single room occupancy		P	<u>P</u>		
	Two-family	P				
	Eleemosynary facility (CODIFIER NOTE: This land use term is changing with other City petition.)		P		P	P
	<u>Emergency medical services facility</u>			<u>P</u>		
	<u>Equipment rental</u>			<u>P</u>		
	<u>Exhibition hall</u>			<u>P</u>		
	Farmers' market		P	<u>P</u>	P	P
	Financial institution		P	<u>P</u>	P	P
	<u>Flea market (indoor)</u>			<u>P</u>		
	<u>Funeral home</u>		P	<u>P</u>	P	P
	<u>Gas Station</u>			<u>C</u>		
	<u>Government facility requiring special design features for security purposes</u>			<u>P</u>		
	<u>Government office</u>			<u>P</u>		
	<u>Government facility</u>			<u>P</u>		
	<u>Greenhouse</u>			<u>P</u>		
	Health and fitness facility		P	<u>P</u>	P	P
	Home occupation	P ²	P ²	<u>P</u>	P ²	P ²
	<u>Homeless Resource Center</u>			<u>C</u>		
	<u>Hospital</u>			<u>P</u>		
	Hotel/motel		P	<u>P</u>	P	
	House museum in landmark site	P	P	<u>P</u>	P	P
	<u>Industrial assembly</u>			<u>P</u>		
	<u>Intermodal transit passenger hub</u>			<u>P</u>		
	Laboratory (medical, dental, optical)		P	<u>P</u>	P	P
	<u>Laboratory, testing</u>			<u>P</u>		
	Library		P	<u>P</u>	P	P
	<u>Manufacturing, light (indoor)</u>			<u>P</u>		
	<u>Meeting hall of membership organization</u>			<u>P</u>		
	Mixed use developments including residential and other uses allowed in the zoning district		P	<u>P</u>	P	P
	<u>Mobile food business</u>			<u>P</u>		
	<u>Mobile food court</u>			<u>P</u>		
	<u>Mobile food trailer</u>			<u>P</u>		
	<u>Mobile food truck</u>			<u>P</u>		
	<u>Municipal service uses, including city utility uses and police and fire stations</u>			<u>P</u>		
	Museum		P	<u>P</u>	P	P
	Nursing care facility		P	<u>P</u>	P	P
	Office		P	<u>P</u>	P	P

Office and/or reception center in landmark site		P	<u>P</u>	P	P
Office publishing company			<u>P</u>		
Open space	P	P	<u>P</u>	P	P
Park	P	P	<u>P</u>	P	P
Parking, commercial			<u>C</u>		
Parking facility, shared			<u>P</u>		
Parking garage			<u>P</u>		
Parking, off site	P	P	<u>P</u>	P	P
Parking, park and ride lot shared with existing use			<u>P</u>		
Performing arts production			<u>P</u>		
Photo finishing lab			<u>P</u>	P	P
Place of worship		P	<u>P</u>	P	P
Plazas	P	P	<u>P</u>	P	P
Radio, television station			<u>P</u>		
Railroad passenger station			<u>P</u>		
Reception center			<u>P</u>		
Recreation (indoor)		P	<u>P</u>	P	P
Recreation, (outdoor)			<u>P</u>		
Research and development facility		P	<u>P</u>	P	P
Research facility (medical/dental)		P	<u>P</u>	P	P
Restaurant		P	<u>P</u>	P	P
Retail goods establishment		P	<u>P</u>	P	P
Retail goods establishment, plant and garden shop with outdoor retail sales area		P	<u>P</u>	P	P
Retail service establishment		P	<u>P</u>	P	P
Sales and display (outdoor)		P	<u>P</u>	P	P
School:					
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>		
Seasonal farm stand		P	<u>P</u>	P	P
Sign painting/fabrication (indoor)			<u>P</u>		
Small brewery			<u>P</u>		
Social service mission			<u>P</u>		
Solar array		P	<u>P</u>	P	P
Storage, self			<u>P⁴</u>		
Store, convenience			<u>P</u>		
Store, specialty		P	<u>P</u>	P	P
Studio, art		P	<u>P</u>	P	P

<u>Studio, motion picture</u>			<u>P</u>		
<u>Theater, live performance</u>			<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
<u>Vehicle</u>					
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
<u>Warehouse</u>			<u>P</u>		
<u>Welding shop</u>			<u>P</u>		
<u>Wholesale distribution</u>			<u>C</u>		
Wireless telecommunications facility		P	<u>P</u>	P	P
Woodworking mill			<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 ground floor when the use is located behind another permitted or commercial use that occupies the street frontage of the ground floor.

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	<u>FB-UN3</u>	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	<u>FB-UN3</u>	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	<u>FB-UN3</u>	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: Form Based Code Design Standards (Existing)

The existing design standard regulations included in this section are universally applied to all Form Based zones in the City. All buildings in the proposed zone would be subject to these same design requirements.

Existing Building Design Standards for Form Based Zones

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.

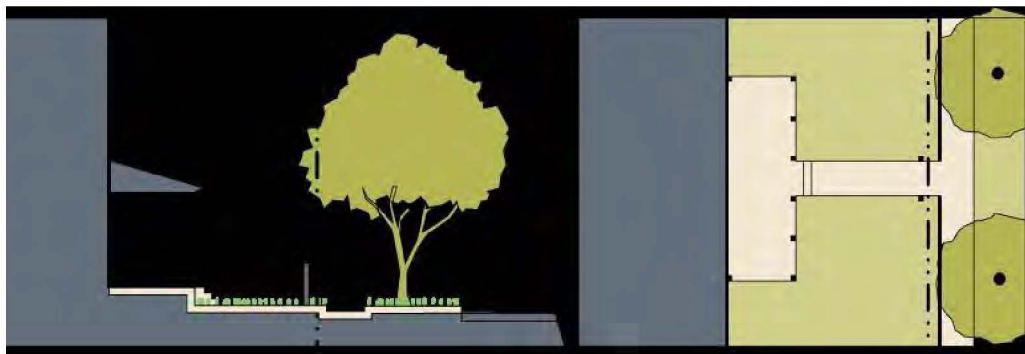
3. **Entry Feature:** The following building entries are permitted as indicated:

TABLE 21A.27.030B

ENTRY FEATURE STANDARDS

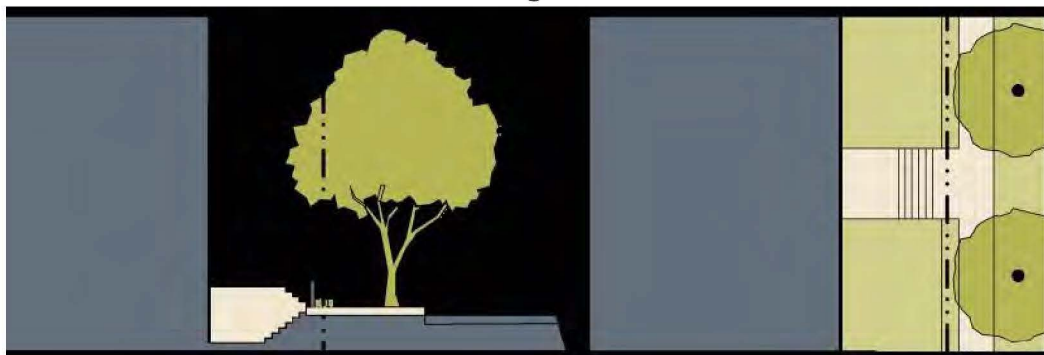
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Porch and fence: A planted front yard where the street facing building facade is set back from the front property line with an attached porch that 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



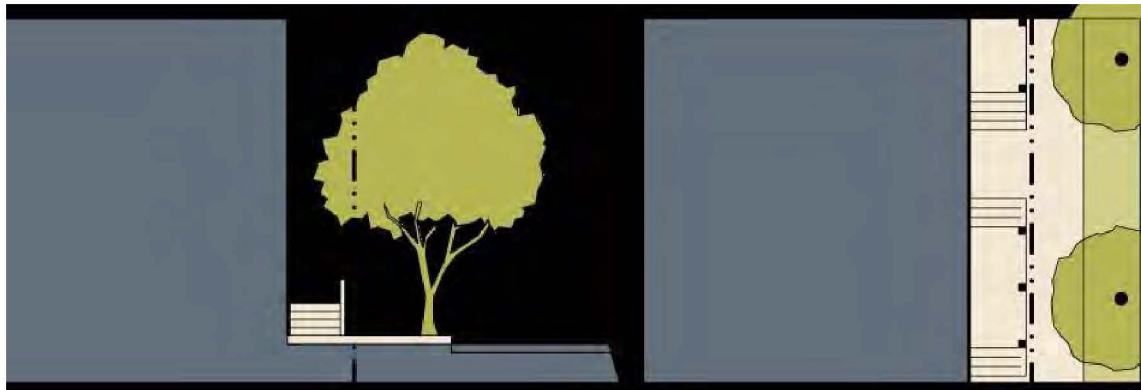
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The 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



