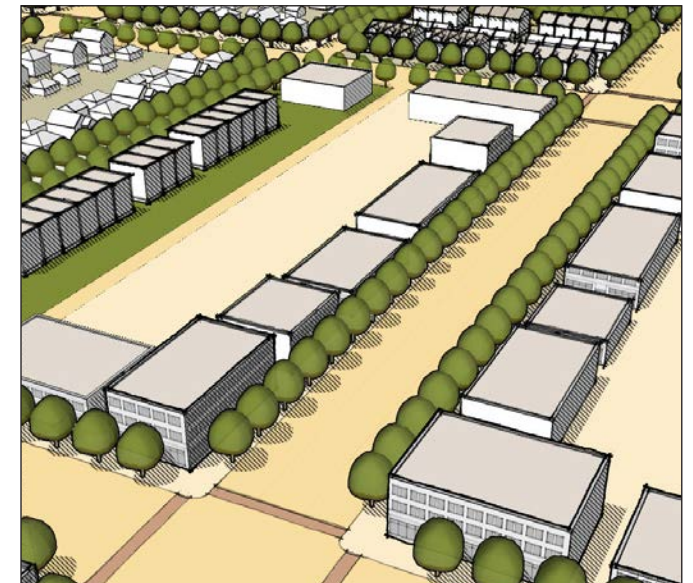
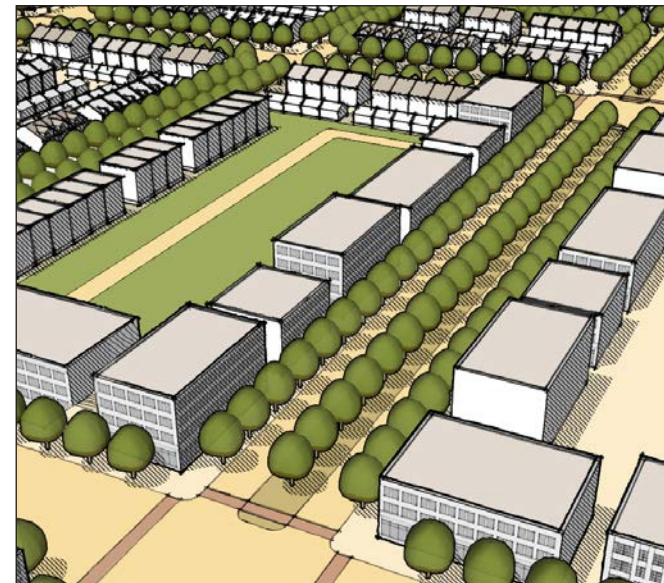
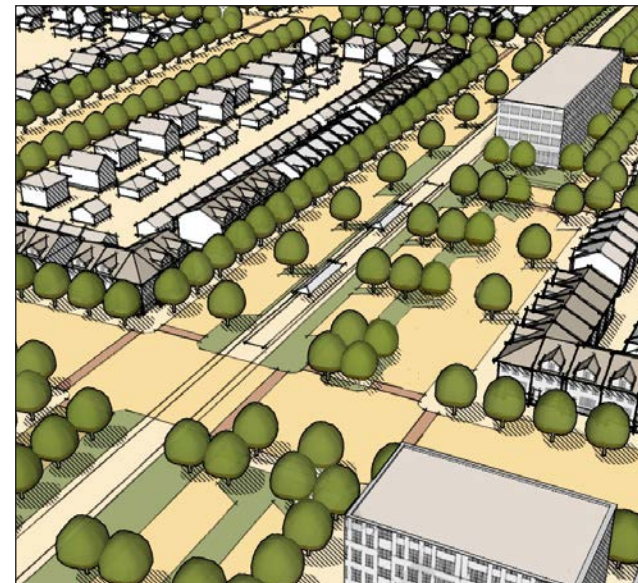
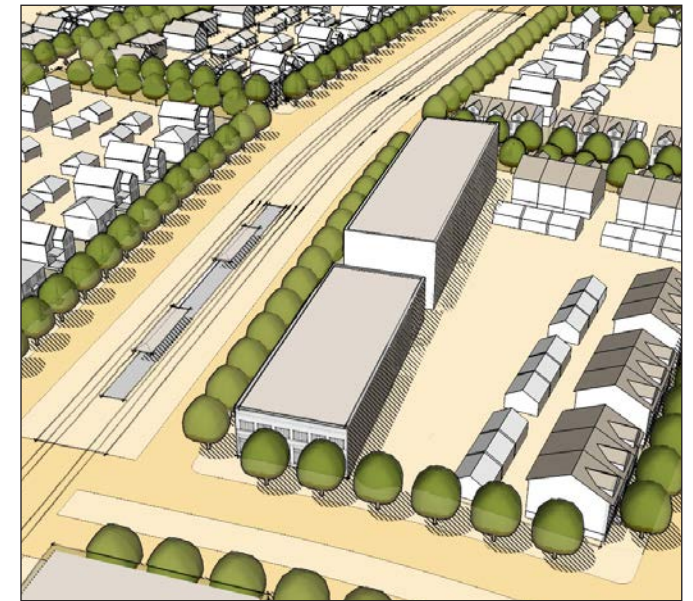
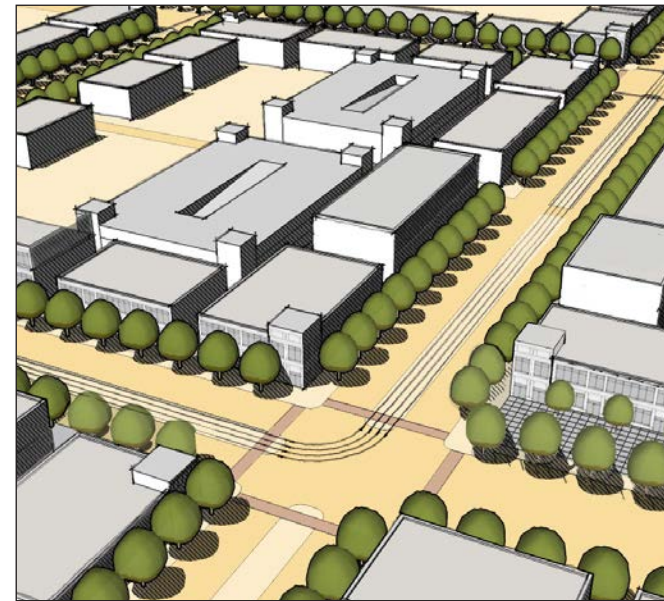
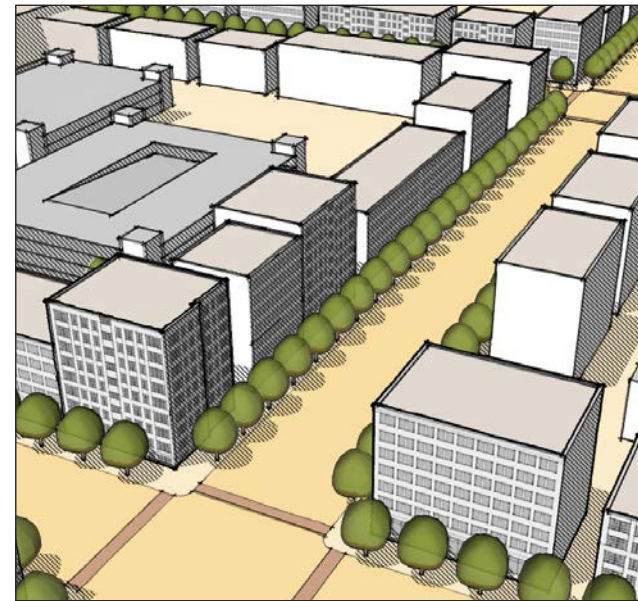
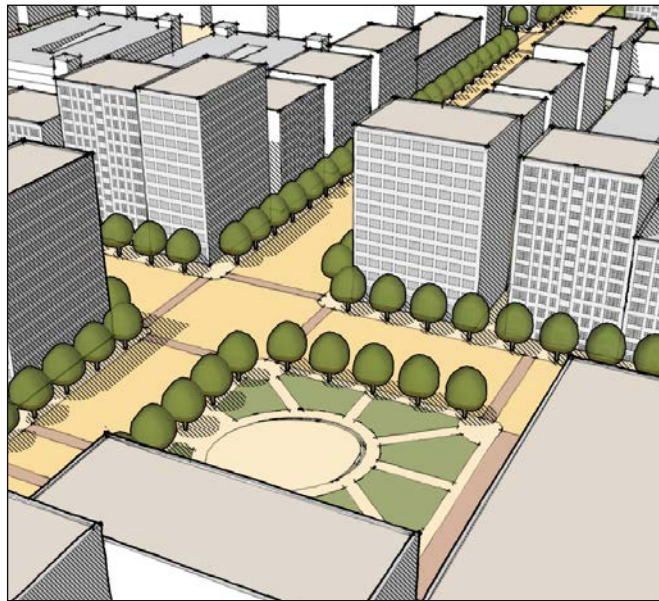


Template Form-Based Code for Centers & Corridors along the Wasatch Front

A Wasatch Choice for 2040 tool to achieve your community vision



Wasatch Choice for 2040 Consortium

© Use of any portion of this template requires reference to the Template Form-Based Code for Centers & Corridors along the Wasatch Front.

