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

A Wasatch Choice for 2040 tool to achieve your community vision
Introduction
Template Form-Based Code

Form-Based Codes 101
Form-Based Code Introduction

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

Compact, walkable communities near transit are some of the best places to capture a significant portion of projected population growth. The Wasatch Front has an excellent transit system that is being reconnects the principles of design with planning and zoning. This work implements many principles and strategies in the Wasatch Front region. These mixed use areas promote walking, biking, and transit use and will provide services and retail that meet the daily needs of residents, employees, and visitors. The Template Form-Based Code will ensure that the physical urban forms take shape to make these goals successful. This work begins by understanding that all places are not the same and that a one-size-fits-all approach to zoning and development limits options.

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

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

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

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

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

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

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

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

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

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

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

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

Economic Benefits
Form-based codes promote the development of walkable neighborhoods, which brings economic benefits like higher real estate values and increased occupancy rates. A 10-point increase in Walk Score (a score based on number of destinations within a short distance) increases commercial property values by 5% to 8% (University of Arizona & Indiana University, 2010). Additionally, homes in walkable neighborhoods have experienced less than half the average decline in price from the housing peak in the mid-2000s (Brookings Institution, 2011).
**Template Form-Based Code Organization Chart**

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

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

**Tier 1: Place Types**
The Place Types make up the organizing structure for the Template Code. Application of the code to a particular location requires selecting and calibrating one of the provided Place Types, either to represent the existing, the desired, or a combination of existing and desired form and use of the place. Each Place Type then permits a unique combination of all of the other elements of the Template Code (Districts - Uses and Building Types, Streets, and Open Spaces), working together to result in the desired physical form for the area.

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

**Tier 2: Districts, Streets, & Open Space**
Each Place Type permits a unique mix of Districts, Street Types, and Open Space Types. Different quantities of the Districts also help define the Place Types; for example, the Metropolitan Center consists mainly of Core and General Districts; while the Urban Neighborhood consists mainly of General and Edge Districts. The combination of Districts, Streets, and Open Space work together to create an identifiable public realm, defined by the buildings and uses within the Districts.

**Tier 3: Uses & Building Types**
Districts permit a mix of Uses and Building Types. Some Districts permit a fairly succinct set of Uses permitted within only a couple of Building Types, while other Districts are very flexible, permitting a wide range of Uses in a variety of different allowed Building Types.
**Steps to Calibration Flow Chart**
The following pages of this Introduction lead users through the steps of the calibration process.

1. **Define the Vision for the Place**
   - Refer to pages 7 & 8 of this Introduction Document

2. **Select a Place Type**
   - Refer to pages 9 & 10 of this Introduction Document

3. **Calibrate Place Type**

4. **Calibrate Blocks & Streets**

5. **Calibrate Districts**

6. **Calibrate Uses**

7. **Calibrate Building Types**

8. **Calibrate Open Spaces**

9. **Calibrate Additional Requirements**

10. **Map & Adopt**
    - Refer to page 13 of this Introduction Document

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**The Calibration Process**
All of the components within the Template Code, shown here as Steps 3 through 9, should be reviewed and calibrated to meet the desired character of the selected Place.

**Mapping the Place**
Once the code elements have been calibrated, there are several options for incorporating the new code into the existing zoning code. These options are outlined and defined in the Administration section of the Template Code.

**Refer to pages 14 and 15 of this Introduction Document for a calibration example at one location.**

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This flow chart provides a quick view of the steps required to calibrate this Template Code to meet the vision for the applicable location. The Template Code is meant to provide an outline and all of the necessary components to create form-based codes for walkable, mixed use centers and corridors in the Wasatch Front.

**The Vision**
As shown, the first and most important step in the process is to determine a clear, implementable vision for the place. The Template Code must then be calibrated to fulfill the vision.