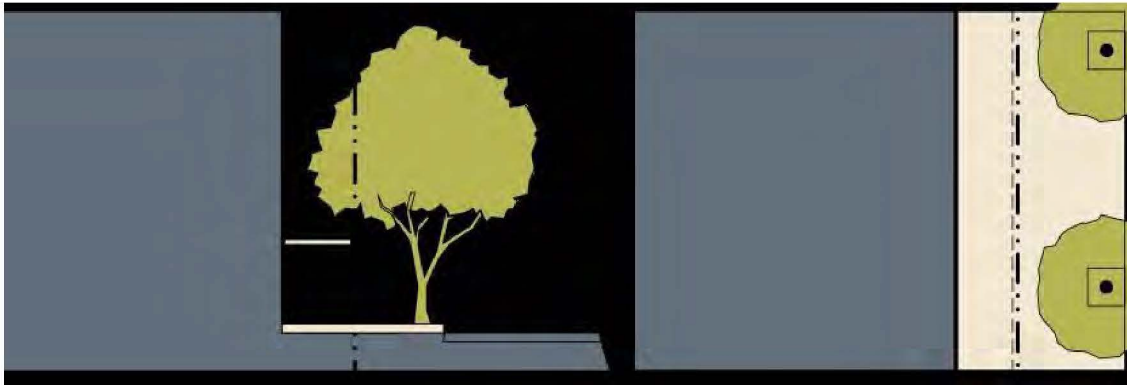
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Store-front	Vertical Mixed Use
Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk 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



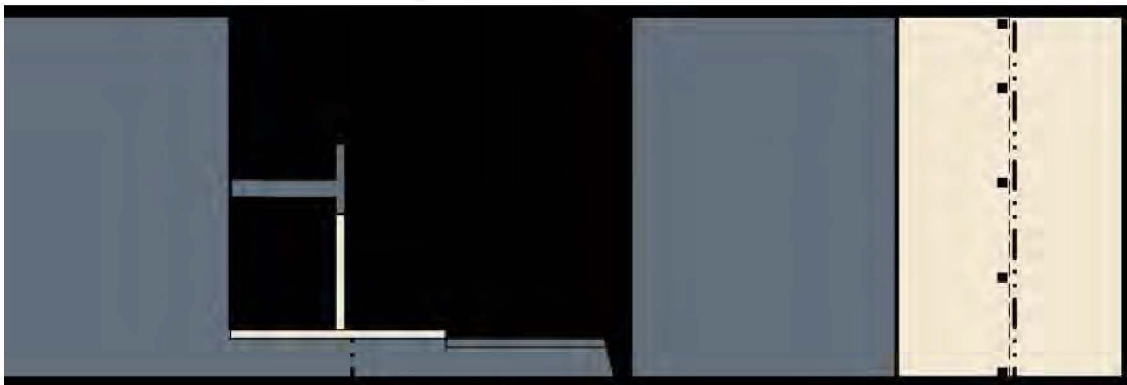
Entry Feature Permitted Based On Building Form Type	Urban House	Cottage Development	Two-Family Dwelling	Row House	Multi-Family	Storefront	Vertical Mixed Use
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry 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: A minimum of ten percent (10%) of the lot area shall be provided for open space. Open space 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 requirement. Required parking lot landscaping or perimeter parking lot landscaping shall also not count toward the minimum open space 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

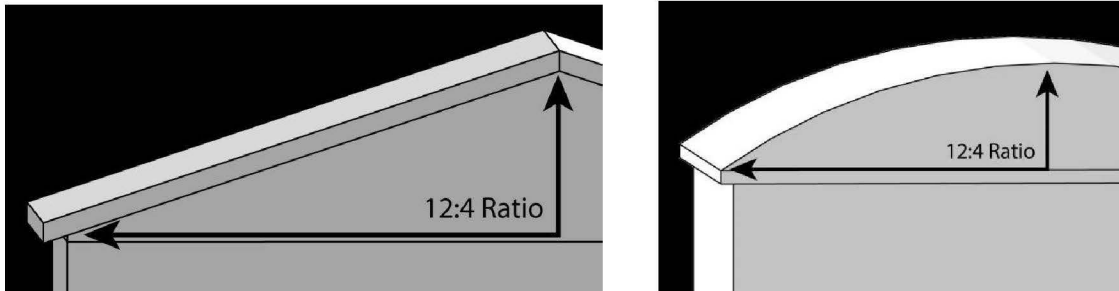
(2) The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

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.

PLANNING COMMISSION - July 31, 2019
b) Agenda/Minutes

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA

In Room 326 of the City & County Building

July 31, 2019, at 5:30 p.m.

(The order of the items may change at the Commission's discretion)

FIELD TRIP - The field trip is scheduled to leave at 4:00 p.m.

DINNER - Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR JULY 10, 2019

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

1. **ADU at approximately 1978 South Windsor Street** - Dwight Yee, representative for property owner, Joseph Wolf, is requesting Conditional Use approval to construct a detached Accessory Dwelling Unit (ADU) to the rear of the single-family home at 1978 Windsor Street. The property is located in the R-1/7,000 single-family residential zoning district. All ADU's in this zone are required to go through the Conditional Use review process. The subject property is located within Council District 7, represented by Amy Fowler. (Staff contact: Eric Daems at (801) 535-7236 or Eric.daems@slcgov.com) **Case number PLNPCM2019-00312**
2. **Over-height Fence Special Exception at approximately 1538 South 700 East** - Heidi Kramer and Walter Kazmarzyk, the owners of the property at 1538 S 700 E, are requesting approval for a proposed over-height fence. Front yard walls and fences are permitted up to four feet, but extra height can be approved through a Special Exception. The proposed five feet eleven-inch (5'-11") wall would be installed parallel to the front property line and span the width of the lot. The applicant is proposing the fence in order to provide screening from noise and pollution and to provide security, and privacy on the site. The Planning Commission has final decision-making authority for Special Exceptions. The subject property is located in the R-1/5,000 Single Family District and within Council District 5 represented by Erin Mendenhall. (Staff contact: Krissy Gilmore at 801-535- 7780 or Kristina.Gilmore@slcgov.com) **Case number PLNPCM2019-00428**
3. **MACU Commercial Parking Lot Conditional Use at 1225 South Redwood Rd** - The applicant, Shane Sanders with Sanders Associates Architects, representing Mountain America Credit Union, is requesting a Conditional Use Permit to create a commercial parking lot at the address 1225 South Redwood Road. The proposed commercial parking lot will be located to the rear of the primary structure on the site, to the east of the existing parking, and will include 29 new parking stalls. The parking lot will operate on the same lot as a proposed Mountain America Credit Union; the overall number of parking stalls proposed on this site is 39 stalls. The property is in the Corridor Commercial (CC) zoning district and is in Council District 2 and is represented by Andrew Johnston. (Staff contact Nannette Larsen at (801) 535-7645 or Nannette.larsen@slcgov.com) **Case number PLNPCM2019-00424**

WORK SESSION

1. **Fleet Block Rezone Briefing** - A request by the Mayor to amend the zoning for all of the properties located on the "Fleet Block" at approximately 850 South 300 West. The amendment would change the zoning from PL (Public Lands) and CG (General Commercial) to FBUN-3(Form Based Urban Neighborhood-3), a new form-based zone. A form-based zone emphasis placement of buildings on a lot and the form and bulk of buildings. Form and bulk regulations include building height and design standards that are intended to promote more store fronts and building entrances close to the sidewalk. A public hearing will be scheduled at a later date. The properties are located in Council District 4, represented by Ana Valdemoros. (Staff Contact: Daniel Echeverria at Daniel.echeverria@slcgov.com or 801-535-7165) Case number **PLNPCM2019-00277**

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com. The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING MINUTES EXTRACT
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, July 31, 2019

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:31:42 PM](#). Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson Maurine Bachman; Vice Chairperson Sara Urquhart; Commissioners Amy Barry, Adrienne Bell, Weston Clark,Carolynn Hoskins, Matt Lyon, and Andres Paredes. Commissioner Brenda Scheer was excused.

