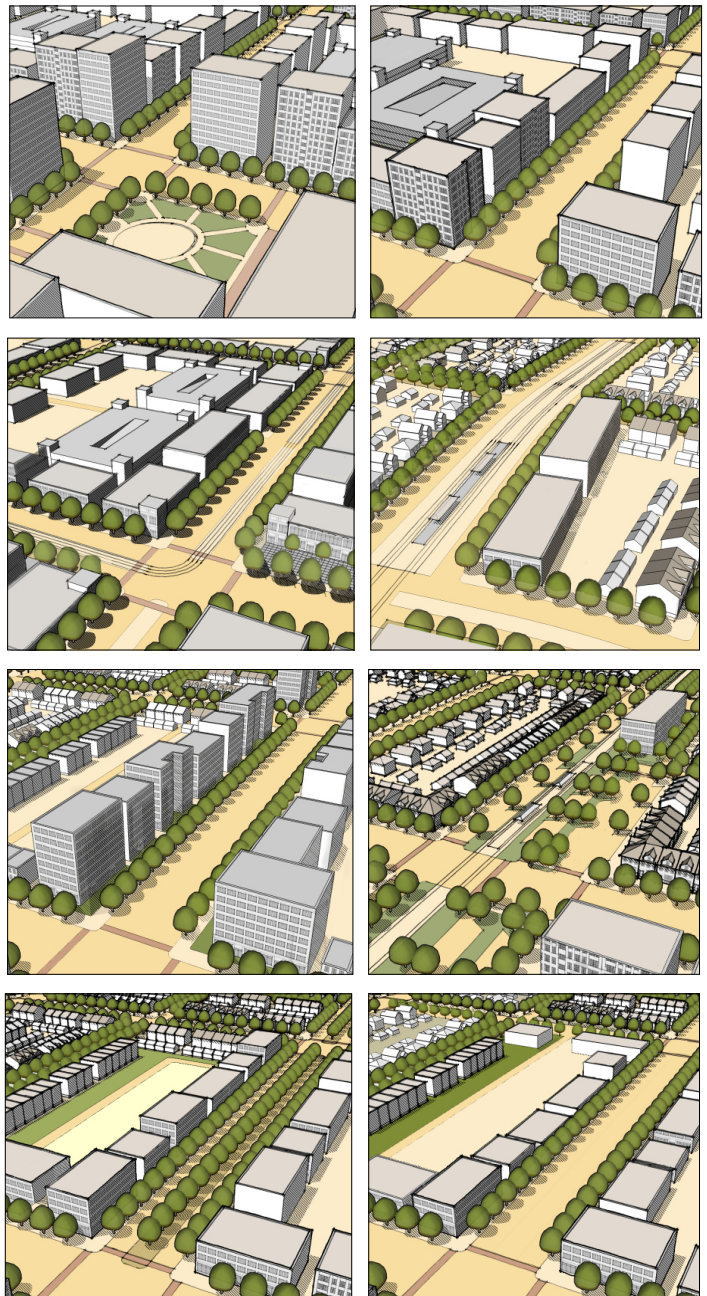


# Template Form-Based Code for Centers & Corridors along the Wasatch Front

A Wasatch Choice for 2040 tool to achieve your community vision

## Workbook to Accompany Template



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# 1.0 Place Types

## How to Use This Section

Place Types assist in the planning and redevelopment of existing and potential mixed use areas. The Place Types defined in this document outline the basis for establishing or maintaining mixed use, walkable places that support a diversity of retail and commercial space, multiple modes of transportation (including transit supportive densities), a variety of Open Spaces, and a wide range of housing choices.

The Place Types illustrate neighborhood development regulations (similar to conventional subdivision regulations), including block configuration, open space requirements, and street regulations. Additionally, Place Types also define the appropriate mix of building forms and uses via requirements of a permitted mix of Core, General, and Edge Zoning Districts. (See 3.0 Districts).

## Calibrating

### How Walkable are the Current Blocks?

Once an Place Type has been chosen, measure the existing blocks in the location. Do the existing blocks meet the desired block sizes of the Place Type to encourage walkability? If not, the street and block requirements of the Place Type should be codified. See Overlays, Districts, or Guidance for more information.

### Place Types as District or Guidance

The Place Types can be used either to guide the mapping of zone districts or as the Zoning District (or Overlay). (See 10.1 Administration for additional information on mapping and application review process.)

### 1. Guidance

In locations where the blocks are appropriately sized and new streets are not required, the existing parcels can then be zoned with the appropriate mix of Core, General, and Edge Subdistricts. To determine the appropriate mix of Core, General, and Edge Subdistricts, use the requirements of the selected Place Type. The Place Type information can also be used to help determine the need for new Open Space Types and to set the design of the existing Street Types.

In this case, delete the following and renumber subsequent sections, unless included for reference to illustrate intent only.

- 1.0 Place Types
- 2.0 Street Types
- 6.0 Open Space Types

### 2. Place Type District

In locations where existing blocks are very large and new streets are needed to create more walkable blocks, the selected Place Type can be applied as the new zoning district. That new district, similar to a Planned Development District would include the requirements of the Place Type, triggering new blocks and streets when subdividing to be developed by either the municipality or parcel owner to be decided during the Development Review Process. The Core, General, and Edge Subdistricts permitted within the Place Type would then become Subdistricts.

In this case, Section 1.0 Place Types would include:

- 1.1 Introduction
- 1.2 General Place Type Requirements
- 1.3 [Place Type selected].

The Place Type District would then be mapped as a new zoning district across

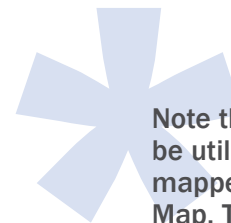
the whole existing parcel (for example, the Urban Center Place Type District). The Core, General, and Edge Subdistricts would then become unmapped subdistricts within the Place Type District.

### Overlay

An overlay is similar to the Place Type District, except generally, overlays maintain some underlying base district requirements. Typically, the form-based code would not retain any existing requirements, but sometimes use, parking, and signage are retained. See Workbook in 10.1 Administration for further discussion on Overlays vs. Districts.

### Optional vs. Mandatory

The Place Type District or Overlay could also be an optional parallel code on top of the existing designation. The Applicant could then choose which code to use. See the Workbook in 10.1 Administration for a discussion on Optional Parallel codes or overlays.



**Note that Place Types may be utilized as Districts and mapped on the Zoning Map. The Core, General, and Edge districts then become Subdistricts and should be changed to read as such throughout the document.**

**If the Place Types are used only as guidance, the Core, General, and Edge Districts are the Zoning Districts to be mapped.**

## 1.0 Place Types

### 1.6 Station Community

#### 5. Description and Intent

The Station Community Place Type is intended for use in developing or redeveloping areas around a new station. Typically, the site is in the near suburb, with an transitioning from existing uses such as light industrial to mid-density commercial and residential and primarily is nearby to transit. The Station Community Place Type is a transitional place type, served by one or more modes of transit and located in residential areas with neighborhood support uses.

#### Form and Uses

This Place Type typically includes a node or stationward building adjacent to the transit stop, serving the surrounding residential neighborhood. Upper floors of offices or residential use accommodate above the commercial uses.

A node use of Building Types are permitted, with Group Buildings of multiple entry units or offices, low buildings housing or commercial and/or business units, and low building single family in the Edge Suburbans. Additionally, the Limited Office building is permitted, as well as the continuation of any existing industrial uses.

#### Transit

The Station Community should be served by at least one mode of fairly frequent transit, typically light rail or commuter rail, that stops within the station. The Station Community should be located within the area.

#### 6. Requirements

Refer to Table 1.6-1 for requirements for the Station Community Place Type. Refer to 3.2 General Place Type Requirements for further description of these requirements.

Figure 1.6-1: Station Community Place Type

### 6. Station Community Requirements

	Core A	
	Core B	
	Core C	<ul style="list-style-type: none"> <li>A minimum of the 2 block faces adjacent to the transit stop. The corner block within quarter mile walk of each station.</li> </ul>
	Core D	
	General A	
	General B	
	General C	
	General D	
	Edge A	
	Edge B	
	Edge C	<ul style="list-style-type: none"> <li>Edge C shall be within 0.5/1 mile of transit or serve the station from any existing single or two family districts.</li> </ul>
Suburbans	Maximum Block Length	600' per block 400'
	Maximum Block Width	300'
Block Configuration	Alley	
	Lane	
	Neighborhood St.	
	Connector	
	Avenue	
	Streetcar	
Permitted Street Types	Core Suburbans Requirements	One Open Space Type is required within 1/4 mile of the station or near building.
Open Space Requirements	General and Edge Suburbans Requirements	One Open Space Type is required within 1/4 mile of the station or near building.
Permitted Older Space Types	Plaza	
	Square	
	Green	
	Pocket Park	
	Commons	
	Park	
	Greenway	

Table 1.6-1: Station Community Requirements.

● = Permitted

Figure 1.6-1: Sample Map of the Station Community Place Type.

Key

CONC. DISTRICT	TRANSIT
GENERAL C DISTRICT	FRANCY STREETS
EDGE C DISTRICT	TRANSIT STOPS
COR. SUBURBAN	
POCKET	

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1.0 Place Types

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## Recommended Items

### Optional: General Place Type Requirements

The general Place Type requirements apply to all Place Types and further define the items in each Place Type table.

## \* To Be Considered

### Block Configuration

Block configuration is perhaps the most important requirement for achieving walkability within the Place Types. While maximum block sizes are set for each of the Place Types, these block sizes are fairly generous.

Consider the number of points designated for the connectivity credit within the LEED for Neighborhood Development™ rating system (refer to sidebar):

For projects with greater than 400 intersections per square mile (or maximum blocks on average of about 260 feet), five points are given, while only one point requires between 200 and 250 intersections per square mile (or maximum blocks on average of about 377 feet). It is worth noting that in addition greater walkability, higher connectivity also improves emergency response time.

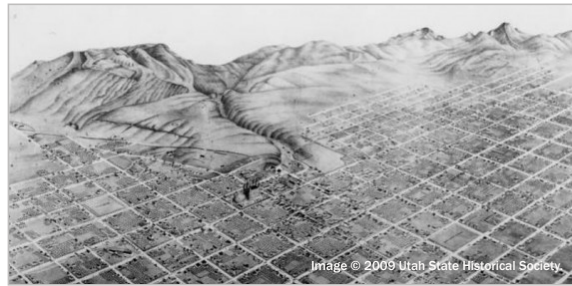
Further, consider the ability to divide up large blocks based on the original plats of the area. (See sidebar Plat of Zion & Place Types). Options for dividing the 660' blocks into more walkable segments include:

- Providing a mid-block pedestrian way. See 1.2.7 (4).
- Introducing a Lane Street mid-block in either direction. See 2.5.
- Combine two 660' blocks and the street right-of-way (70' to 90' in width) between them for a total of 1390' to 1410'. Incorporate two new streets (70' rights-of-way) to divide into three blocks approximately 400' by 660'.

### LEED for Neighborhood Development

Developed by the U.S. Green Building Council, LEED-ND integrates principles of Smart Growth, urbanism, and green building into the first national rating system for land use and development. It promotes access to transit choices and a mix of land uses as a strategy to build healthy communities.

The rating system was developed over a six year period by an interdisciplinary group of professionals across urban planning, architecture, and environmental science. LEED-ND offers an industry-standard source for the metrics of neighborhood scale sustainability, including block sizes, street connectivity, and density thresholds.



### Plat of Zion & Place Types

Many cities in the region utilize a unique street grid based off the original Plat of Zion from 1833 designed by Joseph Smith, founder of The Church of Jesus Christ of Latter Day Saints. The Plat of Zion was used as a template for many other Mormon settlements in the American West. Based on the agricultural lifestyle of the regions early settlers, large 660' x 660', 10 acre blocks were developed so each family would have an ample amount of land to cultivate. Public squares and schools were also located within the spaces of these large blocks, creating a complete community life within a block.

The large blocks based on the Plat of Zion are much greater than a comfortable, walkable block length of around 400 feet. Regulations within the Place Types stipulate recommended and maximum block lengths for parcels that require subdivision.

In order to respect the history of the region and the scale of the original blocks, existing locations where the Place Types are applied could utilize the 660' block length in one direction and introduce other divisions of the 660' length in the other direction. Introduction of a Lane Street Type (refer to 5.5) to divide the block or mid-block pedestrian ways can help provide for more walkable districts.

## \* To Be Considered

### Primary Street Designation

The designation of primary versus secondary or tertiary streets is critical to the success of a form-based code, especially in large lot locations. The Building Types rely on the designation of the front of the lot/parcel and, therefore, the building, to establish consistency along a street. Without that designation, when blocks consist of only a couple of lots, a mix of sides and fronts (even backs) is possible, degrading the quality of the street space and increasing potential conflicts between pedestrians and vehicles due to the permissance of driveways along secondary streets and across side or rear lot lines.

In existing Place Types where locations of the Primary Streets are not currently apparent, we recommend designating Primary Streets to begin the evolution of the street. This, however, should be based on a master plan, preferably with a robust community process. Further priority streets are as follows:

#### A, B, and C Street Hierarchy

With the large square blocks typical of the region, we also recommend establishing secondary and tertiary streets. In many places, the terms A, B, and C streets are used, where the A streets are the primary streets, the B streets permit some level of vehicular access, and the C streets would allow the most vehicular access and, in fact, may be reserved for structured and surface parking lots. It is, however, important to consider pedestrian paths when designating A, B, and C streets to ensure that pedestrians can access all important locations within the community via an A or B route.

#### Shopping Streets

Streets that receive the majority of the Core A, B, C, or D zoning districts should be a high priority for Primary Street

designation. These should arguably be the most pedestrian oriented streets in your community and should go hand in hand with the transit type. Residential or office streets, while important for pedestrian continuity, may be less clearly defined as a Primary Street. Utilizing a street hierarchy that consists of primary, secondary, and tertiary streets, where tertiary streets may all be fronted by parking lots or structures, may be a more appropriate approach within an existing place.

#### Street Type

The scale of the street should be considered with the Primary Street designation. A wide, high traffic street should be considered an inferior choice for a Primary Street, unless there is no alternative, and the wide street is designed as a boulevard with significant pedestrian buffers and accommodations.

#### Transit Stops

Transit also plays a key role in the designation of Primary Streets. Streetcar and bus routes with multiple stops should be automatically considered Primary Streets. Lots fronting stations or stops should also trigger the designation of Primary Streets in front of them.

#### Open Space

Civic open spaces, especially squares, should also trigger a high level of priority for Primary Street designation.

#### Alley Configurations

The alleys shown in the diagrams in Figure 1.2. (2) are the easiest configurations for larger trash trucks and other utility trucks to navigate. Other configurations such as "C" or an "h" shaped alley may work in a particular location and the code could be calibrated to include them.



## Calibrating

### Provision of Open Space: 15 Acre Trigger

Depending on the scale of the existing parcel, the developer should be required to include Open Space. For example, in places with existing walkable block configurations and, therefore, smaller parcel sizes, the city or county may be responsible for providing the requisite Open Space.

We typically recommend 15 acres as the trigger size to requiring open space, as 15 acres roughly translates to one sixth of a mile by one sixth of a mile, the distance recommended for open space within a residential area. However, that should likely be tempered by allowing existing open space that meets the distance requirements to count and exempt the developer from creating it.

### District Definition

If there is a particular location where a particular set of building types are most appropriate, separate that district out and define as permitting just those districts.

## \* To Be Considered

### Public vs. Private Streets

The streets within an area should be publicly dedicated to ensure consistent maintenance, they remain open to the public, and they connect up to other streets. However, ensuring that they are designed to the standards of one of the street types is the most important requirement. Private streets that are nothing more than driveways, with no pedestrian amenities are not acceptable. Further, no gating or signing of streets as private should ever be permitted. See 2.0 Street Types.

### Buffers

In general, the Edge Subdistricts should be utilized to provide a buffer between existing single family neighborhoods and the Place Types. However, the relative difference between the intensity of the commercial space and the intensity of the single family neighborhood should be considered. For example, in Magna, the Main Street Place Type allows for relatively low intensity mixed use storefront buildings, while the single family residential behind it is essentially Yard Building as permitted within the Edge Subdistrict. This may not necessarily require a buffer.

## How to Use Metropolitan Center Place Type

The Metropolitan Center would likely only apply to Salt Lake City's downtown area.

The best utilization of this Place Type will be to assist the city's planners in calibrating the code for their purposes, then mapping the applicable districts and street types.

## Calibrating

### Existing Blocks in the Metropolitan Center

The maximum block sizes designated in this Place Type are both 660 feet, matching the existing platted blocks of Salt Lake City. The preferred block width in the table suggests cutting a new full street through these blocks lengthwise (whatever direction that may be).

One of the most difficult aspects of the large ten acre blocks within the Salt Lake City downtown is vehicular access. Combined with a desire to map all transit routes as Primary Streets as well as the need for significant quantities of parking (and parking lot/structure entrances), vehicular access becomes a puzzle to solve.

#### Step 1

Establish some level of priority for streets. For example, existing shopping streets that are in place and uninterrupted should be first. Transit routes, including light rail and streetcar, should be a second priority. The train station, the Rio Grande building, Pioneer Square should also all front Primary Streets, then perhaps the connections to them.

#### Step 2

Establish "C" level streets- streets that are already lined with parking structures, parking lots, parking entrances, with few storefronts or primary building entrances.

#### Step 3

Consider methods of introducing additional "C" streets to serve as alleys or vehicular access through the blocks. The City is considering the purchase of rights-of-way and transferred development rights to allow access construction through a site.

#### Step 4

Determine the allowance of access on the remaining types of streets. This may be the most difficult step.

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines minimum areas for Core Subdistrict shopping, a key element to this Place Type.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

Core Subdistrict	50% to 80%
General Subdistrict	20% to 50%
Edge Subdistrict	N/A

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Metropolitan Center, the resulting densities for the area should be between 20 and 200 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Main Street corridor between South Temple and 400 S is the best example of an existing Metropolitan Center in place. It follows the light rail line and is generally fronted by buildings close to the sidewalk. The uses include active pedestrian uses.

Other areas within the Salt Lake City downtown could also serve as this Place Type, including Central Station, the intermodal hub (shown illustrated here). Building Type Heights may need to be calibrated separately for this Place Type to serve other locations within the downtown, or the Urban Center Place Type could be utilized.

## How to Use Urban Center Place Type

The Urban Center could apply to any existing or proposed downtown location. Within existing downtown locations, the Place Type information provided here should serve as guidance to the city's planners in designating districts, streets, and Open Space within the area. Block sizes should be considered when contemplating subdividing existing blocks or vacating existing rights-of-way.

For proposed centers in areas with existing large scale blocks, the Place Type could be utilized as a mapped Place Type District or Overlay, triggering the requirement to subdivide larger parcels of land with a network of streets, and the Core, General, and Edge as Subdistricts.

## Calibrating

### Core Subdistrict Requirements

The district requirements for the Urban Center lists a minimum length of block face of Core B District. This requirement is intended to provide for a continuous shopping and service area adjacent to the transit stop. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

For existing locations, this should help to determine quantities of Core B District to zone, though successful businesses in storefronts located continuously along a corridor should likely be zoned Core B no matter how long the segment.

For proposed Urban Center Place Types, this number is a starting point. A market study should inform the requirements of this Place Type, but a minimum amount of Core Subdistrict defines this Place Type. Perhaps more important is the proximity to the transit stop.

For new locations, consider calibrating the uses permitted within the Core Subdistrict to allow for more flexibility during the early years as the area becomes more successful. The storefront building forms, however, will remain in place.

be appropriate in most of the Urban Centers, but could be permitted through the calibration process for a particular location. The addition of this Building Type could be added to the Core B District, calibrating the heights and intensities appropriate for the area. Also, the uses for this district should be calibrated to allow craftsman industrial uses that might occur in this Building Type.

### The Limited Bay Building Type

Several existing buildings in the Granary District along the proposed streetcar line include or once included light industrial uses that required garage access within the building. As the area transitions, these buildings may be reused, housing craftsman industrial uses and/or other services, such as restaurants, microbreweries, or artist studios.

The Limited Bay Building Type is included in the Template Code (refer to 5.5 Building Types). It allows for a limited width of front garage doors on Primary Streets. However, in the Template Code, this Building Type is permitted only in Core C and D Districts. Typically, this Building Type would not

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines minimum areas for Core Subdistrict shopping, a key element to this Place Type.

For Place Types that will require subdivision and new streets, this table could be placed in the code to define a required resulting range.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

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Core Subdistrict	30% to 50%
General Subdistrict	20% to 50%
Edge Subdistrict	20% to 50%

---

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Urban Center, the resulting densities for the area should be between 20 and 100 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Urban Center Place Type could apply to several of existing downtowns in the region, including Provo (illustrated here) and Ogden. Depending on the level of desired intensity, this Place Type could also be utilized for new centers in the region, including all or portions of Sandy City's civic center area or the Granary District in Salt Lake City.

## How to Use Town Center Place Type

The Town Center could apply to any existing or proposed commercial- or civic-focused location, but is intended to work best for redeveloping or creating new town centers. This Place Type will most likely require a new, more frequent block pattern defined by new public streets. Therefore, utilizing this as a mapped Place Type District or Overlay is recommended, requiring the subdivision of existing larger parcels of land with a network of walkable blocks and streets, then the Core, General, and Edge serve as Subdistricts.