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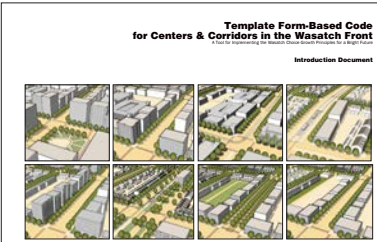
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Behind the Template Code Documents

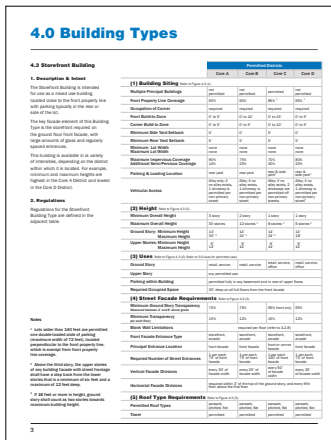
This Template Form-Based Code is three documents designed to work together to give users important background information, provide a template code document, and guide them through code calibration.



Template Form-Based Code Introduction Document

Introduction Pages in this document provide detailed information about a range of topics necessary to understand the background of this project, form-based codes, and an overview of how to use the Template Code and Workbook.

The Template Form-Based Code Introduction document will not be a part of any final code document. It is provided for user informational purposes only.



Template Form-Based Code

The Template Form-Based Code contains the legal code language, tables, and illustrations that make up the form-based code. You will also find embedded in this area information about what code sections are required, recommended, and optional. These pages are designed to be edited and calibrated to produce unique form-based codes for individual communities.



Template Code Workbook

The Template Code Workbook pages are found adjacent to the Template Code and are annotated to explain how to calibrate the code. It explains how to use different sections, identifies any optional sections, gives step by step calibration techniques, and provides additional information about code topics.

The Workbook portion of the code will not be included in the final code document.

Introduction Contents

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Form-Based Codes 101
Form-Based Code Introduction



Template Code Intent

The Wasatch Choice for 2040 Consortium, along with its partners, developed this Template Form-Based Code to create a set of form-based zoning regulations that encourage the development of complete centers, corridors, and neighborhoods in the Wasatch Front region. These mixed use areas promote walking, biking, and transit use and will provide services and retail that meet the daily needs of residents, employees, and visitors. The Template Form-Based Code will ensure that the physical urban forms take shape to make these goals successful. This work begins by understanding that all places are not the same and that a one-size-fits-all approach to zoning and development limits options.

Compact, walkable communities near transit are some of the best places to capture a significant portion of projected population growth. The Wasatch Front has an excellent transit system that is being expanded every year. Growth around the transit stations should result in exciting places for people to live, work, and recreate. Form-based codes can help ensure that the vision for each place is more accurately achieved.

This work implements many principles and strategies in the Wasatch Choice for 2040 plan in a variety of areas that enhance the region’s quality of life. The Template Code’s implementation of the Wasatch 2040 principles reduces auto dependence and improves environmental conditions. It promotes communities that meet all the daily needs of people who live there, ensures residents of all ages and abilities can travel independently, and creates opportunities for families to live in the same neighborhood through all stages of life. Most importantly, it supports a more prosperous future for the Wasatch Front.

What is a Form-Based Code?

In Euclidean zoning, land is designated as single-use districts such as single-family residential, commercial, or industrial, with limited requirements for building form. Form-based codes are an alternative type of zoning code that considers the characteristic of individual sites, such as their proximity to arterial streets and surrounding neighborhood land uses, and assign street and building types based on the context of the neighborhood. This practice results in a vision--more cohesive neighborhoods that are active, walkable places with a mix of uses and housing types. Communities proactively code for the type of development they want, rather than defensively coding for development types they do not want.

Form-based codes primarily focus on the ultimate physical form of a building and how it relates to the street and adjacent buildings. It also considers other context elements like transit access or historic characteristics, and how they affect physical forms. The regulation of uses is not ignored in a form based code, but it is no longer the primary focus. Form-based codes are based upon the type of development a community envisions and desires. This type of code reconnects the principles of design with planning and zoning.

Form-Based Code Benefits

Form-Based Codes can benefit a community in a wide variety of ways, from increased economic value to easier development approvals. While the code consists of a series of separate components, they are meant to be used together to achieve the highest level of benefit.

Focus on the Public Realm

Form-based codes focus on the way in which buildings interact with the street. They create pedestrian friendly environments by controlling physical elements of buildings such as setbacks and minimum transparency levels. They also use street type requirements that work cooperatively with building type regulations to create an attractive, pedestrian-friendly environment. These regulations often include specifications for sidewalks, travel and bicycles lanes, and street trees.

Predictable Results

Form-based codes define the form and general appearance of buildings as primary concerns and consider land use as a secondary concern. The benefit of placing building form over building use is that the community can control the physical impact development has on a community. This allows for a greater mix of uses, which encourages a more diverse and walkable community. It also makes the development process more streamlined and predictable. Clearly communicating the design, density, and use elements up front in the process with a form-based code results in fewer contentious hearings since all parties know what is expected from the beginning.

Codified Requirements

Form-based codes differ from design guidelines in two major ways. Form-based codes codify the design elements they specify, where design guidelines in many communities are merely encouraged. Also, form-based codes do not specify architectural styles, ornamentation, or elements like paint colors that are typically suggestions found in design guidelines. This ensures a variety and flexibility of designs and building elements within the district.

Place-Specific Regulations

Form-based regulations are tailored and calibrated for their communities, where conventional codes rely heavily on suburban development that is often generic in nature and do not take into account the character of the preexisting community. Since form-based codes take the surrounding neighborhood context into consideration when assigning Street and Building Types, the existing community characteristics are preserved and encouraged. They also make the transit and land use connection a standard, where traditional zoning can

make it an afterthought.

Built from Community Preference

Form-based codes embrace the public design process. Specific input from key stakeholders, community leaders and city officials through such interactive processes as community charrettes or Image Preference Surveys (a process used to facilitate public discussion and to document how citizens want their community to look) provide a true representation of a community’s interests.

Highly Illustrated Document

A defining feature of form-based codes are their easy-to-use, illustrative concepts both graphically and with carefully crafted, straightforward narrative. They streamline repetitive information and provisions, resulting in a more concise code document.

Levels of Control

Not all form-based codes are the same, and they give communities flexibility with how prescriptive the regulations are and how they are applied. Some communities choose a fundamental approach where only building envelope regulations are regulated in an overlay zone. Other communities want stricter standards and choose to regulate elements like facade treatments, building materials in entirely new districts. This customizable approach ensures that the amount of regulation is appropriate for each community.

Economic Benefits

Form-based codes promote the development of walkable neighborhoods, which brings economic benefits like higher real estate values and increased occupancy rates.

A 10-point increase in Walk Score (a score based on number of destinations within a short distance) increases commercial property values by 5% to 8% (University of Arizona & Indiana University, 2010). Additionally, homes in walkable neighborhoods have experienced less than half the average decline in price from the housing peak in the mid-2000s (Brookings Institution, 2011).

Parallel Planning Initiatives

There are several parallel planning efforts as part of the Wasatch Choice for 2040 Plan that integrate with the complete sustainable community principles of the Template Form-Based Code.



Regional Housing Analysis

One of the Vision’s growth principles is to provide a range of housing options for people of all life stages and incomes. To advance that goal, the Bureau of Economic and Business Research at the University of Utah (“BEBR”) is leading efforts to create a regional housing study. Working closely with local officials, BEBR will draw on existing municipal housing plans, assess the current and projected supply of and demand for different types of housing, and recommend how a larger share of the housing needed in our region can be provided in “centers,” with multiple transportation options.

The housing study will promote new housing that fits the community character and enhances neighborhoods. By keeping the costs of housing and transportation in check, new opportunities for many residents with moderate incomes or special needs can be created.

A large component of the Template Form-Based Code is enabling this vision by providing a variety of Building Types for residential use. These Building Types create a range of housing options by allowing for townhomes, apartments, and single family homes at a variety of scales and price points.



ET+ Index

Planners increasingly use computer templates to evaluate the long-term impacts of today’s land-use and transportation decisions, and developers and lenders use templates to assess the financial viability of projects. The University of Utah’s Metropolitan Research Center is working with Fregonese Associates, the architect of the world’s leading land-use impacts template, to add significant capability to that template based on the Metropolitan Research Center’s cutting-edge research. The new template, dubbed “Envision Tomorrow Plus” (ET+), will be housed at the University of Utah and converted from a proprietary template to an open-source tool available to anyone.

ET+ will help elected officials, developers, lenders, planners, property owners and residents make decisions about the best way to build their communities and reach consensus on how to proceed based on mutual benefit. For example, the stakeholders could explore a range of building types and uses at a development site. ET+ will then analyze how each option will perform, measuring such things as transportation effects, market demand, housing and transportation costs, energy consumption, air quality impacts, water and land consumption, public fiscal impacts, return on investment to the developer and lender, optimum redevelopment timing, health impacts, employment growth and resilience, public art and amenities, and much more.