Planning Staff members present at the meeting were Nick Norris, Planning Director; Paul Nielson, Attorney; Eric Daems, Principal Planner; Krissy Gilmore, Principal Planner; Nannette Larsen, Principal Planner; Daniel Echeverria, Senior Planner; and Marlene Rankins, Administrative Secretary.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were: Maurine Bachman, Weston Clark, Carolynn Hoskins, Andres Paredes, and Sara Urquhart. Staff members in attendance were Nick Norris, Eric Daems, Krissy Gilmore, and Daniel Echeverria.

WORK SESSION

[7:05:35 PM](#)

Fleet Block Rezone Briefing - A request by the Mayor to amend the zoning for all of the properties located on the "Fleet Block" at approximately 850 South 300 West. The amendment would change the zoning from PL (Public Lands) and CG (General Commercial) to FBUN-3(Form Based Urban Neighborhood-3), a new form-based zone. A form-based zone emphasis placement of buildings on a lot and the form and bulk of buildings. Form and bulk regulations include building height and design standards that are intended to promote more store fronts and building entrances close to the sidewalk. A public hearing will be scheduled at a later date. The properties are located in Council District 4, represented by Ana Valdemoros. (Staff Contact: Daniel Echeverria at Daniel.echeverria@slcgov.com or 801-535-7165) Case number **PLNPCM2019-00277**

Daniel Echeverria, Senior Planner, briefed the Planning Commission regarding the proposed rezone.

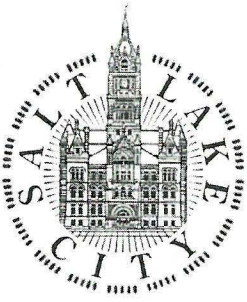
The Commission and Staff discussed the following:

- Mid-rise development height range
- Whether there will be a height limit
- How planning staff defines mid-rise
- Clarification on zoning for properties that are up to 90-feet in height

- Form base code parking standards
- Clarification on whether 85-feet by right will require ground-floor retail and apartments
- Whether it's permitted to have a full office building in the zone
- Building length requirements
- Clarification on why not change the entire CG zone
- Whether the property has a potential to be full townhouse use
- Clarification on what the masterplan calls for in the western portion of the Granary

The meeting adjourned at [7:36:10 PM](#)

5. ORIGINAL PETITION



Petition Initiation Request

Planning Division
Community & Neighborhoods Department

To: Mayor Jackie Biskupski
From: Nick Norris, Planning Director
Date: March 22, 2019
CC: Jennifer McGrath, Department of Community & Neighborhoods Director; Michaela Oktay, Assistant Planning Director; file
Re: Fleet Block Rezone

This memo is to request that you initiate a petition for the Planning Division to begin the process of rezoning the Fleet Block in response to the recommendations from Urban Design Associates (UDA). UDA is the consultant that has been working with Housing and Neighborhood Development on the feasibility study for development of the Fleet Block.

The Fleet Block is currently zoned PL Public Lands. This zoning designation would not allow the block to develop in a manner that is consistent with the Downtown Master Plan or the recommendations from the Fleet Block feasibility study. The Planning Division has been working with HAND, Transportation, Engineering, and Public Services to develop zoning regulations that facilitate the development of the Fleet Block that follows the recommendations from UDA and implement the City's goals and objectives for the block.

The proposed approach for the Fleet Block is to utilize a modified version of the zoning that is located to the east of the block in the Central Ninth neighborhood. The zoning would allow a wide arrange of land uses to facilitate an innovation district, including a variety of housing types as recommended by UDA. The zoning would allow for similar building height and setbacks to what is already allowed in the area. The zoning will be transferrable to other parts of the Granary as the market demand increases in the area.

It is anticipated that the project will include appropriate engagement activities that build on the work of the feasibility study. The timeline for the engagement activities, planning commission process and transmittal to city council is anticipated to take a minimum of 3 months.

If you have any questions, please contact me.

Concurrence to initiating the zoning map amendment petition as noted above.

A handwritten signature in blue ink that reads "Jackie Biskupski".

Jackie Biskupski, Mayor

A handwritten date in blue ink that reads "March 26, 2019".

Date

6. MAILING LIST

NAME	Address	City	Zip Code
1030 Salt Lake City LLC	320 W BROOKLYN ST	SALT LAKE CITY UT	84101
1030 SLC LLC; CENTRAL PARK WEST OFFICE BLDG	1000 S MAIN ST # 104	SALT LAKE CITY UT	84101
203 REDWOOD ROAD, LLC	2102 E 3300 S	SALT LAKE CITY UT	84109
235 WEST LLC	PO BOX 522057	SALT LAKE CITY UT	84152
300 WEST SPE, LLC; PADOVA 300 WEST SPE, LLC	18881 VON KARMAN	IRVINE CA	92612
39/42 LLC	51 E 400 S # 210	SALT LAKE CITY UT	84111
4 DOOR LLC dba EVOLVE CABINETS & CASEWORK	678 S 500 W	SALT LAKE CITY UT	84101
400 EAST/WT APARTMENTS, LLC	11589 S SUMMERFIELD CIR	SANDY UT	84092
825 S. 500 WEST, LLC	465 W 800 S	SALT LAKE CITY UT	84101
907 GALE STREET, LLC	315 W CENTER ST	HEBER CITY UT	84032
907 GALE STREET, LLC	907 S GALE	SALT LAKE CITY UT	84101
909 SOUTH PROPERTIES, LLC	3366 W 9000 S	WEST JORDAN UT	84088
923 GALE LLC	1094 N HIGHLAND PARKWAY	WASHINGTON UT	84780
951 WASHINGTON LLC	3037 E LOUISE AVE	MILLCREEK UT	84109
965 CENTRAL LC	70 NORTH MAIN #106	BOUNTIFUL UT	84010
9TH STREET CENTER LLC	1175 E 1850 S	BOUNTIFUL UT	84010
A C ELECTRIC INC	729 S KILBY	SALT LAKE CITY UT	84101
A PLUS AUTO CENTER LLC	945 S GALE	SALT LAKE CITY UT	84101
AARONS TOWING & RECOVERY	358 W 700 S	SALT LAKE CITY UT	84101
ABRAHAM & ARLINE B MARKOSIAN FAMILY LTD	700 E NORTHCREST DR	SALT LAKE CITY UT	84103
ACS PRECISION FINISH, INC	4750 S 3685 W	TAYLORSVILLE UT	84129
ADVANCED FOUR WHEEL DRIVE SYSTEMS	1102 S 200 W	SALT LAKE CITY UT	84101
ADVANTAGE SALES & MARKETING LLC	231 W 800 S	SALT LAKE CITY UT	84101
AKBAR MATINKHAH	1374 E LAIRD AVE	SALT LAKE CITY UT	84105
A-L TOWING	337 W AMERICAN ST	SALT LAKE CITY UT	84101
ALFANDRE FAMILY FOUNDATION, INC	9806 E BEXHILL DR	KENSINGTON MD	20895
ALFREDA K TSAI	830 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
ALFREDO H JUAREZ; PATRICIA H JUAREZ (JT)	3088 S ALPINE MEADOWS DR	WEST VALLEY UT	84120
ALL ABOUT TRUCKS INC	435 W FAYETTE ST	SALT LAKE CITY UT	84101
ALL FOR YOU RENTALS LLC	569 W 600 S	SALT LAKE CITY UT	84101
ALL PRO RESTORATION, LLC	7747 S ALLEN ST	MIDVALE UT	84047
ALLRED M H CONSTRUCTION	964 S 200 W	SALT LAKE CITY UT	84101
ALVIE CARTER TRUST 12/05/1994	1810 W INDIANA AVE	SALT LAKE CITY UT	84104
AM PROPERTIES, LLC	4646 W 5215 S	SALT LAKE CITY UT	84118
AMBER N HOLMES LLC	908 S JEFFERSON ST	SALT LAKE CITY UT	84101
AMERICAN CRANE INC	2471 S 150 W	BOUNTIFUL UT	84010
American West International Trades, LLC	1085 S 300 W	SALT LAKE CITY UT	84101
AMERITECH COATINGS INC	534 W 800 S	SALT LAKE CITY UT	84101
AMERITEL INN ELKO, LLC; LLC. AMERITEL INN	10200 W EMERALD ST	BOISE ID	83704
ANGELA H BROWN	1145 W SIMONDI AVE	SALT LAKE CITY UT	84116
ANGELINA'S CORNER LLC	1320 E MILNE LN	COTTONWOOD HTS UT	84047
ANGELO G GIANELO	81 S SKYCREST LN	SALT LAKE CITY UT	84108
ANNE E CLARK	1758 S 900 E	SALT LAKE CITY UT	84105
ANNE R FLADE	2588 S 900 E	SALT LAKE CITY UT	84106
ANNEX MANAGEMENT LLC	1901 S 500 E	SALT LAKE CITY UT	84105
ARCHIPELLI PROPERTIES LC	1368 E WESTMINSTER AVE	SALT LAKE CITY UT	84105