## Calibrating

### Core Subdistrict Requirements

The district requirements for the Town Center lists a minimum length of block face of Core C District. This requirement is intended to provide for a continuous shopping and service area, but should also include a significant civic component (city hall, church, library). It is recommended that this district be located adjacent to an existing transit stop; however, since the area could be quite large, parts may not be within a quarter mile of the transit stop. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

This Core Subdistrict requirement amount is meant to serve as a starting point and would normally be supported by the market. An initial market study should inform the requirements of this Place Type, but within the community, this location should receive the highest priority for shopping uses.

It is also quite possible that a significant amount of this Place Type might be Core Subdistrict shopping, serving the region and not just the town. Regional access to the area should, therefore be considered carefully, so as not to inhibit the movement of pedestrians from the transit stop, from adjacent residential, and from the Open Spaces to shopping.

### The Storefront Building Type

The Storefront Building Type permitted in the Core C District is significantly different than the Storefront in the Core A and B Districts. In the Core Subdistrict, this building is permitted to be a single story commercial or civic building. The level of storefront is slightly lower and there is an allowance for either expanded sidewalk area or a small landscape area adjacent to the building.

This allowance is in consideration of current development trends and,

depending on the market in a given community, consideration should be given to limiting these types of buildings. One calibration technique might be to limit the amount of Core C District Storefront Building, while allowing a calibrated Core B District Storefront Building everywhere.



## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines minimum areas for Core Subdistrict shopping, a key element to this Place Type.

For Place Types that will require subdivision and new streets, once a market study has been performed, this table could be refined to establish a more exact range desired for the Overlay/District and placed in the code to define a required resulting range.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

---

Core Subdistrict	30% to 80%
General Subdistrict	20% to 50%
Edge Subdistrict	20% to 50%

---

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Town Center, the resulting densities for the area should be between 10 and 50 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Town Center Place Type could apply to locations being considered for redevelopment, such as the West Valley City town center illustrated here. Depending on the level of desired intensity, this Place Type could also serve new locations such as the Sandy City town center, the proposed Draper town center, or portions of the Sugarhouse center.

## How to Use Station Community Place Type

The Station Community could apply to any greenfield or redeveloping location around a new station location. This Place Type will most likely require a new, more frequent block pattern defined by new public streets. Therefore, utilizing this Place Type as a mapped Place Type District or Overlay is recommended, requiring the subdivision of existing larger parcels of land with a network of walkable blocks and streets, then the Core, General, and Edge serve as Subdistricts.

## Calibrating

### Core Subdistrict Requirements

The district requirements for the Station Community lists a minimum length of block face of Core C District. This requirement is intended to provide for a small but continuous node of shopping and service area, meant to serve the surrounding neighborhood. The Core Subdistrict should be located directly adjacent to the transit station to benefit from riders coming and going from the station. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

### The Limited Bay Building Type

Several existing buildings in the surveyed locations currently include light manufacturing or service uses that require garage access into the building. As the area transitions, these uses may continue or the buildings may be reused, housing craftsman industrial uses and/or other services.

In the Template Code, the Limited Bay Building Type is permitted in the Core C District (refer to 5.0 Building Types) in this Place Type. It allows for a limited width of front garage doors on Primary Streets. Also, within the Core C District (and D as well), a wider range of uses are permitted, such as the craftsman industrial use, that might occur in this Building Type. To calibrate this Place Type for a given location, consider the appropriateness for the Limited Bay building or some other form of it as well as the range of uses expected to occur within it. Note that you can also limit those uses within the District to the Limited Bay Building Type by specifying the uses as “with Development Standards” or “with special approvals”.

## \* To Be Considered

### Employment Opportunities

This district also allows for the provision of a variety of workplaces, in terms of scale and type. The Stoop building can house a variety of offices as permitted by the uses allowed within the district. The Limited Bay building can accommodate office, light manufacturing, artist space, and other services with the limited allowance of front vehicular access. And, finally, the potential for Live-Work space within the Row Building as well as the allowance in all of the residential for a variety of home occupations creates an atmosphere for workplace options in the area.

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines minimum areas for Core Subdistrict shopping, a key element to this Place Type.

For Place Types that will require subdivision and new streets, once a market study has been performed, this table could be refined to establish a more exact range desired for the Overlay/District and placed in the code to define a required resulting range.

### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

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Core Subdistrict	10% to 30%
General Subdistrict	20% to 60%
Edge Subdistrict	20% to 40%

---

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Station Community, the resulting densities for the area should be between 20 and 100 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Station Community Place Type could apply to locations being considered for redevelopment around new station locations, such as the TRAX Station located at 3900 S in South Salt Lake/ Millcreek illustrated here as well as the station at 4400. Depending on the desired intensity, this Place Type would also be appropriate for the new intermodal station location in Provo.

## How to Use Urban Neighborhood Place Type

The Urban Neighborhood could apply to any existing or new location, close to a Metropolitan Center, Urban Center, or possibly Town Center, depending on the proposed density. Within existing locations, the Place Type information provided here should serve as guidance to the city's planners in designating districts, streets, and Open Space within the area. Block sizes should be considered when contemplating subdividing existing blocks or vacating existing rights-of-way.

For proposed or redeveloping neighborhoods with large scale blocks, the Place Type could be utilized as a mapped Place Type District or Overlay, requiring the subdivision of existing larger parcels of land with a network of walkable blocks and streets, then the Core, General, and Edge serve as Subdistricts.

## Calibrating

### Core Subdistrict Limitation

In this Place Type, the Core Subdistrict should be limited to serve only the neighborhood. Nodes could be established at intersections allowing for uses such as a dry cleaner, coffee shop, small restaurant, or convenience market in small scale storefront buildings. Additionally, we recommend locating these nodes on the busiest streets, to ensure success of the retail or service within development, but also to limit the impacts on the surrounding neighborhood. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

Alternatively, the Core Building could be removed from the Place Type and the remaining permitted Building Types could be calibrated slightly differently. A small quantity of storefront space could be permitted in the Stoop Building, recommended only on corners again. Also, the Row Building could allow Live-Work units by revising the permitted uses within the Edge A district. This would allow a freer distribution of commercial space and uses throughout the area, though the success of those spaces may be limited without the aggregation effect.

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines limits the areas for Core Subdistrict shopping, as this Place Type is meant to apply to mainly residential neighborhoods.

For Place Types that will require subdivision and new streets, once a market study has been performed, this table could be refined to establish a more exact range desired for the Overlay/District and placed in the code to define a required resulting range.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

---

Core Subdistrict	10% to 20%
General Subdistrict	30% to 60%
Edge Subdistrict	30% to 60%

---

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Urban Neighborhood, the resulting densities for the area should be between 20 and 100 housing units per acre. *(Source for density range: Reconnecting America and the Center for Transit-Oriented Development's TOD 202 Station Area Planning document. Density range adjusted down to reflect the surrounding context.)*

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Urban Neighborhood Place Type could apply to existing locations, such as the intersection at 200 S and 900 E shown in the illustration, or in locations being considered for redevelopment around existing Metropolitan Centers, Urban Centers, or possibly Town Centers.

## How to Use Transit Neighborhood Place Type

The Transit Neighborhood could apply to any greenfield or redeveloping location around a new station location, and is typically surrounded by existing single family neighborhoods. Typically, the parcel or parcels immediately surrounding the station will need to be subdivided to provide walkable blocks and walkable access to the transit station.

Where new streets and blocks are not required, the Place Type information provided here should serve as guidance to the city's planners in designating districts, streets, and Open Space within the area. Block sizes should be considered when contemplating subdividing existing blocks or vacating existing rights-of-way.

For proposed or redeveloping locations, the Place Type could be utilized as a mapped Place Type District or Overlay, triggering the requirement to subdivide larger parcels of land with a network of streets, then rezoning sub-parcels with the permitted subdistricts.

## Calibrating

### Core Subdistrict Limitation

In this Place Type, the Core Subdistrict should be limited to serve only the neighborhood and transit riders. A single Storefront Building would be appropriate at or next to the station area, allowing for uses such as a dry cleaner, coffee shop, small restaurant, or convenience market. Access should be off the main road or a smaller connecting street should be established perpendicular to the main road to serve as a Primary Street.

### Edge Subdistrict as a Transition

The key to the success of this Place Type lies not only in the establishment of a comfortable buffer between the existing neighborhoods, but also in the connection to the existing neighborhoods. The Edge Subdistrict should be used to create a gradual transition from the active station to the quiet, existing neighborhood. At the same time, existing streets should connect through where possible, or at the very least, pedestrian connections should be made.



## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines limits the areas for Core Subdistrict shopping, as this Place Type is meant to apply to mainly residential neighborhoods.

For Place Types that will require subdivision and new streets, once a market study has been performed, this table could be refined to establish a more exact range desired for the Overlay/District and placed in the code to define a required resulting range.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

Core Subdistrict	10% to 20%
General Subdistrict	10% to 30%
Edge Subdistrict	40% to 80%

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Transit Neighborhood, the resulting densities for the area should be between 10 and 50 housing units per acre. (*Source for density range: Reconnecting America and the Center for Transit-Oriented Development's TOD 202 Station Area Planning document. Density range adjusted down to reflect the surrounding context.*)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Transit Neighborhood Place Type could apply to newer station locations adjacent to or within single family neighborhoods, such as the Sandridge station in Roy illustrated here, or the 4973 W station at Old Bingham Highway on the Jordan Line to Daybreak.

## How to Use Boulevard Community Place Type

The Boulevard Community Place Type could apply to any existing or proposed mixed use corridor, served by some form of transit. Within existing locations, the Place Type information provided here should serve as guidance to the city's planners in designating districts, streets, and Open Space within the area. Block sizes should be considered when contemplating subdividing existing blocks or vacating existing rights-of-way.

For proposed corridors, the Place Type could be utilized as a Place Type District or Overlay, triggering the requirement to subdivide larger parcels of land with a network of streets, then the Core, General, and Edge serve as Subdistricts.

## Calibrating

### Core Subdistrict Limitation

The district requirements for the Boulevard Community limits Core Subdistrict to nodal intersections along the corridor(s). The assumption is also that the transit stops will be located at this intersection. It is also possible that the node may not be located at the intersection of two major corridors, but at a transit stop along a corridor. The point is to aggregate a dense node of walkable, commercial uses. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

For existing and proposed Boulevard Community Place Types, the number of blocks of Core Subdistrict is a starting point. A market study should inform the requirements of this Place Type. A minimum amount of Core Subdistrict is key; however, the limitation and aggregation of Core Subdistrict defines this Place Type.

Also, consider calibrating the uses permitted within the Core Subdistrict to allow for more flexibility during the early years as the area becomes more successful. The storefront building forms, however, will remain in place.

### The Limited Bay Building Type

Several existing buildings in the surveyed locations currently include light manufacturing or service uses that require garage access into the building on the front of the building. As the area transitions, these uses may continue or the buildings may be reused, housing craftsman industrial uses and/or other services.

In the Template Code, the Limited Bay Building Type is permitted in the Core C District (refer to 5.5 Building Types) in this Place Type. It allows for a limited width of front garage doors on Primary Streets. Also, within the Core C District (and D as

well), a wider range of uses are permitted, such as the craftsman industrial use, that might occur in this Building Type. To calibrate this Place Type for your location, consider the appropriateness for the Limited Bay building or some other form of it as well as the range of uses expected to occur within it. Note that you can also limit those uses within the District to the Limited Bay Building Type by specifying the uses as "with Development Standards" or "with special approvals".

Alternatively, it may be appropriate to create a second Core C District that does not permit the Limited Bay Building. This more pristine Core Subdistrict could be utilized at the key intersection with the Limited Bay permitting Core Subdistrict allowed on the edges.

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines specific areas for Core Subdistrict shopping, a key element to this Place Type.

For Place Types that will require subdivision and new streets, this table could be placed in the code to define a required resulting range.

### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

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Core Subdistrict	30% to 50%
General Subdistrict	20% to 50%
Edge Subdistrict	20% to 50%

---

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Boulevard Community, the resulting densities for the area should be between 0 and 50 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Boulevard Community Place Type could apply to existing as well as proposed corridors within the region, including the majority of the State Street corridor, a portion of which is illustrated here. Depending on the level of desired intensity and walkability, this Place Type could also be utilized for along other existing or proposed corridors, including University Boulevard (400 S) along the TRAX Red Line in Salt Lake.

## How to Use Main Street Place Type

The Main Street Place Type could apply to any greenfield or redeveloping mixed use or commercial corridor. Within existing locations, the Place Type information provided here should serve as guidance to the city's planners in designating districts, streets, and Open Space within the area. Block sizes should be considered when contemplating subdividing existing blocks or vacating existing rights-of-way.

For proposed corridors with existing large scaled blocks, the Place Type could be utilized as a mapped Place Type District or Overlay, triggering the requirement to subdivide larger parcels of land with a network of streets, then utilizing the Core, General, and Edge Subdistricts as Subdistricts.

## Calibrating

### Core Subdistrict Requirement

The district requirements for the Main Street Place Type locates the Core Subdistrict along the corridor(s). The length of the Core Subdistrict area should be considered, with the goal of aggregating walkable, commercial uses. A quarter mile or four to five blocks of Core Subdistrict is most appropriate, extended to accommodate office or civic uses. Refer to 1.2.10 General Zoning District Layout for additional requirements in defining zoning district locations.

For existing and proposed Main Street Place Types, the number of blocks of Core Subdistrict is a starting point. A market study should inform the requirements of this Place Type. A minimum amount of Core Subdistrict is key; however, the limitation and aggregation of Core Subdistrict supports a more successful Place Type.

Also, consider calibrating the uses permitted within the Core Subdistrict to allow for more flexibility during the early years as the area becomes more successful. The storefront building forms, however, will remain in place.

### The Storefront Building Type

The Storefront Building Type permitted in the Core D District is significantly different than the Storefront in the Core A and B Districts. In the Core Subdistrict, this building is permitted to be a single story commercial or civic building. This allowance is in consideration of current scale of the Main Streets in the region. In this Place Type, the historic form is desired and should be considered when calibrating the Place Type.

To establish a full mix of uses in the area, the Stoop Building with multifamily and office uses can be developed on the outside edges of the corridor, rather than incorporating those into upper stories of

the Core Subdistrict buildings.

### The Limited Bay Building Type

Several existing buildings in the surveyed locations currently include light manufacturing or service uses that require garage access into the building. As the area transitions, these uses may continue or the buildings may be reused, housing craftsman industrial uses and/or other services.

In the Template Code, the Limited Bay Building Type is permitted in the Core D District (refer to 5.5 Building Types) in this Place Type. It allows for a limited width of front garage doors on Primary Streets. Also, within the Core C District (and C as well), a wider range of uses are permitted, such as the craftsman industrial use, that might occur in this Building Type. To calibrate this Place Type for your location, consider the appropriateness for the Limited Bay building or some other form of it as well as the range of uses expected to occur within it. Note that you can also limit those uses within the District to the Limited Bay Building Type by specifying the uses as "with Development Standards" or "with special approvals".

## \* To Be Considered

### Employment Opportunities

This district also allows for the provision of a variety of workplaces, in terms of scale and type. The Stoop building can house a variety of offices as permitted by the uses allowed within the district. The Limited Bay building can accommodate office, light manufacturing, artist space, and other services with the limited allowance of front vehicular access. And, finally, the potential for Live-Work space within the Row Building as well as the allowance in all of the residential for a variety of home occupations creates an atmosphere for workplace options in the area.

## Calibrating

### Resulting District Areas

The following table is a rough guide to determine the approximate areas for each district within this Place Type. Note that the code for the Place Type defines specific areas for Core Subdistrict shopping, a key element to this Place Type.

For Place Types that will require subdivision and new streets, this table could be placed in the code to define a required resulting range.

#### Range of Percentage of Resulting District Area

Per quarter mile radius surrounding the transit stop

Core Subdistrict	30% to 50%
General Subdistrict	20% to 50%
Edge Subdistrict	20% to 50%

### Resulting Densities for the Area

In order to support the commercial uses and transit within the Main Street Place Type, the resulting densities for the area should be between 10 and 50 housing units per acre. (Source for density range: Wasatch Choice for 2040 Vision, May 2010)

However, density can take many forms. A neighborhood with 50 housing units per acre could be three stories in height with high building coverage per lot. Or it could be a single tower of housing units on a acre of land.

In order to code for desired character within the recommended density, discussions should focus on the resulting form, the overall heights and the amount of open space surrounding each building.

## \* To Be Considered

### Example Locations

The Main Street Place Type could apply to existing as well as proposed corridors within the region, including the Magna Main Street corridor illustrated here. As the lowest intensity Place Type, the Main Street should be utilized only in places to preserve historic form and character.

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## 2.0 Street Types

## How to Use this Section

The basic elements that begin to define the character of a Place Type starts with the public space of the street and includes the surrounding context of building forms and uses. Street Types are broad categories of streets, with each category relating to a different scale and intensity of the street.

To keep the number of Street Types simple, and because the vehicle has such an extreme affect on the character of the street, the Street Types categories included in this code are separated typically upon the width of the right-of-way, the design speed of the street, and the number of travel lanes. All Street Types in this code are expected to comfortably accommodate the appropriate level of pedestrian traffic as well as transit and bicycle traffic where appropriate.

## Why Define Street Types in a Zoning Code?

The character of any location is heavily affected by the scale and intensity of the streets within it. For example, a wide, heavily trafficked street has a different feel than a narrow yield street. Defining Street Types within the zoning code ensures that the particular location follows a predictable development pattern.

For Place Types, Street Types define acceptable street configurations for new streets appropriate for the place. Refer to the Place Type Tables for acceptable Street Types within each Place Type.

The Street types provided may be useful in reconfiguring existing streets to accommodate a more walkable pattern within the area.

## Commercial vs. Residential Streets

Each Street Type might include both a commercial street and residential street option, utilizing different treatments for each location. Street Type pedestrian area configurations may allow landscape zones and/or furnishings zones, depending

on the intensity of the pedestrian traffic in a location. Landscape zones include planters or grass parkway strips.

## How Were These Street Types Defined?

Initially, typical existing rights-of-way were examined. In the Salt Lake region, rights-of-way are typically wider than is necessary. However, those widths have allowed the incorporation of transit into the street sections in many locations. Where appropriate, illustrations of alternative sections utilizing these wider rights-of-way have been shown.

The range of Street Types included in this document accommodate what is typically used in new community development across the country.

- The Lane and Neighborhood Street utilize yield lanes and are smaller scaled streets for use in low density residential locations.
- With one lane in each direction, the Connector and the Avenue are appropriate for shopping streets, medium to high density locations, with on-street parking.
- The Boulevard is a wider street, allowing for two lanes in each direction, and should only be utilized based on a wider area streets plan.

## Recommended & Optional Items

Most municipal or zoning codes contain information and regulations regarding street standards. The street standards included in the Template Code are written for complete streets, with considerations for pedestrians, bicyclists, transit, and vehicles, which may not be included in your current code.

Each Street Type is permitted by Place Type. Any Street Type not applicable to the subject location may be removed and others added from the calibrated code.

## Optional: General Requirements

2.1 General Requirements are optional sections that may be removed if these types of requirements are included in your existing code.

## Recommended: General Street Type Standards

2.2 General Street Type Standards are recommended sections that include important information about on-street parking, bicycle infrastructure, and street trees that are important to the pedestrian-orientation of a street.

## \* To Be Considered

### Lane Widths

In general, lane widths are shown at 10, 11, or 12 feet. An 11 foot width is a commonly acceptable standard to accommodate a wide range of traffic moving through an area. A 10 foot width is typically utilized in slower locations, such as neighborhood streets and shopping streets. Twelve foot lane widths are typically reserved for those locations that are intended to accommodate fairly heavy truck traffic. Twelve foot widths should **not** be utilized in locations without truck traffic, as wider lanes will only encourage traffic to travel at higher speeds.

### On-Street Parking

On-street parking is shown on all street types included in this document. (Note that faster traveling highways are not included as these are streets that would likely by-pass these places.) On-street parking should be accommodated wherever possible for several reasons. It provides a buffer between pedestrians and vehicles in travel lanes, and it helps relieve some of the burden of providing off-street parking, especially visitor parking for residential. Further, on-street parking provides “teaser parking” for businesses, making it easy for a passerby to stop in at a business on short notice.

### Bicycle Facilities

All Place Types should be designed to encourage bicycle use to advance the accommodation of multiple modes of travel in and around the location. Bicycle facilities should be coordinated with any area bicycle plans and the types of facilities anticipated for the locations should be included in the code. Routes to all transit locations should be considered and where Avenues and Boulevards dominate, dedicated bicycle facilities should be included.

### Fire Access

The “Room to Pass” allowance has assisted in getting narrower street pavements approved in many municipalities. Otherwise, street configurations may need to be revised to gain approvals for incorporation into the code.

### Right-of-Way Stormwater Treatment

Street right-of-way composed of street pavement, sidewalks, and on-street parking is generally impervious, routing stormwater that falls here into municipal sewers. Where appropriate soils exist, swales with slotted curbs in Landscape Zones and permeable sidewalks and parking lanes can accommodate a significant amount of infiltration, reducing the amount of stormwater entering the sewers.