The ET+ goal would be for the Place Types and Building Types found in the Template Code to coordinate seamlessly with the scenario template or a version of the scenario template.



Catalytic Sites Master Planning

Recognizing that a good example is often the best teacher and motivator, the project partners are working with local stakeholders at representative “centers” identified in the Vision to overcome barriers and facilitate appealing and efficient development projects. The initiative includes six catalytic sites, listed below, which represent a range of community types and transportation modes common in other centers in the region. The lessons learned with these centers will be transferred to subsequent processes at similar centers along the Wasatch Front. The Template Code was designed for these communities to calibrate it to fit their local vision.

In close collaboration with local officials, Envision Utah is conducting a stakeholder process at each site, tailored to the particular needs of the community. Where it has not been done already, the stakeholders will help create a series of viable future development options, or “scenarios.” Using Envision Tomorrow Plus (ET+), Envision Utah and stakeholders will analyze each scenario to identify which achieves the best results.

The Template Code utilized these catalytic sites, in addition to several other centers and corridors identified by the Wasatch Choice for 2040 Plan, to establish Place Types.

CATALYTIC SITES

- (1) Downtown Sandy City
- (2) Magna Main Street BRT
- (3) Provo City Intermodal Hub
- (4) Downtown Salt Lake Depot District
- (5) Downtown Salt Lake Street Car
- (6) 3900 S TRAX Station



Implementing Centers Program

There are many barriers to developing higher-density, mixed-use centers and corridors. Market demand, environmental and physical conditions, current zoning and land use regulations, as well as public infrastructure capacity often produce these barriers.

The Implementing Centers program seeks to assist communities with determining potential barriers and provide strategies for addressing them, while also providing communities with guidance on conducting a market analysis to better understand current market conditions.

Three pre-development checklists will walk communities through an assessment process. The first checklist focuses on community wide issues such as public policy, processes, and plans. The site area assessment assists communities with understanding barriers in a more focused location, including zoning and public infrastructure issues. The project due-diligence assessment addresses project specific barriers, including environmental clearances and physical conditions. A corresponding community development guidebook will help communities understand methods for mitigating or removing these barriers, including appropriate zoning changes. The Template Code could then be utilized to assist in developing a more appropriate code for the location.

Template Form-Based Code Organization Chart

Know the elements that make up the Template Form-Based Code

The Template Form-Based Code is made up of six primary sections designed interact with each other: Places Types, Districts, Uses, Building Types Street Types, and Open Space Types. (Three additional code sections provide ancillary information if needed- Landscape, Parking, and Administration). These six primary code sections contain the elements illustrated at right. All information should be calibrated specifically to meet the goals and vision of a specific place.

Tier 1: Place Types

The Place Types make up the organizing structure for the Template Code. Application of the code to a particular location requires selecting and calibrating one of the provided Place Types, either to represent the existing, the desired, or a combination of existing and desired form and use of the place. Each Place Type then permits a unique combination of all of the other elements of the Template Code (Districts - Uses and Building Types, Streets, and Open Spaces), working together to result in the desired physical form for the area.

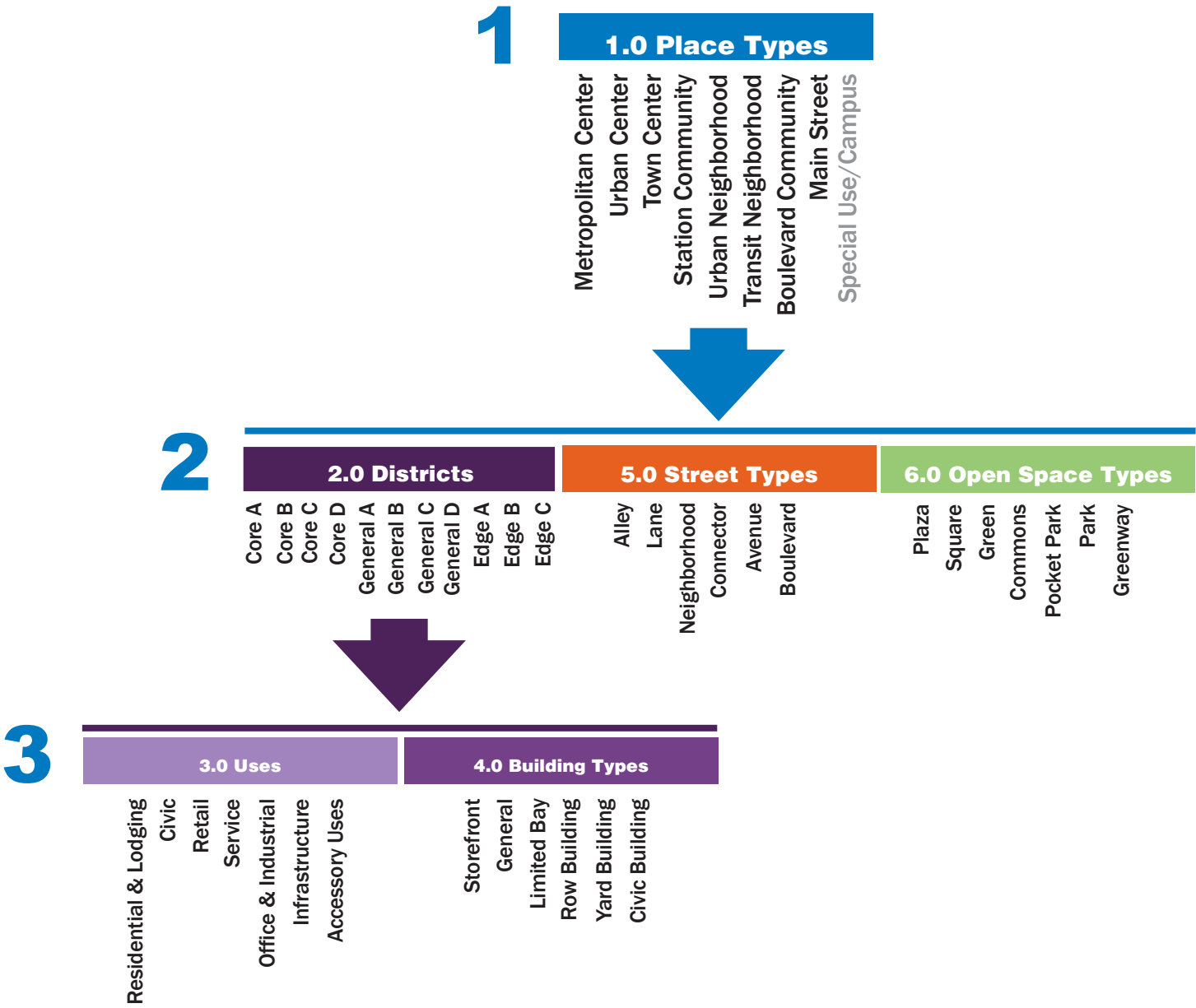
Note that a Special Use/Campus Place Type is shown here in gray text. This Place Type is not included in the Template Code as the requirements for this (likely) single use place would be very specific to that single use. The Districts (with Uses and Building Types) would not be applicable to such a place, but are geared more towards walkable centers and corridors with a mix of uses.

Tier 2: Districts, Streets, & Open Space

Each Place Type permits a unique mix of Districts, Street Types, and Open Space Types. Different quantities of the Districts also help define the Place Types; for example, the Metropolitan Center consists mainly of Core and General Districts; while the Urban Neighborhood consists mainly of General and Edge Districts. The combination of Districts, Streets, and Open Space work together to create an identifiable public realm, defined by the buildings and uses within the Districts.