**The Place Types**
The Place Types included in the Template Code are based on a variety of locations within the Wasatch Front. One of the Place Types should generally match the desired vision for the specific location, but it may still require calibration in terms of the exact mix of permitted Districts, Street Types, and Open Space Types.
Introduction
Template Form-Based Code

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

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

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

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

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

Community Preference Survey
Since form-based regulations control many of the physical impacts of buildings, it is important to survey the community about the desired kind of place for the location. This process is best done as community workshops or charrettes before the code drafting begins. This process is also important for creating community buy-in of the code. Elements to survey include:
• Building Height
• Massing and Bulk
• Transparency Level
• Building Type
• Streetscape Elements
• Appropriate Uses

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

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

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

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

Plan for Transit & Active Transportation
The Template Form-Based Code sites are a mix of those with existing transit service and those with the potential for transit service. Both kinds of sites should plan for their transit in the same manner with the form-based code. Minimum density thresholds for both residential and commercial are needed along potential transit corridors and around station areas to ensure successful transit. These thresholds should be considered when determining the specific metrics of the form-based code.

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

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

ET+ & Market Studies
How these tools work together:
Utilize the ET+ Index to check the feasibility of the building types desired by the community in the area. This will verify that their construction, leasing, and real estate costs are a reality for developers.
Utilize the market study to verify the feasibility of the demand for these building types and price points.
### Place Type Summary Table

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

### Step 2: Select a Place Type

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

#### Using the Template Code Place Types

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

#### Choosing a Place Type

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

#### Centers, Neighborhoods, & Corridors

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

Centers are those areas defined in the Wasatch Choice for 2040 process as centers of activity, whether on the regional, community, or neighborhood scale. Utilizing the WC 2040 plan, the Metropolitan Center, Urban Center, and Town Center Place Types were identified. The Neighborhood Place Types consist mainly of residential support with retail and service uses. The Station Community, Urban Neighborhood, and Transit Neighborhood were defined to fulfill a variety of scales of mainly residentially focused Place Types, with the Station Community, identified in WC 2040, also providing the potential for employment uses.

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

#### Components of Complete Places

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

#### Special Use / Employment Place Type

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

#### Mix of Land Uses

By providing a mix of uses, opportunities for retail, services, and offices can develop close to residential. Residents have the opportunity to live close to where they work and shop. This proximity means that residents are more likely to walk, take transit, or bike to their destinations.
Steps 3-9: Calibrating the Code

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

**Introduction**
Template Form-Based Code

**Steps 3-9: Calibrating the Code**

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

**Place Types**

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

**Street Types**

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

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

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

**Building Types**

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

**Use Regulations**

Form-based codes place less emphasis on use than building regulations; however, land use is an important consideration when developing any kind of code. The use requirements within the Template Form-Based Code outline uses in the same manner as a traditional zoning code. It provides for uses permitted by right, uses permitted with development, uses permitted with a Conditional Use Permit, and uses requiring a Special Use Permit. The Open Space types in the Template Form-Based Code provide a public amenity that promotes physical and environmental health within the community and provides each household with active recreation in the edge.

**Open Space Types**

**Additional Requirements**

**Sign Types Requirements**

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

**Landscape Requirements**

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

**Parking Requirements**

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

**Administration**

Administration outlines requirements and processes for development review processes, variances, exceptions, and nonconformance.
Map Districts without Place Type Regulations

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

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

Map the Place Type as an Optional Parallel or Mandatory District

In this Option, the City/County maps the Place Type(s) as either an optional parallel district or a mandatory district on the official Zoning Map (see Optional Parallel vs. Mandatory discussion on Workbook page 119). (Mapping the Place Types as a Zoning District is similar to a PUD Zoning District on a map).

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

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

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

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

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

Overlays vs. Districts

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

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

**Step 1**
*Define the Vision for the Place*
A master plan, community visioning process, market analysis, and other planning tools should be complete before developing the form-based code.

**Step 2**
*Select a Place Type*
Become familiar with the characteristics and variations of each Place Type—such as scale intensity. Understand the regulating elements: districts, block sizes, street types, and open space.

**Step 3**
*Select a Place Type*
Based upon the components of the vision, select the Place Type closest to the vision for the location. Use the Place Type information found in the table to map the location.

**Step 4**
*Calibrate Blocks & Streets*
If new blocks and streets are needed, the Place Type will remain in the code to require subdivision of the larger parcels. If new blocks and streets are not needed, the Place Type information will then not be included in the code.