ARTHUR MORAIS; KARLA MORAIS (JT)	PO BOX 333	SALT LAKE CITY UT	84110
ASHOKA GROUP I, LLC	4512 S GILEAD WY	SALT LAKE CITY UT	84124
ATHERTON MANAGEMENT LLC	3679 E VIEWCREST CIR	MILLCREEK UT	84124
AWAKE PROPERTIES, LLC	PO BOX 45385	SALT LAKE CITY UT	84145
AXIOM PROPERTIES II, LLC	351 W 400 S	SALT LAKE CITY UT	84101
AXLE & GEAR COMPANY	1112 S 200 W	SALT LAKE CITY UT	84101
AYAD'S AUTO LLC	775 S 300 W	SALT LAKE CITY UT	84101
BARBARA JOY LIVSEY HOLT FAMILY LLC; TRUS	389 W 1700 S # C	SALT LAKE CITY UT	84115
BARREL LLC	150 E VINE ST	MURRAY UT	84107
BDCA LLC	921 S 300 W	SALT LAKE CITY UT	84101
BELOVED LLC	741 S 400 W	SALT LAKE CITY UT	84101
BENJAMIN JONES	725 S 200 W # 402	SALT LAKE CITY UT	84101
BERGAZ LLC	630 S 500 W	SALT LAKE CITY UT	84101
BIG O TIRES	910 S 300 W	SALT LAKE CITY UT	84101
BIG SKY URBAN, LLC	57 W 2100 S	SOUTH SALT LAKE UT	84115
BIRCH CREEK RANCH CO	RR BOX 470	TROUT CREEK UT	84083
BISON HOLDINGS, INC	1332 S COLONIAL DR	SALT LAKE CITY UT	84108
BLUE COPPER COFFEE ROOM	179 W 900 S	SALT LAKE CITY UT	84101
BLUEMOUNTAIN, INC	PO BOX 294	LAYTON UT	84041
BM & V ENTERPRISES, LC	8907 S QUAIL HOLLOW DR	SANDY UT	84093
BRIGHAM STREET SERVICE	662 S 200 W	SALT LAKE CITY UT	84101
BROADBENT LAND AND RESOURCES, LLC	PO BOX 58627	SALT LAKE CITY UT	84158
BROOKLYN DEVELOPMENT LLC	404 W FAYETTE ST	SALT LAKE CITY UT	84101
BROOKLYN DEVELOPMENT, LLC	3150 W 900 S	SALT LAKE CITY UT	84104
BROWN OPPORTUNITY FUND LLC	850 S MENDON CT	SALT LAKE CITY UT	84105
BRUCE H AOKI	3393 E CANYON CREEK DR	COTTONWOOD HTS UT	84121
BULLDOG SHEETMETAL FABRICATION	246 W MONTROSE ST	SALT LAKE CITY UT	84101
BURBIDGE CONCRETE PUMPING LLC	911 S RIO GRANDE ST	SALT LAKE CITY UT	84101
BUSH SALES & MANUFACTURING INC	827 S 500 W	SALT LAKE CITY UT	84101
CAFE & GRILL THE OLD SCHOOL	616 S 500 W	SALT LAKE CITY UT	84101
CALEB M KIRSCH; MARY R KIRSCH (JT)	725 S 200 W # 303	SALT LAKE CITY UT	84101
CAPITOL CENTER PROPERTIES, LLC	1475 E SIGSBEE AVE	SALT LAKE CITY UT	84103
CARL CONNELLY	2263 E HIGH MOUNTAIN DR	SANDY UT	84092
CARTER PROPERTY	742 S KILBY	SALT LAKE CITY UT	84101
CD FAM TR	824 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
CDM&M INVESTMENTS LLC	2432 W BRIDLE MEADOW CIR	BLUFFDALE UT	84065
CENTRAL 9 LOFTS HOME OWNERS ASSOCIATI	150 S STATE ST # 100	SALT LAKE CITY UT	84111
CENTRAL NINTH DEVELOPMENT PARTNERS, LI	76 N 'H' ST	SALT LAKE CITY UT	84103
CENTRAL NINTH PLACE, LLC	3170 BANNOCK DR	PROVO UT	84064
CENTRAL WATER INC.	229 W 900 S	SALT LAKE CITY UT	84101
CERTIFIED REPAIR LLC	917 S GALE	SALT LAKE CITY UT	84101
CHAMBERLAIN CABINETRY	736 S 400 W	SALT LAKE CITY UT	84101
CHARLES R FEDERER; DUANGJUN FEDERER	48 W BROADWAY ST	SALT LAKE CITY UT	84101
CHECKERSPOT, INC dba CHECKERSPOT DESIGN	922 S 500 W	SALT LAKE CITY UT	84101
CHRIS CONDIT	PO BOX 483	SALT LAKE CITY UT	84110
CHRISTOPHER L BAIGUE; PIERRE C BAIGUE (JT)	725 S 200 W # 201	SALT LAKE CITY UT	84101
CHRISTOPHER R DEMURI	1099 S WINDSOR ST	SALT LAKE CITY UT	84105

CHUCKLES LOUNGE INC	221 W 900 S	SALT LAKE CITY UT	84101
CINDY MENESES; ALFREDO MENESES (JT)	4223 SUNRISE DR	PARK CITY UT	84098
CLASSIC APTS	356 W 700 S	SALT LAKE CITY UT	84101
CLUB TRY ANGLES	251 W 900 S	SALT LAKE CITY UT	84101
COLDSWEEP SOLUTIONS INC	205 W 700 S	SALT LAKE CITY UT	84101
COLFER, LLC; CPH VH, LLC (TC)	3308 MISTY LN	VESTAVIA AL	35243
COLTRAIN PROPERTIES	228 W MONTROSE ST	SALT LAKE CITY UT	84101
CONCEPCION REYNAGA; MARIA G REYNAGA (J	2946 S SUNOAK CIR	WEST VALLEY UT	84128
CONCEPT INC	368 W 900 S	SALT LAKE CITY UT	84101
COPPER MOUNTAIN ELECTRIC LLC	479 W 700 S	SALT LAKE CITY UT	84101
CRAIG N LINDBERG; ANNETTE N LINDBERG (JT	4573 S WORMWOOD DR	WEST VALLEY UT	84120
CRAIG NIELSON	PO BOX 1477	SALT LAKE CITY UT	84110
CRESTVIEW INVESTMENTS, LLC	PO BOX 57845	MURRAY UT	84157
CT2 COMMERCIAL, LLC	350 S 200 E # 104	SALT LAKE CITY UT	84111
CUONG CHI LUONG; PHUONG MY LUONG (JT)	255 S 1000 W	SALT LAKE CITY UT	84104
Current Occupant	1001 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1002 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1005 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1007 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	1010 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1012 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1015 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	1018 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	1020 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	1022 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1028 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1030 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	1032 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1035 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1036 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1038 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1039 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	1040 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	1042 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1043 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1046 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1047 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1048 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1049 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	105 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	1050 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	1050 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	1050 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	1051 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1051 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1052 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1055 S 200 W	SALT LAKE CITY UT	84101

Current Occupant	1056 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1057 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1058 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1058 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1061 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1062 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1063 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	1064 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1065 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1068 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	1075 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	1081 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1082 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1090 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1094 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	1095 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	110 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	1108 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	111 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	111 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	1132 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	117 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	120 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	120 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	124 W GOLTZ AVE	SALT LAKE CITY UT	84101
Current Occupant	125 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	126 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	126 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	127 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	128 W GOLTZ AVE	SALT LAKE CITY UT	84101
Current Occupant	129 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	130 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	133 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	134 W GOLTZ AVE	SALT LAKE CITY UT	84101
Current Occupant	135 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	138 W GOLTZ AVE	SALT LAKE CITY UT	84101
Current Occupant	140 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	150 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	151 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	160 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	161 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	163 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	165 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	165 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	171 W MEAD AVE	SALT LAKE CITY UT	84101
Current Occupant	175 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	175 W MEAD AVE	SALT LAKE CITY UT	84101

