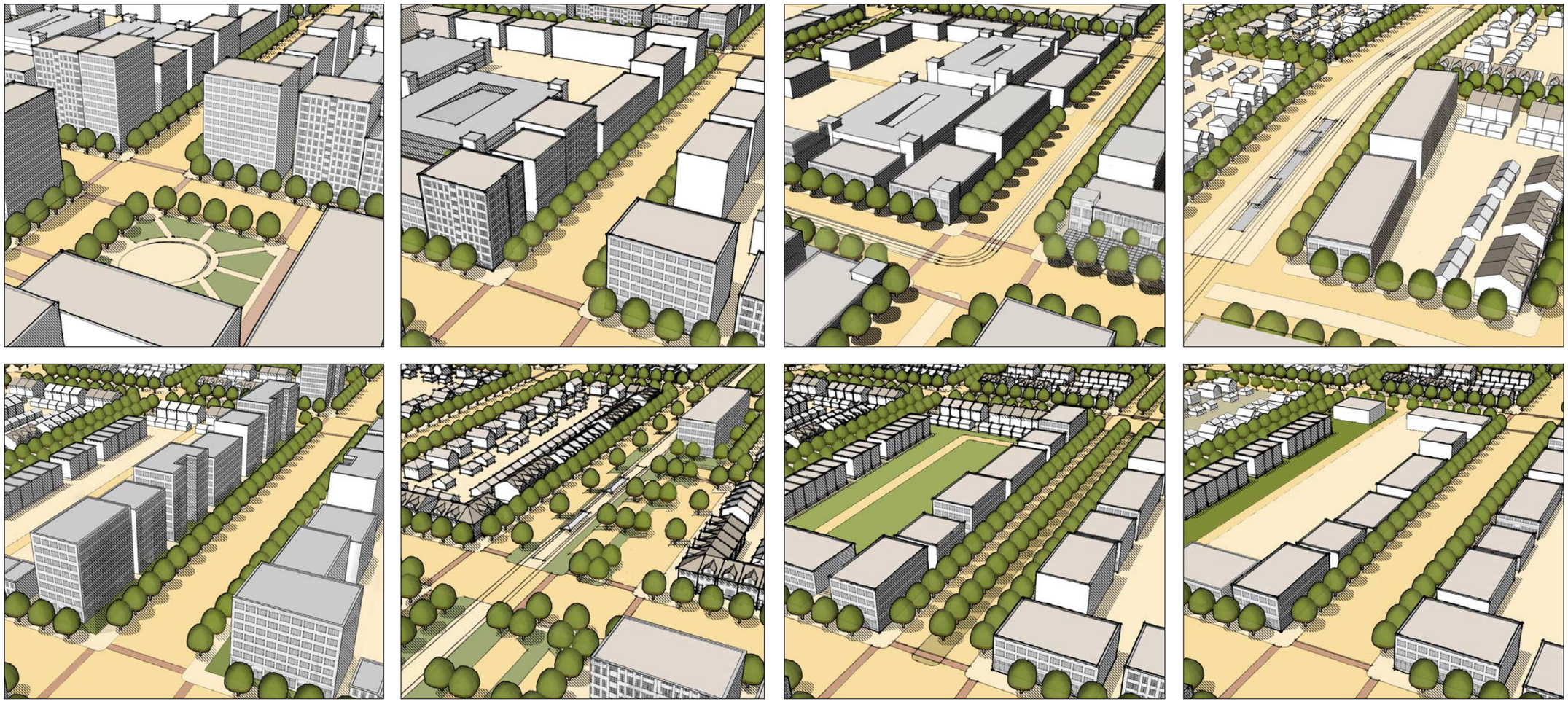
Template Form-Based Code for Centers & Corridors along the Wasatch Front

A Wasatch Choice for 2040 tool to achieve your community vision



Form-Based Codes 101
Form-Based Code Introduction

Template Code Intent

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

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

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

What is a Form-Based Code?

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

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

Form-Based Code Benefits

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

Focus on the Public Realm

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

Predictable Results

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

Codified Requirements

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

Place-Specific Regulations

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

Built from Community Preference

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

Highly Illustrated Document

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

Levels of Control

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

Economic Benefits

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

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

Template Form-Based Code Organization Chart

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

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

Tier 1: Place Types

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

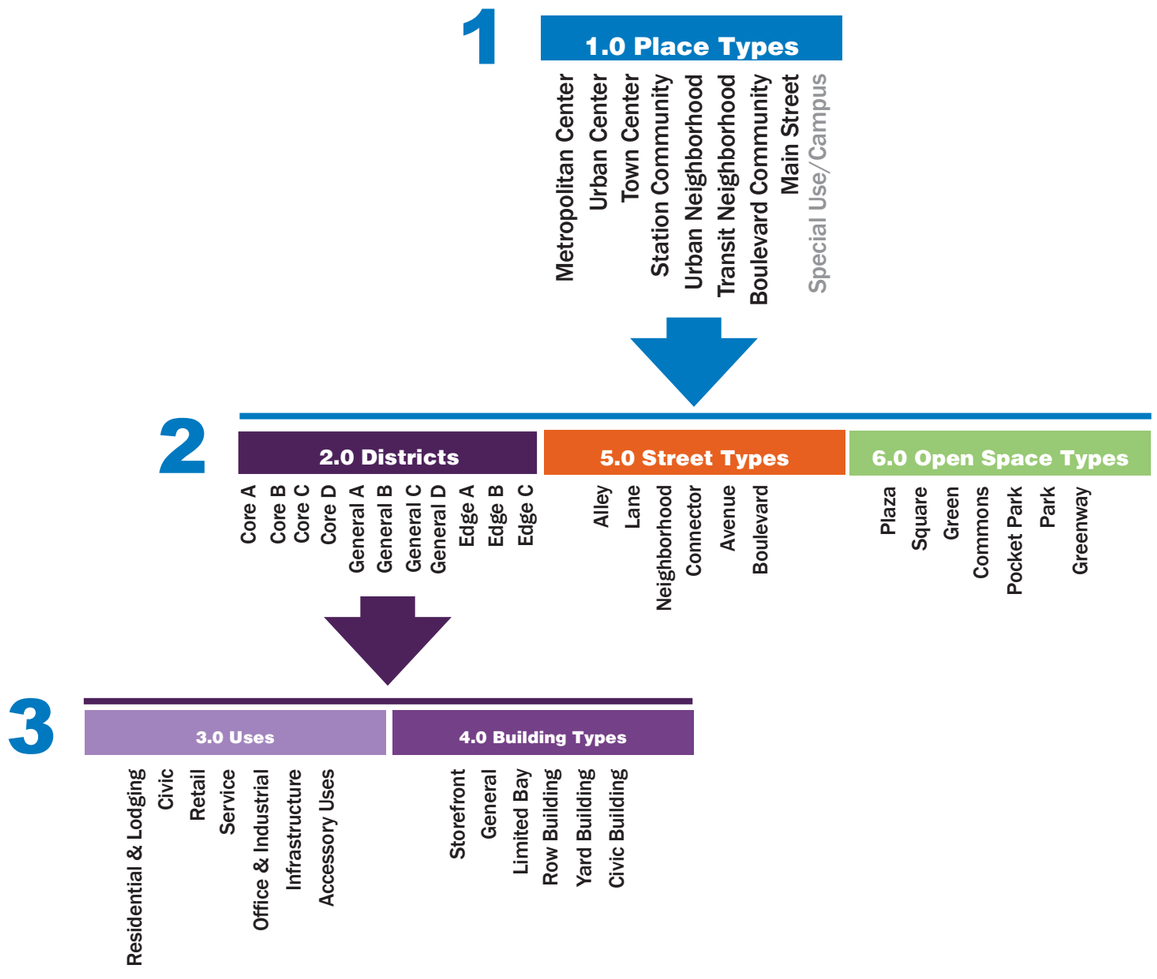
Note that a Special Use/Campus Place Type is shown here in gray text. This Place Type is not included in the Template Code as the requirements for this (likely) single use place would be very specific to that single use. The Districts (with Uses and Building Types) would not be applicable to such a place,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

Tier 2: Districts, Streets, & Open Space

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

Tier 3: Uses & Building Types

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



Steps to Calibration Flow Chart

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

STEP 1

Define the Vision for the Place

refer to pages 7 & 8 of this Introduction Document

STEP 2

Select a Place Type

refer to pages 9 & 10 of this Introduction Document

STEP 10

Map & Adopt

refer to page 13 of this Introduction Document

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.

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.

STEP
1

Step 1: Define the Vision for the Place

Behind every effective form-based code is a succinct community vision.