Slotted curbs allow for stormwater that falls on streets and sidewalks to be channeled into swales within a parkway and absorbed back into the ground when appropriate soils exist. *Images from Portland Green Streets.*



Sidewalks, plazas, and parking lanes composed of permeable pavers allow stormwater to be absorbed where it falls. *Top Image: Portland Green Streets  
Bottom Image: Cermak Sustainable Streetscape, Chicago.*

## **\* To Be Considered**

### **Disconnected Streets**

Disconnected streets are discouraged as they reduce traffic and pedestrian connectivity.

### **Cul-de-Sacs**

Cul-de-sacs have been prohibited in the Template Code with only one exception related to natural features.

Cul-de-sacs reduce both traffic and pedestrian connectivity that is vital in creating walkable places. When feasible, cul-de-sacs should have a pedestrian and bicycle connection to the abutting street.

In infill situations, where the existing context edges contain few perforations to allow connectivity, it may make sense to allow for more cul-de-sacs, but require future connections. To do this, retain a lot at the apex of the cul-de-sac that can accommodate a future connection.

### **Curb Radii**

The measurement for curb radii at intersections has been set as the turning radius of a “typical design vehicle,” which is a passenger car, not the “maximum design vehicle,” which is often a much larger truck. Using the typical design vehicle allows for smaller curb radii, which shortens pedestrian crossing distances.

## **Recommended & Optional Items**

### **Optional: General Street Layout Requirements**

2.3 General Street Layout Requirements are optional sections that may be removed if these types of requirements are included in your existing code.

## **\* To Be Considered**

### **Crosswalks**

Crossing distances at crosswalks have been limited to 38 feet or less to increase pedestrian safety. This may be different than your current code regulations.

### **Bulb-outs**

Bulb-outs are an excellent way to reduce crossing distances and provide additional space on corners to accommodate traffic signals, seating, and trash receptacles. However, some cities and counties do not permit them because of damages from snow plowing.

## Calibrating

### Alleys

Alleys are permitted in all Place Types and should be encouraged to be incorporated into existing locations to the extent possible.

The dimensions for alleys can vary, though narrower widths will limit truck access needed to accommodate trash and recycling pickup.

Alleys can also accommodate green spaces, though the Commons Open Space Type is a more appropriately sized way to incorporate open space into the rear of lots.



## Calibrating

### Lane

Sometimes called a Lane, the very narrow Lane is acceptable based upon its limited use, its special paving, and the design of the surrounding buildings. Refer to Place Types for limitations on the use of the Lane.

Because the Lane does not provide space for or require street trees, the travel lane and sidewalk should be constructed of special pavement, such as brick pavers. To provide some amount of landscape between the street and building, the front Build-to Zone of any building along a Lane should start at five feet.

The dimensions of the Lane can be calibrated up to the allowance for the Neighborhood Street. The widths of the Neighborhood Street would trigger providing sidewalk, parkway, and street trees.

## \* To Be Considered

### Fire Access to the Lane

The width of the Lane will likely need special approvals by the local Fire Official because it will not meet the room to pass measurement.

Possible urban design methods that may help meet this requirement are to utilize roll curbs or no curbs to allow the fire trucks additional width on the sidewalk. Also, restricting Lane maximum length to 300 feet or less allows fire truck accessibility from a adjacent street.

## Calibrating

### Neighborhood Streets

The Neighborhood Street is the most common Street Type, providing a low capacity yield street typically serving lower density residential locations. Consider only permitting in Edge Districts if there is concern about street capacity for multiple apartment/condominium buildings on a street.

### Alternate Sections

A narrower alternative section is provided, allowing for one-way streets or even lower capacity streets, atypical for transit served locations.

## Calibrating

### Connector Street

The Connector Street is medium capacity street that provides a through connection between the slow speed Neighborhood Streets and Avenues. With one lane in each direction, higher capacity residential, shopping, and office can be accommodated.

Traffic should be low enough to allow for undesignated, shared bicycle use. Higher traffic locations should utilize the Avenue Street Type.

### Alternate Sections

A wider alternative section is provided that allows for a shared auto/bicycle travel lane in each direction.

## Calibrating

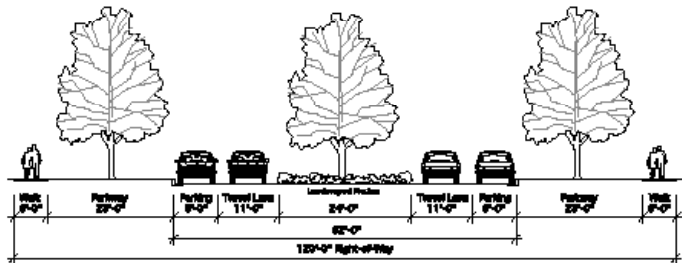
### Avenue

Avenues are permitted in several Place Types and are intended to accommodate faster moving vehicles.

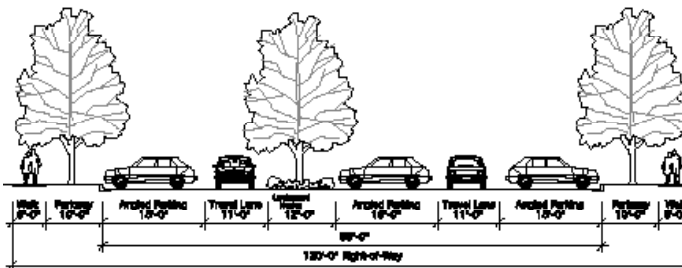
### Alternate Sections

The recommended right-of-way width for an Avenue is 80' to accommodate a median. Several alternative sections are provided using wider rights-of-way to allow for designated bicycle or transit access or additional angled in parking.

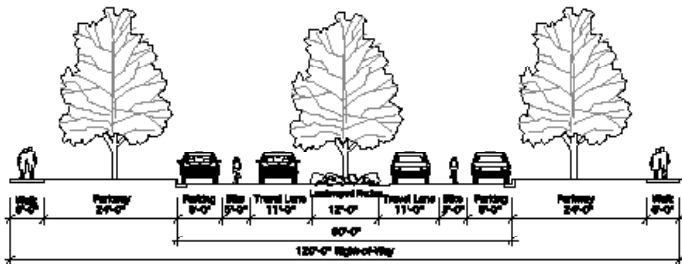
Alternative sections utilizing 120' or 132' width rights-of-way are provided to illustrate potential use of these wider widths typical of the region.



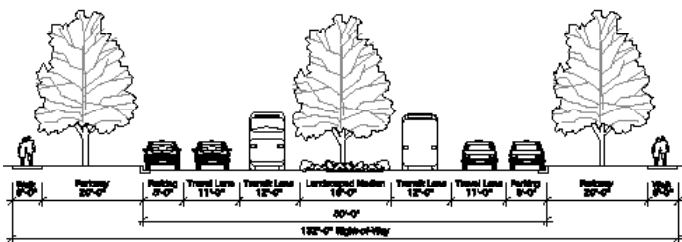
Additional Right-of-Way can be utilized for healthier trees.



Additional Right-of-Way can be utilized to provide angled parking, head in or back in.



Additional Right-of-Way can be for designated bicycle lanes or cycle tracks.



Additional Right-of-Way can be utilized to accommodate transit.

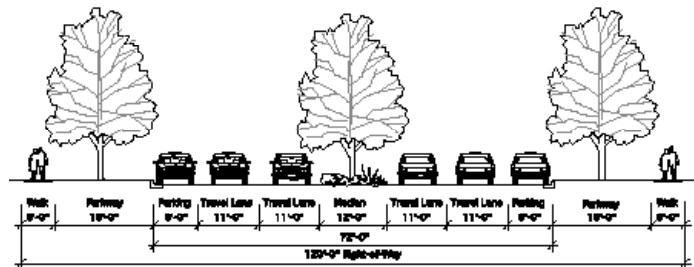
## Calibrating

### Boulevards

Boulevards should be used sparingly and, should only be permitted when necessary to address area-wide traffic concerns.

The acceptable locations for Boulevards within a community will likely be driven by community-wide transportation analysis. Also, the limitation to four lanes is meant to hold an appropriate scale of the street. Note that, in the General Requirements, the Zoning Administrator (or other more appropriate party) may revise the street types to meet the community's needs.

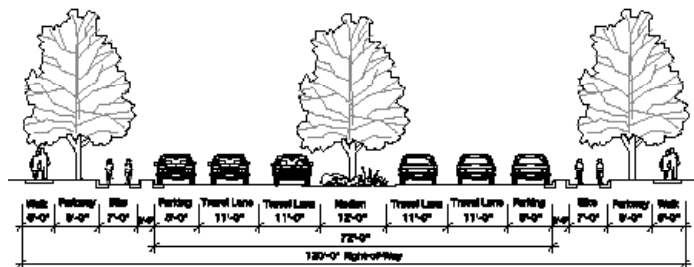
Typically, a street within a Place Type will serve the immediately surrounding area and will not generate traffic warranting a Boulevard. One exception is the Boulevard Community, a Place Type focused on a long, heavily traveled corridor, likely connecting multiple neighborhoods. Additionally, the Metropolitan Center may also include Boulevards, simply because of the regional draw of its character.



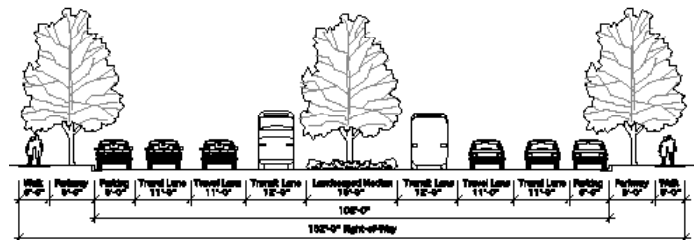
Additional right-of-way can be utilized for healthier trees.

### Alternate Sections

The recommended right-of-way width for a Boulevard is 100'. However, several streets in the Salt Lake Region are 120'. Alternative Boulevard sections have been provided to illustrate how this wider right-of-way can be utilized. Those sections should only be included in the code when the specific situation warrants. Bicycle or transit accommodations should be planned for the greater area, extending beyond the limits of the Place Type.



Additional right-of-way can be utilized to accommodate designated bicycle access.



Additional right-of-way can be utilized to accommodate transit.

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## 3.0 Districts

## Building Type Illustrations by District

The Building Type illustrations are provided on these pages, grouped by each type of district: Core, General, and Edge, to aid in understanding the scale and form intended for each of these districts within the Template Code. These illustrations may be deleted from the calibrated code or retained to illustrate the districts utilized.

### Core A District Permitted Building Types



**Storefront Building**



**Civic Building**

### Core B District Permitted Building Types



**Storefront Building**

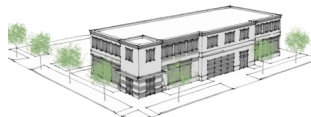


**Civic Building**

### Core C District Permitted Building Types



**Storefront Building**

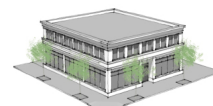


**Limited Bay Building**

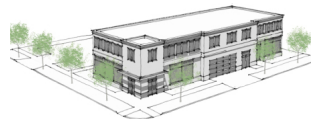


**Civic Building**

### Core D District Permitted Building Types



**Storefront Building**



**Limited Bay Building**



**Civic Building**

Core Districts: Building Types.



## How to Use This Section

Once you have established the closest Place Type for the area of concern, review the subdistricts established by the Place Type.

### What is a District?

In the Template Form-Based Code, a District is the same as a zoning district typically found in any conventional zoning code. The Template Code is structured in this way to allow the use of the form-based districts within the structure of a more conventional existing code.

Within the Template Code, each District permits certain uses, similar to conventional zoning. In place of bulk requirements typically included in conventional zoning, a series of Building Types are permitted within each District. Also, note that in 2.0 Street Types, certain Districts are limited to fronting certain Street Types.

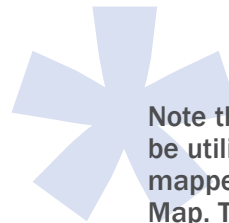
### Select the Appropriate Districts

The districts are organized into three categories representative of a typical traditional neighborhood structure: core\*, general, and edge districts. Each district consists of a series of districts at different scales.

To understand the regulations associated with each district, refer to 4.0 Uses and 5.0 Building Types. Each District has a separate set of permitted uses combined with a set of permitted Building Types.

### Specific District Definition

If there is a particular location where a particular set of building types are most appropriate, separate that district out and define it as permitting just those building types.



**Note that Place Types may be utilized as Districts and mapped on the Zoning Map. The Core, General, and Edge districts then become Subdistricts and should be changed to read as such throughout the document.**

**If the Place Types are used only as guidance, the Core, General, and Edge Districts are the Zoning Districts to be mapped.**

## Calibrating

### Core Districts

The following Core Districts are established in the Template Code:

- (1) Core A District is the most intensive core district, permitting the tallest buildings and allowing the widest mix of uses of any district.
- (2) Core B District is an intensive core district, permitting tall buildings and allowing a wide mix of uses.
- (3) Core C District is a less intensive core district, permitting a mid range scale of buildings and allowing a fairly wide mix of uses of any district. This district also allows for a more light industrial element in the form of the Limited Bay building type and allowable uses.
- (4) Core D District is the least intensive core district, permitting single story buildings yet still allowing a fairly wide mix of uses. Like the Core C District, this district allows for a light industrial element in the form of the Limited Bay building type and allowable uses.

### General Districts

The following General Districts are established in the Template Code:

- (1) General A District is the most intensive general district, permitting the tallest buildings and allowing the most building coverage on the lot.
- (2) General B District is an intensive general district, permitting tall buildings and allowing a mix of office and residential uses. This district could also serve as an edge district for the Metropolitan Center.
- (3) General C District is a less intensive general district, permitting a mid range scale of buildings and permitting both office and residential uses.
- (4) General D District is the least intensive general district, permitting single story, single use buildings, with office and/or residential permitted.

### Edge Districts

Within these urban locations, the Edge Districts typically assign a lower intensity of building to provide a buffer between single family neighborhoods and the Core and General Districts. The level of intensity should vary depending on the context of the Place Type, hence the inclusion of several Edge Districts. Additionally, within

the Metropolitan Center, the allowance of the General B District is meant to provide an edge to transition to the Urban Center or other neighborhoods.

The following Edge Districts are established in the Template Code:

- (1) Edge A District is a relatively intensive Edge District, permitting the denser buildings than the other Edge Districts yet still with some landscape areas. Live-work uses are also permitted within this Edge District in both Building Types.
- (2) Edge B District is a less intensive Edge district, permitting buildings with more landscape areas and limiting uses to residential with home occupations.
- (3) Edge C District is the least intensive Edge District, permitting only buildings with landscape areas and limited to residential uses.

### Civic Districts

Though the Template Code does not include it, consider creating a Public or Civic District that would be utilized only for Civic Uses and Open Space Types. Civic Uses include such uses as city halls, civic auditoriums, churches and other religious institutions, community centers. The Building Types permitted within this district could include the Civic Building Type as well as the General Stoop.

## Districts, Place Types, & Building Types Matrix

To understand the relationship between the Place Types, Districts, and Building Types, the matrix is provided. Note that Districts are at the center of the structure.

A version of the Building Types by Districts table is also provided in 5.0 Building Types.

Note that because the nomenclature for several of the Wasatch Choice for 2040 Place Types uses the term “center”, we have substituted “core” for what would normally be called center. As part of calibration, it may be clearer to use “center” instead of “core” for your community’s Districts.

# Master Case Study: Calibration Example for Districts

As a Template Code Workbook aid, a Master Case Study was developed to demonstrate a calibration example applied to a place. Using the real metrics of the Template Code, several calibration techniques are highlighted, and the final code layout is shown without the inapplicable information for your Place Type.

This Master Case Study will appear at the front of several sections throughout the Template Code Workbook as it gets worked through the calibration process.

## Community Planning Process

The Master Case Study area underwent a master planning process. That resulted in a vision for the area of medium density mixed use core surrounded by residential and office.

Taking these elements into account, the Master Case Study will use the [Station Community Place Type](#).

## District Calibration Strategy

Using the districts identified in the Station Community Place Type– Core C, General C, and Edge B & C, calibration for the Districts goes as follows:

As suggested by the Workbook, we have renamed the “Core” district a “Center District.” A center makes more sense in this lower intensity location than a core.

We also dropped the letters within each district name, since there was only one of each type.

We liked the district descriptions, so only struck the language that did not apply to the Station Community Place Type. We felt the General District would be best as two districts with different permitted uses, and the suggested two Edge Districts would be better as one district.

We also struck some language from the introduction section.

## \* To Be Considered

### Number of Districts

To keep the Template Code manageable, the districts are simple and few. This will likely not be the case in the real world. Existing conditions will affect how much non-conformance is acceptable within a community. Also, master plans might create fairly specific desired outcomes that the code should then require to be implemented. Multiple additional districts may be needed.

In general, form-based codes tend to have a large number of districts, since the code is highly tailored to the specific location. While this may make the code longer, it actually makes implementation easier for a specific property owner. The property owner is looking only at what is permitted on their parcel; therefore, the more specific, the clearer the requirements for their developments. In turn, this typically translates into easier development approvals and more as-of-right development.

### Specialized Districts

Within this Template Code, we have chosen to not differentiate between employment uses (office) and residential uses that can occur within the General Stoop Building Type or in the upper floors of the Storefront Building. If your community prefers to manage these uses within these buildings, you could further define the districts as follows:

General A-R for mainly residential with limitations on the amount of office space within the General Stoop Building.

General A-O or A-W for mainly office uses within the General Stoop Building.

Additionally, the Core C and D Districts allow for a variety of craftsman industrial uses as well as the Limited Bay Building Type. It may be more appropriate to further define your community’s core area with two types of districts for true Core and Core that permits the Limited Bay with craftsman industrial uses.

Revised language establishing two levels of zoning districts: the Place Type District and the Subdistricts.

Renamed Districts.

For this calibration, the General District has been separated into two districts with different permitted uses. See 4.0 Uses.

For this calibration, the Edge B & C Districts have been merged into one district to simplify the code.

### 3.0 Districts

#### 3.1. Establishment of Mapped District

The Town Center District is hereby established to regulate the location of Subdistricts and their district mixes of permitted building forms and uses.

The areas and boundaries of the Town Center District is shown on the map entitled “Zoning Map of the City of Geneva” and referred to herein as “Zoning Map”.

#### 3.2. Establishment of Subdistricts

The following Subdistricts are hereby created to regulate the location of district mixes of building forms and uses permitted within the Town Center District. Refer to 4.0 Uses for uses and 5.0 Building Types for building types permitted within each district.

##### 1. Center District.

The Center District constitute the center or the locus of the community. The center includes the majority of the shops and workplaces within the neighborhood, along with the public gathering spaces such as churches, libraries, squares, and plazas. The storefront building and civic building create the form of the neighborhood center in varying degrees. The storefront building defines a street wall along the primary streets of the area with storefront glass windows. Upper stories of the storefront building may be utilized for living and working. *These following Core Districts are defined:*

##### 2. General District Residential.

The General Districts serve as the interstitial fabric of the city, separate from the defined center and the edges. The more generic stoop building with lower minimum transparency levels dominates, mainly occupied by office and residential uses at a variety of scales.

##### 3. General District Office.

The General Districts serve as the interstitial fabric of the city, separate from the defined center and the edges. The more generic stoop building with lower minimum transparency levels dominates, mainly occupied by office and residential uses at a variety of scales.

##### 4. Edge District.

Within these urban locations, the Multifamily District *typically* assigns a lower intensity of building to provide a buffer between single family neighborhoods and the Center and General Districts. *These levels of intensity should vary depending on the context of the Place-*

*Types: hence the development of several Edge Districts. Additionally, within the Metropolitan Center, the addition of the General District is meant to provide an edge-to-transition to the Urban Center or other neighborhoods.*

*3.0 Zoning Map:*

*4-Mapped Districts:*

*The areas and boundaries of the districts listed in 3.1 above are established as shown on the map entitled “Zoning Map of the City of Geneva” and referred to herein as “Zoning Map”.*

*2-Unmapped Districts:*

*Unmapped districts are part of a Place Type Overlay District may be established by the Neighborhood Development/Planning and Rezoning procedure as defined in Section 4.0.*

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## 4.0 Uses

# Master Case Study: Calibration Example for Uses

As a Template Code Workbook aid, a Master Case Study was developed to demonstrate a calibration example applied to a place. Using the real metrics of the Template Code, several calibration techniques are highlighted, and the final code layout is shown without the inapplicable information for your Place Type.

This Master Case Study will appear at the front of several sections throughout the Template Code Workbook as it gets worked through the calibration process.

## Community Planning Process

The Master Case Study area underwent a master planning process. That resulted in a vision for the area of medium density mixed use core surrounded by residential and office.

Taking these elements into account, the Master Case Study will use the [Station](#)

## Community Type.

## Uses Calibration Strategy

The Permitted Use Table is organized by District. Using only the permitted uses from the Station Community Place Type Districts, calibration for the Uses goes as follows:

City officials felt that the current use structure in the existing code was inappropriate for the area's redevelopment goals. We decided to use the use structure from the Template Code.

## Residential and Lodging Uses

We struck the "Inn & Residential Care" use because the use seemed too low intensity for the Place Type vision.

## Office Uses

We wanted an entirely multifamily district in the Edge District, so office uses were struck.

## \* To Be Considered

Depending on the community, there will generally be significant changes to the Permitted Use Table.

## Template Code View

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

## Calibrated Code View

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

## How to Use This Section

Uses are the activities that are permitted to occur on a site or within a building in each District. Note that all uses listed are permitted within a district, either individually or grouped with other uses.