Current Occupant	176 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	177 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	179 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	181 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	181 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	183 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	185 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	212 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	216 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	218 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	222 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	223 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	223 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	224 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	225 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	226 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	227 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	227 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	228 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	230 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	230 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	231 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	232 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	233 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	236 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	237 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	237 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	240 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	241 W MONTROSE AVE	SALT LAKE CITY UT	84101
Current Occupant	243 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	244 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	246 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	255 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	255 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	258 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	259 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	259 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	263 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	267 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	269 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	271 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	274 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	275 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	278 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	285 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	305 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	307 W 600 S	SALT LAKE CITY UT	84101

Current Occupant	313 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	316 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	316 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	319 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	319 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	320 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	321 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	321 W BROOKLYN AVE	SALT LAKE CITY UT	84101
Current Occupant	326 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	326 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	327 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	330 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	331 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	333 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	334 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	344 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	345 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	349 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	355 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	357 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	364 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	365 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	365 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	380 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	389 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	390 W AMERICAN AVE	SALT LAKE CITY UT	84101
Current Occupant	401 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	404 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	404 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	406 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	422 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	423 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	431 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	435 W FAYETTE AVE	SALT LAKE CITY UT	84101
Current Occupant	440 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	443 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	444 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	448 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	450 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	455 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	456 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	458 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	460 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	467 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	471 W 800 S	SALT LAKE CITY UT	84101
Current Occupant	510 W 900 S	SALT LAKE CITY UT	84101
Current Occupant	526 W 800 S	SALT LAKE CITY UT	84101

Current Occupant	530 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	537 W 600 S	SALT LAKE CITY UT	84101
Current Occupant	545 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	550 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	552 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	556 W 700 S	SALT LAKE CITY UT	84101
Current Occupant	601 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	610 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	614 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	615 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	615 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	616 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	619 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	619 S 600 W	SALT LAKE CITY UT	84101
Current Occupant	621 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	624 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	625 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	625 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	626 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	631 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	634 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	634 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	636 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	637 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	642 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	645 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	648 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	652 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	655 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	656 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	657 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	662 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	663 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	663 S 600 W	SALT LAKE CITY UT	84101
Current Occupant	664 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	668 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	672 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	672 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	672 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	675 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	676 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	677 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	680 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	710 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	711 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	717 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	717 S 500 W	SALT LAKE CITY UT	84101

Current Occupant	721 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	722 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	723 S KILBY CT	SALT LAKE CITY UT	84101
Current Occupant	724 S KILBY CT	SALT LAKE CITY UT	84101
Current Occupant	725 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	725 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	726 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	728 S KILBY CT	SALT LAKE CITY UT	84101
Current Occupant	729 S KILBY CT	SALT LAKE CITY UT	84101
Current Occupant	736 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	737 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	738 S KILBY CT	SALT LAKE CITY UT	84101
Current Occupant	739 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	739 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	740 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	742 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	745 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	750 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	754 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	756 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	764 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	770 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	773 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	774 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	776 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	776 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	802 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	806 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	808 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	809 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	810 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	812 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	813 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	814 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	817 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	817 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	820 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	820 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	821 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	821 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	821 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	822 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	823 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	824 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	824 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	824 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	825 S 200 W	SALT LAKE CITY UT	84101

Current Occupant	825 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	826 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	826 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	827 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	828 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	829 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	829 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	829 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	830 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	830 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	830 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	831 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	832 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	832 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	832 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	833 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	833 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	834 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	834 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	835 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	835 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	835 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	836 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	837 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	838 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	838 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	839 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	839 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	839 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	839 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	840 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	840 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	841 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	841 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	843 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	844 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	844 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	845 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	846 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	846 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	847 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	848 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	850 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	850 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	850 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	850 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	851 S 200 W	SALT LAKE CITY UT	84101

Current Occupant	851 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	851 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	852 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	852 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
Current Occupant	854 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	854 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	855 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	855 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	855 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	855 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	856 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	857 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	858 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	858 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	858 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	859 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	860 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	862 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	862 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	863 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	863 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	864 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	868 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	869 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	870 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	871 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	873 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	877 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	888 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	901 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	904 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	906 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	906 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	907 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	909 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	909 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	909 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	913 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	913 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	913 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	914 S RIO GRANDE ST	SALT LAKE CITY UT	84101
Current Occupant	915 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	915 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	915 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	916 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	916 S RIO GRANDE ST	SALT LAKE CITY UT	84101
Current Occupant	917 S 200 W	SALT LAKE CITY UT	84101

Current Occupant	920 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	920 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	921 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	922 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	923 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	924 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	924 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	925 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	925 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	926 S JEFFERSON ST	SALT LAKE CITY UT	84101
Current Occupant	927 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	927 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	928 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	929 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	930 S RIO GRANDE ST	SALT LAKE CITY UT	84101
Current Occupant	931 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	931 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	932 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	933 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	935 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	936 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	936 S RIO GRANDE ST	SALT LAKE CITY UT	84101
Current Occupant	937 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	937 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	938 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	942 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	942 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	943 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	945 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	945 S GALE ST	SALT LAKE CITY UT	84101
Current Occupant	945 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	948 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	950 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	950 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	950 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	951 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	955 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	956 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	958 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	961 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	961 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	961 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	962 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	962 S WASHINGTON ST	SALT LAKE CITY UT	84101
Current Occupant	965 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	965 S 400 W	SALT LAKE CITY UT	84101
Current Occupant	967 S WASHINGTON ST	SALT LAKE CITY UT	84101

Current Occupant	968 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	969 S 200 W	SALT LAKE CITY UT	84101
Current Occupant	969 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	970 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	974 S 300 W	SALT LAKE CITY UT	84101
Current Occupant	981 S 500 W	SALT LAKE CITY UT	84101
Current Occupant	982 S 400 W	SALT LAKE CITY UT	84101
CVS/Pharmacy #17596	1110 S 300 W	SALT LAKE CITY UT	84101
CW THE RUTH, LLC	1148 W LEGACY CROSSING BL	CENTERVILLE UT	84014
D A F P LLC	PO BOX 2044	SALT LAKE CITY UT	84110
DAIDB, LLC	211 E BROADWAY ST	SALT LAKE CITY UT	84111
DALLEN J MOORE	826 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
Dan Green Restorations	830 S 500 W	SALT LAKE CITY UT	84101
DANIEL R POSILOVICH	1743 S DOUGLASS RD STE D	ANAHEIM CA	92806
DARIN MANO	1058 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
DAVE ROPER	177 W 700 S # 105	SALT LAKE CITY UT	84101
DAVID M BEMIS	8479 S 1380 E	SANDY UT	84093
DCM PROPERTIES LLC	915 S GALE	SALT LAKE CITY UT	84101
DECORATION INC	826 S 500 W	SALT LAKE CITY UT	84101
DONALD J EMERSON; HARRIETT DIETZ EMERS	798 WILDCAT CAYON RD	BERKELEY CA	94708
DOUBLE BRONCO, LLC	351 W PIERPONT AVE	SALT LAKE CITY UT	84101
DOUGLAS B BABB; SUE BABB (JT)	1785 E MEADOW DOWNS WY	COTTONWOOD HTS UT	84121
DOUGLAS W JONES	PO BOX 58291	SALT LAKE CITY UT	84158
DPS SKIS	647 S 600 W	SALT LAKE CITY UT	84101
DRIFTWOOD AUTO BODY	362 W 800 S	SALT LAKE CITY UT	84101
DWIGHT ALLEN CURRY	3731 S LORETTA DR	MILLCREEK UT	84106
EDEN REAL PROPERTIES, LLC	193 N 200 E	CENTERVILLE UT	84014
EDIFICE, LLC	3261 LITTLE COTTONWOOD RD	SANDY UT	84092
EDU ENTERPRISES, LLC	469 E SERENITY OAK LN	MURRAY UT	84107
El Pollo Loco	1120 S 300 W	SALT LAKE CITY UT	84101
ELINE LLC	302 SUMMERMEADOW CIR	BOUNTIFUL UT	84010
ELOY J. HERRERA; EUFELIA HERRERA	5095 S WHITAKER WY	TAYLORSVILLE UT	84129
ENERGY MANAGEMENT CORPORATION	501 W 700 S	SALT LAKE CITY UT	84101
ENVIROTECH PUMPSYSTEMS	440 W 800 S	SALT LAKE CITY UT	84101
EQUINOX SOFTWARE SERVICE	1025 S JEFFERSON ST	SALT LAKE CITY UT	84101
ETNA PROPERTIES, LLC	9160 S 300 W	SANDY UT	84070
EUGENE MARTIN & ASSOCIATES, LLC	4612 S 600 E	MURRAY UT	84107
EUROPA PROPERTIES, LLC	2014 E 900 S	SALT LAKE CITY UT	84108
FEULNER ENTERPRISES, LLC	2027 E WALDO DR	HOLLADAY UT	84117
FISHER BREWING COMPANY LLC	320 W 800 S	SALT LAKE CITY UT	84101
Frontier Water Systems LLC	924 S 500 W	SALT LAKE CITY UT	84101
G B CHAMBERLAIN	919 S WASHINGTON ST	SALT LAKE CITY UT	84101
GLENS POLISH & PAINT INC	337 W AMERICAN AVE	SALT LAKE CITY UT	84101
GOLD CROSS SERVICES INC	947 S 200 W	SALT LAKE CITY UT	84101
GOODIES ULTRA FUN COMPANY LLC	855 S 400 W	SALT LAKE CITY UT	84101
GRANARY HOLDINGS, LLC	170 S MAIN ST	SALT LAKE CITY UT	84101
GRANARY PROPERTIES, LLC	4916 W FISH HOOK RD	SOUTH JORDAN UT	84009