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

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

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

Site Inventory

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

Community Preference Survey

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

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

Survey Tool- Image Preference Survey (IPS)

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

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

Conduct a Market Analysis

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

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

Plan for Transit & Active Transportation

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

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

Plan for What is Missing

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

ET+ & Market Studies

How these tools work together:

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

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

STEP
2

Place Type Summary Table

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

Step 2: Select a Place Type

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

Using the Template Code Place Types

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

Choosing a Place Type

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

Special Use / Employment Place Type

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

Centers, Neighborhoods, & Corridors

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

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

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

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

Components of Complete Places

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

Mix of Land Uses

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

Steps 3-9: Calibrating the Code

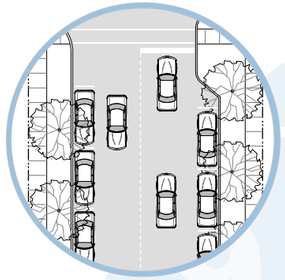
The Template Form-Based Code contains ten sections, that together, create a comprehensive approach to regulating the forms and public spaces of a center, corridor, or neighborhood.

Place Types

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

Districts

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



Street Types

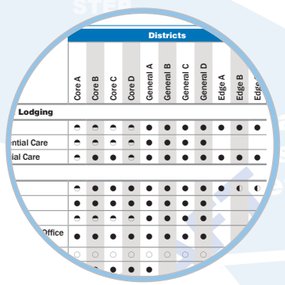
Street types are defined, illustrated, and mapped for each place type to ensure that the streets are not developed or redeveloped outside the district context. Complete street sections will be created that address all modes of travel, including pedestrians, bicycle traffic, transit, and vehicular traffic.

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

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

Building Types

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

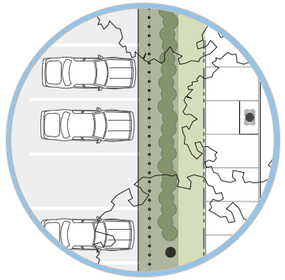


Use Regulations

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

Open Space Types

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



Additional Requirements

Sign Types Requirements

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

Landscape Requirements

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

Parking Requirements

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

Administration

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

STEP
10

Step 10: Map & Adopt the Place Type

Options for Code Administration

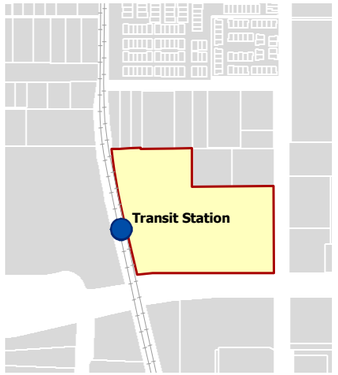
Option 1

Map Districts without Place Type Regulations

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

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

Option 2



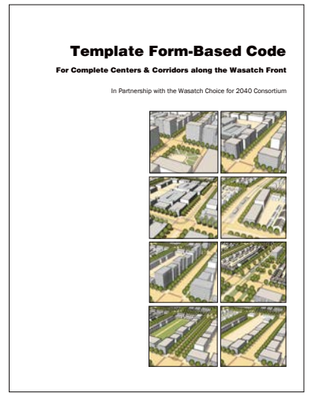
Map the Place Type as an Optional Parallel or Mandatory District

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

Option 3



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

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

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

Overlays vs. Districts

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

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

Place Type District Calibration Example

The Step by Step Process for Cities & Counties

STEP 1

Define the Vision for the Place

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

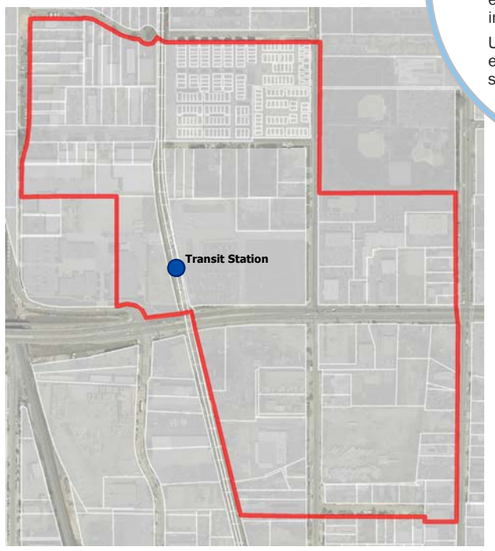
STEP 2

Select a Place Types

Become familiar with the characteristics and variations of each Place Type– such as scale intensity.

Understand the regulating elements: districts, block sizes, street types, and open space.

Place Type Site: Existing Conditions



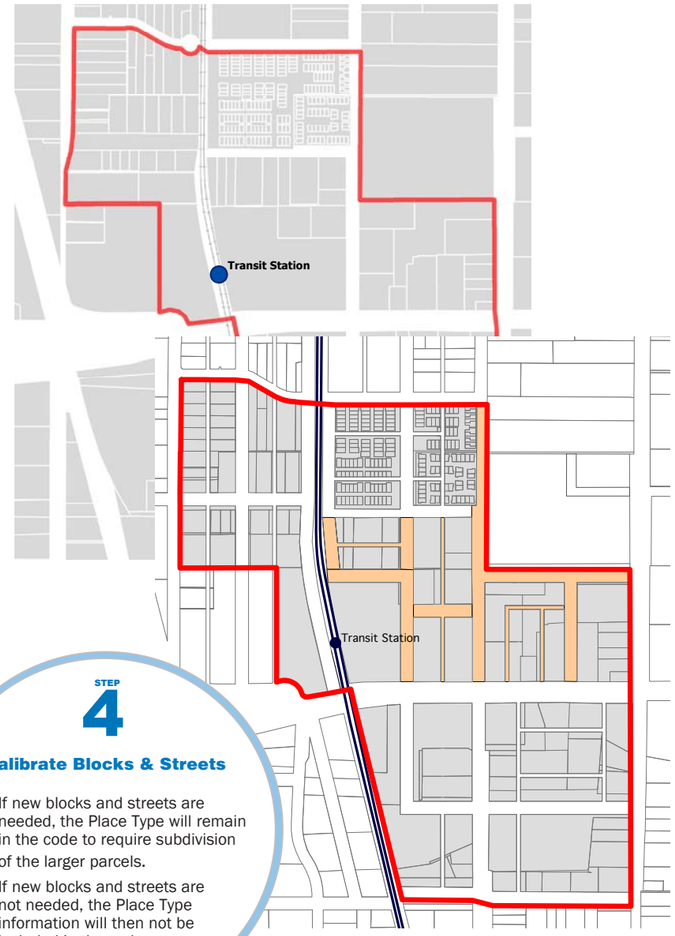
STEP 3

Select a Place Type

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

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

Existing Parcels & Blocks



STEP 4

Calibrate Blocks & Streets

If new blocks and streets are needed, the Place Type will remain in the code to require subdivision of the larger parcels.

If new blocks and streets are not needed, the Place Type information will then not be included in the code.

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

2. Station Community Requirements

Districts			
Core A			
Core B			
Core C	●	A minimum of the 2 block faces closest to the transit stop. Pl… corner store within q… walk of each doo…	
Core D			
General A			
General B			
General C	●		
General D			
Edge A			
Edge B	●		
Edge C	●	Edge adjace… from any family dis…	

STEP **5**

Calibrate Districts (or Subdistricts)

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

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

STEP **6**

Calibrate Uses

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

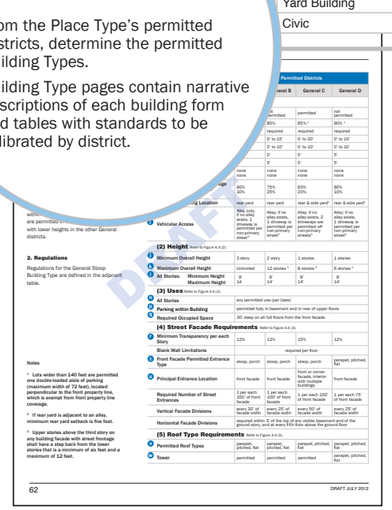
STEP **7**

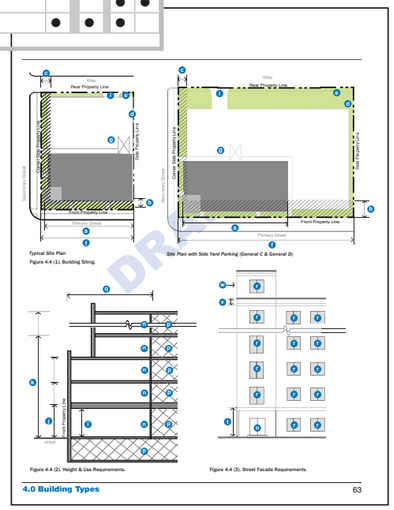
Calibrate Building Types

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

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

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





STEP **8**

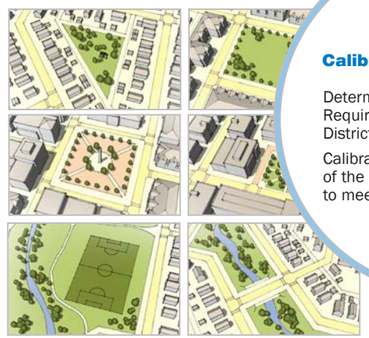
Calibrate Open Space Types

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

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

2. Station Community Requirements

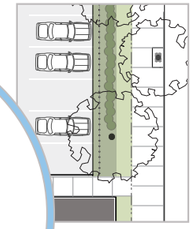
Open Space Requirements	Core Subdistrict Requirements		One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
	General and Edge District Requirements		One Open Space Type is required within one-sixth (1/6) of a mile of the entrance of each building.
Permitted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