Additionally, some uses are noted as permitted with development standards, noted within the definition of the use.

## Recommended Items

### Recommended: General Requirements

The General Requirements should not be used when no changes in the uses of the underlying zoning will take effect.

### Recommended: Definition of Uses

Definition of Uses should always accompany the General Requirements. This section should not be used when no changes in the uses of the underlying zoning will take effect.

## Calibrating

### Uses within Districts

For the purposes of this Template Code, each potential use is not listed separately, but categories of uses have been created and listed on Table 4.1 (1) Uses by District table provided. Many compatible uses have been grouped into simple categories to ease the administration of the code. For example, many uses that occur within an office environment with few impacts on neighbors have been grouped into one office category.

Refer to and understand the Building Types that the uses are permitted within, as described in 5.0 Building Types, prior to beginning the calibration process. It is possible that the building form may address concerns related to the uses in specific locations, instead of limiting the use.

### Issue Uses

Issue uses are those uses that create concerns in the neighborhood in terms of incompatibilities, inappropriate activities, or other concerns. These uses are typically pulled out of the categories and defined separately. For example, vehicle service tends to significantly impact surrounding business, both from the form and the use perspective. It is pulled out of general service and given its own line item. Then it is treated separately in the permitted districts.

This is a Template use table, meant to be calibrated specifically for the community in the following ways:

### Revise the Designation

Uses are either permitted by right, permitted in upper stories only, permitted with additional standards, permitted with a Conditional Use Permit, or prohibited. Prohibited uses are either not given a designation in the table, or do not appear at all in the table.

### Additional Districts

Refer to the calibration discussion on Districts. Defining additional districts, such as two Core D districts, allows mapping different locations with different permitted uses.

### Additional Development Standards

Identify uses that many have negative effects in your community and separate them on the use table. For example, the perception of pawn shops in your community may be negative and lower the desirability to shop in a particular location. Separating pawn shops and either prohibiting them in particular districts, treating them with additional standards, or requiring a Conditional Use Permit may help curb issues with that use.

Note: However, if the form is the issue, keep in mind that the particular use is required to be located in one of the permitted building types in the district, possibly rendering the use less obtrusive.

## Calibrating

### Use Table

The Use Table is integral to the code, though the form generally takes precedence. To calibrate uses within the Districts, it may make sense to separate some of the categories. Refer to the discussions in the Workbook on each Use Category.

### Uses Limited to Upper Stories

Many uses are limited to the upper stories of the buildings in the Use Table within the Core District. This is to allow a mix of uses, while supporting the generation of a high level of pedestrian activity in the Core Districts.

### Residential Uses

Residential allows for more than one dwelling unit and is permitted in all districts. Refer to the Building Types for further limitations on the uses. For example, there is no limit to the number of units through the Uses section; however, the General Stoop building in the General C District could be limited to no more 12 units. Or, the Yard Building may be limited to a primary residence and up to two secondary residences.

To calibrate this, simply add additional line items in the use table for different levels of residential acceptable in a given districts.

Also, note the two categories of hotels and inns, combined with two levels of residential care facilities. The Hotel & Residential Care facility is unlimited in the number of rooms, while the Inn & Residential Care is limited to no more than twelve rooms.

### Civic Uses

Civic Uses includes a variety of (typically) publicly owned facilities, such as fire stations and schools, plus assembly uses.

Assembly uses could included anything

from a community meeting facility to a church to a performing arts center. Note that assembly uses are permitted in some form in all of the districts, though the Civic Building Type is not. The use is required to be located in one of permitted Building Types; therefore, in the cases where the Civic Building is not permitted, the assembly use will occur within a fabric building.

It may be warranted in your community to permit the Civic Building in all Districts to allow this use to locate in a more iconic building.



## Calibrating

### Retail & Service Uses

Retail and services have been categorized into two scales of uses: Neighborhood and General. Refer to the list of sample uses on Tables 4.2 (1) and 4.2 (2) for retail and service uses.

The neighborhood level includes uses appropriate for a smaller neighborhood convenience shopping, compatible with adjacent residential with few issues or concerns. Additionally, the neighborhood uses are limited in size in the Template Code to 12,000 square feet per use, which could be calibrated to anywhere between 5,000 and 20,000 square feet depending on the context of the uses. Then General Uses would be greater than that size designated.

General uses include those neighborhood uses in larger format stores as well as additional uses that may have some level of negative external effects on the surrounding neighborhood. Typically the general uses will have increased vehicular traffic in the form of truck deliveries and regional customers driving to the store.

## Calibrating

### Office Uses

Office uses are all combined into one category of office uses, regardless of size or level of activity. The assumption is that little impacts would be felt outside of parking issues.

Note the list of uses included in the office category in Table 4.2 (3).

## Calibrating

### Craftsman Industrial Uses

General industrial uses are not included in the Template Code and, therefore, would not be permitted in any District. However, we have established a category of uses called Craftsman Industrial. This category is meant to allow lighter manufacturing uses, especially those with an element of crafting to them. These uses are limited in size and also require some level of sales to the general public.

This list of uses could be fine tuned to specific desired manufacturing in the particular location. Consider the potential for negative external impacts and weight those against the preservation of the use as well as the potential positive impacts to the character and identity of the area. Refer to Table 4.2 (4). Craftsman Industrial Uses. for a list of the uses recommended to be permitted.

### Parking Lots & Structures

Parking lots and structures are permitted both as principal uses and accessory uses in this Template Code.

As principal uses, the Template Code is considered lenient, permitting these uses by right but with development standards. Note that there are specific locations where these uses are not permitted, such as on corner lots. Additionally, structures are not permitted to front on Primary Streets. For more stringent requirements, set these two principal uses up to require a Conditional Use Permit, adding another layer of process to discourage these uses.

As accessory uses, the Template Code permits both lots and structures, but their location is determined by the Building Type.

## Calibrating

### Accessory Uses

The accessory uses in the Template Code include a short list of potential uses. Other accessory uses may be included, specific to the location. It may also be advisable to add those accessory uses to the definition of the principal use, assuming the accessory use occurs with a short list of principal uses. If there are significant potential impacts from those Accessory Uses, consider adding them to this list and including development standards.

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## 5.0 Building Types

# Master Case Study: Calibration Example for Building Types

As a Template Code Workbook aid, a Master Case Study was developed to demonstrate a calibration example applied to a place. Using the real metrics of the Template Code, several calibration techniques are highlighted, and the final code layout is shown without the inapplicable information for your Place Type.

This Master Case Study will appear at the front of several sections throughout the Template Code Workbook as it gets worked through the calibration process.

## Community Planning Process

The Master Case Study area underwent a master planning process. That resulted in a vision for the area of medium density mixed use core surrounded by residential and office.

Taking these elements into account, the Master Case Study will use the [Station Community Place Type](#).

### Template Code View

5.0 Building Types				
5.3 Storefront Building				
1. Description & Intent				
<p>The Storefront Building is intended for use as a mixed use building located close to the front property line with parking typically in the rear or side of the lot.</p> <p>The key facade element of this Building Type is the storefront required on the ground floor front facade, with large amounts of glass and regularly spaced entrances.</p> <p>This building is available in a variety of intensities, depending on the district within which it is located. For example, minimum and maximum heights are highest in the Core A District and lowest in the Core D District.</p>				
2. Regulations				
<p>Regulations for the Storefront Building Type are defined in the adjacent table.</p>				
Notes				
<p>* Lots wider than 140 feet are permitted one double-loaded side of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage.</p> <p>** Above the third story, the upper stories of any building facade with above footage shall have a step back from the lower stories that is a minimum of six feet and a maximum of 12 feet deep.</p> <p>† 1 to 28 feet or more in height, ground story shall count as two stories towards maximum building height.</p>				

## Building Types Calibration Strategy

Each code will contain multiple Building Types. In the Master Case Study Example, we will be calibrating just the Storefront Building Type, even though there will be others.

The Storefront Building Type is only permitted in one district: the Center. Calibration for the Building Types: Storefront goes as follows:

We reduced the Front Build-to-Zone from 15' to 10' to ensure buildings would be closer to the property line.

We increased the one story minimum height to two stories to ensure a medium density feeling on the street and increase the opportunity for mixed use

We removed the note requiring a step back after the third story because we felt it was unnecessary in this undeveloped area.

We also removed the pitched roof as a permitted roof type to incorporate the modern look the community preferred. We chose to do this only for the storefront building. We will allow pitched roofs in other building types.

### Calibrated Code View

Removed extra districts and added Center District.  
Changed Front Build-to-Zone

Changed Minimum Height

Removed note  
Removed Pitched Roof as permitted Roof Type

## 5.0 Building Types

### 5.3 Storefront Building

#### 1. Description & Intent

The Storefront Building is intended for use as a mixed use building located close to the front property line with parking typically in the rear or side of the lot.

The key facade element of this Building Type is the storefront required on the ground floor front facade, with large amounts of glass and regularly spaced entrances.

~~This building is available in a variety of intensities, depending on the district within which it is located. For example, minimum and maximum heights are highest in the Core A District and lowest in the Core D District.~~

#### 2. Regulations

Regulations for the Storefront Building Type are defined in the adjacent table.

#### Notes

\* Lots wider than 140 feet are permitted one double-loaded side of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage.

~~\*\* Above the third story, the upper stories of any building facade with above footage shall have a step back from the lower stories that is a minimum of six feet and a maximum of 12 feet deep.~~

~~† 1 to 28 feet or more in height, ground story shall count as two stories towards maximum building height.~~

Permitted District	
Center District	
(1) Building Siting Refer to Figure 5.3 (1).	
Multiple Principal Buildings	permitted
Front Property Line Coverage	80% +
Occupation of Corner	required
Front Build-to-Zone	0' to 10'
Corner Build-to-Zone	0' to 10'
Minimum Side Yard Setback	5'
Minimum Rear Yard Setback	5'
Minimum Lot Width	none
Maximum Impervious Coverage	70%
Additional Semi-Pervious Coverage	20%
Parking & Loading Location	rear & side yard†
Vehicular Access	Alley, if no alley exists, 2 driveways are permitted off non-primary streets
(2) Height Refer to Figure 5.3 (2).	
Minimum Overall Height	5-story 2 stories
Maximum Overall Height	8 stories *
Ground Story: Minimum Height	14'
Maximum Height	24' †
Upper Stories: Minimum Height	9'
Maximum Height	14'
(3) Uses Refer to Figure 5.3 (2). Refer to 4.0 Uses for permitted uses.	
Ground Story	retail, service, office
Upper Story	any permitted use
Parking within Building	permitted fully in any basement and in rear of upper floors
Required Occupied Space	30' deep on all full floors from the front facade
(4) Street Facade Requirements Refer to Figure 5.3 (3).	
Minimum Ground Story Transparency Measured between 2' and 8' above grade	65% front only
Minimum Transparency per each Story	15%
Blank Wall Limitations	required per floor (refer to 5.2.8)
Front Facade Entrance Type	storefront, arcade
Principal Entrance Location	storefront, arcade
Required Number of Street Entrances	1 per each 100' of front facade
Vertical Facade Divisions	every 50' of facade width
Horizontal Facade Divisions	required within 3' of the top of the ground story, and every fifth floor above the first floor
(5) Roof Type Requirements Refer to Figure 5.3 (3).	
Permitted Roof Types	parapet, pitched, flat
Tower	permitted

## How to Use This Section

### What is a Building Type?

Building Types are the basic units of the Template Form-Based Code. Place Types are defined by the Districts, which consist of a mix of permitted uses and permitted Building Types.

In the Template Form-Based Code, Building Type refers to the form of the building, though the use is often considered. Building form includes the bulk requirements typically found in conventional coding, such as the placement of the building on the lot, the placement of the parking and accessways on the lot, and the height of the structures. Building form in this Template Code also addresses the facades that face streets or public spaces, including such elements as windows, doors, proportion of the facade, and roof design.

Often, there is a direct correlation between use and form, such as the existence of large display windows along the sidewalk for retail. Therefore, in some instances, uses specific to the Building Type are defined.

## \* To Be Considered

### How were the Building Types defined?

This document includes a simple range of Building Types, defined through study of existing and proposed centers and transit stations within the Wasatch Front region. As the code is calibrated for a specific location, expect the number of Districts and Building Types to grow, with form and use requirements that vary.

Six general Building Types are defined. The Storefront Building is just that, a building with a storefront facade on the street. The General Stoop Building is a basic building that could house office uses or residential uses, with no requirements for storefront on the groundfloor. The Limited Bay is a variation of the Storefront provided to address a specific issue found at two of the catalytic sites: garage access on the street. Two mainly residential buildings are also included, the Row Building and the Yard Building.

Within each District that the Building Type is permitted, a variety of scales and elements are defined. For example, the Storefront Building is permitted within all four Core Districts, so four versions of the Storefront are provided.

### Building Types are not intended to regulate style

The Building Types included in the Template Code first and foremost regulate the aspects of the buildings that contribute to pedestrian orientation and definition of the public space of the street, including location of the building on the site, location of the parking on the site, and the design of the street facade to locate entrances, provide transparency, and scale the building to the pedestrian. The adjacent building drawings are meant as a generic example to illustrate scale and bulk. A variety of facade styles can result from the Building Type standards, as illustrated by the images below.



Historic Storefront Building



New Construction Storefront Building



Modern Storefront Building



## Calibrating

### How to Use the Building Types

Once the Place Type is identified (refer to 1.0 Place Types) for the location contemplated, note the Districts (refer to 3.0 Districts) permitted within the Place Type. Within the permitted Districts, certain Building Types are permitted within the Template Code.

To calibrate the code for the specific place, determine if additional Districts need to be configured. Likely additional Districts will be variations of the Districts provided in the Template Code. Next, determine if the Building Types permitted are appropriate or if modified versions should be created.

For example, in a Station Community, it may make sense to create two Core C Districts, one that is pure shopping and Storefront Buildings and one that permits the Limited Bay in addition to the Storefront Building. The two Storefronts may also be slightly different. Perhaps the purer shopping district requires a minimum of three stories and has the highest requirement for transparent glass on the front and corner facades. The second Storefront Building might permit a single story building, and have different requirements for glass on the front from the corner facade.

### How to Use the Building Types by Districts Table

The Building Types by Districts Table should be included in the code. However, unless all of the Districts and Building Types are utilized, the table should be modified to include only those addressed in the code.

### Building Types by Districts

The Template Code is simplified to provide one to three Building Types per District. Once calibrated, multiple versions of the Building Types and/or more Districts might be developed to create a more diverse mix.

The Building Types provided include the Storefront, the General Stoop, the Limited Bay, the Row Building, the Yard Building, and the Civic Building. In the Template Code, the Civic Building is permitted in every district, to provide an exception to the rules for civic or institutional buildings, such as churches, city halls, libraries, and museums. These buildings are meant to be the special buildings within the urban fabric created by the Storefront, General Stoop, and Row Buildings. The Yard Building serves as a buffer to surrounding areas, but also creates a different kind of urban fabric.

**Sample Calibrated Building Types by Districts Table**

Delete Columns of districts not utilized.

Drop the District letter designation if only using one version. Or, rename the districts to more appropriate names.

Delete Rows of Building Types not utilized

Building Types by Districts				
Building Types	Districts			
	Center B	General A	General B	Edge A
	●			
		●	●	
				●
	●	●	●	●

● = Permitted

## Calibrating

### Building Siting

The Explanation of Building Type Tables provides additional description and requirements to the tables found in 5.3 through 5.8 for each Building Type. The following steps outline the process for locating a building on a site per the requirements of the first section of each Building Type Table, Building Siting:

#### Occupation of Corner

All buildings in this Template Code require locating a corner of the building at the intersection of the front and corner build-to zones. This establishes a starting point for the location of the building and ensures that corners are occupied by buildings and not parking lots. We do not recommend revising this requirement during the calibration process.

Note that a corner can be occupied by a courtyard, when permitted on the building, or any Open Space Type. The Open Space Type, however, requires a separate parcel to be defined.

#### Build-to-Zones

Build-to Zones establish a specific location where the front facade of the building shall be located. Facades that face the

front and corner property lines shall be located within the Front and Corner Build-to Zones. Typically a narrow depth is defined for these zones, allowing some flexibility in the location of the facade. This flexibility also allows bays and recesses to meet the code without exception.

Note that for buildings with a minimum height requirement over a single story, that facade within the Build-to Zone shall meet that minimum height requirement. This avoids the stepping back of the facade over one story and loss of the definition of the street by the minimum height.

The Build-to Zones could be modified to create the desired streetscape effect. For example, if the sidewalk area of a particular street is too narrow and no additional space is available within the street section, additional sidewalk can be required by revising the starting point of the zone range. For an additional 5' on the sidewalk, start the Build-to Zone at 5' and add the width: 5'-10'.

#### Front Lot Line Coverage

Facades shall be located in the Build-to Zone to meet this percentage of front lot line coverage. The intent of this regulation is to establish a respective amount of streetwall along the sidewalk: 95% means the building is continuous with very little

side access, while 75% typically permits a side yard. Note that when the "Occupation of Corner" is required, the remaining 25% of the 75% Front Lot Line Coverage will occur in the interior side yard.

#### SIDE & REAR YARD SETBACKS

Though side yards are defined by minimum setbacks, the Front Lot Line Coverage requirement defines how wide the side yards can be at the front lot line.

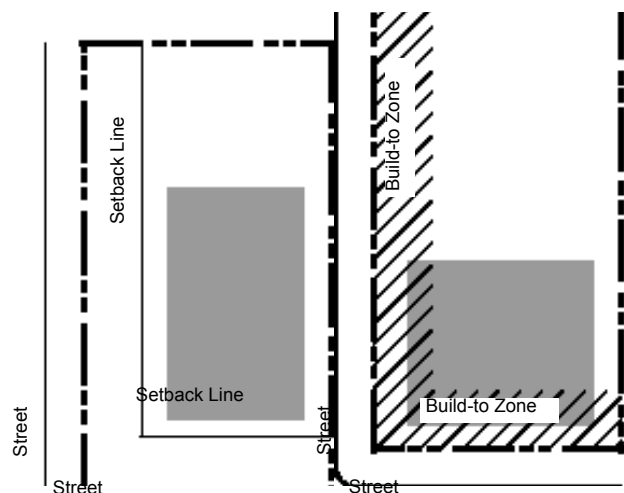
The rear yard setback requirement is typically minimal, especially when alleys are present. This setback should be calibrated for the specific location based on the existence of an alley and adjacent development types.

#### Impervious & Semi-Impervious Coverage

The limits applied to impervious coverage, along with building height, sets the permitted intensity of the building (in these districts, close to 100% lot coverage). By setting a certain amount of the coverage as semi-pervious, consideration is given to providing for some level of rainwater infiltration on the site. These amounts can be calibrated to match the desired intensity on the site, as well as addressing site-specific rainwater issues.

#### Build-to Zone vs Setback Line

A setback line indicates the closest a building may be placed to a property line, but is silent on where behind that line a building may be placed. A build-to zone indicates a zone or area in which the Facade of a building must be located. The use of a build-to zone allows some control over building placement, while the range provides some flexibility. This method also provides an element of predictability that is absent when the only requirement is to locate a building beyond a certain line.



Build-to Zone vs. Setback Line

## Calibrating

### Parking & Vehicular Access

With the buildings creating some level of streetwall along the front and corner sidewalks, parking is typically accommodated in the rear of the lot, internally in the building, or, in some cases, in a minor way in the interior side yard. Limiting the side yard parking to one double loaded aisle of parking perpendicular to the property line and permit it only on wider lots wide results in at least two thirds coverage of the front lot line with building, still maintaining a high level of streetwall.

### Parking Structures

Structured parking is permitted as an accessory use on most lots, but is not permitted in the Template Code to front any Primary Streets. (Refer to page 2.0 Street Types for discussion on Primary Streets). Therefore, on lots that only touch a Primary Street, a separate parking structure can be located only in the rear yard of the lot.

Parking within the Principal Structure is always limited to the rear of the building, with a minimum amount of Occupied Space along street facades. In some locations, this may not be feasible, then parking may be permitted to extend to the facade on non-Primary Streets. In this instance, street facades of the structures should still meet all requirements of the Building Type, including vertical and horizontal delineations. Two additional requirements could be considered:

- a. Sloped portions of the parking shall be located adjacent to the rear or interior side facades.
- b. Consider requiring usable floor heights on the street facades, allowing those segments of the parking to become Occupied Space in the future.

### Vehicular Access

Access to all lots is ideally handled through an alley system; however, alleys are not always feasible. Corner parcels will have no trouble meeting a secondary or non-primary street driveway requirement; however, interior lots along Primary Streets will be inaccessible. Care should be taken to set a reasonable allowance for driveways along a Primary Street to avoid too many driveways for the safety and comfort of the pedestrian.

In existing locations where no alley exists, a system of drive access should be developed utilizing a hierarchy of streets, including either Primary and secondary streets, or A,B, and C streets. (See the discussion in the Metropolitan Center Place Type). Additionally, a system for shared driveways could be established, requiring property owners to participate. (Adding language that states shared driveways are encouraged is advisable). Alternately, parking requirements could be minimized, so that parking is handled in public or designated shared lots, on street, and through the support of other modes of transportation.

Access requirements will need to be determined specific to each location.