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

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5. Station Community Requirements

<table>
<thead>
<tr>
<th>Uses Districts</th>
<th>Core A</th>
<th>Core B</th>
<th>Core C</th>
<th>Core D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential &amp; Lodging</td>
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<tr>
<td>Hotel &amp; Residential Care</td>
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<td>Assembly</td>
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<td>Travel Stations</td>
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<td>Hospital</td>
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<td>Library/Museum/Post Office</td>
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<td>Police &amp; Fire</td>
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<td>Outdoor Sales Lot</td>
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</table>

5. **Calibrate Districts (or Subdistricts)**

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

6. **Calibrate Uses**

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

7. **Calibrate Building Types**

From the Place Type’s permitted Districts, determine the permitted Building Types. Building Type pages contain narrative descriptions of each building form and tables with standards to be calibrated by district.

8. **Calibrate Open Space Types**

Determine if any Open Space Requirements exist for the permitted Districts. Calibrate the requirements for each of the permitted Open Space Types to meet local requirements.

9. **Calibrate Additional Requirements**

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

10. **Map the Place Type**

Map and adopt the Place Type as part of the municipal or county regulating plan. After considering the mapping and code administration options, Option 2 was chosen to map the Place Type as a mandatory district.
PROJECT OVERVIEW

DOWNTOWN MASTER PLAN

The overall purpose of the Downtown Master Plan to create a coordinated vision and implementation strategy for downtown Idaho Falls. Potential exciting new projects are in the works for the area and could be the kickstart for additional improvement and redevelopment for the downtown area. This plan will lay out the vision, goals, and initiatives necessary to create a downtown that embodies a sense of "place", has attractive and walkable streets, provides increased opportunities for downtown housing, and overall become an unique and exciting city center for residents and visitors.

PROJECT COMPONENTS

- Identify what works, does not work, what is missing, and what can be added to improve downtown.
- Work with existing plans and studies to create a cohesive and comprehensive downtown plan.
- Identify catalytic projects that will help spur downtown development and improvements.
- Create visions, principles, goals, and initiatives that will create a fun, attractive and inviting downtown unique to Idaho Falls.
- Create a plan for attractive and safe streetscapes and intersections.

STUDY AREA
PROJECT PURPOSE AND NEED

Specific implementation steps/strategies; Buy in to the Plan

Balancing existing character with new ideas

Current pulse of development & activity in downtown – what’s the vibe?

Long-term vision supported by incremental change & metrics

Funding strategies to implement components of the vision

Make downtown appealing to a wide range of people

Vibrant, active, attractive places with things to do year-round
PROJECT MEETINGS

Three Steering Committee Meetings + Two Days of Focus Groups + Public Open House = DRAFT PLAN COMPONENTS

PROJECT TIMELINE

The tentative schedule for completing the Downtown Master Plan for Idaho Falls is depicted in the following timeline:

- Focus Groups: 2016 (Sept-Oct-Nov-Dec-Jan-Feb-Mar-Apr-May-Jun-Jul)
- Adoption Process: Public Hearing: 2017

Idaho Falls Downtown Master Plan
PROJECT MEETINGS

MEASURES OF SUCCESS

Name:  

Tell us FIVE things that would be a "measure of success" for the outcome of the downtown plan - either the plan process or the implementation of the ideas.

1. 

2. 

3. 

4. 

5. 

 MEASURES OF SUCCESS

Name:  

Tell us FIVE things that would be a "measure of success" for the outcome of the downtown plan - either the plan process or the implementation of the ideas.

1. 

2. 

3. 

4. 

5. 

MODEL PLACES EXERCISE

Name:  

Think about a place you have visited that you really liked. What about it in particular did you like? Or was it just a great place to be overall? Share a few of these great places and any elements we can glean from your experience there. Mark an "X" in a category if that is something that stood out to you about the place.

PLACE  

NOTES:

1. 

2. 

3. 

4. 

5. 

MODEL PLACES EXERCISE

Name:  

Think about a place you have visited that you really liked. What about it in particular did you like? Or was it just a great place to be overall? Share a few of these great places and any elements we can glean from it. Mark an "X" in a category if that is something that stood out to you about the place.

PLACE  

NOTES:

1. 

2. 

3. 

4. 