GRANITE KINGS LLC	513 W 600 S	SALT LAKE CITY UT	84101
GRAY POND & ASSOCIATES, LLC	3780 23RD ST	BOULDER CO	80304
GRB REV TR; JKB REV TR	639 S MOUNTAIN VIEW CIR	NORTH SALT LAKE UT	84054
GRB REV TRUST; JKB REV TRUST	639 MOUNTAIN VIEW CIR	NORTH SALT LAKE UT	84054
GREEN STREET PARTNERS/SECOND WEST APA	12636 S 125 W # A	DRAPER UT	84020
GREENERY, LLC	230 S 500 W # 235	SALT LAKE CITY UT	84101
GREENPRINT 840, LLC	PO BOX 1131	PLEASANT GROVE UT	84062
GREENPRINT, LLC	1810 WEST 700 NORTH	LINDON UT	84042
GREGORY C KETCH	655 E 100 N	ALPINE UT	84004
GUY A SCRIBNER; LUCY SCRIBNER (JT)	1662 E MARVIN GARDENS	HOLLADAY UT	84121
GUY LEGACY PARTNERS, LLC	7634 N SILVER CREEK RD	PARK CITY UT	84098
HAT TRICK, LLC	16 E EXCHANGE PL	SALT LAKE CITY UT	84111
HEATHER KNOWLTON	725 S 200 W # 102	SALT LAKE CITY UT	84101
HEIDI THEOBALD; CHARLES R FRICKS (JT)	10364 S ALTAVILLA DR	SANDY UT	84092
HI DREAMS LLC	315 W 600 S	SALT LAKE CITY UT	84101
HOSPITALITY LIMITED PARTNERSHIP CAVANA	201 W NORTHRIVER DR #100	SPOKANE WA	99201
IMAGE SIGN & LIGHTING	923 S GALE	SALT LAKE CITY UT	84101
INDUSTRY SLC LLC	3001 BRIGHTON BLVD	DENVER CO	80216
INFINITE INCEPTION INC.	2377 E QUAIL HOLLOW DR	SANDY UT	84093
INTERMOUNTAIN JOBBERS SUPPLY	780 S 400 W	SALT LAKE CITY UT	84101
INTERMOUNTAIN LAND COMPANY LLC	127 W MEAD	SALT LAKE CITY UT	84101
INTERMOUNTAIN LAND COMPANY LLC	5288 S COMMERCE DR #B-150	MURRAY UT	84107
ISAAC LEVET	832 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
J&JM LIV TR	7555 S MICHELLE WY	COTTONWOOD HTS UT	84093
JACOB L CALL; THERESA TAUWONG (JT)	1042 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
JADE MARKET CENTRAL 9TH	161 W 900 S	SALT LAKE CITY UT	84101
JASON D NGUYEN; THUY PHAM (JT)	11059 S SUNUP WY	SOUTH JORDAN UT	84009
JB TIRE	988 S 500 W	SALT LAKE CITY UT	84101
JDF LIMITED PARTNERSHIP	5344 S COTTONWOOD LN	HOLLADAY UT	84117
JDF LIV FAMILY TRUST	3448 S 350 W	BOUNTIFUL UT	84010
JEFFERSON 838 LLC	760 S 500 E	SALT LAKE CITY UT	84102
JEFFERSON PARTNERS LLC	2551 E BRENTWOOD DR	SALT LAKE CITY UT	84121
JEFFERSON WALKWAY HOME OWNERS ASSOC	PO BOX 58232	SALT LAKE CITY UT	84158
JEFFREY COBABE AND ASSOCIATES LLC	540 W 700 S	SALT LAKE CITY UT	84101
JEFFREY M MCCARTHY	7058 STAGECOACH DR	PARK CITY UT	84098
JEREMIAH RAMOS; ANNA LEE (JT)	725 S 200 W # 105	SALT LAKE CITY UT	84101
JF GRANARY PARTNERS, LLC	1148 LEGACY CROSSING BLVD	CENTERVILLE UT	84014
JG LV TRST	4788 S BRON BRECK ST	HOLLADAY UT	84117
JIANSHEG WU	55 E DORCHESTER DR	SALT LAKE CITY UT	84103
JOHNNY UTAH, LLC	252 E COATSVILLE AVE	SALT LAKE CITY UT	84115
JONATHAN D ROSE; KORI J ROSE (JT)	260 N ALMOND ST	SALT LAKE CITY UT	84103
JONATHAN WOOD	520 6TH ST	SAN FRANCISCO CA	94103
JORDAN JOHNSON	725 S 200 W # 205	SALT LAKE CITY UT	84101
JOSE L BUSTILLOS; LYDIA G RODRIGUEZ (TC)	8113 S FLAXTON LN	WEST JORDAN UT	84081
JOSE R HERNANDEZ; ROSALBA R HERNANDEZ	1213 S ONTARIO DR	SALT LAKE CITY UT	84104
JOSEPH R HAMPTON; DIANA L HAMPTON (TC)	3815 3RD AVE APT 12	SAN DIEGO CA	92103
JOSEPH S LEYBA	1775 TURK ST	SAN FRANCISCO CA	94115