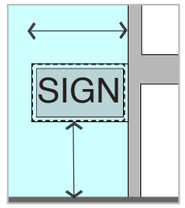


STEP **9**

Calibrate Additional Requirements

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





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

STEP **10**

Map the Place Type

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

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

IDAHO FALLS DOWNTOWN MASTER PLAN

PROJECT TEAM

IDAHO FALLS

CRSA

AGNEW ::BECK

pros consulting Inc.

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
- Identify catalytic projects that will help spur downtown development and improvements
- Work with existing plans and studies to create a cohesive and comprehensive downtown plan
- Create a plan for attractive and safe streetscapes and intersections
- Create visions, principles, goals, and initiatives that will create a fun, attractive and inviting downtown unique to Idaho Falls

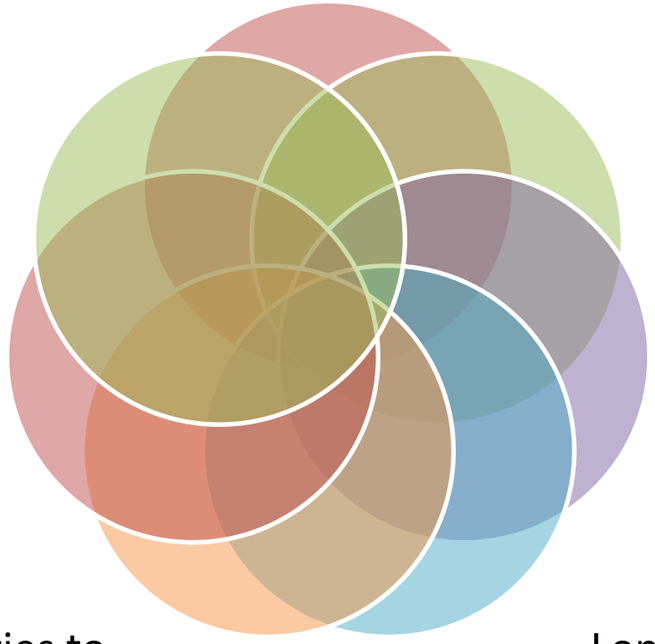
STUDY AREA

PROJECT PURPOSE AND NEED

Specific implementation steps/strategies; Buy in to the Plan

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

Balancing existing character with new ideas



Make downtown appealing to a wide range of people

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

Funding strategies to implement components of the vision

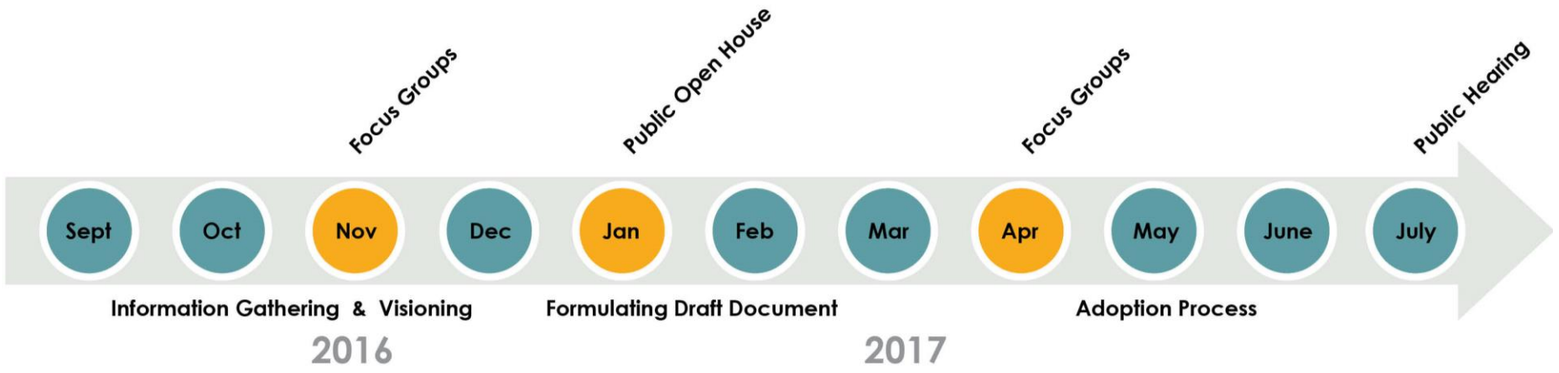
Long-term vision supported by incremental change & metrics

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:



PROJECT MEETINGS

STEERING COMMITTEE MEETING

MEASURES OF SUCCESS

Name: _____ **Email:** _____

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: _____ **Email:** _____

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	Things to do	Streetscape	Accessibility	'Cool factor'	NOTES:

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Name: _____ **Email:** _____

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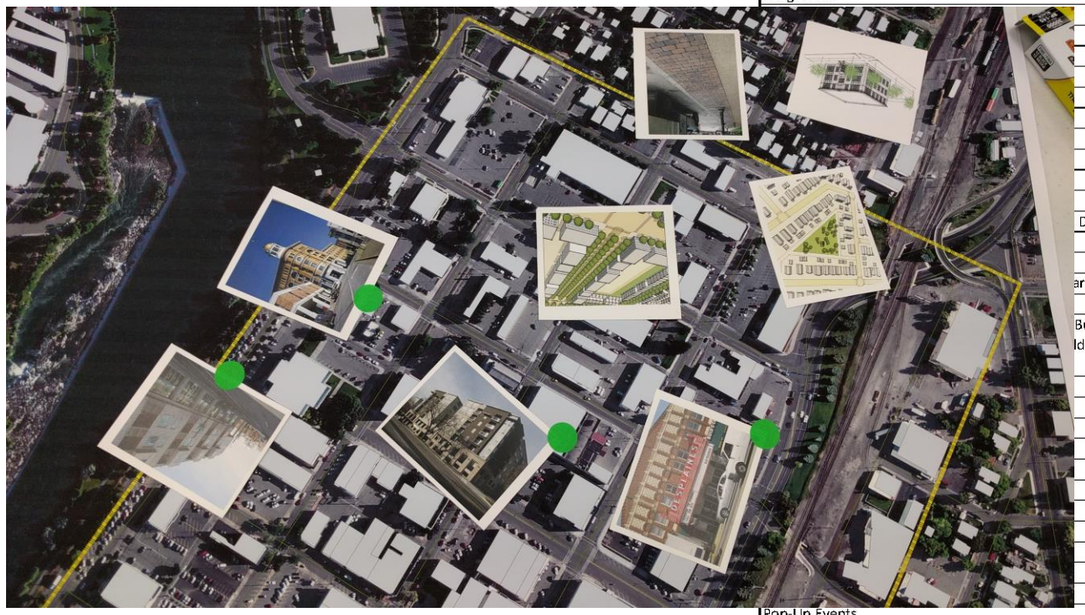
PLACE	Things to do	Streetscape	Accessibility	'Cool factor'	NOTES:

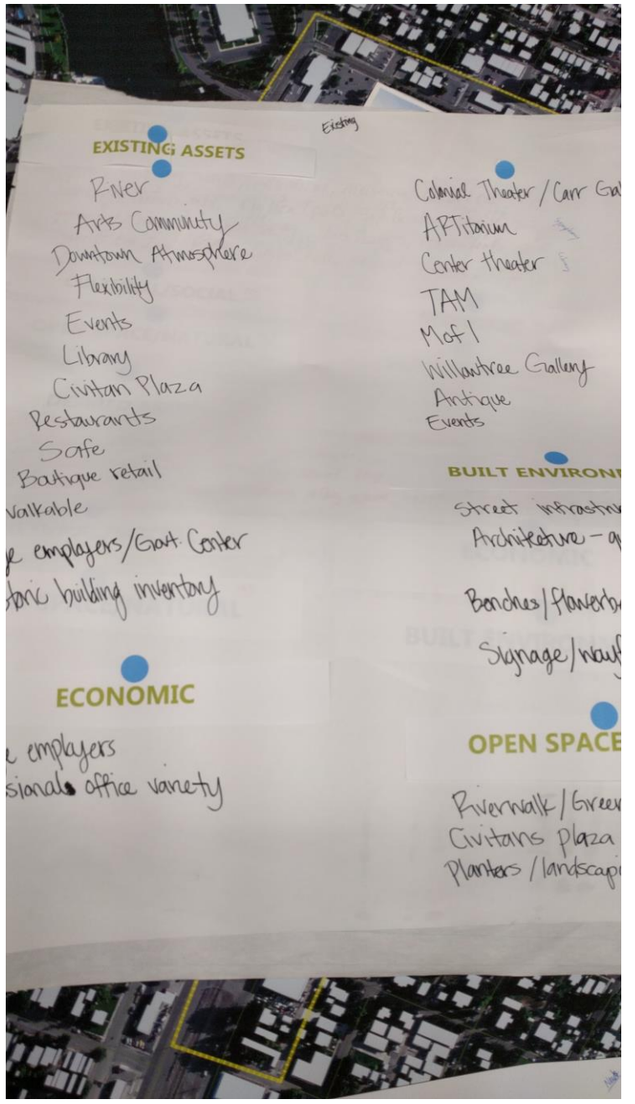
CRSA

PROJECT MEETNGS

STAKEHOLDER WORKSHOPS

DESIRED ASSETS	Cultural/ Social	Economic	Built Environment	Open Space/ Natural
Intersting Architecture			1	
Public Art	3		1	
More Parking			2	
Structural Parking		1	4	
Good Yellowstone Crossing (tunnel or sky walk)			1	
Poor Pedestrian Access			1	
Buildings			1	
Façade Improvements			1	
Outside Eating			1	
Bike Paths and Facilities			3	
Street Theater/Life			1	
More Green Space				1
Public Gathering Space				1
Housing		2	2	
Increase View of Downtown as a Destination		1		
Retail Anchor		1		
Grocery Store		4		
Convenience Store		3		
Drug Store		2		
		2		
		2		
		1		
		1		
		1	2	
			1	
			1	
			1	
			1	
	1			
Down a Street		2		
		2		
			1	
arger Blocks			1	
			1	
Building Should Connect to ldings, Creative Code			2	
				1
				1
				4
	1	2		
		1		
		1		
		1		
	1			
	1			
	1			
	1			
Pop-Up Events	1			
Bike-Share Program	2			
Center Theater Retention	1			
Dog Park				1
Business and Resident Support Services		1		
Family Friendly Shops and Restaurants	1	1		





PROJECT MEETNGS

PUBLIC
OPEN HOUSE

Idaho Falls Planning Division
680 Park Ave.
Idaho Falls, ID 83405

IDAHO FALLS

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

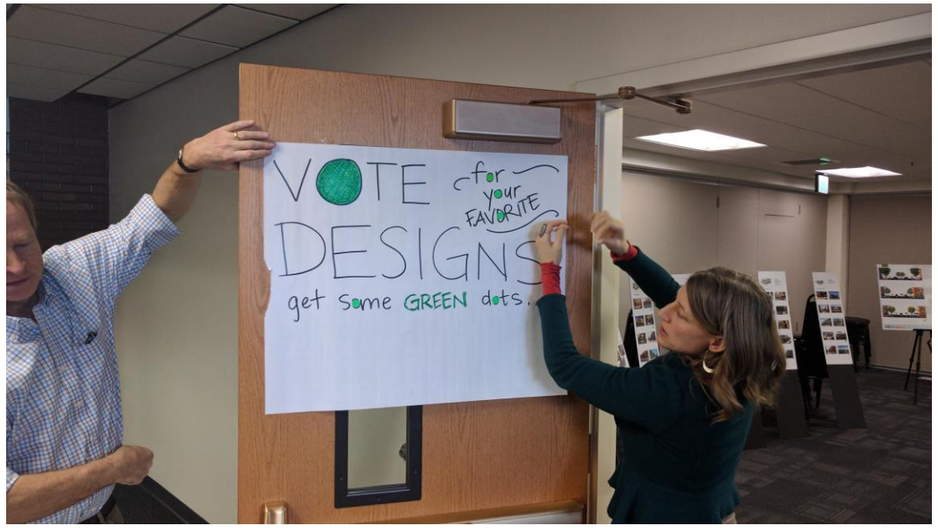
2. Leave Comments on the Project Website:

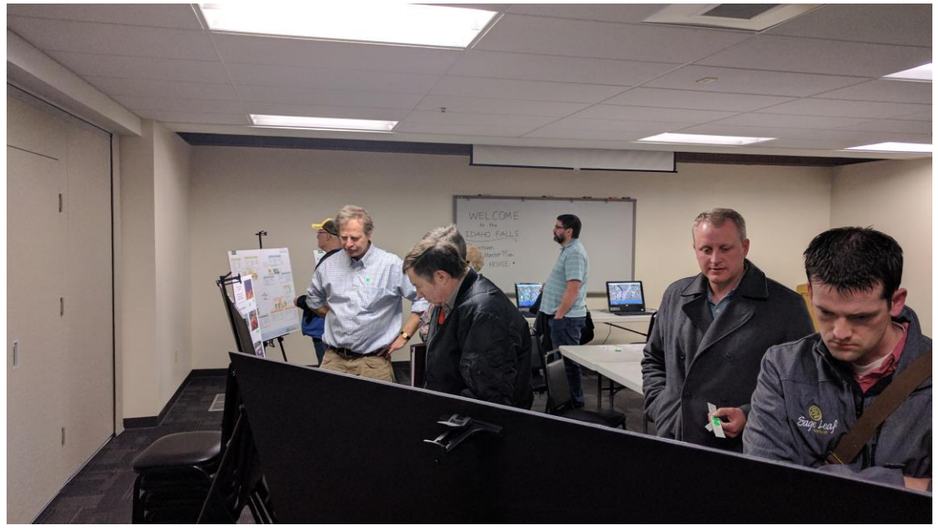
http://www.ifdowntown.com

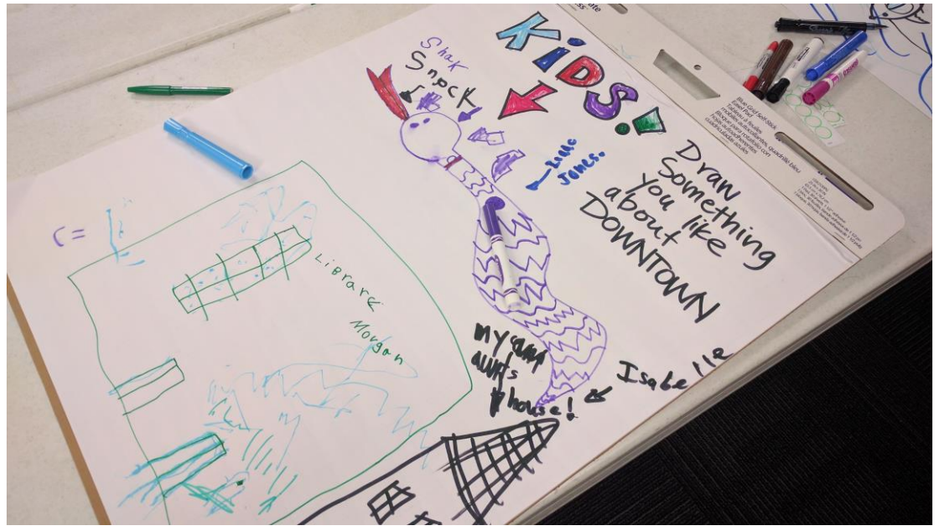
~ Thank you! ~

PROJECT MEETNGS

PUBLIC
OPEN HOUSE







ONLINE COMMENTING

COMPLETE STREETS

There are many improvements that can be made to streets and sidewalks that add beauty and safety of the streets in the 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.