### Building Heights

Heights within the code are defined by a set of minimum number and maximum number of stories, combined with a set range of acceptable floor to floor heights. The minimum and maximum heights of the Building Types depend on the district within which it is located. The Template Code demonstrates one process for measuring height, but municipalities may have different processes.

Stories are used to articulate a human scale on the facade of the building. In this way, large atria inside the street facades of buildings are discouraged, though there are allowances in some Building Types for taller ground floor heights to count towards two stories.

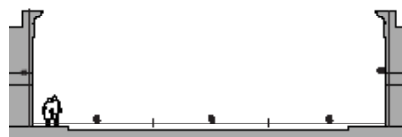
Typically a minimum of 2 or 3 stories is required, to help define the space of the street. The ideal ratio is considered to be 1:3 (see diagram); however, single story minimum heights are defined for more suburban locations where it might not be economically feasible to require all buildings to be mixed use at this time.

Floor to floor minimum and maximum heights are used to define each story. Ground floor heights are defined separately in the Storefront Building to accommodate the need for higher ceiling heights and additional utilities in retail and restaurant spaces.

Minimum and maximum heights should be calibrated to match the vision for the area, though the range should accommodate the appropriate level of support for the transit and commercial.

Floor to floor heights may also be calibrated to match existing structures and maintain an appropriate scale. Care should also be exercised to not set ground floor heights too high, creating a scale that does not reflect the pedestrian.

**Note that a combination of site coverage and heights are the key to achieving densities to support both transit and commercial.**



3 to 1 Right-of-Way to Building Height Ratio Section

### Calibrating

#### Uses

Uses and Building Types are permitted in zoning districts; therefore, uses in a Building Type may vary by the district within which the Building Type is located.

Additionally, the Building Type tables may further define how the permitted uses work within the building. For example, some uses may only be permitted on the ground floor. Or, some uses permitted within the district may not be permitted in a particular Building Type at all. For example, uses in the Civic Building are highly limited.

Refer to each Building Type for recommendations regarding calibrating uses within the Building Type.

#### Street Facade Requirements

Facade requirements in the Template Code are limited to the street facades. During calibration, it may make sense to apply these requirements or a modified set of these requirements to other facades. For example, requiring a level of transparency and a certain number of entrances on rear facades adjacent to parking lots could make those parking lots feel safer and increase their utilization. Higher transparency also offers more “eyes on the street.” It also offers a more visual pedestrian friendly experience than walking next to a blank wall or parking lot.

Vertical and horizontal facade divisions represent the lowest level of design guidance recommended to be included in the code. These facade divisions hold the scale of the building at a more human level. Refer to 5.11 for additional optional design standards that could apply to all buildings.

## Calibrating

### Roof Types

In the Template Code, most roof types are permitted for each Building Type. Roof type is an important element towards defining the character of the place. For example, all flat or parapet roofs mimics historic Main Streets, often feeling more commercial in nature. While pitched roofs, even on taller mixed use buildings can feel more residential.

Roof types, therefore, should be set to match the existing or desired character of the Place Type. The types included in the Template Code are fairly flexible, representing a variety of acceptable roofs. See 5.10 Roof Types.

## Calibrating

### Build-to Zone

The Build-to Zones of the various Storefront Building Types establish a variety of scales related to the permitted heights. Core C Storefront Buildings are somewhat less intense, slightly more suburban in nature than Core A Storefront Buildings. The Build-to Zones can be modified to establish an appropriate street wall location for the character of the place.

Specifically, the Build-to Zone can be modified to create a desired streetscape effect. For example, if the sidewalk area of a particular street is too narrow and no additional space is available within the street section, additional sidewalk can be required by revising the starting point of the zone range. For an additional five feet on the sidewalk, start the build-to zone at five feet and add the width: 5'-10'.

We do not recommend creating Build-to Zones larger than 15 feet in most Place Types for the Storefront Building.

### Front Lot Line Coverage

The percentage of Front Lot Line Coverage can be modified on the Storefront Building, though consider that specific changes will affect the resulting character. Note that the lower percentages for this Building Type result in a more suburban feel to the area and can reduce the overall walkability of the site. A higher number maintains the intensity of the area, while providing enclosure for the Open Space of the street.

### Multiple Principal Buildings

The regulation specifying whether multiple buildings are permitted on a parcel is key to the definition of walkable shopping streets. In general, it is recommended to require a separate parcel for each building so that each building fronts a street.

In the case of the Core C District, we have permitted multiple Storefront Buildings on a single parcel. This could result in

shopping centers, organized around an interior parking lot. However, we have also specified that each building must meet the requirements of the Building Type. The result then could be that buildings are turned sideways, with fronts on the street as well as on a parking lot.

## Parking & Vehicular Access

The allowance for or elimination of side yard parking should be considered during the calibration process. In the Template Code, we have allowed it only in places with higher vehicular traffic than others. If it is initially necessary for the success of the area, it could be permitted in the initial code, then infilled at a later date and removed from the code.

Managing access to lots is key to the success of any shopping street, with the goal of limiting conflicts between pedestrians walking safely along sidewalks and vehicles crossing the sidewalks entering drives to parking or service areas. Access to the lots is ideally handled through an alley system. Corner parcels will have no trouble meeting a secondary or non-primary street driveway requirement; however, interior lots along Primary Streets will be inaccessible. Setting a reasonable allowance for driveways along a Primary Street could result in too many driveways for the safety and comfort of the pedestrian.

Especially in Core District areas, where no alley exists or is planned, a system of drive access should be developed utilizing a hierarchy of streets, including either Primary and secondary streets, or A, B, and C streets. (See the discussion in the 1.3 Metropolitan Center Place Type). Additionally, a system for shared driveways could be established, requiring property owners to participate.

Alternately, parking requirements could be minimized, and parking is handled in public or designated shared lots, on street, and through the support of other modes of transportation.

## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area, though the range should accommodate the appropriate level of support for the transit and commercial. Note that in the Core C and D Districts, the Storefront Building's minimum height is set at a single story. This is meant to reflect the surveyed locations in the region and the anticipated intensities in those locations. Typically, we would not recommend a single story minimum height for transit-served shopping locations to encourage office and residential above.

Floor to floor heights may also be calibrated to either match existing structures and maintain an appropriate scale or establish an appropriate scale for a particular location. Many national chains require interior clearance of 12 feet to 16 feet requiring floor to floor heights of 16 feet to 20 feet or more. Care should also be exercised to not set ground floor heights too high for the context, creating a scale that does not reflect the pedestrian and may be inappropriate for the desired character. Note that we have set maximum ground story heights in the Core A areas to 30 feet, while in Core D to only 18 feet.

### Uses

Ground floor uses in the Storefront Building are limited to those with some level pedestrian activity, such as retail and service uses, with additional commercial, office, and/or residential uses in the upper stories.

The Storefront is typically a mixed use building, though in the Core C and D districts it is permitted to be a single story, allowing it to be a single use commercial building.

### Facade Requirements

Storefronts with large amounts of

transparency and regularly spaced entrances off the street required on the ground floor front facade are the key differentiating element of the Storefront Building Type from the other Building Types.

The transparency requirements (high levels of highly transparent, low reflectance glass) are set based on measurements of similar buildings around the country. The ground floor levels are measured between two and eight feet to locate the glass within a person's sight frame, as well as to set the percentages as high as possible. Transparency levels should be calibrated for the location, though these ranges have proven appropriate for many shopping areas.

The Facade Requirements apply only to street facing facades within the Template Code. If the community is concerned about rear or side parking use or safety, these requirements could be extended to facades along parking lots. Locating a high level of glass, multiple entrances, and providing some division of the facade creates more eyes on the parking lot and a sense of care and scale to the space.

### Roof Types

The roof types should be set to match the desired character for the area. Refer to 5.10 for descriptions and further requirements for the Roof Types. In general, parapet roofs are traditional for shopping districts in the region; however, contemporary buildings often incorporate pitched roofs above a mix of uses.

If desired, consider limiting the location of towers on the buildings to special places, such as street termini or adjacent to public spaces.



Building Types shown illustrate general building configuration and not architectural style.

## Calibrating

### Build-to Zone

The Build-to Zones of the various General Stoop Buildings allow for more depth between the sidewalk and building facade. The General Stoop may have a small landscape area within the Build-to Zone, and, especially in more residential locations, this provides a buffer to visible basement and ground floor living areas. The build-to zones can be modified to establish an appropriate street wall location for the character of the place.

As with the Storefront Building, the Build-to Zone can be modified to create a desired streetscape effect. In many cases, it may be appropriate to begin the Build-to Zone for the General Stoop five feet to ten feet from the lot line to create a landscape swathe along the sidewalk. We do not, however, recommend creating Build-to Zones larger than 20 feet in any of the defined Place Types for this Building Type.

### Front Lot Line Coverage

The percentage of Front Lot Line Coverage can be significantly lower for this Building Type than the Storefront. While walkability is still highly desirable, the streetwall may be broken up by landscape areas, courtyards, and the occasional side yard parking lot.

### Parking & Vehicular Access

In the Template Code, side yard parking is permitted only in the General C and D Districts, but could be considered elsewhere if appropriate.

The goal of limiting conflicts between pedestrians walking safely along sidewalks and vehicles crossing the sidewalks entering drives to parking or service areas is still important in these locations, though perhaps not as key as within the Core Districts. Access to the lots is ideally handled through an alley system, though alternatives will need to be considered in existing locations with no alley system. Of primary concern in these areas is entrances to structured parking: often these area located on the streets and not off side or rear yards. Driveways are of less concern when narrowed and the sidewalk pavement crosses the drive.



## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area. In the Core C and D Districts, the General Stoop's minimum height is set at a single story; however, this should be reserved for office or commercial uses and not residential.

Floor to floor heights may also be calibrated to either match existing structures and maintain an appropriate scale or establish an appropriate scale for a particular location. Consider the overall resultant height when allowing for very tall floor to floor heights for residential, especially in relation to surrounding existing structures of the same number of stories.

### Uses

Uses within this Building Type are very flexible. As discussed in other sections (1.0 Place Types, 3.0 Districts), it may be appropriate to separate districts for residentially focused General Stoop Buildings and office focused ones.

### Facade Requirements.

The transparency requirements (levels of highly transparent, low reflectance glass) are set based on measurements of similar buildings around the country. Transparency levels should be calibrated for the location, considering the types of buildings in the area. A range of between 12% and 20% is typically appropriate for most office or residential buildings with distributed windows along a floor. With the lower percentages, the Blank Wall Limitations regulation becomes more important.

The Facade Requirements apply only to street facing facades within the Template Code. If the community is concerned about rear or side parking use or safety, these requirements could be extended to facades along parking lots. Locating

a high level of glass, multiple entrances, and providing some division of the facade creates more eyes on the parking lot and a sense of care and scale to the space.

### Roof Types

The roof types should be set to match the desired character for the area. Refer to 5.10 for descriptions and further requirements for the Roof Types. In general, parapet or pitched roofs are appropriate for these Building Types in most locations; however, the flat roof is a modern application with a distinctive character.

Towers will be utilized on these buildings to access the roof, but may also be utilized on the front facade to add character. We do not recommend limiting towers on these buildings, unless you limit their locations on the street facades. Additionally, the Tower requirements limit them to one per building. It may be appropriate to modify this to allow only one per street facade, maximum of four per building or some similar standard.



Building Types shown illustrate general building configuration and not architectural style.



Image of one version of a General Stoop buildings.

## **Calibrating**

### **Permitted Districts**

In the Template Code, the Limited Bay Building Type is permitted in the Core C and Core D Districts only. Consider permitting this Building Type in a separate General District, permitting the General Stoop as well as this Building Type, to allow for a mix of office, research, and light industrial uses.

### **Build-to Zone**

The Build-to Zones established in the Template Code for the two permitted locations of the Limited Bay Building Type require the building to be built close to the front lot line, with a limited amount of flexibility. The depth of these zones can be narrower to match that of the Storefront Building; however, this allows for some room for vehicular access at the garage door bay and could allow for future table areas for restaurants or other uses.

### **Front Lot Line Coverage**

The percentage of Front Lot Line Coverage provided allows for the use of a side yard parking lot, permitted for most Building Types in the Core C and D Districts.

An alternative method for allowing these parking lots is to establish a higher coverage percentage, then permit the parking lot as an exception to the coverage. This results in a perception of a high level of coverage, while still allowing the exception in a smaller note format.

### **Minimum Lot Width**

To limit the number of these types of buildings in a particular location or to limit the number of service bays along a particular street, consider setting a wider minimum lot width. As only one door is permitted per facade, the result would be more storefront facade and fewer garage doors per foot of lot line.

## **Parking & Vehicular Access**

In the Template Code, this Building Type is permitted only in the Core C and D Districts, but could be considered elsewhere if appropriate. If permitted elsewhere, the side yard parking may be limited.

The service bay entrance is limited to one per street facade as well as being limited by a maximum width. This width could result in a building facade being two-thirds garage opening. This should be considered in calibrating the code; however, with the requirement for transparent doors and a principal entrance on the street, the facade will likely be sufficiently friendly to function within the context of the shopping street. An alternative is to require a wider a building and set back the garage door five feet.

## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area. In the Core C and D Districts, the Limited Bay's minimum height is set at a single story.

Floor to floor heights may also be calibrated to either to match existing structures and maintain an appropriate scale or establish an appropriate scale for a particular location. Consider the overall resultant height when allowing for very tall floor to floor heights, especially in relation to surrounding existing structures of the same number of stories.

### Uses

This is the only Building Type in the Template Code that permits craftsman industrial uses. Refer to 4.0 Uses.

### Facade Requirements.

The transparency requirements (levels of highly transparent, low reflectance glass) are set slightly lower than the Storefront Building to accommodate craftsman industrial uses as well as to offset the cost of a transparent garage door. Blank Wall Limitations regulation should be maintained.

The Facade Requirements apply only to street facing facades within the Template Code. If the community is concerned about rear or side parking use or safety, these requirements could be extended to facades along parking lots. Locating a high level of glass, multiple entrances, and providing some division of the facade creates more eyes on the parking lot and a sense of care and scale to the space.

## Roof Types

The roof types should be set to match the desired character for the area. Refer to 5.10 for descriptions and further requirements for the Roof Types. In general, parapet roofs are traditional for shopping districts in the region; however, contemporary buildings often incorporate pitched roofs above a mix of uses.

If desired, consider limiting the location of towers on the buildings to special places, such as street termini or adjacent to public spaces.



Building Types shown illustrate general building configuration and not architectural style.

## Calibrating

### Build-to Zone

The Build-to Zones of the various Row Buildings allow for more depth between the sidewalk and building facade, allowing for landscape area within the Build-to Zone, and providing a buffer between the sidewalk and visible basement and ground floor living areas. The Build-to Zones can be modified to establish an appropriate street wall location for the character of the place.

The Build-to Zone defined for the Edge A District allows the building to be built at the front lot line (0 feet). This situation would best be utilized either with a visible basement or for live-work units. The Template Code does not differentiate this, but it could be handled with a Note.

### Minimum Unit Width & Maximum Building Width

In general, it is not necessary to define a minimum unit width, allowing units to be as narrow as possible. Here, the Template Code defines these widths to differentiate between the different types of Row Buildings by district. It is permissible to remove this requirement from the code.

Maximum Building Width is also defined to differentiate between the different districts. With no maximum, full blocks of row units could be developed, which could be acceptable in many locations. Otherwise, setting a maximum width requires a break between buildings. That break could include a driveway or a landscape area.

### Parking & Vehicular Access

Note that parking is permitted only in the rear; even when located within the building, parking is meant to be access from the rear facade. Due to the narrow width of each unit, garage doors should not be permitted on the front facade.

Also, note that, with no alley, the driveways are permitted per building, requiring an access drive behind the building to access each unit.

## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area. Five stories are permitted in Edge A to allow for stacked row units, with a visible basement and a partial story beneath the roof. This building would be similar to the General Stoop Building, except with multiple entrances along the street to the ground floor units and a corridor and single entrance for the upper units. Consider modifying these requirements to a more traditional height row building of three to four stories.

Floor to floor heights may also be calibrated to either match existing structures and maintain an appropriate scale or establish an appropriate scale for a particular location. Consider the overall resultant height as well as the proportion of these units when allowing for very tall floor to floor heights.

### Uses

Uses within this Building Type are typically residential; however, in the Edge A District, we have permitted other uses in the ground floor to allow the units to be live-work. As discussed in other sections (1.0 Place Types, 3.0 Districts), it may be appropriate to separate districts for residential only Row Buildings and live-work ones.

### Facade Requirements.

The transparency requirements (levels of highly transparent, low reflectance glass) are set based on measurements of similar buildings around the country. Transparency levels should be calibrated for the location, considering the types of buildings in the area. A range of between 12% and 15% is typically appropriate for most row buildings with distributed windows along a floor. With the lower percentages, the Blank Wall Limitations regulation becomes more important.

Because of the smaller scale of each unit, the Facade division requirements are limited on these buildings, with no requirement for vertical differentiation and a limited amount of horizontal division. Revisit these requirements if there is concern for the quality of these units in the particular location.

### Roof Types

The roof types should be set to match the desired character for the area. Refer to 5.10 for descriptions and further requirements for the Roof Types. In general, parapet or pitched roofs are appropriate for these Building Types in most locations; however, the flat roof is a modern application with a distinctive character.

Towers will be utilized on these buildings to access the roof, but may also be utilized on the front facade to add character. We do not recommend limiting towers on these buildings, unless you limit their locations on the street facades. Additionally, the Tower requirements limit them to one per building, not per unit. It may be appropriate to modify this to allow only one per street facade, maximum of four per building or some similar standard.



Building Types shown illustrate general building configuration and not architectural style.

## Calibrating

### Setback or Build-to Zone

A setback is shown for this Building Type to allow more flexibility in the building location. (Keep in mind that parking is not permitted in the front of the building.) Depending on the expected location of these houses and the surrounding context, consider using a Build-to Zone. A Build-to Zone would encourage a fairly intensive use of these buildings in specified locations. A small front landscape area is required to separate the sidewalk from the living areas of the house.

### Minimum Rear Yard Setback

Minimum rear yards are defined for this Building Type to establish a continuous back yard. Detached garages have a different setback when located on an alley. Consider calibrating this rear yard depth based on lot and block depths.

### Minimum & Maximum Lot Width

Minimum and maximum lot widths are defined to differentiate this building from other residential districts in existing codes. This Building Type is meant to fulfill a need for smaller houses, on narrower lots to provide more houses along the street. Set these minimum and maximum lot widths to establish a set of smaller buildings, possibly more than one, for your location. The intention, however, is to use this Building Type mainly as a buffer to existing areas.

## Parking & Vehicular Access

Note that parking is permitted only in the rear; even when located within the building, parking is meant to be access from the rear facade. Due to the narrow width of each house, garage doors should not be permitted on the front facade.

## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area. One and a half stories set as the minimum height requires at least the use of the area under the roof as a second story (considered a half story by this Template Code). Because the lots are set to be fairly narrow, it is expected that the resultant houses will likely be multiple stories. Maximum stories allows for either a visible basement or story within the roof, plus three full floors. So the range of houses within this district could be cottages to manor houses. Consider creating separate districts for each house type if this is unacceptable.

Floor to floor heights may also be calibrated to either match existing structures and maintain an appropriate scale or establish an appropriate scale for a particular location. Consider the overall resultant height as well as the proportion of these units when allowing for very tall floor to floor heights.

### Uses

Uses within this Building Type are only residential; however, home occupations are permitted. Also, consider that this house could contain multiple residential units per 4.0 Uses.

### Facade Requirements.

The transparency requirements (levels of highly transparent, low reflectance glass) are set based on measurements of similar buildings around the country. Transparency levels should be calibrated for the location, considering the types of buildings in the area. A range of between 12% and 15% is typically appropriate for most houses with distributed windows along each floor. With the lower percentages, the Blank Wall Limitations regulation should be maintained, but could be limited to only front facades.

Because of the smaller scale of these buildings as well as the residential nature of them, no facade divisions are required.

### Roof Types

The roof types should be set to match the desired character for the area. Refer to 5.10 for descriptions and further requirements for the Roof Types. In general, maximum flexibility should be given to single family houses, unless there is a particular existing or desired character.

In the Template Code, towers are permitted only in the most intensive Edge A District; however, they could easily be allowed in all Districts. If permitted, consider lowering the maximum height of these buildings as the tower permits a full additional level.



Building Types shown illustrate general building configuration and not architectural style.

## Calibrating

### Permitted Districts

In the Template Code, the Civic Building is permitted in all districts except the Core A and the Edge C Districts. The Core A District is meant to be an important shopping area to the region. The assumption is that Civic Uses could be located adjacent to the Core A District in a General A District, maintaining the continuity of the shopping district.

The Edge C District will be a residential district. Civic Buildings could be developed on the edge of these districts. Alternatively, a Civic District could be developed to allow these buildings to be located anywhere in the Place Types.

### Setback vs. Build-to Zone

The Civic Building utilizes a setback in the Template Code instead of a Build-to Zone, simply to allow more flexibility in the design and development. Any setback, however, must be landscape or walk area and cannot be used for parking. The setback lines are set based on the other buildings permitted within the district.

Keep in mind that civic uses in these area can utilize any Building Type permitted in the district.



## Calibrating

### Height

Minimum and maximum heights should be calibrated to match the vision for the area, though it is recommended that the Civic Building be somewhat shorter than the surrounding fabric. No minimum height is set to allow maximum flexibility.