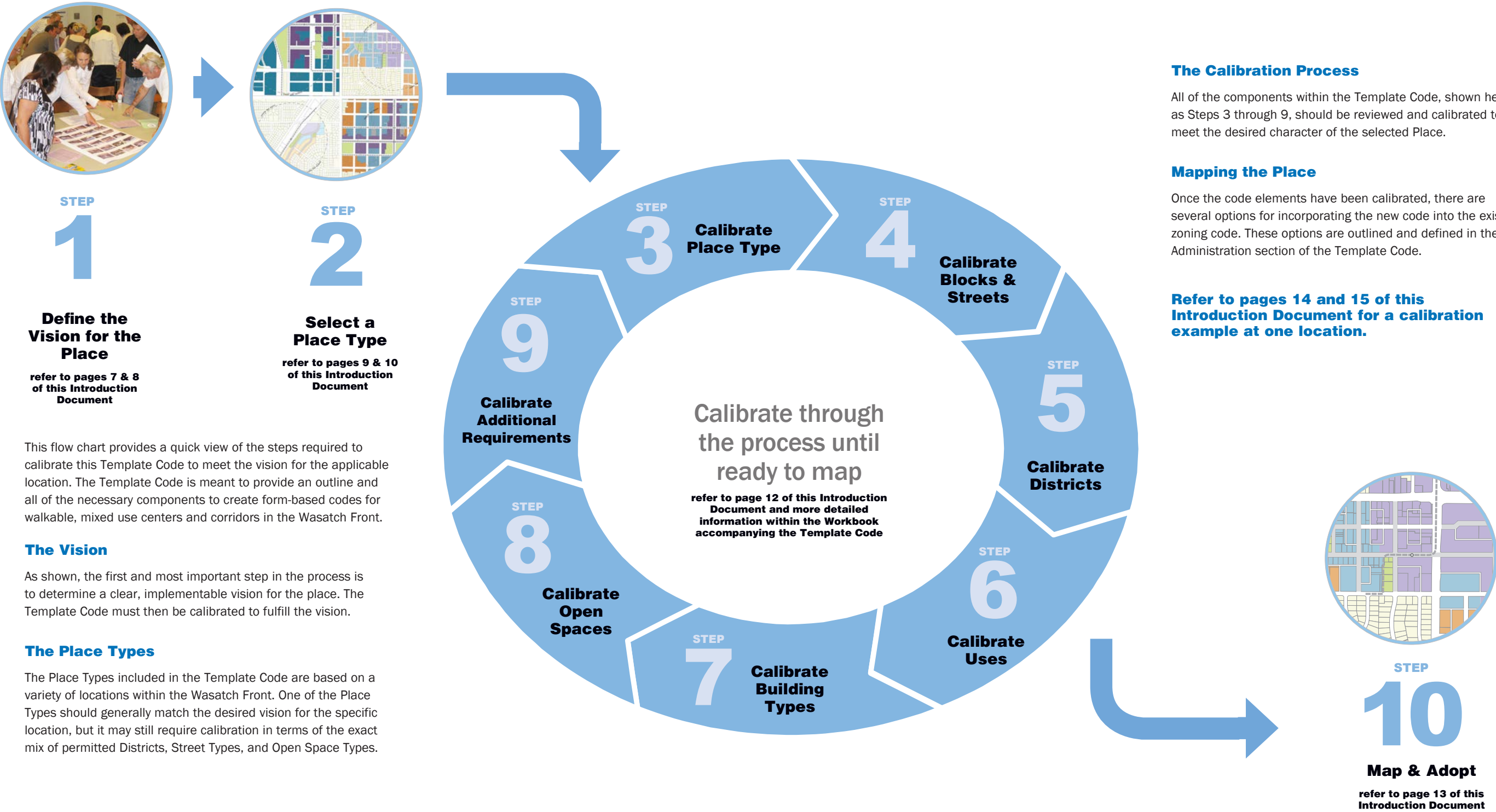
Tier 3: Uses & Building Types

Districts permit a mix of Uses and Building Types. Some Districts permit a fairly succinct set of Uses permitted within only a couple of Building Types, while other Districts are very flexible, permitting a wide range of Uses in a variety of different allowed Building Types.



Steps to Calibration Flow Chart

The following pages of this Introduction lead users through the steps of the calibration process.





STEP
1

Step 1: Define the Vision for the Place
Behind every effective form-based code is a succinct community vision.

Form-based codes are an implementation strategy of a larger planning process. A community’s vision for an area provides an important basis for any form-based code calibration process. If a current, well detailed master plan contains specific desired physical form for the area based on a robust community process, the Template Code can likely be calibrated from this information.

If, however, a clear community vision does not exist, a community process should be embarked upon prior to completing the code calibration. This process should determine what the strengths, weaknesses, and opportunities are of the place, and it should offer a road map for retaining existing desirable character and developing infill that meets the vision goals. If the area is a clean slate, then the process should offer the foundation of a whole new vision.

While it is recommended that a full master plan and community process be developed for form-based code sites, the following planning elements and responsibilities should be conducted for a successful code:

Site Inventory

Start the process by reviewing the existing conditions of the site. Complete a physical inventory with photographs and measurements at all scales, from the blocks and streets to the existing building location and form. When calibrating the code, this becomes a base of information.

Community Preference Survey

Since form-based regulations control many of the physical impacts of buildings, it is important to survey the community about the desired kind of place for the location. This process is best done as community workshops or charrettes before the code drafting begins. This process is also important for creating community buy-in of the code. Elements to survey include:

- Building Height
- Massing and Bulk
- Transparency Level
- Building Type
- Streetscape Elements
- Appropriate Uses

Survey Tool- Image Preference Survey (IPS)

The IPS is a tool used for eliciting group preferences on community character and appearance. In an IPS, participants are shown a series of slides, each containing photographs related to appropriately themed categories. To offer a full range of options, the images are typically drawn from local, regional, and national examples. Participants score each image and the quantitative results are tallied; images with the highest and lowest overall scores are discussed. The results of this process are used to help establish preferred building and street types. Because the IPS relies on participants individually registering their quantitative preferences, the results can help to build consensus.

The second, perhaps most important, part of image preferencing is qualitative discussion based on the survey. All images include a wide range of information that could be interpreted differently among participants, so numerical scores may not reflect the community’s intent. Small group discussions allow residents the opportunity to give reasons behind their scores, helping to define specific elements in the images that are considered positive.

Conduct a Market Analysis

A market analysis is an important element of form-based code development. A code should be written for building forms that can be economically supported – specifically related to height, density, and parking. A market analysis based less on what has been successful in a particular location and more on demographic information influenced by national trends can be useful in determining the Building Types that are missing and needed. This type of market analysis can also identify areas for development to meet future needs.

It is important to remember that a market analysis is not a pro forma for an individual development. The market analysis shows trends and highlights where demand for certain types of real estate exist (or do not exist) in an geographic area.

Plan for Transit & Active Transportation

The Template Form-Based Code sites are a mix of those with existing transit service and those with the potential for transit service. Both kinds of sites should plan for their transit in the same manner with the

form-based code. Minimum density thresholds for both residential and commercial are needed along potential transit corridors and around station areas to ensure successful transit. These thresholds should be considered when determining the specific metrics of the form-based code.

In all situations, to meet the regional mobility goals, the sites should be planned for all forms of transportation. Walkable block sizes and walking access to a mix of uses should be planned for all Place Types. Accommodations for bicycle transportation should be included throughout all locations.

Plan for What is Missing

To create complete communities (see page 10 “Components of Complete Places”) and to increase walkability and bikeability as well as create vibrant places, Template Form-Based Code sites should plan for a mix of uses. The visioning process should address what is currently missing in the location in order to adequately plan and code for the missing uses. Minimum density thresholds of mixed use are needed around the station areas and transit stops to contribute to retail and residential success. These thresholds should be considered when determining the specific metrics of the form-based code.

ET+ & Market Studies

How these tools work together:

Utilize the ET+ Index to check the feasibility of the building types desired by the community in the area. This will verify that their construction, leasing, and real estate costs are a reality for developers.

Utilize the market study to verify the feasibility of the demand for these building types and price points.

Starting Point for the Vision

The Template Form-Based Code is organized around a series of Place Types that are based on the centers and corridors established during the Wasatch Choice for 2040 planning process. Further, to create a basis for the Template Code, it is assumed that the vision for the locations appropriate for use of this Template Code will meet the Wasatch Choice Growth Principles already established for the region, shown right.

Additionally, the six livability principles identified through the Sustainable Communities Initiative mimic many of the Wasatch Choice principles and provide further guidance for the incorporation of walkable, mixed use locations supported by the Template Code.

(1) Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

(2) Promote equitable, affordable housing.

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

(3) Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

(4) Support existing communities.

Target federal funding toward existing communities – through such strategies as transit-oriented, mixed-use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

(5) Coordinate policies & leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

(6) Value communities & neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban.

HUD Sustainable Communities Initiative

In 2009, the U.S. Environmental Protection Agency, U.S. Department of Transportation, and U.S. Housing and Urban Development announced an interagency Partnership for Sustainable Communities to help improve access to affordable housing, more transportation options, and lower transportation costs, while protecting the environment in communities nationwide.

Six guiding “livability principles” were identified. These principles are integrated throughout the Wasatch Choice for 2040 Principles and their implementation strategies are found within the Template Form-Based Code.



Wasatch Choice Growth Principles for a Bright Future



The Template Form-Based Code is a direct result of the efforts of the Wasatch Choice for 2040 planning initiative. This comprehensive land use and transportation vision was developed to improve the quality of life as the region experiences dramatic growth. Implementing the Vision will allow the region to absorb a significant population throughout the coming years, while enhancing the economy, protecting natural areas, providing more choices for how residents live and travel, saving money and energy, and improving air quality and health.

Nine regional growth principles, developed through extensive public input and adopted by elected officials, provide a common framework and regional benefits.