5.
### STAKEHOLDER WORKSHOPS

#### PROJECT MEETINGS

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<thead>
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<th>Desired Assets</th>
<th>Cultural/Social</th>
<th>Economic</th>
<th>Built Environment</th>
<th>Open Space/Nature</th>
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<td>More Green Space</td>
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</tbody>
</table>

**Diagram:**
- **Idaho Falls Downtown Master Plan**
- **CRSA**

**Existing Assets:**
- **Public Art**
- **More Parking**
- **Street Lighting**
- **Later Nightlife**
- **More Green Space**
- **Parking**
- **Increased View of Downtown as a Destination**
- **Social Anchor**
- **Grocery Store**
- **Convenience Store**
- **New Store**
- **Down a Street**
- **Corner Blocks**
- **Building Should Connect to Streets, Creative Code**

**Build Environment:**
- **Open Space**

**Economic:**
- **Employers**
- **Employees**
- **Retail Office Variety**

**Idaho Falls Downtown Master Plan**

**CRSA**

**Diagram:**
- **Idaho Falls Downtown Master Plan**
- **CRSA**
PUBLIC OPEN HOUSE

Framing the Future of Downtown

The City is working to create a clear & innovative guide for development and redevelopment in the downtown area. It will address streetscape design, housing, parking, and any other topic that will improve our downtown.

The City would like your input & ideas! Here is how:

Ways You Can Be Involved:
1. Provide Feedback at the Open House:
   Please come
   Jan 31, 2017
   4:00 to 7:00 p.m.
   At the City Library Conference Room
2. Leave Comments on the Project Website:
   http://www.idahofalls.com

~ Thank you! ~
There are many improvements that can be made to streets and sidewalks that add beauty and safety of the streets in the downtown area. Take a look and place a dot by the images you think would be an important addition to downtown. Pick as many or as few as you would like.
STREET CONFIGURATIONS

Constitution Way
Alternative Description:
A multi-purpose crosswalk would extend into the center of the street, creating a tiered median that could serve as a sidewalk of access for other events and activities. A green space remains along buildings. Potential access to the street for special events allows the street to function as a stage into the plaza.

Standard Street
Alternative A Description:
A multi-purpose crosswalk would extend into the center of the street, creating a tiered median that could serve as a sidewalk of access for other events and activities.

Standard Street
Alternative B Description:
One-way streets could be reconfigured into two-way roads with a planted median to improve the aesthetics of the streetscape and provide bike lanes.

Standard Street
Alternative C Description:
This alternative semicircular street parking and creates a wide, two-way cycle track on one side of the street, while the other side is a maintained, landscaped parking area for outdoor dining, landscaping, and street trees.

Alley
Alternative Description:
This option allows a pedestrian crosswalk that could be extended in the alley up to the traffic lights through many of the buildings.
WORKSHOP RESULTS
KEY INITIATIVES & THEMES

**STREETSCAPE**
- Consistent lighting and street furniture
- Consider pedestrian scale, street lights, and sidewalk signs
- Encourage street-level awnings and signs
- Encourage glass storefronts

**ARCHITECTURE**
- Encourage views, dining, and amenities in projects that use storefronts with clean, floating glazing for example.
- Emphasize diversity, but respect historic roots

**URBAN DESIGN**
- Streets are two-opposed and across the street focus on one key, built to allow people to come to core well planned place
- Constitutions was the key street historically, buildings with public places like courthouses at the other sidewalk, public street and provide mixed use, mixed use pedestrian walking, perhaps even with tactical urbanism

**STREETSCAPE/LANDSCAPE**
- Consider temporary enhancements for key streets and alleys. For example, adding vegetation, with partial closures, and an alley to future landscape improvements
- Consider temporary enhancements for streets identified for temporary closure

**TACTICAL URBANISM**
- Create pedestrian zones to draw individuals into downtown, and more heritage to promote activity in a downtown and promote activity Order Place

**PEDESTRIAN AREAS**
- Consider closing a street to cars on Saturdays to create a pedestrian mall for local shops. Bring people back into the street as part of a regular festival/feature market. This street is likely north of Broadway such as a short 1.5 mile. Capital Ave.

**MARKET & HOUSING**
- Market and housing needs to be in a district area to separate itself from competing districts, or the city environment and shops that support dominant industry groups.
- Melo Falls has a young population as compared to national averages. This is great for downtown as the demographic is more likely for more activities.
- Explore improvements on existing sites, for example, Melo Falls has been doing the greenway side of their property on front side of the building.