JOSHUA A WETZEL; EDEN L MESSUTTA (JT)	11499 E 25TH DR	AURORA CO	80010
JR MILLER INVESTMENT SLC	519 W STATE RD #101	PLEASANT GROVE UT	84062
JS AUTOMOTIVE REPAIR	260 W 900 S	SALT LAKE CITY UT	84101
JUDY GARCIA PARKER	489 E 400 S # 215	SALT LAKE CITY UT	84111
JW&FMS REV TR	4924 S ESTHER CIR	SALT LAKE CITY UT	84117
KATHRYN A CAUSEY	923 LONGLEAF DR	NORTH SALT LAKE UT	84054
KAVYAN SHANE KEYVANI	2309 S STATE ST	SOUTH SALT LAKE UT	84115
KDZ PROPERTIES III LLC	2052 E SYCAMORE LN	HOLLADAY UT	84117
KENNETH D ZENGER	664 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
KENNETH SNYDER; INGELA SNYDER	243 W OAK STREET	ELKO NV	89801
KESSIMAKIS PRODUCE	995 S 500 W	SALT LAKE CITY UT	84101
KESSIMAKIS PROPERTIES LLC	4648 S 345 E	MURRAY UT	84107
KEVIN & KIMBERLY CHARLES LIVING TRUST 12	2255 STENNER CREEK RD	SAN LUIS OBISPO CA	93405
KeyBank Natioanal Association	1098 S 300 W	SALT LAKE CITY UT	84101
KILBY COURT	741 S KILBY	SALT LAKE CITY UT	84101
KINGLORD INVESTMENT PROPERTIES, LLC	1696 E MUELLER PARK RD	BOUNTIFUL UT	84010
KM FAM TR	13818 S VESTRY RD	DRAPER UT	84020
KO COMMERCIAL PROPERTIES, LLC	5962 S HOLLADAY BLVD	HOLLADAY UT	84121
KRISTIE GILES	116 W LAYTON AVE	SALT LAKE CITY UT	84115
L C 534 WEST 800 SOUTH	5288 S COMMERCE DR	MURRAY UT	84107
L.L.C CANYONLANDS APARTMENTS; L.L.C. CAN	251 E ADAM LANE	WASHINGTON UT	84780
L.L.C. DWIGHT LAIRD	1182 E LAIRD AVE	SALT LAKE CITY UT	84105
L.L.C. IMAGE SIGN AND LIGHING	11474 S TARA WOODS LN	SOUTH JORDAN UT	84095
LONDON JOHNSON	857-859 S 200 W	SALT LAKE CITY UT	84101
LAZIZ KITCHEN	912 S JEFFERSON ST	SALT LAKE CITY UT	84101
LEADVILLE LLC	4351 S CAMILLE ST	HOLLADAY UT	84124
LEWIS HUYNH HOLDINGS, LLC	6189 S RODEO LN	SALT LAKE CITY UT	84121
LILLIAN M MCCOMAS; LILLIAN M MCCOMAN	1434 N BARONESS PL	SALT LAKE CITY UT	84116
LLL 825 LLC; 825 S 200 W, LLC	313 EUREKA ST	SAN FRANCISCO CA	94114
LLS ELLWANGER PROPERTY HOLDING-EAGLE F	338 E SOUTHTEMPLE ST	SALT LAKE CITY UT	84111
LMSORENSEN PHOTOGRAPHY	746 S KILBY	SALT LAKE CITY UT	84101
LTD SHARED EQUITIES A	1373 E SKYLINE DR	BOUNTIFUL UT	84010
LUGNUT LLC	1125 E 300 S	SALT LAKE CITY UT	84102
LVNIVT; NORD INVESTMENT COMPANY	826 WOODMOOR CIRCLE	BOUNTIFUL UT	84010
M FM TR	434 ZINFANDEL CIRCLE	CLAYTON CA	94517
MAACK ART & FRAME INC	225 W MONTROSE ST	SALT LAKE CITY UT	84101
MAFUA PROPERTY MAINTENANCE	135 W GOLTZ	SALT LAKE CITY UT	84101
MAGDALENA PROPERTIES, LLC	2340 WESTCLIFFE LN	WALNUT CREEK CA	94597
MAGIC MASSAGE LLC	330 W 700 S	SALT LAKE CITY UT	84101
MARATHON PROPERTY MANAGEMENT, LLC	3731 W SOUTHJORDAN PKWY	SOUTH JORDAN UT	84009
MARC REYNOLD PHOTO GROUP LLC	385 W 700 S	SALT LAKE CITY UT	84101
MARK MILLER TOYOTA	730 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
MARKAT COMPANY LLC	730 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
MARTIN D BECKSTEAD	8831 S BLUEJAY LN	COTTONWOOD HTS UT	84121
MATTHEW KALLIO	PO BOX 296	SALT LAKE CITY UT	84110
MAVERIK COUNTRY STORES, INC	185 S STATE ST # 800	SALT LAKE CITY UT	84111
MCGREW STUDIOS LLC	721 S 400 W	SALT LAKE CITY UT	84101

MEDITRINA INC	165 W 900 S	SALT LAKE CITY UT	84101
MELISSA MOEINVAZIRI	1064 S WESTTEMPLE ST	SALT LAKE CITY UT	84101
MERLIN TIMOTHY	2939 E SHERWOOD DR	SALT LAKE CITY UT	84108
METHOD PROPERTIES LLC	360 W ASPEN	SALT LAKE CITY UT	84101
MICELLI 10TH SOUTH LLC	2705 S 600 W	SOUTH SALT LAKE UT	84115
MICHAEL G MURLEY	PO BOX 682502	PARK CITY UT	84068
MICHAEL S COTTERMAN; MARILYN E COTTERI	725 S 200 W # 301	SALT LAKE CITY UT	84101
NON PROPHET LLC	972 S 300 W	SALT LAKE CITY UT	84101
ON SITE FLEET MANANGEMENT	455 W FAYETTE ST	SALT LAKE CITY UT	84101
P & C VENTURES	240 W MONTROSE ST	SALT LAKE CITY UT	84101
PRESTIGE RESIDENTIAL PAINTING	859 S 200 W	SALT LAKE CITY UT	84101
PRIME FIELD SERVICE CORPORATION	575 W 800 S	SALT LAKE CITY UT	84101
R & J PROPERTIES & INVESTMENTS LLC	1008 S WEST TEMPLE ST	SALT LAKE CITY UT	84101
RACEEDDIE PRODUCTION SERVICES	733 S 400 W	SALT LAKE CITY UT	84101
ROCMONT INDUSTRIAL CORPORATION	774 S 500 W	SALT LAKE CITY UT	84101
RUBYSNAP INC	770 S 300 W	SALT LAKE CITY UT	84101
RV GENERAL MARINE	910 S RIO GRANDE ST	SALT LAKE CITY UT	84101
SCONEY ISLAND CORPORATION	1050 S 300 W	SALT LAKE CITY UT	84101
SIXTH SOUTH COMMERICAL PARK LLC	675 S 500 W	SALT LAKE CITY UT	84101
STEIMEL COMMUNICATIONS INCORPORATED	661 S 600 W	SALT LAKE CITY UT	84101
SUBWAY #45641	311 W 600 S	SALT LAKE CITY UT	84101
SWITCH VENUE	625 S 600 W	SALT LAKE CITY UT	84101
TACOS GARAY	909 S 300 W	SALT LAKE CITY UT	84101
TEDS TRANSPORTATION / TDT INTERNATIONAL	738 S 400 W	SALT LAKE CITY UT	84101
TEMPLIN FAMILY BREWING	936 S 300 W	SALT LAKE CITY UT	84101
TERRY'S AUTO REPAIR	328 W 800 S	SALT LAKE CITY UT	84101
The Big O Doughnuts	248 W 900 S	SALT LAKE CITY UT	84101
TRANSCO INDUSTRIES INC	859 S 600 W	SALT LAKE CITY UT	84101
TRUST PERFORMANCE	336 W 700 S	SALT LAKE CITY UT	84101
UNIFIRST CORPORATION	1024 S 200 W	SALT LAKE CITY UT	84101
UTAH BREWERS COOPERATIVE LLC	639 S 600 W	SALT LAKE CITY UT	84101
VENTURA'S CUSTOM AUTO PAINTING	372 W AMERICAN ST	SALT LAKE CITY UT	84101
VERTICAL DINER AND THE JADE ROOM	234 W 900 S	SALT LAKE CITY UT	84101
VR GLOBAL SECURITY CONSULTING & INVESTI	249 W 700 S	SALT LAKE CITY UT	84101
WASATCH BODY SHOP INC	373 W AMERICAN ST	SALT LAKE CITY UT	84101
ZION FURNITURE and UPHOLSTERY	760 S 300 W	SALT LAKE CITY UT	84101
MJC HOLDINGS LLC	23 N MAIN ST	FARMINGTON UT	84025
MORRIS R PARRY; MC 800, LLC	10 W BROADWAY ST	SALT LAKE CITY UT	84101
NISH LTD	2015 BLUEBELL DR	BOUNTIFUL UT	84010
NOAH NASSER	7832 N PROMONTORY RANCH	PARK CITY UT	84098
NORMAN R BROWN; SUE S BROWN (JT)	1719 E 1300 S	SALT LAKE CITY UT	84108
O N O INC	807 W 2100 S	WOODS CROSS UT	84087
OZ1 OPPORTUNITY FUND, LLC	1810 W 700 N	LINDON UT	84042
PARKSIDE CONDOMINIUM HOMEWONERS AS	7931 BLAZE TRAIL CT	ORANGEVALE CA	95662
PATRICK MCMANUS	128-130 W GOLTZ AVE	SALT LAKE CITY UT	84101
PATRICK RAMIREZ	725 S 200 W # T-204	SALT LAKE CITY UT	84101
PAUL HOPPER; CHRISTINE A HOPPER (JT)	606 S SENATE CIR	SALT LAKE CITY UT	84104