Floor to floor heights may also be calibrated to either match existing structures and maintain an appropriate scale or establish an appropriate civic scale for a particular location. Consider the overall resultant height when allowing for very tall floor to floor heights.

### Facade Requirements.

Facade requirements are highly limited on the Civic Building to allow for maximum flexibility while still presenting an open facade to the street. The transparency requirements (levels of highly transparent, low reflectance glass) are set low and Blank Wall Limitations are not required. Again, this is to allow maximum flexibility; however, it may make more sense to set more rigid standards depending on the location.

### Roof Types

The roof types should be set to match the desired character for the area; however, for the Civic Building, any roof type could be permitted with Conditional Use. Alternatively, the Conditional Use provision could be removed for this Building Type, to allow maximum flexibility. Refer to 5.10 for descriptions and further requirements for the Roof Types.



Building Types shown illustrate general building configuration and not architectural style.

## Calibrating

In the Template Code, entrance type requirements are defined to generally match what exists on the ground in the region. However, each of these types could be defined more specifically to a particular place. To calibrate the entrance types per building type, determine which general types apply to the building type and would be appropriate within the context of the Place Type.

### Example: The Arcade Entrance Type

Perhaps the master plan for the area calls for an Arcade around a particular open space. A separate Building Type could be defined specific to that place with the Arcade as the only permitted Entrance Type.

Note that the specific dimensions of the Arcade are based on a survey of arcades and how comfortable they felt to the pedestrian. The most comfortable dimensions are represented in the Template Code, but, if utilized, these dimensions should be calibrated to the location.

## Calibrating

### Stoop Entrance Type

The Stoop Entrance Type is the simplest entrance type and defines the General Stoop Building Type. The important element of the Stoop is the platform area in front of the door, to create an interim space for standing before entering the sidewalk and public domain. Ideally, from an urban design perspective, the stoop would have some elevational difference from the sidewalk, served by steps and a ramp. For ideal accessibility, however, the platform should be as close to grade as possible.

There could be multiple interpretations of this entrance type, which could be defined separately. For example, the stoop with a lightwell could be a separate entrance type. A survey of appropriate stoops should be performed to determine appropriate configurations for the location. If different stoops are appropriate in different locations, create a separate Entrance Type for each.

### The Porch Entrance Type

Since the Porch Entrance Type is permitted along with the Stoop in this code, the Porch Entrance Type has been defined to set a minimum size for covered entry ways. In the same way the Stoop could be configured many ways, the Porch has endless interpretations. The parameters provided are set to the minimum requirements to create a usable porch.

### Calibrating

In the Template Code, roof type requirements are defined to generally match what exists on the ground in the region. However, each of these types could be defined more specifically to a particular place.

The main purpose of the Roof Types is to provide a series of as-of-right, expected configurations, and to avoid the building that just ends with no cap. Unexpected roof configurations, however, may be appropriate in certain situations, such as domes or spires on church buildings or a city hall. In the Template Code, the Civic Building Type permits other configurations with some level of additional approval. This could be permitted for all buildings during the calibration process, if desired.

effectively increase the face of the building between the eaves and the valley of the roof.

### The Parapet Roof Type

The parapet roof type is a roof with either a flat or sloped roof behind a parapet. It is probably the most common roof type in the locations surveyed for this Template Code, and is, therefore, permitted on almost all buildings.

The maximum height of the parapet is set at six feet, with the additional requirement of screening utilities from the street. This maximum height is set to approximately equal half of a story, to avoid the development of a large blank wall along the top of the building.

### The Pitched Roof Type

The pitched roof is a common roof style. The slopes provided are fairly standard, with flexibility built in for multiple story buildings.

Note that mansard and gambrel roofs are not permitted in the Template Code. To permit these roof types, require dormers in an appropriate configuration along the street.

Also note that butterfly roofs are permitted; however, an overall maximum height is set, since butterfly roofs

## Calibrating

### The Flat Roof Type

The Flat Roof Type is Templateed after a standard mid-century roof design, typically used in the 1950s and 1960s. We have found these roofs used mainly along single story Main Streets developed during that time. The allowance of these roofs should be considered, depending on the desired character of the area.

### Towers

Towers are an important addition to buildings, and should be permitted in some form. The Tower in the Template Code is permitted in addition to the Roof Type. The dimensions set are intended to limit its use as an additional story, and encourage its use for roof access and building definition.

## Optional Item

### Optional: Design Requirements

The Design Requirements are all optional to the Template Code and are provided here for your reference. Review the requirements and determine which, if any, should be required and codified.

If less than four of these regulations are included, we recommend incorporating them into 5.1 Introduction to Building Types to draw attention to them and their application to all Building Types.

Language shown in gray: *or on upper floor facades only*, represents language that should be considered more carefully or deleted from the code.

Alternatively, any of these requirements can be incorporated separately as guidelines, with discretionary review. Consider, however, that this discretionary review process complicates and lengthens the approval process for entitlements and could increase the cost of building construction.

### Optional: Photographic Images

Images provided are intended to illustrate the recommended regulations. It is highly recommended that these images be replaced with images appropriate for the community's vision.

## Calibrating

### Materials & Color

Materials is probably the most common design requirement incorporated into a form-based code. In general, when codifying, we recommend simplifying the language to include acceptable materials, materials to avoid, and prohibited materials. Keep in mind that materials to avoid could be utilized for the building as a whole and still comply with the code.

Color requirements are tricky for codes, since many communities might have a unique character that will not meet this language. The language included is fairly generic and should only be utilized within historic areas that meet the color standard already. Alternatively, the language could be included as encourage, with some prohibitive language for certain specific colors or tints.

## Calibrating

### Windows, Awnings, & Shutters

Note the window requirement is shaded gray, signalling more consideration for this regulation. Vertical orientation of upper story windows is often desired, based on image preference. This is a regulation that will heavily influence the design of the buildings.

Awning materials are often regulated, but rarely enforced. If desired, this requirement should reflect the desired character of the area. An additional requirement to consider is open ended awnings, to allow more light to penetrate through.

The shutter requirement affects residential buildings more so than commercial, but is fairly straight forward to include and comply with.

## Calibrating

### Balconies

Balconies are a common issue in many places, where they are either regularly too small to serve the user or appear tacked onto the facade, especially in adaptive reuse projects.

The requirements included here are based on a survey of acceptable and unacceptable balconies from image preference surveying. At the very least, the categories of these requirements could be considered to write appropriate guidance for the place.

### Treatments at Terminal Vistas

This language applies to any building that occupies a location at a street terminus. Alternatively, a regulating map or the zoning map could also designate which parcels shall meet this requirement.

### Building Variety

Building variety is a common desire in wholly new places, such as a new Town Center, that are created by one master developer over a shorter time period than a traditional center may have evolved. Typically, it is desirable to utilize multiple designers for the new buildings; however, if that is not feasible, utilizing some regulatory language to differentiate the buildings along a street may make sense.

This language is fairly simple and could be defined more specifically; however, it provides a basis for variety between multiple buildings.

One issue with the language is with multiple developers within one location and the comparison between the development proposals. In that situation, first come, first serve should set their design, with the other following suit.

## Calibrating

### Drive-through Structures

Drive-through structures are grayed to draw attention to the fact that, in the Template Code, they are not permitted as accessory uses in these Place Types.

If permitted, design requirements should be applied. These regulations would be most appropriate incorporated into the Accessory Uses section within 4.0 Uses as development standards for the permitted drive-through structures.



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## 6.0 Open Space Types

## How to Use this Section

This section mainly applies to new, larger developments that will subdivide and utilize the Place Type requirements in Section 1.0. It should be included in any code that utilizes one or more Place Types as districts or overlays, mapped or floating.

Within each Place Type, there is a minimum requirement for Open Space as well as permitted Open Space Types. Those Open Space Types are defined by this section.

Use of the Open Space Types in the calibrated code is very important as open space requirements are a major piece of the Place Types. Access to Open Space facilitates community participation, exercise, and time spent outdoors, which raises quality of life.

## Optional Items

Each Open Space Type is permitted by Place Type. Any Open Space Type not applicable to the subject location may be removed from the calibrated code.

### \* To Be Considered

#### Sizing

In general, each Open Space Type is written relative to the other Open Space Types. For example, the size ranges for each civic open space helped to define each specific type separate from one another. Adjusting the size ranges will likely occur, but care should be exercised to maintain each unique type of open space.

#### Nomenclature

Names for each Open Space Type are defined to help in discussing each type. It is not necessary to utilize the given names, and you may decide to rename each type. In general, the names given are typical nationally when discussing park types; however, latitude has been used in some naming. For example, the Green may or may not be what is typically envisioned by the term “green”; however, this name establishes some connotation of a larger, less paved open space, typically surrounded by street.

#### Permitted Districts

Consider the context of the Place (or subject location) as a whole when calibrating the Open Space Types. Each Open Space Type is permitted adjacent to different zoning districts, meaning each space should be utilized within a certain context defined by those zoning districts.

How those zoning districts are calibrated (meaning how the building types and uses are calibrated within them) could change the context, and the Open Space Types permitted adjacent may need to be revised.

#### Privately or Publicly Owned

Most Open Space Types developed over large redevelopment parcels will likely be privately retained and may, therefore, not have full public access. Consider that many so-called garden squares in London, England are privately held, communal gardens, where adjacent building occupants may hold a key to the square. Still, these spaces within the city provide relief from the urban feel, adding green to the area.

Alternatively, the city or county can choose to assist in the maintenance of the space to provide for public access, while the developer or owners’ association may continue to retain ownership.

## Calibrating

### Plaza

The Plaza is meant to be used in more urban, active locations as a gathering or meeting place in commercial or more intensive residential locations. The scale is relatively small and it is intended to be mainly hardscape. Permitted districts include the Core and most General districts.

## \* To Be Considered

### Stormwater In Parks

District stormwater management is an excellent way to achieve denser developments and manage the volume, quality, and speed of stormwater flows. However, single use stormwater facilities are not people places, often fenced and very deep with little landscape. Combining stormwater facilities with parks may require more land for shallower depths, but the places can then be dual use, allowing people to enjoy them and avoiding the eyesore of fenced, walled ponds.

### Maximum Impervious or Semi-Pervious Surface

For Open Space Types (as well as Building Types), the Template Code adds the allowance for additional surface area, so long as the additional area consists of semi-pervious materials.

This inclusion can be removed; however, it is an excellent way to encourage the development community to consider the effects of imperviousness, without reducing the urban character of the area.

Permeable asphalt and concrete are more widely available (and more affordable) than even five years ago, in most locations. Permeable pavers are another choice for semi-pervious surfaces in open space.

If there is significant concern of the use of these types of materials, these percentages can be removed and determine whether to allow the full area to be fully impervious or not.

### Small Scaled Open Space

Most of the Open Space Types are defined to be smaller than 5 acres, a common threshold applied to parks to be dedicated to a city, county, or parks district. Typically, these public entities do not have the resources to maintain a large number of very small open spaces.

However, these smaller spaces often fulfill the needs of a surrounding neighborhood better than a large scale park. Pocket parks and squares have a more intimate feel than a large park; and they can feel safer and their amenities are closer to more of the population of the neighborhood.

An alternative to dedicating these spaces to the public entity is to allow them to be privately held. Public access can still be limited, if necessary, but the availability of these spaces to all surrounding neighbors should be secured. The spaces can be maintained by a owners' association or a business association in a commercial area.

## Calibrating

### Square

The Square is a more formal open space, usually square in shape and surrounded by streets. It is typically small in size, and appropriate for use in almost all locations. It is typically more landscape than a plaza, but can also include a significant amount of paving.

### Green

Like a Commons, a Green is an informal open space typically surrounded by residential uses, though may be larger. Greens may be surrounded by wider, busier streets and higher density buildings.

## Calibrating

### Commons

The Commons is an informal open space typically surrounded by residential uses and directly used by the adjacent neighborhood.

### Pocket Park

The Pocket Park is meant to address very small parks or playgrounds to be utilized by occupants within about an eighth of a mile walking distance. The scale is small, thus sports fields and structures are not reasonable. Permitted districts include those typically defined as residential; therefore, this type is not considered appropriate for highly commercial locations.

## \* To Be Considered

### Stormwater In Parks

District stormwater management is an excellent way to achieve denser developments and manage the volume, quality, and speed of stormwater flows. However, single use stormwater facilities are not people places, often fenced and very deep with little landscape. Combining stormwater facilities with parks may require more land for shallower depths, but the places can then be dual use, allowing people to enjoy them and avoiding the eyesore of fenced, walled ponds.

### Maximum Impervious or Semi-Pervious Surface

For Open Space Types (as well as Building Types), the Template Code adds the allowance for additional surface area, so long as the additional area consists of semi-pervious materials.

This inclusion can be removed; however, it is an excellent way to encourage the development community to consider the effects of imperviousness, without reducing the urban character of the area.

Permeable asphalt and concrete are more widely available (and more affordable) than even five years ago, in most locations. Permeable pavers are another choice for semi-pervious surfaces in open space.

If there is significant concern of the use of these types of materials, these percentages can be removed and determine whether to allow the full area to be fully impervious or not.

### Small Scaled Open Space

Most of the Open Space Types are defined to be smaller than 5 acres, a common threshold applied to parks to be dedicated to a city, county, or parks district. Typically, these public entities do not have the resources to maintain a large number of very small open spaces.

However, these smaller spaces often fulfill the needs of a surrounding neighborhood better than a large scale park. Pocket parks and squares have a more intimate feel than a large park; and they can feel safer and their amenities are closer to more of the population of the neighborhood.

An alternative to dedicating these spaces to the public entity is to allow them to be privately held. Public access can still be limited, if necessary, but the availability of these spaces to all surrounding neighbors should be secured. The spaces can be maintained by a owners' association or a business association in a commercial area.

## Calibrating

### Park

The park is the largest Open Space Type and will not likely occur within smaller developments. Typically, park locations are determined city-wide and set by the municipality. Inclusion of the park allows for some level of flexibility in what can occur in the more residential locations. In the Template code, it is not permitted adjacent to highly commercial areas to trigger use of the smaller and more specific Open Space Types.

### Greenway

Within the context of this document, Greenways will not likely be long corridors through multiple developments. However, to encourage continuous trails or paths along rail, street, or river corridors, the Greenway is included.

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## 7.0 Landscape

## How to Use This Section

The Place Types, associated zoning districts, and building types in this Template code are intended to result in walkable, compact places. Landscape in these locations will be limited to the streetscape, some courtyards, rear yards, and open space. The limited landscape required for these places, however, will soften and cool these locations, providing a more appealing and comfortable environment for people.

The majority of this code section is OPTIONAL, assuming there are city-or county-wide landscape requirements in place. However, keep in mind that street trees are required in the Street Types and in order for those trees to be healthy and long-lived, installation methods should be required.

## Recommended & Optional Items

### Recommended vs. Optional Items

This landscape section should be calibrated to require the minimal types of landscape included and, if needed, to provide installation requirements for sustainable landscapes.

Several sections are noted as optional, meaning these standards, or some version of them, are likely included in the city or county's existing codes, but a set is provided in case they are needed.

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

Sections identified as "Consider" provide additional requirements not likely included in existing codes, yet still optional in this Template code.

### Optional: General Requirements

7.1 General Requirements is an optional section that may be removed if these types of requirements are included in your existing code. Incorporate a reference to the existing code in place of this section.

### Optional: Installation of Landscape

7.2.1, 2, and 3. General instructions for installing landscape is likely included in the city or county's existing code and would, therefore, this section would not be required. Replace most of this section with a reference to the existing installation requirements.

## Recommended & Optional Items

### Recommended: Ground Plane Vegetation

There are, however, some sections within 7.2 that should be compared to the existing code. 7.2.4 Ground Plane Vegetation simply requires all unpaved areas to be landscaped with a minimum amount of plant material to avoid large areas of exposed dirt, rock, or mulch.

### Recommended: Trees

7.2.5 Trees also includes some requirements to compare to your existing code to ensure long-lived, healthy trees. For example, 7.2.5 (3) requires a mix of tree species and 7.2.5 (4) sets the minimum size for new trees at 1.5 caliper inches, allowing the installation of fairly young trees that are more easily acclimated to new soils and environment.

Also, note that 7.2.5 (6) and 7.2.5 (7) include requirements for the future health of urban trees, especially street trees.

7.2.5 (6) includes a section on surface permeability around new trees. Permeable paving should be utilized when sidewalks encroach upon the critical root zone of the tree. 7.2.5 (7) includes a requirement on structural soil within the critical root area of a tree, allowing the tree roots to penetrate under the sidewalk area.

## Recommended & Optional Items

### Optional: Irrigation Systems & Maintenance of Landscape

7.2.6 and 7 include general language on irrigation systems and maintenance of landscape. Similar information is likely included in the city or county's existing code and would, therefore, not require repeating here. Replace these sections with a reference to the existing installation requirements.

### Recommended: Street Trees

Street trees lining all streets and sidewalks are a goal of the Template Code and integral to the intent of this code. However, at what time and by whom the street trees are installed is a question for the city/county.

## \* To Be Considered

### Applicability

Section 7.3.2 Applicability sets who is required to install street trees, meaning any redevelopment of any site on an existing street within a Place Type OR only developers of new streets. The Template Code sets the applicability to only new streets, assuming that existing streets will be redeveloped by the city/county with new streetscape.

To require of all existing streets, a comprehensive streetscape design for each street within the Place Type will be needed, applicable to all small and large lots along a street. The Template Code does not set a streetscape design, except to establish both pedestrian requirements (minimum walk size, Landscape or Furnishing Zone buffer areas, and crossing widths with bulbouts and medians as needed) within all street requirements (refer to 2.0 Street Types) and a requirement for street trees (this section, 7.3 Landscape). The actual paving materials, street furniture design, and landscape requirements (other than street tree spacing defined by this section) is not provided, since these design requirements should be established for each location specifically.

### Streetscape Design Submittal

As part of the approvals process for new developments with new streets, a streetscape design submittal is required. This submittal is intended to detail a comprehensive set of streetscape designs for each area or street type within the new development. This submittal will allow coordination with any streetscape designed by the city/county area-wide.

### Minimum Street Tree Requirements

At the very least, the minimum street tree requirements could be utilized for all existing and new streets to establish tree canopy along all streets without comprehensive streetscape design. This may be appropriate for residential areas, where most trees will be located in a continuous parkway within the Landscape Zone (refer to 2.0 Street Types) and sidewalks will be 5 foot wide standard concrete walks.

## \* To Be Considered

### Limited Distance from Curb to Sidewalk

Consider omitting section 7.3.4 (4)(c), as limited Landscape Zone width can be handled several ways within the Template Code. Refer to permeability and structured soil requirements defined by 7.2.5 (6) and (7). Street trees are also not required along the Alley or Lane Street Type (refer to 2.4 and 2.5 Street Types).

### Tree List

The Permitted Large and Medium Tree Lists included here are from Salt Lake City's requirements. This is a sample list that should be calibrated for the specific location of the Place Type. Because these lists change often, the reference to a tree list in 7.3.4 (3) could be to a list kept at the city or county. Alternatively, a list of prohibited trees could also be provided.

## Recommended & Optional Items

### Recommended: Frontage Buffer

The Frontage Buffer is required between all parking lots and street rights-of-way to screen parking lots from the street and to continue the street wall of the buildings in a district with the fence and landscape.

Frontage Buffers are most important in those Core and General Districts where side yard parking is permitting, typically Place Types such as the Town Center, the Station Community, and the Boulevard Community, unless that design detail has been calibrated out.

## \* To Be Considered

### Fence Requirement

The fence requirement can be optional; however, it is required by the Template Code. The fence creates a sturdier and more complete visual continuation of the street wall. It also helps maintain the landscape, by limiting foot traffic through the hedges.

## Recommended & Optional Items

### Optional: Side & Rear Yard Buffer

Side and rear yard buffers are really meant for the juxtaposition of more intensely different uses than will likely occur between the Core, General, and Edge Districts. It is included in the Template Code as an option, intended between the Core or General Districts, and the Edge Districts per Table 7.5 (1).

Alternatively, the buffers are a way of achieving more tree canopy coverage within Core and General Districts, although parking lot requirements set by 7.6 will establish parking lot screening.

Note that Table 7.5(1) is shown in its simplest form in the Template code. Depending on the context of the area, it may be appropriate to require buffers between other districts. If not, the table may be deleted and simple sentence line item requirement incorporated into the table for Side & Rear Yard Buffers for buffer locations.

## Recommended & Optional Items

### Optional: Interior Parking Lot Landscape Requirements

Typically, a requirement for parking lot trees, medians, and islands will exist in a city or county's code. If so, that section should be referenced here for all parking lots within the Core, General, and Edge Districts.

## \* To Be Considered

### Median & Island Requirements

A combination of medians and islands is recommended to separate wide expanses of parking lots. If parking lots resulting from this code per 5.0 Building Types and 8.0 Parking will be limited in size, the median requirements may be removed to reduce the overall sizes of the parking lots. However, keep in mind that terminal end islands only break up the visual expanse of a parking lot in one direction. Views through the lot parallel to the islands continue through multiple rows of car bays.

### Tree Requirements

The tree shade goal is set to achieve the LEED for Neighborhood Development requirements for shading parking lots at tree maturity. Consider setting this as a requirement.