- (1) Efficient Infrastructure.**

Maximizing existing infrastructure and building more compactly and contiguously conserves green space, saves taxpayer dollars, and makes high-quality, lower-cost services available to us all.
- (2) Regional Mobility (Transportation Choice).**

With a balanced multi-modal transportation system, more transportation options, and jobs and services closer to home, we reduce the growth in per capita vehicles miles traveled, we spend less time in traffic and have more time for friends, family, and doing what we enjoy.
- (3) Coordinated Planning.**

Local land use planning and regional transportation investments impact one another. Coordination makes our communities healthy and connected and our region vibrant.
- (4) Housing Choice.**

Encouraging a variety of housing options, especially near transit and job centers, addresses market demand and makes living more affordable for people in all life stages and incomes.
- (5) Health and Safety.**

When our streets are walkable, interconnected, and safe, we lead healthier lives by walking and biking more and driving less. These streets also provide efficient access for emergency services. Trails and access to nature provide healthy recreational opportunities.
- (6) Regional Economy.**

Strategic transportation investments and land use decisions can encourage business investment and help secure jobs closer to home, so we can provide for our families and keep our dollars in our region.
- (7) Regional Collaboration.**

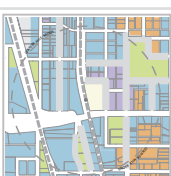
Broad involvement, information sharing, and mutual decision making preserve common values and encourage progress toward shared goals.
- (8) Sense of Community.**

Land use and transportation decisions that preserve our local heritage while valuing diversity enrich our community life, keeping our towns and cities beautiful and neighborly.
- (9) Environment.**

Protecting and enhancing air and water quality as well as critical and working lands also protects our health, safety, and quality of life for our kids and grand kids. Conserving water, energy, open space, and other resources is good for the environment and our economy. Coordinated trail systems will enhance access to areas of natural beauty and recreation.



STEP
2

Place Type Summary Table			
	Place Type	Place Type Context	Example Location
	Metropolitan Center	Area of regional activity Highest intensity of buildings Wide mix of uses High level of employment uses Variety of frequent transit	Downtown Salt Lake City
	Urban Center	Intensive center of activity, Regional downtowns Range of building intensity Wide mix of uses, 1 or more modes of transit	Downtown Streetcar Downtown Provo Sandy City
	Town Center	(Likely new) centers of activity Suburban areas with no historic downtown 1 or more modes of transit Civic & commercial use dominate w/ residential edges	West Valley City
	Station Community	Developing areas around a new station Area transitioning from uses such as light industrial to residential and employment 1 or more modes of transit Focused on residential uses with services	South Salt Lake (3900/ Millcreek)
	Urban Neighborhood	Fairly intensive residential areas Adjacent to a higher intensity Place Type 1 or more modes of transit Residential uses with limited support uses	Sugar House District
	Transit Neighborhood	(Likely new) commuter stations Located in existing residential areas Typically single family	Roy
	Boulevard Community	Fairly intensive corridors of activity Intensive buildings with a wide mix uses, 1 or more modes of transit along the corridor. Lower scale residential adjacent to corridor	State Street
	Main Street	Lower intensity corridors of activity Main street retail area 1 or more modes of transit along the corridor Lower scale residential adjacent to corridor	Magna Main Street

Step 2: Select a Place Type

Eight Place Types were developed for the Wasatch Region based on characteristics like station context, land use, development pattern, and scale. The Place Types form the basis of the Template Code.

Using the Template Code Place Types

This document includes a wide range of Place Types, defined through the study of existing and proposed centers and transit stations within the Wasatch Region. Each center or corridor can be categorized into a Place Type that is based on station context. Characteristics such as land use, development pattern and intensity, scale, and type of transit all are considered when applying a Place Type. The Place Types are meant to guide the user to the appropriate form-based recommendations specifically developed for each kind of station context.

Choosing a Place Type

The Place Types serve as a framework for zoning districts, street and block definition, and open space. Identify the appropriate Place Type closest to the desired future for the place. Refer to the Place Type Summary Table at left for descriptions of all eight Template Code Place Types.

Special Use / Employment Place Type

The Special Use/Employment Place Type would account for single use places such as a hospital campus, a university, or church campus. These places should incorporate Template Code strategies, including walkable blocks, distribution of open space, and multi-modal streets. However, their site and building design will likely be specific to their use. Therefore, this Place Type has not been included in this Template Code.

Centers, Neighborhoods, & Corridors

The Place Types are organized into three categories: Centers, Neighborhood, and Corridors.

Centers are those areas defined in the Wasatch Choice for 2040 process as centers of activity, whether on the regional, community, or neighborhood scale. Utilizing the WC 2040 plan, the Metropolitan Center, Urban Center, and Town Center Place Types were identified.

The Neighborhood Place Types consist mainly of residential with support retail and service uses. The Station Community, Urban Neighborhood, and Transit Neighborhood were defined to fulfill a variety of scales of mainly residentially focused Place Types, with the Station Community, identified in WC 2040, also providing the potential for employment uses.

The Corridor Place Types are more linear in nature than the Centers or Neighborhoods, and include the Boulevard Community and Main Street.

Components of Complete Places

The Template Code Place Types were developed to be complete places. When implemented, residents and visitors of these places will have access to basic goods and services that meet their daily needs, as well as a variety of housing types, open space, and transportation choices. The following components are reflected in the Template Code:

Mix of Land Uses

By providing a mix of uses, opportunities for retail, services, and offices can develop close to residential. Residents have the opportunity to live close to where they work and shop. This proximity means that residents are more likely to walk, take transit, or bike to their destinations.

Mix of Housing Types

In addition to a mix of uses, a mix of housing types is important to a complete neighborhood. A “lifecycle of housing” refers to the idea that residents can choose to age in place without leaving their neighborhood. A mix of townhomes, apartments, single family homes at varying densities are available for students, young professionals, families, and senior citizens. The Template Code promotes this idea by allowing multiple Building Types in all districts and providing guidelines on how district relationships interact with each other.

Transit Service

Transit service is an integral part of a complete neighborhood, be it bus, street car, light rail, or heavy rail. Transit oriented development is the concentration of residential, commercial, and office uses within a quarter to a half mile of a transit station. Within this radius, which is equivalent to about a ten minute walk, people are more likely to use the transit system and walk to destinations from the station. Close station spacing, like service with streetcars or trolleys, creates a more contiguous development, whereas commuter train service yields more nodal centers that step down radially. At the core of the development, commercial and residential density is higher and lowers further out of the center. The Template Code will encourage these kinds of densities within its districts.

Active Transportation Priorities

Designing streets for all users, not just cars, is known as designing for complete streets. Physically designing streets and infrastructure for active transportation makes residents and visitors feel safer when walking or biking and makes it more likely for them to do it. Streets should be designed to include both vehicular and comfortable pedestrian realms within the area’s existing and proposed transportation system. Basic elements for pedestrian and biking infrastructure such as sidewalks, street trees, on-street parking to buffer pedestrians, crosswalks, and marked bicycle lanes or share lanes should be included in all locations.

Access to Open Space & Recreation Opportunities

It is important for neighborhood residents to have access to parks and other types of outdoor recreation. Residential units should be no more than a three and a half minute walk from an open space or park. This access provides people of all ages with recreation and exercise opportunities, and contributes to an over all high quality of life. The Template Code provides for a variety of open space types, which should be planned within the appropriate walking distances from all uses.

Universal Design

Universal design refers to principles that produce buildings and public spaces that are accessible to people of all ages and abilities, emphasizing equity and flexibility in use, especially the elderly and users with special needs. Universal design principles can be found in all sections of the Template Code.

Sustainable Infrastructure

A neighborhood’s infrastructure plays an important role in its overall sustainability. Opportunities exist in features like streets, sidewalks, lighting, sewers, and stormwater collection to improve sustainability throughout a neighborhood through strategies like recycled material and water efficiency. The Template Code will provide for these kinds of occurrences.

How were the Place Types defined?

The Template Code Place Type are based on a combination of examination of existing locations within the Wasatch Front, and research and policy from the following two publications:

Wasatch 2040 Centers & Corridors

The Wasatch Choice for 2040 Plan established a series of centers and corridors that serve as the region’s destinations of economic and social activity. They offer some of the region’s best opportunities for investing in housing, commercial enterprises, and infrastructure resources. Composed of both established urban sites and new growth areas, their physical design and street layout form the basis of the Template Form-Based Code’s Place Types.

The Place Types represent locations within the Salt Lake City region, including Weber, Davis, Utah, and Salt Lake Counties. Initially, six catalytic sites in the region were examined: the Salt Lake City Downtown Intermodal Hub, the Salt Lake City Granary District & Streetcar Line, Sandy City’s new downtown, the Provo Intermodal Site, South Salt Lake City 3900 S TRAX Station area, and Magna Main Street. Additional sites and station types were then added to create a wide range of Place Type possibilities.

Reconnecting America’s “Station Typologies”

Reconnecting America is a nonprofit organization devoted to promoting best practices in transit-oriented development and serving as a national TOD best practices clearinghouse. Along with the Center for Transit Oriented Development, Reconnecting America’s *Station Area Planning: How to Make Great Transit-Oriented Places* publication outlines place type typologies based on density, intensity, uses, street pattern, available transit, and role within the region. The Place Types resulting from the examination of the six catalytic sites as well as a wider range of other locations throughout the Wasatch Front were then compared to the station typologies included in the Reconnecting America document, to ensure an appropriate mix of locations were included.