PINE ISLAND PROPERTIES LLC	3010 E MIDDLETON WY	HOLLADAY UT	84124
POB 588 TRST	PO BOX 588	DRAPER UT	84020
Q-6 ASSOCIATES, LLC; LTD CENTRAL PARK WE	1000 S MAIN ST	SALT LAKE CITY UT	84101
QUALITY LINEN & TOWEL SUPPLY CO	68 JONSPIN RD	WILMINGTON MA	01887
RAFFI DAGHLIAN	541 E NORTHHILLS DR	SALT LAKE CITY UT	84103
RAMOS INVESTMENTS, LLC	2466 W COUNTRYSIDE LN	WEST JORDAN UT	84084
REALTY INCOME PROPERTIES 5, LLC	11995 EL CAMINO REAL	SAN DIEGO CA	92130
REDEVELOPMENT AGENCY OF SALT LAKE CITY	PO BOX 145518	SALT LAKE CITY UT	84114
REDFISH INVESTMENTS, LLC; DOMOS, LLC	2130 S ORCHARD DR	BOUNTIFUL UT	84010
RICHARD Z PERSCHON; KATHLEEN T PERSCHO	4870 S PLYMOUTH VIEW DR	TAYLORSVILLE UT	84123
RJW TRST; STACY ROBERT WILLIAMS FAMILY 1	2662 E COMANCHE DR	SALT LAKE CITY UT	84108
RL SALT LAKE, LLC	201 W NORTHRIVER DR # 100	SPOKANE WA	99201
ROCK ENTERPRISES LLC	388 W MAIN ST	AMERICAN FORK UT	84003
ROY N BYRD; JACKIE A BYRD (JT)	725 S 200 W # 203	SALT LAKE CITY UT	84101
SAFE HAVEN II LLC	PO BOX 572070	SALT LAKE CITY UT	84157
SALT LAKE CITY CORP	PO BOX 145460	SALT LAKE CITY UT	84114
SALT LAKE CITY METRO	1743 S DOUGLASS RD #D	ANAHEIM CA	92806
SALT LAKE COUNTY	PO BOX 144575	SALT LAKE CITY UT	84114
SAMIR PATEL	33 CLEVELAND LN	PRINCETON NJ	08540
SAMUEL ROGERS	629 S WASHINGTON ST	SALT LAKE CITY UT	84101
SATTAR TABRIZ	1429 E ROOSEVELT AVE	SALT LAKE CITY UT	84105
SECOND WEST PROPERTIES LLC	1775 N WARM SPRINGS RD	SALT LAKE CITY UT	84116
SHOREDITCH LLC	205 HUDSON ST	NEW YORK NY	10013
SILVER ANTLER, LLC	1717 S REDWOOD RD	SALT LAKE CITY UT	84104
SINCLAIR OIL CORP	550 E SOUTHTemple ST	SALT LAKE CITY UT	84102
SIXTH WEST PROPERTIES LLC	1831 S CONNOR ST	SALT LAKE CITY UT	84108
SMH TR	1475 S 900 E	SALT LAKE CITY UT	84105
SNT ENTERPRISES LC	PO BOX 538	SALT LAKE CITY UT	84110
SOJOURN DEVELOPMENT SLC, LLC	2555 34TH ST NE	CANTON OH	44705
SOUTHLAND CORPORATION	PO BOX 711	DALLAS TX	75221
SQUIRE ENTERPRISES, LLC	5027 S MEMORY LN	HOLLADAY UT	84117
STACY R WILLIAMS; SUSAN W; SUC TRS STEVE	2468 E EMERSON AVE	SALT LAKE CITY UT	84108
STEFANIE WILCOX	710 S INDIAN HILLS DR #86	SAINT GEORGE UT	84770
STEPHEN F BOULAY; ELIZABETH S BOULAY (JT)	540 E NORTHMONT WY	SALT LAKE CITY UT	84103
STEPHEN J KESLER; MORGAN K KESLER (JT)	748 DAVID WAY	NO SALT LAKE CITY U	84054
STRASSER ORGANIZATION, INC.	1935 S 900 E	SALT LAKE CITY UT	84105
TARGET CORPORATION	1000 NICOLLETT MALL	MINNEAPOLIS MN	55403
TENFIFTEEN PARTNERS, LLC	3045 E LOUISE AVE	SALT LAKE CITY UT	84109
TONGUENGRUVEN LC	PO BOX 1053	SALT LAKE CITY UT	84110
TONY H NGO	3460 S 1940 W	WEST VALLEY UT	84119
TRENTON HUGHES; MICHAEL HUGHES (JT)	725 S 200 W # 306	SALT LAKE CITY UT	84101
TURN COMMUNITY SERVICES, INC.	423 W 800 S # A200	SALT LAKE CITY UT	84101
TURPIN PROPERTIES, LLC	7372 S RACQUET CLUB DR	COTTONWOOD HTS U	84121
TWO HUNDRED WEST, LLC	720 N REXFORD DR	BEVERLY HILLS CA	90210
UNION PACIFIC RAILROAD COMPANY	1400 DOUGLAS ST STOP 1640	OMAHA NE	68179
URBAN 9TH LLC	825 N 300 W	SALT LAKE CITY UT	84103
URBAN RENAISSANCE GROUP LLC	6055 S HOLLADAY BLVD	HOLLADAY UT	84121

URBAN-C9 LLC	251 LITTLE FALLS DR	WILMINGTON DE	19808
UTAH POWER & LIGHT CO	825 NE MULTNOMAH ST #190C	PORTLAND OR	97232
UTAH TRANSIT AUTHORITY	669 W 200 S	SALT LAKE CITY UT	84101
UTP GROUP, INC	PO BOX 3778	SALT LAKE CITY UT	84110
VENTNOR AVENUE, LLC	1039 W RIVER VISTA CV	RIVERTON UT	84065
VIDOVICH - AXIS LP	960 N SAN ANTONIO RD	LOS ALTOS CA	94022
VINA INVESTMENT AND AMUSEMENT LLC	2663 E CASTO LN	HOLLADAY UT	84117
VOLUNTEERS OF AMERICA OF UTAH, INC	435 W BEARCAT DR	SOUTH SALT LAKE UT	84115
WALL PROPERTIES SERVICES, LLC	456 E DOREEN ST	MILLCREEK UT	84107
WANG ORGANIZAITON LLC	168 CENTER ST	MOAB UT	84532
WANG ORGANIZATION LLC	168 EAST CENTER ST	MOAB UT	84532
WARBURTON FAMILY TRUST 05/15/1998	989 E MILLCREEK WY	SALT LAKE CITY UT	84106
WEST FACE PROPERTIES, LLC	395 E HORSE CREEK DR	MIDVALE UT	84070
WESTERN REGION NONPROFIT HOUSING COR	233 W 700 S	SALT LAKE CITY UT	84101
WESTERN REGION NON-PROFIT HOUSING COI	223 W 700 S # D	SALT LAKE CITY UT	84101
WILLIAM E GOWEN	840 S WESTTEMPLE ST # 2	SALT LAKE CITY UT	84101
WILLIAM K REAGAN	1492 E PENROSE DR	SALT LAKE CITY UT	84103
WWC91 HOLDINGS LLC	PO BOX 711548	SALT LAKE CITY UT	84171
TRUST NOT IDENTIFIED	11207 S CRESCENTRIDGE CIR	SOUTH JORDAN UT	84095
TRUST NOT IDENTIFIED	1461 WILLOW VALLEY DR	CENTERVILLE UT	84014
TRUST NOT IDENTIFIED	2116 E CONNOR PARK CV	SALT LAKE CITY UT	84109
L & LH TRST	1242 E EASTRIDGE CIR	SANDY UT	84094
TRUST NOT IDENTIFIED	3718 S 3760 W	WEST VALLEY UT	84120
TRUST NOT IDENTIFIED	1433 E EMERSON AVE	SALT LAKE CITY UT	84105
TRUST NOT IDENTIFIED	PO BOX 401624	LAS VEGAS NV	89140
MTW & ALW 2000 RV TRST	3393 E YESTERNIGHT ST	MERIDIAN ID	83642
TRUST NOT IDENTIFIED	1697 N FORT LN	LAYTON UT	84041
TRUST NOT IDENTIFIED	4162 S MACKAY DR	TAYLORSVILLE UT	84129
Daniel Echeverria - Salt Lake City Planning Divi	PO Box 145480	Salt Lake City, Utah	84114