Parklets

Places Dots or Comments Here

Bike Share and Bike Parking

Places Dots or Comments Here

Intersection and Sidewalks

Places Dots or Comments Here

Corner Landscaping

Places Dots or Comments Here

Bus Stop

Places Dots or Comments Here

Miscellaneous Improvements

Places Dots or Comments Here

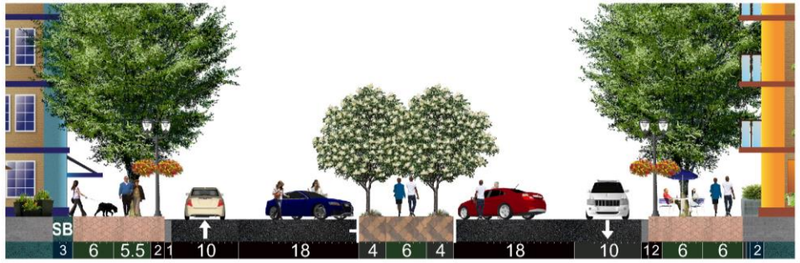
Sidewalk Dining

Places Dots or Comments Here

Bike Lane/Cycle Track

Places Dots or Comments Here

STREET CONFIGURATIONS



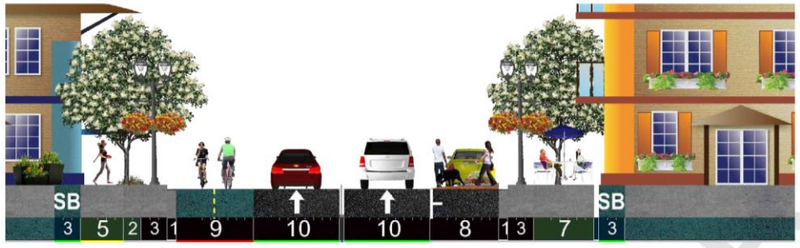
Constitution Way

Alternative Description: Constitution Way's streetscape would extend into the center of the street, creating a tree-lined median that could serve as a walkway or allow for other events and activities. Angled parking remains to service the surrounding buildings. Potential closures of the street for special events allows the street to funciton as a large civic plaza.

Places Dots or Comments Here

Recommended Bike Lanes

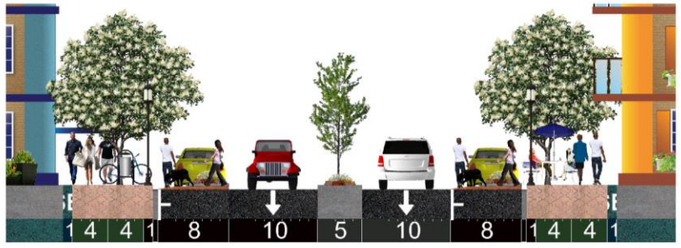
This map represents recommended bike lane locations based on *Connecting Our Community*, the biking and walking master plan prepared for the City in 2014.



Standard Street

Alternative A Description: In this scenario one side of parallel parking is removed for a two-way bike lane. Planted bulb-outs are added to on-street parallel parking to improve the streetscape.

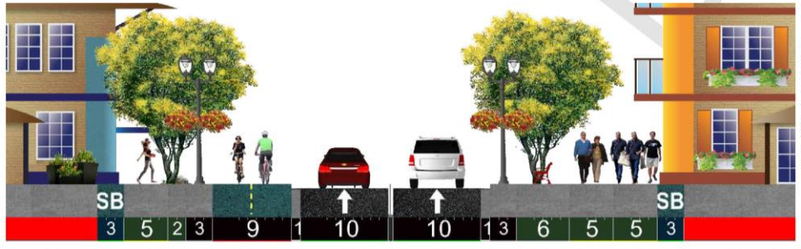
Places Dots or Comments Here



Standard Street

Alternative B Description: One-way streets coulf be reconfigured into two-way roads with a planted median to improve the aethetics of the steret. Parallel parking replaces angle parking.

Places Dots or Comments Here



Standard Street

Alternative C Description: This alternative removes on-street parking and creates a wide, two-way cycle track on one side of the street. The sidewalk on the other side is extented, created space for outdoor dining, seating, landscape, street trees, etc.

Places Dots or Comments Here

Alley

Alternative Description: This option shows a pedestrian street that could be created in the alleyways that run through many of the blocks.

Places Dots or Comments Here

DRAFT

DRAFT REGULATING PLAN

SUB DISTRICT CHARACTER

STOREFRONT 4

CORE A
Constitution Avenue and adjacent parcels

STOREFRONT 2

CORE B
historic blocks

STOOP/BLOCK 3

EDGE B
blocks facing highway

LIVE-WORK 3

EDGE A
blocks facing river and greenway

WORKSHOP RESULTS

PUBLIC OPEN HOUSE RESULTS

KEY INITIATIVES & THEMES

KEY INITIATIVES & THEMES

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 views, dining, amenities in projects that can interface with river. Rooftop dining for example.
- Encourage architectural diversity, but respect historic roots
- Encourage glass store fronts

URBAN DESIGN

HISTORIC FOCUS
- Assets are too spread out across the downtown. Focus efforts on one key street to allow visitors to come to one well preserved place
- Constitution was the key street historically, Depot at one end and courthouse at the other. Rebuild this street and remove middle street parking, perhaps test with tactical urbanism

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
- Create Civic Plaza/Pop Up Events

TACTICAL URBANISM

STREETSCAPE/LANDSCAPE
- Consider temporary enhancements for key streets and alleys. For example, test reconfiguration of parts of Constitution and an Alley to add landscape improvements
- Consider temporary enhancements for streets identified for temporary closure

PEDESTRIAN AREAS
- Consider temporary landscape improvements to test effectiveness and improve pedestrian environment
- Consider closing a street(s) to cars on Saturdays to create a pedestrian mall for local shops. Bring merchandise out to the street as part of a regular festival/farmers market. This street is likely north of Broadway such as a stretch of N. Capital Ave.

MARKET
- Estimated current short term demand for downtown housing is 217 owner occupied and 238 rental occupied.
- 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.

MARKET & HOUSING

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.

RECREATION
- Expand recreation/interface with River.
- Extend greenbelt into the interior streets somehow. Get people on the greenway to walk into the interior streets.
- There are a lots 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

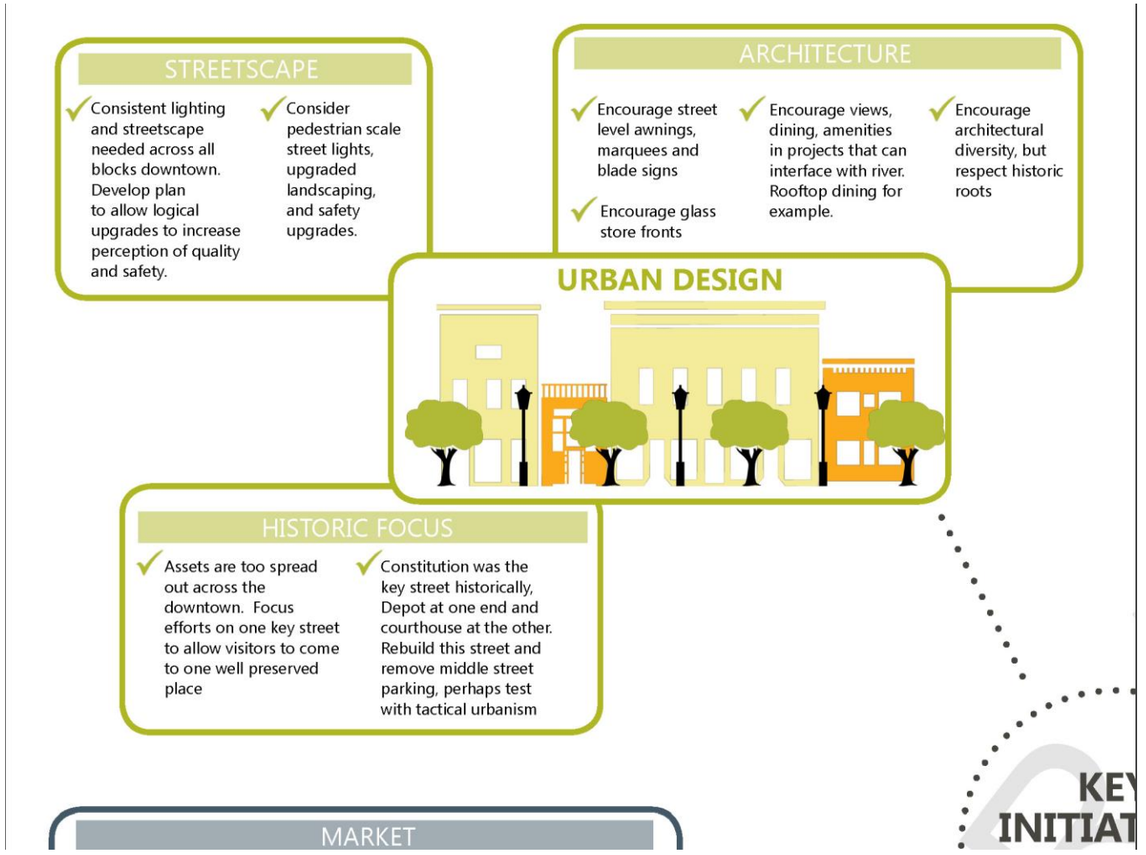
PARKING
- Signage improvements for existing public stalls. For example, Marriott has them along the greenway side of their property on west side of the river.
- Long term shared parking structure with County facilities.
- Improve use of off site parking lots by adding shade/cover for heat/snow.