**MARKET**
- Estimated current market is estimated for downtown housing, 6% vacant non-retail and 2.8% rental occupied.
- Current rate of growth housing 1.64%, should be 1.6 to 2.0% per year.
- Return on investment market for new is 10-11%.

**HOLDING**
- Downtown needs to be an area to separate itself from competing districts, or the city environment and shops that support dominant industry groups.
- Out to improve” and “Value Young Professionals” are two of the key five.

**RECREATION**
- Extend greenbelt into the interior streets, create parks, and people on the greenway to walk into the interior streets.
- There are a lot of people in hotels across the area that are not crossing over by the bridge and into the interior.
- Park, weather, link to greenway, as a mixed-use downtown.

**PARKING**
- Improve use of off-street parking lots by adding headaches for best known.
- The alleys currently don’t have room to carry power, consider extending them or bury them.

**TRANSPORTATION, LINKAGES, & MOBILITY**
- Align the current transit model with the general population, and how they make decisions.
- Improve the current transit model with the general population, and how they make decisions.

**CIRCULATION**
- Consider making the Alley stop as a warm, weather, and pedestrian entry.
- Consider bike network, on-street or off-street, that may pull bold users into downtown from all directions. Could a bike-planing program work?
URBAN DESIGN EXAMPLES

STREETSCAPE
- Consistent lighting and streetscape needed across all blocks downtown.
- Develop plan to allow logical upgrades to increase perception of quality and safety.
- Consider pedestrian scale street lights, upgraded landscaping, and safety upgrades.

ARCHITECTURE
- Encourage street level awnings, marquees and blade signs.
- Encourage glass storefronts.
- Encourage views, dining, amenities in projects that can interface with river. Rooftop dining for example.
- Encourage architectural diversity, but respect historic roots.

HISTORIC FOCUS
- Assets are too spread out across the downtown. Focus efforts on one key street.
- Constitution was the key street historically. Depict at one end and courthouse at the other. Remodel this street and remove middle street parking, perhaps test with tactical urbanism.

MARKET
- Category

Sample Photo
Sample Photo
Sample Photo
TACTICAL URBANISM EXAMPLES

PLACEMAKING
- Focus on gateways into town, to draw people into interior of blocks
- Create catalytic spaces to draw individuals into downtown, and more frontage for private development. Improve Civitan Plaza
- Allow 4 to 5 (maybe even 8) story buildings in downtown to generate critical mass

TACTICAL URBANISM

SCAPE
- Consider temporary landscape improvements to test effectiveness and improve pedestrian environment
- Consider closing a street(s) to Saturdays to create a pedestrian for local shops. Bring merchand out to the street as part of a re festival/farmers market. This is likely north of Broadway suc stretch of N. Capital Ave.

PEDESTRIAN AREAS

Sample Photo

Sample Photo

Sample Photo
MARKET & HOUSING EXAMPLES

MARKET
✓ Current ratio of resident to jobs is 1:14.4, should be 1:3.3 as per peer case studies
✓ Return on investment however may be challenging without public assistance to cover gaps. See study for further details/facts/assumptions.

HOUSING
✓ Downtown needs to be a distinct area to separate itself from competing districts in the City (restaurants and shops that support dominant tapestry groups).
✓ “Set to Impress” and “Bright Young Professionals” are two of the top five tapestry segments in Idaho Falls. At rates much higher than national average, these groups are more likely to contribute to the downtown area, and are attracted to high tech, the outdoors, and environmental causes.
✓ Idaho Falls has a young population as compared to national averages. This is good for downtown as this demographic is more likely to live downtown.

Sample Photo
Sample Photo
Sample Photo

Idaho Falls Downtown Master Plan
TRANSPORTATION & MOBILITY EXAMPLES

RECREATION
- Expand recreation/interlace with River.
- Extend greenbelts into the interior streets somehow. Get people on the greenway to walk into the interior streets.
- There are a lot of people in hotels across the river that are not coming across the bridge and into interior.
- Park, maybe linked to greenway, as a civic space downtown. This would support housing perhaps. Maybe a dog park as part of a new civic space.

TRANSPORTATION, LINKAGES, & MOBILITY

PARKING
- Improvements: public stalls, flat, Marriott hasing the greenway but property on right of the river.
- Long-term shared parking structure with County facilities.
- Improve use of off-site parking lots by adding shade/cover for heat/snow.