Wasatch

CHOICE for 2040

General Land Use Legend

- Employment
- Residential
- Commercial
- Open Space
- Water

Wasatch Choice for 2040

Metropolitan Center

Downtown Salt Lake City is the metropolitan center, serving as the hub of business and cultural activity in the region. It has the most intensive form of development for both employment and housing, with high-rise development common in the central business district. It will continue to serve as the finance, commerce, government, retail, tourism, arts, and entertainment center for the region. The metropolitan center benefits from pedestrian friendly streetscapes and an urban style grid network. Downtown Salt Lake is the central hub for public transportation in the region. Auto access is prevalent with access to several major highways and thoroughfares.

Floor Area Ratio 1 to 10
20 to 200 Housing units per acre

Urban Center

Urban Centers are the focus of commerce and local government services benefiting a market area of a few hundred thousand people. Urban Centers will be served by high-capacity transit and major streets. They are characterized by two- to four-story employment and housing options.

Floor Area Ratio 0.75 to 4
20 to 100 Housing units per acre

Town Center

Town centers provide localized services to tens of thousands of people within a two to three mile radius. One- to three-story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit and streets.

Floor Area Ratio 0.5 to 1.5
10 to 50 Housing units per acre

Station Community

Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations. Each helps pedestrians and bicyclists access transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and many will include a variety of shops and services.

Floor Area Ratio 0.5 to 2.5
20 to 100 Housing units per acre

Main Street Community

Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto access and often transit.

Floor Area Ratio 0.5 to 1.5
10 to 50 Housing units per acre

Boulevard Community

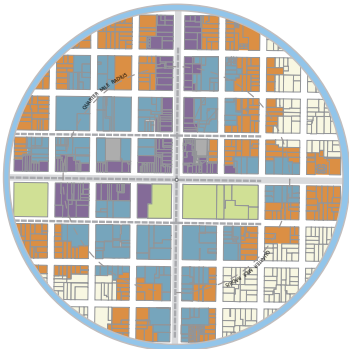
A Boulevard Community is a linear center coupled with a transit route. Unlike a Main Street, a Boulevard Community may not necessarily have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create a positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flow is maintained.

Floor Area Ratio 0.35 to 1.0
0 to 50 Housing units per acre



Steps 3-9: Calibrating the Code

The Template Form-Based Code contains ten sections, that together, create a comprehensive approach to regulating the forms and public spaces of a center, corridor, or neighborhood.

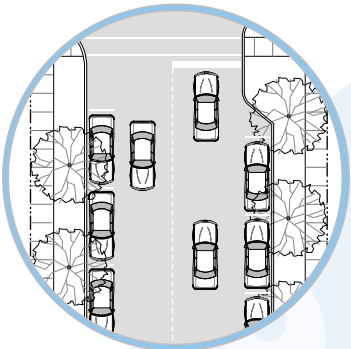


Place Types

Each center or corridor can be categorized into a Place Type that is based on station context. Characteristics such as land use, development pattern and intensity, scale, and type of transit user all are considered when applying a Place Type. The Place Types are meant to guide the user to the appropriate form-based recommendations specifically developed for each kind of station context. The recommendations will result in a specific type of built form that captures a station's strengths and builds on its development opportunities. Within each Place Type, specific districts, street types, and Open Space types are permitted.

Districts

The Template Form-Based Code created multiple districts that are applicable within specified Place Types throughout the region. They are based on the intensity of the Place Types and include Core Districts, General Districts, and Edge Districts. Within each district, specific Building Types and Uses are permitted.



Street Types

Street types are defined, illustrated, and mapped for each place type to ensure that the streets are not developed or redeveloped outside the district context. Complete street sections will be created that address all modes of travel, including pedestrians, bicycle traffic, transit, and vehicular traffic.

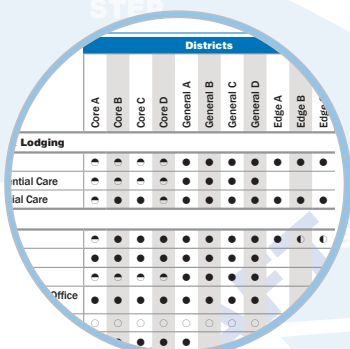
Different street types will be developed that are appropriate for their contexts in residential, commercial, or mixed use districts and are designed to encourage travel at appropriate volumes and speeds. For each street type, the Template Form-Based Codes will establish requirements for sidewalks, planting or furnishings zones, travel lane widths, bike traffic, parking, curb geometry, trees, and/or lighting.

Even if no new streets are needed, these the Street Type metrics can be used to identify appropriate regulations.



Building Types

The heart of the Template Form-Based Code lies in the six basic Building Types developed for the Wasatch Front Region's centers and corridors. These Building Types outline the desired building forms for the new construction and renovated structures within the form-based districts. They create a set of regulations that determine elements like build-to-zones, transparency level, entrance location, and parking location.



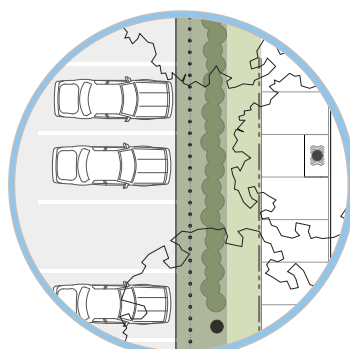
Use Regulations

Form-based codes place less emphasis on use than building regulations; however, land use is an important consideration when developing any kind of code. The use requirements within the Template Form-Based Code outline uses in the same manner as a traditional zoning code. It provides for uses permitted by right, uses permitted with additional development standards, and uses permitted through a conditional use process. Permitted uses are those uses clearly identified to help promote the vision for the place. Uses not listed are prohibited within a district by the Template Code.



Open Space Types

The Open Space types in the Template Form-Based Code provide a public amenity that promotes physical and environmental health within the community and provides each household with active recreation in the edges.



Additional Requirements

Sign Types Requirements

Signage requirements are included specifically for pedestrian oriented districts. Specific regulations such as sign area and sign height have been calibrated to a scale appropriate for pedestrians that may not be reflected in a municipality's existing signage code.

Landscape Requirements

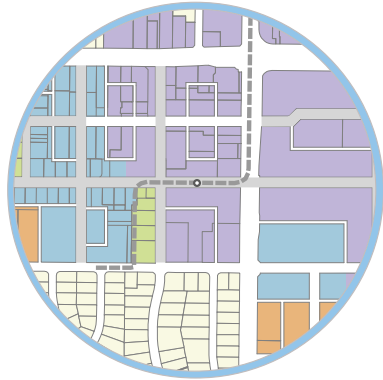
These requirements minimize adverse visual impacts and improve the public right-of-way for pedestrians through buffering with landscape materials.

Parking Requirements

Parking requirements reflect the reduced parking demands of transit served locations and mixed use developments, since these areas often feature on-street parking, public parking, transit access, and other off-street parking reduction options.

Administration

Administration outlines requirements and processes for development review processes, variances, exceptions, and nonconformance.

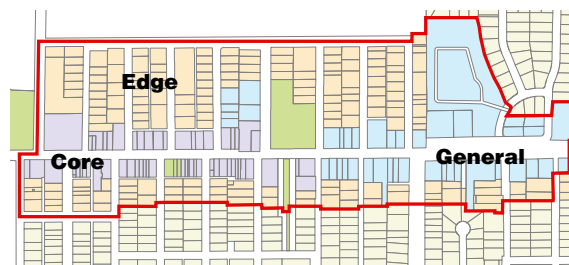


STEP
10

Step 10: Map & Adopt the Place Type

Options for Code Administration

Option 1

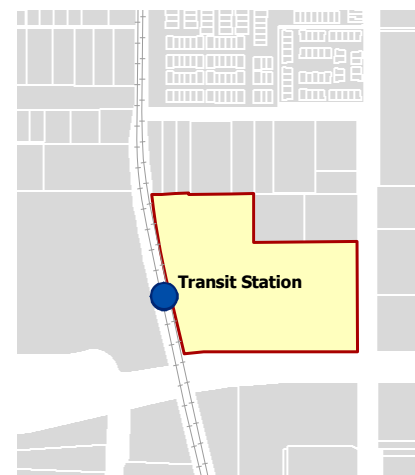


Map Districts without Place Type Regulations

This option is best applied when a walkable block pattern already exists with little to no subdivision required. The City/County utilizes the Place Type information to map and rezone the applicable parcels with the Zoning Districts (Core, General, and Edge Districts) established in 2.0 using the existing City/County rezoning process.

The approval process is similar to the application of any other Zoning Districts in an existing code, through a Site Plan approval process (defined in 10.2.6 in the Template Code). The Site Plan process simply reviews and approves the requirements of the code, including, but not limited to, such items as the uses proposed, the location and design of the building per the Building Types, and the signage, parking, and landscaping requirements.