CIRCULATION
- The alleys currently have H Frame's 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?

DRAFT

URBAN DESIGN EXAMPLES

Sample Photo



Category

Sample Photo

Sample Photo

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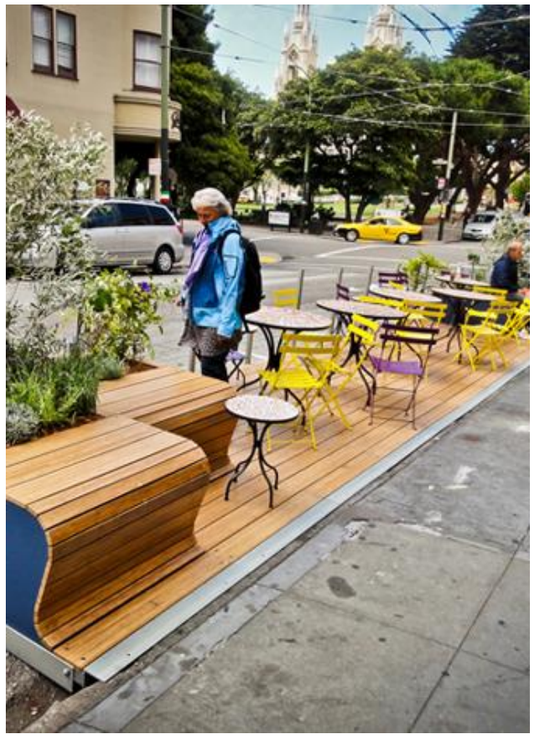
TACTICAL URBANISM EXAMPLES



Sample Photo

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Category

Sample Photo

Sample Photo

Sample Photo

MARKET & HOUSING EXAMPLES

Sample Photo

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Category

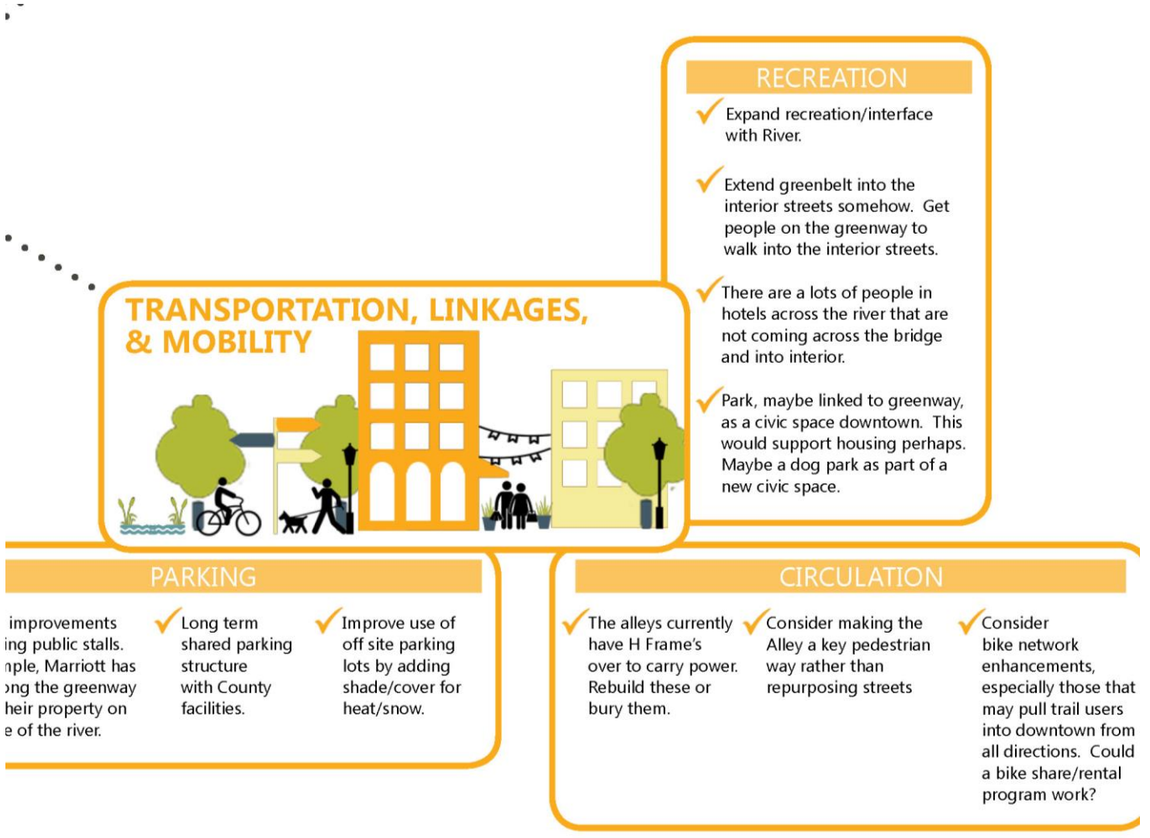
Sample Photo

Sample Photo

Sample Photo

TRANSPORTATION & MOBILITY EXAMPLES

Sample Photo



Category

Sample Photo

Sample Photo

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TWO PART DOCUMENT

PART ONE:

DOWNTOWN PLAN SUMMARY

VISION

IDAHO FALLS DOWNTOWN PLAN PART ONE 31

IMPLE

STATUS/OPPORTUNITIES IN

IDAHO FALLS DOWNTOWN PLAN PART ONE 57

City of Idaho Falls

Form Based Code

Requirements

Size (acres)	0.10
Size (acres)	1.50
Dimension (feet)	20' in one direction
% of Vehicular ROW Frontage	50%; 80% building frontage required on non-street frontage
Parcels	
	Core A Historic Core General A Edge A, B, & C Future Subdistricts
Orientation of Adjacent Parcels	Front or Corner Side
Sports Fields Permitted	Not permitted
nds Permitted	Not permitted
losed Structures Permitted	Permitted; maximum 5% of area
Impervious + Semi-Pervious	minimum: 40% maximum: 80% + 10%
% of Open Water	50%
	Required, max 16' fixture height
	1 per 200 square feet
	1 per 400 square feet
	50% live plant material in planter areas
Facilities	1 bike rack slot per 800 square feet

Figure 6.2 (2) Typical Plaza Examples

76 CHAPTER 6: OPEN SPACE

Permitted Subdistricts

	Historic Core	General A	Edge A	Edge B
	Not Permitted	Permitted	Permitted	Not Permitted
	90%	70% [1]	80%	70% [1]
	Required	Permitted	Permitted	Permitted
	0' to 5' [4]	0' to 10' [4]	0' to 5' [4]	0' to 15' [4]
	0' to 5'	0' to 10'	0' to 5'	0' to 15'
	0'	0'	0'	0'
	5'	10'	5'	5'
	none none	none none	none none	none none
	90% 10%	75% 25%	90% 10%	75% 20%
rear yard	rear & side yard[4]	rear & side yard[4]	rear & side yard[4]	rear & side yard[4]

ey, lane, access lane; if none exists, 1 driveway is permitted per primary street, or as approved by the Zoning Administrator or his/her designee

	2 story	2 story	2 story	2 story
[3]	4 stories [2]	5 stories [2]	5 stories [2]	5 stories [2]
	14' 18' [3]	14' 28' [3]	14' 20' [3]	14' 28' [3]
	9' 14'	9' 14'	9' 14'	9' 14'

mitted uses.

retail, service, office

any permitted use		residential, office, service	any permitted use

permitted fully in any basement and in rear of all floors

30' deep on all full floors from the front facade

gure 5.10

	75%	65% front and corner-side	75%	65% front and corner-side
	25%	15%	30%	20%

required per floor (refer to section B 4-b)

storefront, arcade

front or corner facade

each front	1 per each 75' of front facade	1 per each 100' of front facade	1 per each 75' of front facade	1 per each 75' of front facade
30' of de width	every 25' of facade width	every 50' of facade width	every 25' of facade width	every 25' of facade width

required within 3' of the top of the ground story

space, outdoor dining, and/or outdoor seating.	Permitted Roof Types	parapet, flat, pitched	parapet, flat	parapet, pitched, flat
* Subject to review for compliance with line of sight requirements.	Tower		parapet, pitched, flat	parapet, flat, pitched,
			Permitted, excluded from Maximum Story	

44 CHAPTER 5: BUILDINGS

IDAHO FALLS

SUBDISTRICTS

Allowed building types & scale by Subdistricts

	Core A	Historic Core	General A	Edge A	Edge B	Edge C
Storefront Building	Scale: 3 to 5 stories	Scale: 2 to 4 stories	Scale: 2 to 5 stories	Scale: 2 to 5 stories	Scale: 2 to 5 stories	
General Stoop Building	Scale: 2 to 6 stories		Scale: 2 to 6 stories	Scale: 2 to 6 stories		
Mid Scale Shop			Scale: 1 to 3 stories		Scale: 1 to 3 stories	
Townhome Building	Scale: 2 to 3 stories		Scale: 2 to 3 stories	Scale: 2 to 3 stories		Scale: 1.5 to 2 stories
Yard Building						Scale: 1.5 to 2 stories
Civic Building	Scale: 2 to 4 stories	Scale: 2 to 4 stories	Scale: 2 to 4 stories	Scale: 2 to 4 stories	Scale: 2 to 4 stories	

USING THE CODE/APPLICANT PROCESS

Figure 3.1. Urban Center Place Type and Subdistricts Regulating Map.