CIRCULATION
- The alleys currently have H-frames; over to carry power. Rebuild these or bury them.
- Consider making the alley a key pedestrian way rather than repurposing streets.
- Consider bike network enhancements, especially those that may pull trail users into downtown from all directions. Could a bike share/rental program work?
SUBDISTRICTS

Allowed building types & scale by Subdistricts

- **Storefront Building**
  - Core A: Scale: 3 to 5 stories
  - Historic Core: Scale: 2 to 4 stories
  - General A: Scale: 2 to 5 stories
  - Edge A: Scale: 2 to 5 stories
  - Edge B: Scale: 2 to 5 stories

- **General Stoop Building**
  - Core A: Scale: 2 to 6 stories
  - General A: Scale: 2 to 6 stories
  - Edge A: Scale: 2 to 6 stories
  - Edge B: Scale: 2 to 6 stories

- **Mid Scale Shop**
  - General A: Scale: 1 to 3 stories
  - Edge B: Scale: 1 to 3 stories

- **Townhome Building**
  - Core A: Scale: 2 to 3 stories
  - General A: Scale: 2 to 3 stories
  - Edge A: Scale: 2 to 3 stories
  - Edge C: Scale: 1.5 to 2 stories

- **Yard Building**
  - Core A: Scale: 2 to 4 stories
  - Historic Core: Scale: 2 to 4 stories
  - General A: Scale: 2 to 4 stories
  - Edge A: Scale: 2 to 4 stories
  - Edge B: Scale: 2 to 4 stories

- **Civic Building**
  - Core A: Scale: 2 to 4 stories
  - Historic Core: Scale: 2 to 4 stories
  - General A: Scale: 2 to 4 stories
  - Edge A: Scale: 2 to 4 stories
  - Edge B: Scale: 2 to 4 stories

Idaho Falls Downtown Master Plan
Identify the parcel's Subdistrict designation and permitted uses

**4.0 Uses**

**Use Category and Subcategory Table**

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<tr>
<th>Use Category</th>
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<th>Historic Core A</th>
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5.1 Introduction to Building Type Standards

1. Intention
   
   To facilitate a well-defined and attractive urban form and street wall that creates vibrant districts in the City of Idaho Falls.

2. Introductions
   
   The Building Types detailed in this Chapter 5 outline the required building forms for new construction and renovated structures within the subdistricts defined in Chapter 3 Subdistricts.

3. General Requirements
   
   (1) General Considerations. Application of this section to existing uses shall occur with the following developments:

   (a) Solicitation: Each Building Type shall be constructed only within its designated districts. Refer to Table 5.1 Permitted Building Types by Subdistricts.

   (b) When a site is proposed, existing nonconforming buildings on the building form and placement regulations for that Subdistrict.

   
   (1) Detached accessory structures are permitted per each Building Type and shall comply with all setbacks around the following:

   (a) Detached accessory structures are not permitted in the front yard.

   (b) Detached accessory structures shall be located behind the principal structure of the rear yard.

   (c) Detached accessory structures shall not exceed the height of the principal structure.

   (d) Accessory structures shall use the same or similar materials as the principal structure.

   (e) Areas between the building wall and the right-of-way (front yard to rear) that are not required to be covered outside by sidewalks or curbs must be landscaped. Landscaping shall consist of 50% live plant material at maturity.

Table 5.1 Generally permitted/subdistrict with design standards by building type. Refer to Chapter 4.0 for additional information by use category.

5.0 Buildings

5.3 Storefront Buildings

1. Description

   This Subdistrict is ideal for a variety of mixed-use and retail buildings, including those for the front streetscape of the city.

   These building types are designed to accommodate a variety of retail, office, and restaurant uses. The building height is limited to 4 stories.

2. Regulations

   Regulations for the Subdistrict Building Types are defined in the adjacent table.

   - Table 5.3: Building Type Table

     | Building Type | Frontage | Height | Parking | Setbacks |
     |---------------|----------|--------|---------|----------|
     | Type A        | 40'      | 4      | 1       | 30'      |
     | Type B        | 40'      | 4      | 1       | 30'      |

Following the building form and placement regulations for that Subdistrict.
Follow the remaining regulations for the Subdistrict including: streets, open space, landscape, parking, and sign types.