Option 2



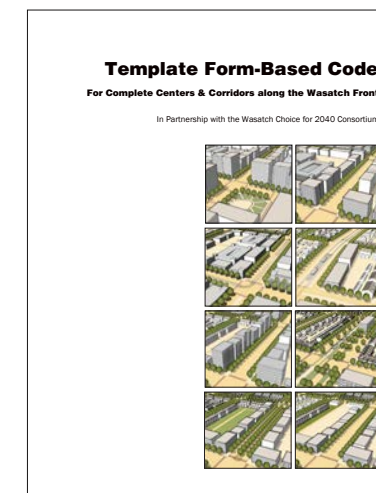
Map the Place Type as an Optional Parallel or Mandatory District

In this Option, the City/County maps the Place Type(s) as either an optional parallel district or a mandatory district on the official Zoning Map (see Optional Parallel vs. Mandatory discussion on Workbook page 1.19). (Mapping the Place Types as a Zoning District is similar to a PUD Zoning District on a map).

The Process defined in 10.4.2 includes review of the block and street layout via a Regulating Plan Approval process. Additionally, the Regulating Plan process defines the locations of the Core, General, and Edge as Subdistricts. A separate streetscape design is also required.

The project would then be platted per the community's existing subdivision and final plat process. Rezoning of the parcels would not be required, since the Place Type District could remain on the resulting blocks and lots. Alternatively, a rezoning process could place the Subdistricts (Core, General, and Edge) on the resulting lots and the City's official Zoning Map would be revised to include those as the new Zoning Category for those parcels.

Option 3



Code Adoption with Place Type as a Floating District and Additional Subdistricts

In this Option, the City/County adopts the ordinance without mapping either the Place Types as Districts or the Zoning Districts as Subdistricts, creating a floating zone.

The Applicant would seek rezoning of the parcel, either to the Place Type District or, based on an approved Regulating Plan, to apply the Core, General, and Edge Districts. Otherwise, the Process would then be the same as in Option 2. The Rezoning and Regulating Plan Approval process should be concurrent, with Site Plan approval following.

Overlays vs. Districts

An overlay is a zoning tool that provides an additional level of zoning regulations over an existing base zone. The overlay specifies special provisions in addition to those in the underlying base zone. For adoption of the Template Code, an overlay would be appropriate if the City or County intends to continue using aspects of the existing zone, such as parking or uses. The overlay of a Place Type District or Zoning District (Core, General, or Edge District) would then utilize the base zoning and supercede the bulk requirements with the Building Types.

If the calibrated Template Code will replace all requirements in an area, rezoning locations with either the Place Type Districts or Zoning Subdistricts is recommended. Placing an overlay on top of an existing base zoning, where the base zoning requirements are completely overruled, makes the process more complicated than is necessary. However, it is typically easier to place an overlay than it is to rezone several parcels.

Place Type District Calibration Example
The Step by Step Process for Cities & Counties



STEP
1

Define the Vision for the Place

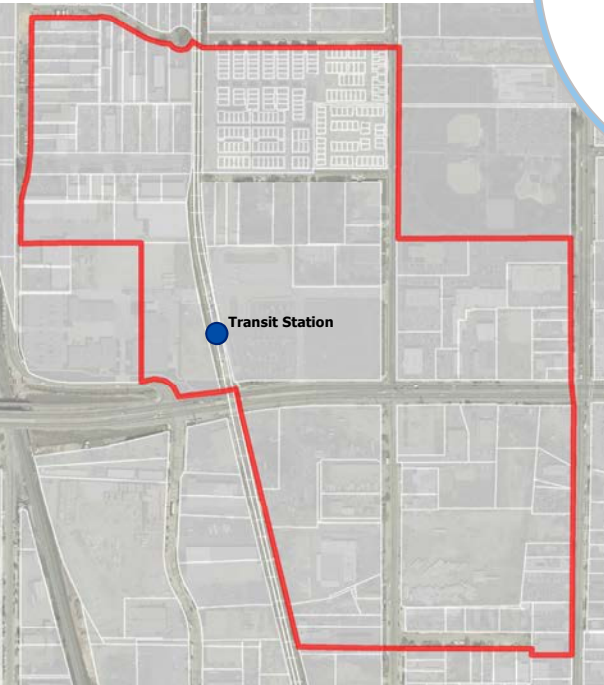
A master plan, community visioning process, market analysis, and other planning tools should be complete before developing the form-based code.

STEP
2

Select a Place Types

Become familiar with the characteristics and variations of each Place Type– such as scale intensity.
Understand the regulating elements: districts, block sizes, street types, and open space.

Place Type Site: Existing Conditions



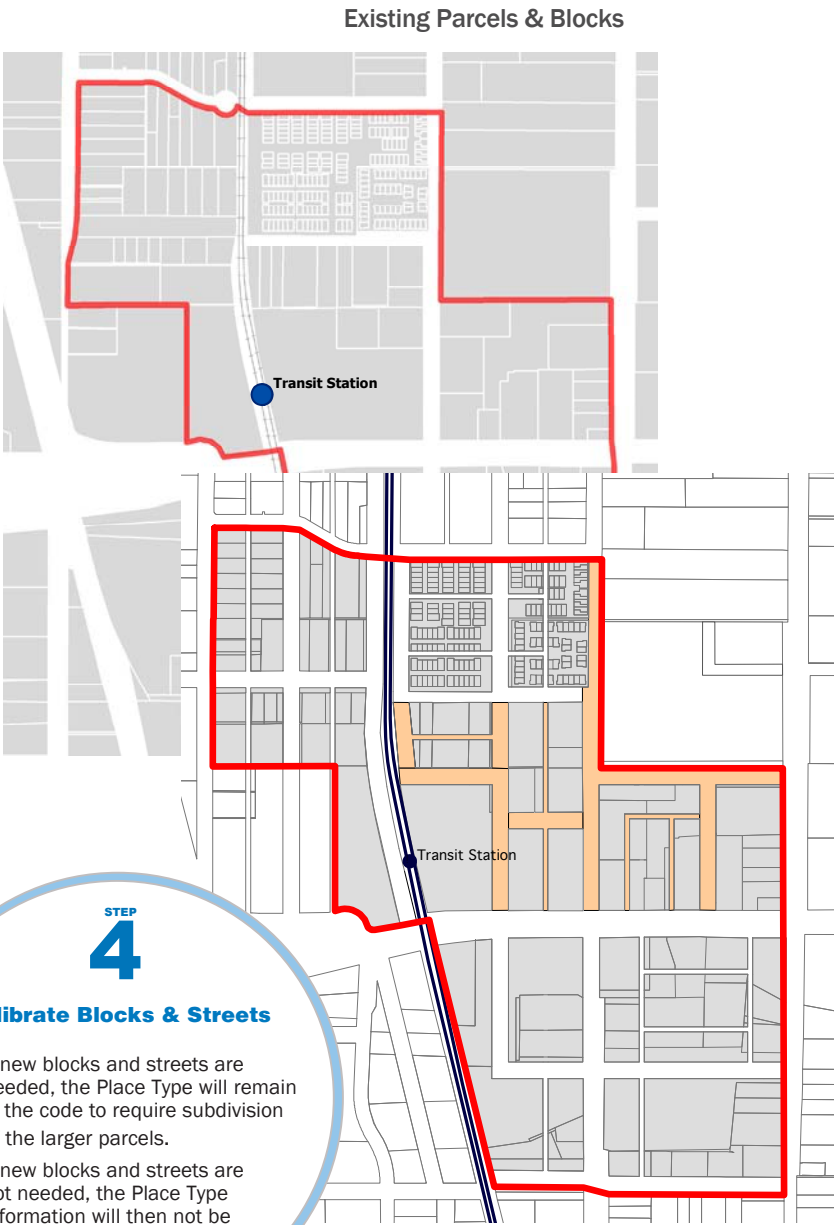
STEP
3

Select a Place Type

Based upon the components of the vision, select the Place Type closest to the vision for the location. Use the Place Type information found in the table to map the location.

2. Station Community Requirements

Subdistricts	Core A	
	Core B	
	Core C	● A minimum of the 2 blocks closest to the transit stop. Plus corner store within quarter mile walk of each door.
	Core D	
	General A	
	General B	
	General C	●
	General D	
	Edge A	
Block Configuration	Edge B	●
	Edge C	● Edge C shall be utilized ONLY adjacent to or across the street from any existing single or two family districts.
	Maximum Block Length	600'; preferred 400'
Permitted Street Types	Maximum Block Width	300'
	Street Type A	●
	Street Type B	●
	Street Type C	
	Street Type D	
	Street Type E	
Open Space Requirements	Street Type F	
	Core Subdistrict Requirements	One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
Permitted Civic Space Types	General and Edge District Requirements	One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
	Plaza	●
	Square	●
	Green	●
	Pocket Park	●
	Commons	●
	Park	● Shall be utilized only for Edge District requirements.
	Greenway	●



STEP
4

Calibrate Blocks & Streets

If new blocks and streets are needed, the Place Type will remain in the code to require subdivision of the larger parcels.
If new blocks and streets are not needed, the Place Type information will then not be included in the code.