- Core A: Mixed Use Development Subdistrict
- Historic Core Subdistrict
- General A: Multi-Purpose and Mixed-Use Redevelopment Subdistrict
- Edge A: Riverwalk Frontage (Residential Focused) Subdistrict
- Edge B: Highway Frontage (Commercial Focused) Subdistrict
- Edge C: Residential Buffer Subdistrict

Identify the parcel's Subdistrict designation and permitted uses

4.0 Uses

Use Category and Subcategory Table	Core A	Historic Core	General A	Edge A	Edge B	Edge C	Future Subdistrict
Residential & Lodging							
Residential	●	◓	●	●	◓	●	
Hotel & Inn	◓	◓	●	●	●	◐	
Residential Care	●	●	●	●	●	◐	
Civic							
Assembly	◐	◐	●	◐	◐		
Transit Station	●	●	●	◐	●		
Hospital & Clinic	●	◐	●	◐	◐		
Library/Museum/Post Office (no distribution)	●	●	●	◐			
Post Office (distribution)	◐		◐		◐		
Police & Fire	●	●	●		●		
School	○	○	○	○	○	○	
Retail							
Neighborhood Retail	●	●	●	●	●		
General Retail	●	●	●	◐	◐		
Service							
Neighborhood Service	●	●	●	◐	◐		
General Service	●	●	●	◐	◐		
Eating & Drinking Establishments	●	●	●	●	●		
Vehicle Service			○		○		
Office & Industrial							
Office	◓	◓	●	◓	●	◐	
Craftsman Industrial	◐	◐	◐	◐	◐		
Infrastructure							
Parking Lot	◐	◐	◐		◐		
Parking Structure (Stand Alone)	◐	◐	◐		◐		
Utility & Infrastructure	○	○	○	○	○		
Open Space	◐	◐	◐	◐	◐	●	
Accessory Uses							
Home Occupation	●	●	●	●	●	●	
Outdoor Storage of Goods			○				
Drive Through			◐		◐		

Residential: Yard Building

Residential: Townhome Building

Mixed Residential: General Stoop Building

Civic Building

Mixed Commercial: General Storefront Building

Mid Scale Shop Building

KEY
- ● Permitted
- ◓ Permitted in Upper Stories Only
- ◐ Permitted with Development Standards
- ○ Requires a Conditional Use Permit

Table 4.1 (1). Uses by District.

USING THE CODE/APPLICANT PROCESS

5.1 Introduction to Building Type Standards

1. Intent

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

2. Introduction

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 Subdistrics.

3. General Requirements

(1) General Compliance. Application of this section to existing uses shall occur with the following developments.
- (a). Subdistricts. Each Building Type shall be constructed only within its designated districts Refer to Table 5.1 Permitted Building Types by Subdistricts.
- (b). When a place type is adopted, existing (nonconforming by subdistrict and by Building Type Table) buildings within the geographic extents of the place type shall not be required to conform to building type or subdistrict use regulations of this chapter.
- (c) Tenant improvement remodeling of a nonconforming (by subdistrict or Building Type Table) building is allowed.
- (d) Facade enhancements of a nonconforming (by subdistrict and by Building Type Table) building is allowed. Zoning Administrator may require conformity with Street Facade Requirements, Section 4 of Building Type Table. Structures with current national register designation must not comply with standards.
- (e). Building changes that trigger a change in building type as defined by the International Building Code requires adherence to the regulations of this chapter.
- (f) Uses. Each Building Type can house a variety of uses depending on the district in which it is located. Refer to Chapter 4 Uses for uses permitted per subdistrict. Some Building Types have additional limitations on permitted uses.
- (g) No Other Building Types. All buildings constructed must meet the requirements of one of the Building Types permitted within the subdistrict of the lot.
- (h) Permanent Structures. All buildings constructed shall be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise noted.

4. Accessory Structures.

(1). Detached accessory structures are permitted per each Building Type and shall comply with all setbacks except the following:
- (a) Detached accessory structures are not permitted in the front yard.
- (b) Detached accessory structures shall be located behind the principal structure in 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 quality materials as the primary building.
- (e) Areas between the building wall and the right-of-way (front build to zone) not set aside for active use (such as outdoor dining) must be landscaped. Landscaping shall consist of 50% live plant material at maturity.

Building Types by Subdistricts

Building Types	Core A	Historic Core	General	Edge A	Edge B	Edge C	Future Subdistrict
Storefront	•	•	•	•	•		
General Stoop	•		•	•			
Mid Scale Shop			•		•		
Townhome Building	•		•	•		•	
Yard Building						•	
Civic Building	•	•	•		•		

• = Permitted

Table 5.1 Generally permitted (included permitted with design standards)building types by subdistrict, Refer to Chapter 4.0 for additional information by use category.

Identify the permitted building types for that Subdistrict

Following the building form and placement regulations for that Subdistrict

5.0 Buildings

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 type is encouraged near intersections.

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 subdistrict and lowest in the Edge A subdistrict.

2. Regulations

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

Storefront Building Type Table	Core A	Historic Core	General A	Edge A	Edge B
	Permitted Subdistricts				
1 Building Siting* Refer to Figure 5.8					
Multiple Principal Buildings	Not Permitted	Not Permitted	Permitted	Permitted	Not Permitted
a Front Property Line Coverage	90%	90%	70% [1]	80%	70% [1]
Occupation of Corner	Required	Required	Permitted	Permitted	Permitted
b Front Build-to Zone	0' to 5' [4]	0' to 5' [4]	0' to 10' [4]	0' to 5' [4]	0' to 15' [4]
c Corner Build-to Zone	0' to 5'	0' to 5'	0' to 10'	0' to 5'	0' to 15'
d Minimum Side Yard Setback	0'	0'	0'	0'	0'
e Minimum Rear Yard Setback	5'	5'	10'	5'	5'
f Minimum Lot Width / Maximum Lot Width	none / none	none / none	none / none	none / none	none / none
Maximum Impervious Coverage / Additional Semi-Pervious Coverage	90% / 10%	90% / 10%	75% / 25%	90% / 10%	75% / 20%
g Parking & Loading Location	rear yard	rear yard	rear & side yard[1]	rear & side yard[1]	rear & side yard[1]
i Vehicular Access	Alley, lane or non-primary	access lane; if none exists, 1 driveway is permitted per street, or as approved by the Zoning Administrator or his/her designee			
2 Height Refer to Figure 5.9					
j Minimum Overall Height	3 story	2 story	2 story	2 story	2 story
k Maximum Overall Height	5 stories [2]	4 stories [2]	5 stories [2]	5 stories [2]	5 stories [2]
l Ground Story: Minimum Height / Maximum Height	14' / 20' [3]	14' / 18' [3]	14' / 28' [3]	14' / 20' [3]	14' / 28' [3]
m Upper Stories: Minimum Height / Maximum Height	9' / 14'	9' / 14'	9' / 14'	9' / 14'	9' / 14'
3 Uses Refer to Figure 6.9. Refer Chapter 4 Uses for permitted uses.					
n Ground Story	retail, service, office				
o Upper Story	any permitted use			residential, office, service	any permitted use
p Parking within Building	permitted fully in any basement and in rear of all floors				
q Required Occupied Space	30' deep on all full floors from the front facade				
4 Street Facade Requirements Refer to Figure 5.10					
r Minimum Ground Story Transparency / Transparency requirements apply to stroet frontages AND frontages to side & rear parking	75%	75%	65% front and corner-side	75%	65% front and corner-side
s Minimum Transparency per each Story	30%	25%	15%	30%	20%
Blank Wall Limitations	required per floor (refer to section B 4-b)				
t Front Facade Entrance Type	storefront, arcade				
u Principal Entrance Location	front or corner facade				
Required Number of Stroet Entrances	1 per each 75' of front facade	1 per each 75' of front facade	1 per each 100' of front facade	1 per each 75' of front facade	1 per each 75' of front facade
Vertical Facade Divisions	every 30' of facade width	every 25' of facade width	every 50' of facade width	every 25' of facade width	every 25' of facade width
Horizontal Facade Divisions	required within 3' of the top of the ground story				
5 Roof Type Requirements Refer to Figure 5.10					
v Permitted Roof Types	parapet, flat, pitched	parapet, flat	parapet, pitched, flat	parapet, pitched, flat	parapet, flat, pitched,
w Tower	Permitted, excluded from Maximum Story				

Notes

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

[2] Above the second story, the uppor stories of any building facade with stroot frontage shall have a step back from the lower stories that is a minimum of six foot.