## Recommended & Optional Items

### Optional: Active Frontage

The Active Frontage is an optional landscape buffer, intended to provide for outdoor patios or lots that develop without a building for outdoor display. For example, a small plant sales store without a permanent building may locate on a vacant parcel as an interim use. The Active Frontage Buffer will continue the street wall between buildings while permitting this interim use to continue.

## Recommended & Optional Items

### Optional: Screening of Open Storage, Refuse Areas, & Utility Appurtenances

Typically, this type of requirement will exist in a city or county's code. If so, that section should be referenced here for all parking lots within the Core, General, and Edge Districts.

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## 8.0 Parking

## Master Case Study: Calibration Example for Building Types

As a Template Code Workbook aid, a Master Case Study was developed to demonstrate a calibration example applied to a place. Using the real metrics of the Template Code, several calibration techniques are highlighted, and the final code layout is shown without the inapplicable information for your Place Type.

This Master Case Study will appear at the front of several sections throughout the Template Code Workbook as it gets worked through the calibration process.

### Community Planning Process

The Master Case Study area underwent a master planning process. That resulted in a vision for the area of medium density mixed use core surrounded by residential and office.

Taking these elements into account, the Master Case Study will use the **Station Community Place Type**.

#### Template Code View

8.0 Parking	
Use	Required Vehicular Spaces
	Place Types
	Metropolitan Center Urban Center Town Center Ballpark Community Mixed-Use Transit Neighborhood Business Community Mixed-Use
<b>Residential</b>	
Single Family, all sizes, or Multifamily, 1 Bedroom	none (or 3.5/Dwelling Unit) none (or 3.5/Dwelling Unit) 1 / Dwelling Unit 1.5 / Dwelling Unit
Multifamily, 2 Bedrooms	1 / Dwelling Unit 1.5 / Dwelling Unit 1.5 / Dwelling Unit 2 / Dwelling Unit
Multifamily, 3 or 3+ Bedrooms	1.25 / Dwelling Unit 1.5 / Dwelling Unit 2 / Dwelling Unit 2 / Dwelling Unit
Hotel & Inn	1 / Room & 1 / 200 sq. ft. Office and Dining Room 1 / Room & 1 / 200 sq. ft. Office and Dining Room 1 / Room & 1 / 200 sq. ft. Office and Dining Room 1 / Room & 1 / 200 sq. ft. Office and Dining Room
Residential Care	0.1 Unit & .66 / Employee 0.1 Unit & .66 / Employee 0.1 Unit & .66 / Employee 0.1 Unit & .66 / Employee
<b>Civic/Institutional</b>	
Assembly	1 / 5 Seats 1 / 5 Seats 1 / 5 Seats 1 / 4 Seats
Transit Station	Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator
Hospital	10 / Bed & 66 / Employee 20 / Bed & 66 / Employee 20 / Bed & 66 / Employee 20 / Bed & 66 / Employee
Library / Museum / Post Office (no distribution)	1 / 600 sq. ft. 1 / 600 sq. ft. 1 / 600 sq. ft. 1 / 600 sq. ft.
Police & Fire	Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator
Post Office (distribution)	1 / 600 sq. ft. 1 / 600 sq. ft. 1 / 400 sq. ft. 1 / 400 sq. ft.
School: Pre K to Jr. High	1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student
School: High School, Higher Education	1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student 1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student
<b>Retail</b>	
Neighborhood Retail	none none 1 / 300 sq. ft. 1 / 300 sq. ft.
General Retail	1 / 1000 sq. ft. 1 / 500 sq. ft. 1 / 300 sq. ft. 1 / 300 sq. ft.
Outdoor Sales Lot	not permitted not permitted 1 / 200 sq. ft. of Sales Area, with 1 / 10 Vehicle Display 1 / 200 sq. ft. of Sales Area, with 1 / 10 Vehicle Display
<b>Service</b>	
Neighborhood Service	none none 1 / 250 sq. ft. 1 / 250 sq. ft.
General Service	1 / 250 sq. ft. 1 / 250 sq. ft. 1 / 250 sq. ft. 1 / 250 sq. ft.
Eating & Drinking Establishments	1.0 / 3 seats + 1/3 number of employees 1.0 / 3 seats + 1/3 number of employees 1.0 / 3 seats + 1/3 number of employees 1.0 / 3 seats + 1/3 number of employees
Vehicle Services	not permitted not permitted 2 / Service Bay & 100 sq. ft. of Retail Space 2 / Service Bay & 100 sq. ft. of Retail Space
<b>Office &amp; Industrial</b>	
Neighborhood General Office	1 / 1000 sq. ft. 1 / 1000 sq. ft. 1 / 200 sq. ft. 1 / 200 sq. ft.
Craftsman Industrial	1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space 1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space 1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space 1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space
<b>Open Space &amp; Recreation</b>	
Open Space & Recreation	Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator Per Zoning Administrator

### Parking Calibration Strategy

Parking is organized by Place Type, and required parking spaces were determined by a Place Type's intensity and transit service. Four groups emerged with similar parking needs. This is the basis for the Parking Table in the Template Code.

After finding the column of requirements for your Place Type, calibration for the Parking goes as follows:

We removed all the extra columns, leaving only the requirements for the Station Community Place Type. Since this code

only contains one Place Type, we were able to remove the column reference to Place Types completely. If two or more Place Types are present from different categories, you'll need to keep some of these columns.

We agreed with all the parking requirements in the table, so only minimal calibration was needed to match our uses. "Single Family" and "Inn" were removed as uses since they are not permitted in the code area.

#### Calibrated Code View

## 8.0 Parking

Use	Required Vehicular Spaces
<b>Residential</b>	
Single Family, all sizes, or Multifamily, 1 Bedroom	1 / Dwelling Unit
Multifamily, 2 Bedrooms	1.5 / 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
<b>Civic/Institutional</b>	
Assembly	1 / 5 Seats
Transit Station	Per Zoning Administrator
Hospital	20 / Bed & 66 / Employee
Library / Museum / Post Office (no distribution)	1 / 600 sq. ft.
Police & Fire	Per Zoning Administrator
Post Office (distribution)	1 / 400 sq. ft.
School: Pre K to Jr. High	1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student
School: High School, Higher Education	1 / Classroom, 1 / 200 sq. ft. Office, & 10 / Student
<b>Retail</b>	
Neighborhood Retail	1 / 300 sq. ft.
General Retail	1 / 300 sq. ft.
Outdoor Sales Lot	1 / 250 sq. ft. of Sales Area, with 1 / 10 Vehicle Display
<b>Service</b>	
Neighborhood Service	1 / 250 sq. ft.
General Service	1 / 250 sq. ft.
Eating & Drinking Establishments	1.0 / 3 seats + 1/3 number of employees
Vehicle Services	2 / Service Bay & 100 sq. ft. of retail
<b>Office &amp; Industrial</b>	
Neighborhood, General Office	1 / 200 sq. ft.
Craftsman Industrial	1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space
<b>Open Space &amp; Recreation</b>	
Open Space & Recreation	Per Zoning Administrator

Removed all extra columns, leaving only the parking requirements for the Town Center.

Removed Single Family and Inn from table as we did not permit it in the Place Type.

## How to Use This Section

Parking for these Place Types should be handled somewhat differently than other areas of the City or County. With the mix of uses in each Place Type combined with access to multiple modes of travel, the need for extensive off-street parking should be alleviated to some degree. However, at least for the near future, most people in the Salt Lake region are still largely dependent on the automobile.

Optional, but...

That said, this section is wholly OPTIONAL. Use of existing parking requirements would not negate the value of the form-based code, although it is highly recommended that lower parking requirements be considered and codified.

### The High Cost of Parking

Lower parking will aid in reducing the amounts of surface parking required in a location. Further, reductions in surface parking can result in more appealing, tighter knit areas, effectively reducing walking distances between buildings as well as increasing comfort and interest in an area.

Moreover, suburban parking requirements in these more compact areas can create a barrier to development. The cost of providing structured parking or significant area of land for surface parking may negate the ability to develop the parcel with the necessary number of units to support adjacent shops or transit. Parking requirements that are too high can, therefore, be a significant barrier to achieving the vision of a place.

### Other Existing Requirements

These parking requirements are intended to supplement any existing requirements within the City or County that is calibrating this code. Typically, general requirements such as how parking lots may be utilized and parking lot design and dimensions can

be referenced from the City or County's existing code.

## Recommended & Optional Items

This parking section should be calibrated to provide a reasonable set of requirements for the current environment, while looking towards the future of less dependence on the automobile.

Several sections are noted as optional, meaning these standards, or some version of them, are likely included in the City or County's existing codes, but a set is provided in case they are needed.

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

Sections identified as "Consider" provide additional requirements not likely included in existing codes, yet still optional in this Template code.

### Optional: General Requirements

8.1.2 Applicability and 8.2.1 General Requirements for Parking are optional sections that may be removed if these types of requirements are included in your existing code.

### Recommended: Required Parking

A reasonable amount of required off-street parking spaces should be set for the utilized districts. Table 8.2(1) includes requirements that provide a baseline for most locations. Keep in mind these baseline requirements are set assuming the utilization of reductions and credits defined in subsequent sections.

## \* To Be Considered

### Required Parking Table

The parking requirements included in this table were derived from requirements in existing area codes combined with national trends. The requirements for the Metropolitan and Urban Centers are set fairly low. The requirements for all of the other Place Types are meant to be utilized with the reductions and credits provided in Sections 8.2 (3) and 8.2 (4).

In most places, unless parking requirements are removed from the equation as a whole, creating a quantifiable process for reducing the number of spaces seems to work best. For example, provision of on-street parking and public parking spaces provides a one to one replacement of an off-street on-site space. Less clear are the reductions based on transit proximity and a mix of uses, though these numbers are used nationally and can be adjusted over time.

Many comments to the Template Code suggested considering the allowance for no minimum parking requirements and letting the market set the appropriate number of spaces. This may be a very appropriate response to parking requirements. In the Metropolitan and Urban Centers, the requirements for neighborhood retail and services has been set to zero, assuming that many of the users will be residents or office workers in the area.

### Unbundling Parking

In bustling locations, “unbundling” the parking from the units means each unit is sold without a space, but spaces are available for purchase. This allows the buyer to choose whether they pay for that space or not, and allows the developer to reduce the number of spaces based on expected market demand. “Unbundling” could be a zoning requirement for all units in the area as well.

(Resource: [www.mitod.org](http://www.mitod.org) for more information on parking requirements in TOD areas.)

### Maximum Allowable Spaces

Setting a maximum number of spaces over the required amounts (Section 8.2.2(3)) is consistent with most contemporary codes. Limiting the number of spaces over the required amount forces the issue of addressing those few times a year when more parking is required. Other options such as shuttles or shared parking agreements can address those specific times. The result of fewer surface parking spaces is usually a more appropriate choice.

One time situations where the required number of spaces per the code is inappropriate for, say, the number of employees, suggests a variance or specific situation to address the issue.

## How to Use this Section

### Bicycle Parking

The Bicycle Parking design section includes parameters for secured and covered bicycle parking as well as shower facilities to encourage and allow for increased bicycle use as a primary mode of transportation. These design requirements are also consistent with LEED for Neighborhood Development requirements, making it easier to achieve those credits in a particular development.

## Recommended & Optional Items

### Recommended: Multiple Use Reductions & Parking Credits

The required parking defined in Table 8.2 (1) is set to coordinate with City or County wide quantities. Reductions appropriate for these types of places are included in these two sections: Multiple Use Reductions and Parking Credits. Without these sections, no real savings will occur based on these locations. Consider utilization of some or all of these reductions and credits.

## \* To Be Considered

### Required Bicycle Parking Spaces

Typically in conventional zoning codes, bicycle parking is set as a percentage of required vehicular parking spaces. While initially this process worked well to set an appropriate number of bicycle spaces, with the reductions in vehicular parking and more reliance on bicycle traffic as a primary mode, bicycle parking should be set based on occupancy of the building, either by residents or square footage of space.

### Cooperative, Shared, or Mixed Use Parking

Two methods of calculating parking reductions based on a mix of uses being incorporated into a single development site. The version included in this Template code is common to the Salt Lake Region. These quantities are compiled from the City of Salt Lake, Salt Lake County, and West Valley City's zoning codes.

An alternative method is simply to allow for an overall percentage reduction in the total number of parking spaces required by each category of use incorporated. Typically, a reduction of 25% is recommended for the incorporation of three clearly distinct and separate use categories (retail, office, residential) and a reduction of 10% for two clearly distinct categories (retail and residential).





## Recommended & Optional Items

### Optional: Parking Design Standards

Sample design sections have been included to compare with existing requirements and include as needed. Parking lot design parameters define reasonable sizes for acceptable parking lots and are likely close to standards in existing codes.

## To Be Considered

### Pedestrian Access

The pedestrian access design requirements are especially helpful in areas with the potential for larger parking lots, such as the Town Center Place Type.

### Parking Design & Imperviousness

The design requirements included in this section should be compared to those in the existing City- or County-wide code. Some of the requirements included in the parking lot design are related to the aesthetics of the lot as well as the level of imperviousness. For example, disallowing striped islands helps to reduce the imperviousness while providing additional landscape area. Consideration should be given to avoid typical practices in parking lot layout that result in more pavement surface than is needed to accommodate parking and drive aisles.



## Recommended & Optional Items

### Optional: Loading Requirements

The loading requirements included in this section are likely similar to those included in existing codes. The differentiation between loading in a form-based district and that of a conventional zoning district is permitted location. Permitted location of loading areas in this Template code is defined by 5.3 Building Types.

## Recommended & Optional Items

### Recommended: Site Access & Driveways

Some of the requirements of this section may or may not be included in existing codes. However, limiting driveway widths is paramount to these places, so ensuring that driveways are addressed in the code is necessary. The standards included

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## **9.0 Sign Types**

## How to Use This Section

Signage within all of the Place Types should be mainly oriented to the pedestrian. Typically, any City or County will have a relatively comprehensive set of signage requirements. The sign requirements in this section are organized and illustrated by Sign Types, similar to the Building Types, Street Types, and Open Space Types in other sections.

As long as the appropriate sign types are accommodated in an existing code, this section is wholly OPTIONAL. If incorporation of this section is not chosen, use this section for comparison with your existing code, paying special attention to the types of signs permitted and their scale.

Otherwise, supplement existing signage with this section, specifically for the Place Type. Reference existing general signage requirements, sign permit processes, and sections on prohibited, temporary, and exempt signs.

## Recommended & Optional Items

Several sections are noted as optional, meaning these standards, or some version of them, are likely included in the City or County's existing codes, but a set is provided in case they are needed. In general, use these optional sections to provide references to existing codes.

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

Sections identified as "Consider" provide additional requirements not likely included in existing codes, yet still optional in this Template code.

### Optional: General Requirements

9.1. General Requirements are optional sections that may be removed if these types of requirements are included in your existing code. Consider whether to include reference to the existing code as noted in Sections 9.1.4 and 9.1.5.



## Recommended & Optional Items

### Recommended: Sign Type Requirements

Regardless whether the entire Sign Types section is utilized, a limitation on the number of signs is recommended for all of the Place Types. Table 9.2 (1) defines recommended limits on the total quantities of signs within each Place Type by District. The table allows a larger quantity of signage in the Core Districts than in the General Districts.

## \* To Be Considered

### Electronic Message Board Standards

Electronic message board are generally not considered appropriate for pedestrian oriented locations. However, the context of the Place Type may warrant permitting these boards on specific sign types with some limitations. The following standards could be applied to the Projecting Marquee sign and the Monument sign if permitted within the Place Type:

- (1) Location. The animated face of an electronic sign shall be a minimum of 250 feet away from any residential dwelling units and shall be arranged to prevent direct glare onto any adjacent properties.
- (2) Quantity. Only one Electronic Message Board is permitted per lot, business, or commercial center. If the business exists on multiple lots, only one Electronic Message Board is permitted overall. For retail, office, or mixed use commercial centers with multiple businesses on one lot, only one Electronic Message Board is permitted.
- (3) Static Images Only. The animated display shall display static images only. Sign content and messages shall not consist of video and shall not move, blink, animate, flash, or behave in any other way which constitutes or implies motion.
- (4) Transitions. There shall be no animation, traveling, scrolling, fades, or dissolves between displayed messages. Transitions between content and messages shall be instantaneous.
- (5) Length of Display. Electronic multiple message signs are permitted to change their message no more than once every 10 seconds, with the following exception:
  - (a) Signs devoted solely to displaying time and temperature are permitted to change their message no more

than once every five seconds.

- (6) Sound. No sounds are permitted.
- (7) Automatic Dimming. Electronic multiple message signs shall be equipped with light sensing devices or a scheduled dimming timer which automatically dims the intensity of the light emitted by the sign during ambient low-light and nighttime (dusk to dawn) conditions. The signs shall not exceed 150 nits of intensity as measured at the sign surface during nighttime and low-light conditions and 500 nits during daytime hours.

### Iconic Sign Elements

Iconic Sign Elements can give character to distinctive Place Types, especially when utilized as part of a Roof Sign. The dimensions provided in this section of the Code are fairly limited, so a wider range may be appropriate, perhaps permitted with some form of special approval.



Iconic Sign



Wall Sign

## Calibrating

### Wall Sign

Wall signs are historically the most common type of sign applied to mixed use storefront type buildings. No maximum has been applied to these signs; however, they are limited to those portions of the building facades not containing windows or architectural features. As the Building Types require a certain distribution of windows, limitations on floor to floor heights, and expression lines defining the ground story on street facades, the locations of wall signs will be limited.

### Murals

Within Sign Types, murals are considered a type of Wall Sign, though they are not permitted on the front facade of the building. Additionally, in the Template Code, murals are subject to the overall quantity limitations of the district per lot. Exceptions may need to be made for larger murals on side or rear facades, if appropriate.



Mural Wall Sign on side facade

## Calibrating

### Projecting Sign

The Template Code is written with no maximum area for this sign type. This means it allows a wide range of Projecting Sign Types, from larger signs visible from a block away to small scale pedestrian signs experienced as you walk down a sidewalk, though limited by the overall quantity permitted by Table 9.2 (1).

Depending on the desired or existing character of the Place Type, it may be appropriate to limit the maximum area of this sign type to smaller scaled pedestrian signs. This reduces the overall scale of the area, while also limiting the structures needed to accommodate larger projecting signs. A maximum size of in any direction of 2.5 feet is appropriate for pedestrian scaled projecting signs, inclusive of mounting brackets.



Projecting Sign

### Backlit Box Signs

Note that within all of the Sign Types plastic and synthetic materials are permitted only with separate alphanumeric characters. Also, internal illumination is limited to individual alphanumeric characters. These requirements are written specifically to prohibit the use of the backlit sign box, an internally illuminated box with plastic panel, printed signage. These types of signs have typically been found unacceptable during Image Preference Surveying.



Backlit Box Sign



Projecting Marquee Sign with changeable copy.

## Calibrating

### Optional: Projecting Marquee Sign

The Projecting Marquee Sign is written as a separate sign from the Projecting Sign to allow larger scaled, multi-faced signs projecting from the facade of the building. Typically, Projecting Marquee Signs are limited to such uses as theaters, and auditoriums.

Alternatively, the Projecting Marquee Sign could be permitted through a special use process.

Changeable copy should be permitted on this sign type. Consider permitting Electronic Message Boards. If permitted, revise 9.5.2 (1) to read as follows:

- (1) Electronic Message and Manually Changeable Copy Boards. Electronic Message Boards (EMBs), including such components as light-emitting diodes (LEDs), and Manually Changeable Copy Boards are permitted on Projecting Marquee Signs in the Core and General Districts by right, provided the following conditions are met:
  - (a) The area of the boards cannot equal greater than 30% of the area of the sign face on which it is located or 32 square feet, whichever is less.
  - (b) One sign of any type containing a board of either type is permitted per lot.

## Calibrating Sign Types

### Awning Sign

The Awning is a common Sign Type and desirable in all locations. The amount of sign is limited as a percentage of the actual awning and then is limited to one awning per street frontage or side or rear facade.



Awning Sign

## Calibrating Sign

### Canopy-Mounted Sign

The Canopy Mounted Sign is a smaller version of the Roof Mounted Sign, intended for use on a canopy not located at the top of a building.

The scale of the Canopy Mounted Sign is limited to no more than two feet in height, maintaining a fairly small scale. Alternatively, this sign could be combined with the Roof Sign to allow larger signage on any canopy or roof structure on the building.



Canopy-Mounted Sign



## Calibrating

### Optional: Roof Sign

The Roof Sign is a larger scale sign, intended to provide a silhouette along the roofline. Though often not permitted in many existing codes, this sign type can provide an interesting character and look for a place and should be considered for inclusion in the code.

The scale of the Roof Sign in the Template Code is fairly limited, assuming use on buildings that are three to four stories in height. For taller locations, consider increasing the maximum height of letters and elements as well as the sign area proportionate to expected building heights.



Roof Sign

## Calibrating

### Window Sign

Almost every business considers Window Signs necessary for success, though they can have a negative effect on the character and safety of the area. Typically, blocking windows is not recommended in pedestrian oriented districts, but the Window Sign requirements in the Template Code have been set to allow for their use while limiting their occurrence.

Also, note that Window Signs in the Template Code do not count towards overall sign limits set by Table 9.2 (1) in the code. Window signs are typically somewhat temporary in nature and, because they are mounted on transparent glass, their sign effect is fairly subtle.