2. Station Community Requirements		
Block Configuration	Maximum Block Length	600'; preferred 400'
	Maximum Block Width	300'
Permitted Street Types	Alley	●
	Lane	●
	Neighborhood St	
	Connector	
	Avenue	
	Boulevard	

2. Station Community Requirements		
Districts	Core A	
	Core B	
	Core C	● A minimum of the 2 block faces closest to the transit stop. Place corner store within one block walk of each door.
	Core D	
	General A	
	General B	
	General C	●
	General D	
	Edge A	
	Edge B	●
	Edge C	● Edge adjacent from any family district.

STEP
5

Calibrate Districts
(or Subdistricts)

The Place Type Table identifies permitted Districts. Some districts have additional location requirements that ensure appropriate scale and building types are positioned in opportune locations or that buffers exist where they are needed.

STEP
7

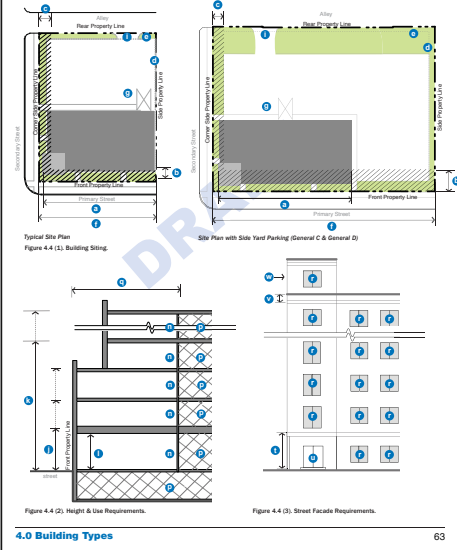
Calibrate Building Types

From the Place Type's permitted Districts, determine the permitted Building Types.

Building Type pages contain narrative descriptions of each building form and tables with standards to be calibrated by district.

Station Community		Districts			
Building Types	Core C	General C	Edge B	Edge C	
	Storefront	●			
	General Stoop		●		
	Limited Bay	●			
	Row Building			●	●
	Yard Building			●	●
Civic		●	●	●	

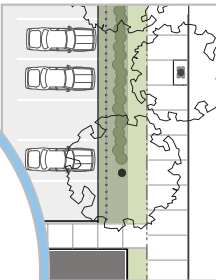
Permitted Districts		General B	General C	General D
(1) Height	Maximum Overall Height	12 stories	12 stories	12 stories
	Maximum Height	12 stories	12 stories	12 stories
(2) Uses	Permitted Uses	any permitted use (see Table 4.4.1)	any permitted use (see Table 4.4.1)	any permitted use (see Table 4.4.1)
	Prohibited Uses	any prohibited use (see Table 4.4.1)	any prohibited use (see Table 4.4.1)	any prohibited use (see Table 4.4.1)
(3) Street Facade Requirements	Minimum Transparency per each Story	12%	12%	12%
	Minimum Transparency per each Story	12%	12%	12%
(4) Roof Type Requirements	Permitted Roof Types	permitted	permitted	permitted
	Prohibited Roof Types	prohibited	prohibited	prohibited



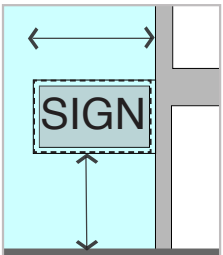
STEP
9

Calibrate Additional Requirements

Depending on the existing zoning code, additional requirements may be necessary. The Template Code contains specially developed regulations for Landscape, Parking, and Signage that are appropriate for pedestrian oriented districts.



Place Type	Station Community
Residential	
Single Family, all sizes, or Multifamily, 1 Bedroom	1.5 / Dwelling Unit
Multifamily, 2 Bedrooms	2 / Dwelling Unit
Multifamily, 3 or 3+ Bedrooms	2 / Dwelling Unit
Hotel & Inn	1 / Room & 1 / 200 sq. ft. Office and Dining Room
Residential Care	33 / Unit & 66 / Employee
Retail	
Neighborhood Retail	1 / 300 sf
General Retail	1 / 250 sf
Outdoor Sales Lot	1 / 250 sq. ft. of Sales Area, with 1 / 10 Vehicle Display



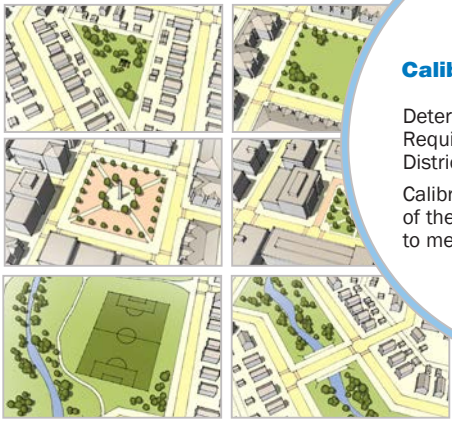
Uses	Districts			
	Core C	General C	Edge B	Edge C
Residential & Lodging				
Residential	●	●	●	●
Hotel & Residential Care	●	●	●	●
Inn & Residential Care	●	●	●	●
Civic				
Assembly	●	●	●	●
Transit Station	●	●	●	●
Hospital	●	●	●	●
Library/Museum/Post Office (no distribution)	●	●	●	●
Police & Fire	●	●	●	●
Post Office	●	●	●	●
School	●	●	●	●
Retail				
Neighborhood Retail	●	●	●	●
General Retail	●	●	●	●
Outdoor Sales Lot	●	●	●	●
Service				
Neighborhood Service	●	●	●	●
General Service	●	●	●	●
Vehicle Service	●	●	●	●
Office & Industrial				
Office	●	●	●	●
Craftsman Industrial	●	●	●	●
Infrastructure				
Parking Lot	●	●	●	●
Parking Structure	●	●	●	●
Utility & Infrastructure	●	●	●	●
Open Space	●	●	●	●
Accessory Uses				
Home Occupation	●	●	●	●
Outdoor Storage of Goods	●	●	●	●
Parking Lot	●	●	●	●
Parking Structure	●	●	●	●

STEP
6

Calibrate Uses

Using the Permitted Use Table, calibrate the mix of uses permitted in each district. Only districts permitted with in the selected Place Type should appear in the calibrated code.

2. Station Community Requirements		
Open Space Requirements	Core Subdistrict Requirements	One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
	General and Edge District Requirements	One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
Permitted Open Space Types	Plaza	●
	Square	●
	Green	●
	Pocket Park	●
	Commons	●
	Park	●
	Greenway	●



STEP
8

Calibrate Open Space Types

Determine if any Open Space Requirements exist for the permitted Districts.

Calibrate the requirements for each of the permitted Open Space Types to meet local requirements.

STEP
10

Map the Place Type

Map and adopt the Place Type as part of the municipal or county regulating plan.

After considering the mapping and code administration options, Option 2 was chosen to map the Place Type as a mandatory district.



Workbook Overview
User's Guide to the Template Code Workbook

Workbook Format

This Template Form-Based Code is in reality two documents designed to work together to guide users through code calibration, while at the same time, providing a final code document template.

The code is also annotated page by page for easy understanding. The Workbook is an insider's guide to the Template Form-Based Code that offers more information on requirements, instructs on coding techniques, and answers frequently asked questions.

Using the Workbook

The Workbook has been broken into four main headings throughout the entire code to help guide users through the calibration process. These headings are identified at right.

Page Layout

A special 11x17 page layout was created to simplify the calibration process. Throughout the Template Code, double page spreads of information contain both official code language and the Template Code Workbook. When calibration is complete, the process allows for the code pages to be exported into an 8 1/2 x 11 layout as a final code document without attaching the Workbook information.

Red Text

Red text in the Template Code indicates a common word or phrase that varies in codes from community to community– for instance “Zoning Administrator.” These terms have been highlighted red so when calibrating, users can replace them with the appropriate words or terms in use in their existing ordinances. Red text may also indicate possible calibration options, of which one option needs to be selected by users.

Legal Considerations

The Workbook in 10.0 Administration contains information about legal questions that could come up during the calibration process. These legal considerations are called-out from the typical Workbook text to be easily identified.

Workbook Calibration Case Study

At the start of several Workbook chapters, a Master Case Study is presented. It walks users through a calibration example– showing the process and how the Template Code pages will differ from a final calibrated code.

How to Use This Section

“How to Use This Section” headings are found at the start of each Template Code section. They introduce the intent of the section and the different code elements to be calibrated.

Calibrating

“Calibrating” headings are included whenever there is a code element to be calibrated.

Calibration Workbook

Workbook pages are specially formatted to give page by page calibration instructions, but are not included in final code.

Template Form-Based Code



Recommended & Optional Items

“Recommended & Optional Items” headings are included to denote when code sections or elements are either recommended or optional.

Recommended sections are those that are tailored to this template code and a high level of consideration should be given to these sections.

Optional items are likely included in the city or county's existing codes, but a set is provided in case they are needed.

★ To Be Considered

Sections identified as “To Be Considered” provide additional requirements not likely included in existing codes, yet still optional in this template code. These sections offer more information about certain elements and often contain illustrations or photos of examples.