Window Sign



## Calibrating

### Monument Sign

The Monument Sign is freestanding sign for use in Place Types with some amount of front yard space. Care should be exercised in where these signs are permitted to ensure front yards are deep enough to comfortably accommodate Monument Signs, while limiting their impacts on sight triangle visibility.

If Electronic Message Boards are permitted, Monument Signs provide an acceptable Sign Type for accommodating them in place of the Changeable Copy. If included, the following should be added to the General Requirements for the Monument Sign:

Electronic Message Boards.

Electronic Message Boards (EMBs), including such components as light-emitting diodes (LEDs), are permitted on Monument Signs in the Core and General Districts (by-right or special permit).

- (a) The area of the EMB cannot equal greater than 30% of the area of the sign face on which it is located or 32 square feet, whichever is less.
- (b) One sign containing an EMB is permitted per lot.



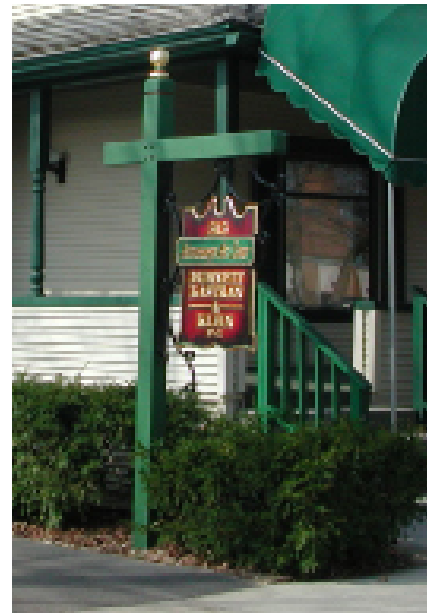
Monument Signs

## Calibrating

### Optional: Ped-Scale Pole-Mounted Sign

Most cities and counties will have a permitted Pole-Mounted Sign that is scaled for viewing from an automobile. For use in locations with some front yard space, the Ped-Scale Pole-Mounted Sign is intended for use in areas of small offices, such as legal or medical offices. The Ped-Scale Pole-Mounted Sign is optional and should not be utilized in Core Districts with little or no front setback area.

Heights and sign areas are set on the larger end of the scale to allow maximum flexibility. The size and heights could be reduced to six to seven feet without affecting the visibility from a pedestrian vantage.



Ped-Scale Pole Mounted-Sign

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# 10.0 Administration

### Legal Considerations

The legal considerations incorporated into the Administration Section include general legal opinion prepared to accommodate this Template Code and Workbook. These include a non-exhaustive list of the legal issues and considerations arising under state and federal law that may be implicated by the adoption and implementation of the Template Form-Based Code.

### Statutory Authority

A form-based code, like any other land use ordinance, has to be authorized under state law in order to be a valid exercise of municipal authority. Utah municipalities are authorized under the Utah Municipal Land Use, Development, and Management Act (“LUDMA”) (U.C.A. § 10-9a-101 et seq.) to adopt land use ordinances and a zoning map in order “to provide for the health, safety, and welfare” of their inhabitants, including the improvement of “the comfort, convenience, and aesthetics of each municipality.” U.C.A. § 10.9a.102(1). Utah counties are similarly authorized under the County Land Use, Development, and Management Act (“CLUDMA”) (U.C.A. § 17-27a-101 et seq.) to enact land use ordinances land within unincorporated areas of counties. As with other states, Utah courts repeatedly have upheld the powers of Utah cities and counties to adopt and amend zoning ordinances that are reasonably related to the promotion of public health, safety and general welfare. See *Smith Investment Co. v. Sandy City*, 958 P.2d 245, 252 (Utah Ct. App. 1998) (“[I]f an ordinance would promote the general welfare; or even if it is reasonably debatable that it is in the interest of the general welfare, we will uphold it”) (citations and quotations omitted).

In order to accomplish the purposes of

C/LUDMA, a municipality or county may “enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that they consider necessary or appropriate for the use and development of land within the municipality.” U.C.A. §§ 10.9a.102(2), 17-27a-102(2). Furthermore, unless expressly prohibited by law, a municipality’s or county’s land use ordinances, rules, development agreements and controls may govern “uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, . . . considerations of surrounding land uses, . . . height and location of vegetation, trees, and landscaping.” *Id.*

Thus, there is express statutory support for the adoption of a form-based type of zoning code that regulates not only uses within districts but also buildings, density, streets, infrastructure and transportation,. Importantly, LUDMA and CLUDMA authorize the promotion of aesthetics as a land use goal, which Utah cities and counties may accomplish through the regulation of buildings, structures, streets and building orientation, all of which are key elements of a form-based code. Moreover, as early as 1943, the Utah courts recognized the creation of walkable neighborhoods, where residents can conveniently walk to small-scale retail shops and services, as a legitimate land use goal. See *Marshall v. Salt Lake City*, 141 P.2d 704, 711 (Utah 1943). Therefore, a form-based type of zoning ordinance likely falls within the Utah legislature’s statutory grant of power to Utah cities and counties.

## Calibration

### Options for Applying the Template Code

The Template Code defines Place Types intended to apply to large parcels that require subdivision into smaller scaled blocks with walkable streets and a distribution of Zoning Districts, including Core, General, and Edge Districts.

Additionally, the Zoning Districts (Core, General, and Edge Districts) could apply to parcels on existing acceptable blocks, streets, and open space. To map these Zoning Districts on existing parcels, the Place Types can serve as a guide for distribution and location of these Zoning Districts.

The City/County shall choose the method of application of the Place Types and Zoning Districts. The following options apply.

#### Option 1 Process: Map the Core, General, and Edge Districts

In this Option, the City/County utilizes the Place Type information to map/rezone the applicable parcels with the Zoning Districts (Core, General, and Edge Districts) established in 3.0 using the existing City/County rezoning process.

The approval process defined in 10.1.6 is then similar to the application of any other Zoning Districts in a conventional code, through a Site Plan approval process. 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 Process: Map the Place Type(s) as Either 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 117). (Mapping the Place Types as a Zoning District is similar to a PUD Zoning District on a map).

The Process defined in 10.1.6 includes review of the block and street layout via 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, though we recommend making the preliminary plat process match the Regulating Plan process for quicker approvals. Site Plan approval would approve the building and site elements.

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.

#### Alternative: Overlay

An alternative to this option would be to map the Place Type as an Overlay, keeping some level of base zoning information in place. An Optional Overlay would also allow the choice between using solely the base zoning or using the Overlay that supersedes aspects of the base zoning. (See Overlay vs. Districts discussion on Workbook Page 117.)

#### Option 3 Process: Adopt the Code and allow the Place Types as Floating Districts with the Core, General, and Edge as 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.

### Incentives or Triggers to Use the District

Incentives to use an Optional District or to apply a Floating District could include increased developability to the site; an quicker, easier, staff-administered Regulating Plan/Site Plan approval process; and potential funding for street and utility improvements if the City/County so chose.

Consider limiting the amount of development permitted by the base zoning to incentivize the use of the new District(s). For example, if the lots are large and the base zoning is a mainly commercial district such as C-1, consider limiting the number of buildings permitted on a zoning lot to one or two. Or, limit the uses to those that would utilize the C-1, but uses such as restaurants or residential could trigger the Optional or Floating District.

## Recommended & Optional Items

### Optional: Staff Review Committee

The main processes defined in this section focus on staff approvals for ease of development. The Staff Review Committee is a committee that can assist the Zoning Administrator in the approvals process. The makeup of this committee should include all appropriate departments and affected regulatory agencies. The Zoning Administrator, however, is responsible for the approval or disapproval decision.

## \* To Be Considered

### Use of the Term “Zoning Administrator”

The term Zoning Administrator has been used throughout this document to mean the person designated by the City or County Council or Board as the primary contact for development approvals. The Zoning Administrator is typically responsible for enforcement, interpretation of the code, accepting, maintaining, and reviewing all development applications.

Find and replace this term with the appropriate one from your city/county.

### Use of the Phrase City/County

The phrase “City/County” is used and designated in **red** throughout the document. It is often used while referencing the current zoning on the books in the location. This phrase should be replaced with the appropriate term.

## Legal Considerations

### Exactions and the Dedication of Public Streets and Improvements

One salient feature of the Template form-based code is the recommendation to create smaller, walkable blocks defined by new streets, pedestrian ways and open spaces. Certain restrictions arising under federal and state law, however, affect a city's ability to exact or otherwise require a developer to dedicate and construct public streets or other public improvements as a condition of development approval. A required dedication of private land for a public use, such as a street or park, implicates the Takings Clause of the Fifth Amendment to the U.S. Constitution, which protects against the taking of private property for public use without just compensation. See *B.A.M. Dev., L.L.C. v. Salt Lake County*, 2012 UT 26, P16 (Utah 2012); see also *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987); *Dolan v. City of Tigard*, 512 U.S. 374 (1994). The Takings Clause requires a direct relationship, or "essential nexus," between the development condition imposed and the development's expected impact and also requires that an exaction is roughly proportional to the proposed development's expected impact. An essential nexus exists when the imposed condition of development "furtheres the end advanced as the justification" for the condition. Moreover, Utah courts have clarified that "not only must the nature of an exaction relate to government purpose or need (in that the exaction must alleviate the burdens imposed on infrastructure by the development), but the extent of the exaction must also be roughly proportional to the government's need for infrastructure improvements created by the development." See *Nollan*, 483 U.S. at 836-837; *Dolan*, 512 U.S. at 388; see also *B.A.M.*, 2012 UT, ¶ 17, 282 P.3d 41.

The Utah Code has codified and

incorporates the federal constitutional requirements. Under the Utah Code, the adoption of an official map by a city showing the location of proposed roads does not require a property owner "to dedicate and construct a street as a condition of development approval," unless the city makes certain findings. U.C.A. §§ 10-9a-407(2), 17-27a-407(2). First, the city or county has to determine that requiring the dedication and construction of the proposed street is necessary because of a proposed development. U.C.A. §§ 10-9a-407(2)(b)(iii), 17-27a-407(2)(b)(iii) (emphasis added). Additionally, the city or county has to find that "an essential link exists between a legitimate governmental interest and each exaction; and each exaction is roughly proportionate, both in nature and extent, to the impact of the proposed development." U.C.A. §§ 10-9a-508(1)(a), (b), 17-27a-507(1)(a), (b). When determining whether an exaction is roughly proportionate to the impact of a proposed development, a city or county is expected to quantify and compare the costs to the community of the proposed development and the costs of the exaction. See *B.A.M.*, 2012 UT at ¶¶ 19, 24.

Thus, a city or county likely can require a developer to dedicate and construct new roads and public improvements in furtherance of the intent of a form-based code as long as state and federal requirements are also met. Further, the general plan should be updated to reflect the goals and vision for the specific place.

Utah law also authorizes cities and counties to enter into development agreements with property owners, which can specify the responsibilities and obligations of the city or county and the developer regarding the dedication and construction of the proposed streets as part of an overall development project.

## Recommended & Optional Items

### Optional: General Requirements

The processes defined by these general requirements are likely already included in the city/county existing code. Verify that these points are addressed and reference the existing code in this location. Pay particular attention to the Review Criteria, as this criteria is necessary for the Regulating and Site Plan Approval processes introduced here.

### Recommended: Pre-Application Meeting

Due to the nature of this code, it is highly recommended that all developers attend a pre-application meeting for any projects within the affected areas. A Pre-application meeting will not only guide the developer as she creates her submittals, but will also help to inform staff of impending submittals.



## Recommended & Optional Items

### Optional: Rezoning Process

Inclusion of the reference to the city or county's rezoning process is dependent on the process chosen for use of the code, defined in 10.1.6.

### Recommended: Regulating Plan Approval Process

With the use of the Place Types as Districts (refer to Options defined on pages 116 and 117), the Regulating Plan process is needed to provide design review for those initial aspects of the platting process. The Regulating Plan, as defined by the Template Code, is an administrative review process that provides approval of block size and layout, street types and layout, and distribution of (Sub)Districts and Open Space Types.

## \* To Be Considered

### Rezoning Process

If the Place Type District(s) are not mapped, consider allowing an administrative rezoning process concurrent with the Regulating Plan approval process. A shorter, easier process is desirable for developers and consideration of both items at the same time is necessary.

## Legal Considerations

### Conformance to General Plan

In light of the importance of streets and other public spaces in the Template form-based code, one important consideration under CLUDMA and LUDMA is the relationship between a city or county's general plan and any new public streets or public improvements codified in a form-based code. Per Sections 10-9a-401 and 17-27a-401 of the Utah Code, cities and counties are required to adopt a general plan in order to accomplish the purposes of C/LUDMA. Although the general plan is generally "an advisory guide for land use decisions," U.C.A. §§10-9a-405, 17-27a-405, certain elements are required. Per Sections 10-9a-406 and 17-27a-406 of the Utah Code, "no street, park, or other public way, . . . no publicly owned building or structure . . . may be constructed or authorized until and unless it conforms to the current general plan." Therefore, in connection with the adoption of a form-based zoning ordinance that calls for the creation of new public streets, parks or other public facilities, amendments to a city or county's general plan also may be required.

### Spot Zoning

Since a form-based code regulates down to the block and building level and proposes zoning classifications at the parcel level, there may be potential claims that a form-based code constitutes illegal spot zoning as applied to a particular parcel that is either granted special privileges or upon which additional restrictions are imposed. Under Utah law, "spot

zoning occurs when a municipality either grants a special privilege or imposes a restriction on a particular small property that is not otherwise granted or imposed on surrounding properties in the larger area." Tolman v. Logan City, 2007 UT App 260 ¶ 15 (citing Marshall v. Salt Lake City, 141 P.2d 704 (1943)). Importantly, spot zoning is "not done in pursuance of any general or comprehensive plan." Marshall, 141 P.2d at 711. Therefore, if a zoning or rezoning ordinance is adopted pursuant to a general or comprehensive plan, or other "planning scheme," see Crestview-Holladay Homeowners Ass'n., v. Engh Floral Co., 545 P.2d 1150, 1152 (Utah 1976), a Utah court is likely to uphold the zoning or rezoning ordinance even when the classification or rezoning applies only to a particular parcel within a district.

## Legal Considerations

### Subdivision Approvals

Cities and counties are authorized to enact subdivision ordinances specifying the requirements for subdivision plats and the approval processes. See U.C.A. §§ 10-9a-601, 17-27a-601. Under Sections 10-9a-604 and 17-9a-604, plats must comply with the provisions of the subdivision ordinance and must be approved by “the land use authority” of the municipality or, for unincorporated areas, the county in which the land described in the plat is located, before the plat can be recorded. A “land use authority” is defined as “person, board, commission, agency, or other body designated by the local legislative body to act upon a land use application.” U.C.A. §§ 10-9a-103(23), 17-27a-103(27). Importantly, cities and counties have flexibility under state law to designate by local ordinance the “land use authority” responsible for approving subdivision plats, which can be an individual person, the Planning Commission, or the legislative body. There is no requirement under state law to give public notice and hold a public hearing in order to approve a subdivision plat.

## Recommended & Optional Items

### Optional: Subdivision Plat Approval Process

Platting is required, but this section is optional. Subdivision plat processes included in the city/county existing code may be utilized for this process. Alternatively, Regulating Plan Approval and an administrative approval for preliminary plat could be combined and approved concurrently.

### Recommended: Site Plan Approval Process

Site Plan Approval is necessary for all of the optional applications of the Template Code. Even though a Site Plan Approval process likely already exists within the city/county’s existing code, a process specific to the Template code would be helpful. The process defined here delineates all application submittal items specific to the Template Code as well a specific procedures for Adjustments to approved site plans related to the Template Code. Finally, and perhaps most importantly, the recommended approval process is administrative and limited to a 45 day turnaround.

## Recommended & Optional Items

### Optional: Conditional Use Approvals

A Conditional Use process is likely included in the city/county existing code and may be utilized in place of the process defined in the Template Code.

However, to allow for faster development approvals and because the list of conditional uses does not contain any heavy uses, an alternative process is defined in the Template Code. This process would allow for concurrent administrative review with a Site Plan Approval.

## Legal Considerations

### Conditional Use Approvals

Utah cities and counties may include conditional uses and compliance standards in land use ordinances. See U.C.A. §§ 10-9a-507, 17-27a-506. While certain limitations, as quoted below, id., apply to a city or county's discretion to approve or deny a conditional use, there is no requirement under state law for a particular person, board, commission, or other body to review and either approve or deny a conditional use permit application.

A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.

If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.

**A city or county acts arbitrarily and capriciously when its decision to approve or deny a conditional use permit is not supported by substantial evidence in the record. Citizen opposition, adverse public comment or "public clamor," alone, is an insufficient justification to deny a conditional use permit. See Uintah Mt. TRC, L.L.C. v. Duchesne County, 2005 UT App 565, P29, 127 P.3d 1270 (Utah Ct. App. 2005) (citing Davis County v. Clearfield City, 756 P.2d 704 (Utah Ct. App. 1988) ("Citizen opposition is a consideration which must be weighed, but cannot be the sole basis for the decision**

**to deny.")). Thus, a city or county's reasons for denying a conditional use permit must be supported by a factual basis in the record, and must not be based solely on public clamor. Uintah Mt. TRC, 2005 Ut App at P 30 ("public clamor is not an adequate legal basis for the city's decision.").**

## Recommended & Optional Items

### Recommended: Exceptions

The Exceptions process is a way to establish some relief and flexibility to the code requirements on an as needed basis. As written, this process does not add additional time to an application for a Regulating Plan or Site Plan Approval process. However, the acceptable subjects of Exceptions are defined fairly specifically.

Alternatively, a separate review process that does add time could be incorporated without listing specific Exception subjects. This more open-ended process would require additional review time and consideration by the Staff Review Committee.

### Recommended: Variances

Reference to the existing variance process in the city or county code should be included in these processes. Variances should be considered hardship based and not flexibility in design decisions.

If the City or County code is out of date, refer to the State requirements and limitations on variances.

## Legal Considerations

### Variances & Waivers

Under Utah law, a property owner may request a variance, which is a “waiver or modification of the requirements of a land use ordinance as applied to a parcel of property,” from the applicable appeal authority. U.C.A §§ 10-9a-702(1), 17-27a-702(1). An appeal authority may grant a variance only if the appeal authority finds, based on the evidence in the record, that:

- (i) literal enforcement of the ordinance would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of the land use ordinances;
- (ii) there are special circumstances attached to the property that do not generally apply to other properties in the same zone;
- (iii) granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same zone;
- (iv) the variance will not substantially affect the general plan and will not be contrary to the public interest; and
- (v) the spirit of the land use ordinance is observed and substantial justice done.

See *id.* at (2). Furthermore, an appeal authority may find that a hardship is “unreasonable” only when the hardship “is located on or associated with the property for which the variance is sought and comes from circumstances peculiar to the property, not from conditions that are general to the neighborhood.” *Id.* Importantly, a self-imposed or economic hardship alone is not an “unreasonable hardship” under Utah law. See *id.*; see also *Chambers v. Smithfield City*, 714 P.2d 1133, 1135 (Utah 1986) (“[H]ardship is not demonstrated by economic loss alone. It must be tied to the special circumstances.”).

## Legal Considerations

### Nonconforming Uses and Noncomplying Structures

Following the adoption of a form-based code for a particular area, many existing uses and structures likely will become nonconforming or noncomplying. Per Sections 10-9a-511 and 17-27a-510 of the Utah Code, nonconforming uses and noncomplying structures are allowed to continue; however, a city or county's legislative body may provide for "the establishment, restoration, reconstruction, extension, alteration, expansion, or substitution of nonconforming uses upon the terms and conditions set forth in the land use ordinance." U.C.A. §§ 10-9a-511(2)(a), 17-27a-510(2)(a). Additionally, certain restrictions apply to a city and county's ability to prohibit the reconstruction of a noncomplying structure if destroyed by fire or other casualty.

Many Utah cities and counties have already addressed nonconforming uses and noncomplying structures within their existing land use ordinances and zoning codes. Therefore, in connection with the adoption of a Template form-based zoning code, the existing provisions governing nonconforming uses and structures should be reviewed to confirm whether they adequately address the potential issues and situations that may arise under a form-based type of zoning code.

## Recommended & Optional Items

### Optional: Nonconforming Uses & Lots

Nonconforming uses and lots are likely included in the city or county's existing code and should be referred to in these locations.

### Recommended: Nonconforming Site Characteristics

Nonconforming Site Characteristics is another way to ease the existence of nonconformances. Aside from the principal structure on the lot (apply Nonconforming Structures), many other aspects of a site's existing development may not meet the current code. Those characteristics, referred to here as Site Characteristics, might include parking requirements, parking design, site landscape, or signage. Allowing those aspects of the site to continue, even if the structure is or is not in conformance, relieves some pressure to spend and bring the site into conformance.

If redevelopment is imminent, delete this section and, therefore, require all site characteristics to be brought into conformance.

## Recommended & Optional Items

### Recommended: Definitions

The definitions included in this section are specific to the Template Code. These definitions can be moved to the city or county's general code definitions; however, keep in mind that the same term may be utilized in the Template Code with a different meaning than an existing code.

## For Further Information Contact

### Utah Transit Authority

Richard Brockmyer  
rbrockmyer@rideuta.com

Joe Taylor  
jtaylor@rideuta.com

### Wasatch Front Regional Council

Julia Collins  
julia@wfrc.org

Megan Townsend  
mtownsend@wfrc.org