[3] If 18 foot or more in height, ground story shall count as two stories towards maximum building height.

[4] Additional setback distance is permitted at the discretion of the zoning administrator and his or her designee if utilized as public space, outdoor dining, and/or outdoor seating.

* Subject to roviow for compliance with line of sight requirements.

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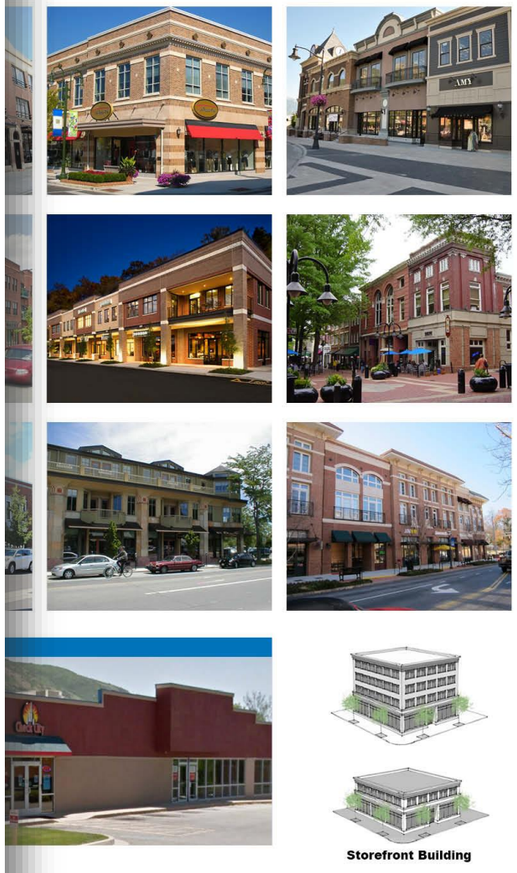


Storefront Building

USING THE CODE/APPLICANT PROCESS

2.0 Street Types

2.5 Connector Street.

1. Intent.

The Connector Street is a medium capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street within the Neighborhood and connects Neighborhood Streets to Avenues. Refer to the typical plan and section, Figure 2.5 (1).

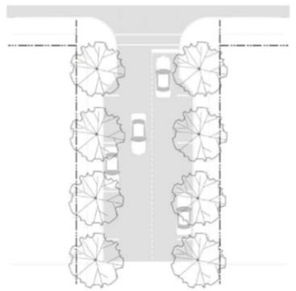
2. General Requirements.

Connectors shall be developed using the standards in Table 2.5 (1). These designs are intended as design standards. Exact features will vary by location, purpose, and adjacent uses.

Connector Street Requirements	
Permitted Districts	All Districts
Permitted Adjacent Building Types	All Building Types
Typical Right-of-Way Width	54' to 60'
Vehicular Realm	
Travel Lanes	1 lane in each direction 2 lanes in one direction Alternative A: 1 one-way lane
Lane Width	10'
Allowable Turn Lanes	Right turn only lane permitted in place of parking at intersections; left turn only lane with median alternative. Right lane may be omitted where bulb-outs exist or are installed.
Corner Curb Radius	With on-street parking on both streets, a 5 foot radius may be utilized. Without on-street parking, a 15 foot radius is required.
Corner Sight Triangle	30'[4] Connector Street and intersecting Connector Street or larger.
Parking Lanes [1]	Parallel on one or both sides of street. Alternative A: Parallel on one side and angle on the other side. Alternative B: Angle parking on one side with cycle track on the other side
Pavement Width	34'; 36' for alternative
Median	Permitted with 80' or greater right-of-way.
Bicycle Facilities [2]	Shared Alternative: Cycletrack [3]
Pedestrian Realm	
Pedestrian Facilities	Minimum 8' wide clear sidewalk on both sides
Street Buffer	Minimum 7' wide planting zone or furnishings zone; adjacent to Residential Districts, Open Space Districts, the planting zone is required

[1] Reference 2.2.5 for on-street parking requirements
[2] Reference 2.2.6 for bicycle facility types and requirements
[3] Cycle Tracks shall be limited to streets identified for regional trail connections and as approved by the Zoning Administrator [2]
[4] As measured along edge of curb

Table 2.5 (1). Connector Requirements.



Plan

Figure 2.5 (1). Typical Connector Street

Section

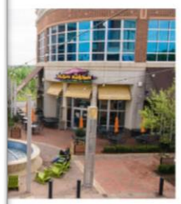
Figure 2.5 (2). Connector Cross-section.

Space

e Type

outdoor space for civic, social, nclude meeting, relaxing, outdoor dining.

unt of impervious coverage ng will include brick, pavers, ating may be provided as either ons such as seat walls. Special game tables, accent lighting, are



Plaza Requirements	
Dimensions	
Minimum Size (acres)	0.10
Maximum Size (acres)	1.50
Minimum Dimension (feet)	20' in one direction
Minimum % of Vehicular ROW Frontage Required	50%; 80% building frontage required on non-street frontage
Adjacent Parcels	
Permitted Subdistricts	Core A Historic Core General A Edge A, B, & C Future Subdistricts
Frontage Orientation of Adjacent Parcels	Front or Corner Side
Improvements	
Designated Sports Fields Permitted	Not permitted
Playgrounds Permitted	Not permitted
Fully Enclosed Structures Permitted	Permitted; maximum 5% of area
Maximum Impervious + Semi-Pervious Surface	minimum: 40% maximum: 80% + 10%
Maximum % of Open Water	50%
Lighting	Required, max 16' fixture height
Seating	1 per 200 square feet [1]
Trees	1 per 400 square feet
Landscaping	50% live plant material in planter areas
Bicycle Facilities	1 bike rack slot per 800 square feet

Notes

[1] Seating is defined as stand alone seats and benches or seating elements such as seat walls (with finish surface between 18" and 24"). To qualify as seating, seating elements must be constructed of high quality durable materials such as natural or manufactured stone or alternative as approved by the Zoning Administrator or his or her designee. To calculate the quantity of seats on a bench or seating element, a full seat must be at least 18" wide and 18" deep.

aping

of vehicular areas visible from

operties in all Core, General, r area is located adjacent to a

ng alleys, except when a cross the alley; Single and two

ts

ss of 15' must comply with proved open space defined

ng property line and

nts

other than those indicated buffer

ade tree required at least n the street side of the uld alternate with street

s hedge on street side hade trees & in front of

ith a minimum width of 24", an 36" on center, height e than 48".

ward buffer area

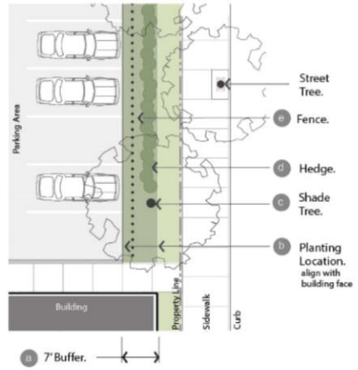
of vehicular area

wood, or iron; Masonry width 2'6") and base ht) permitted [3]

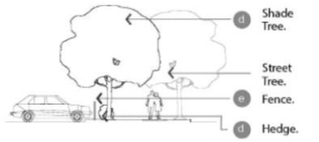
green

ximum 60% [3]

per street frontage; imum 6'



Front Buffer Plan.



Front Buffer Section.

Figure 7.4 (1). Frontage Buffer Plan and Section.

7.4 Frontage Buffer Requirements

Notes:
[1] This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.
[2] In front, corner, and rear yards (on a through lot), when the parking area is located adjacent to any building on the lot, the buffer must be located so that it aligns with or is behind the face of the adjacent building back to the vehicular area. The area between the buffer and the property line must be landscaped.
[3] Fencing characteristics defined in Chapter 6, General Requirements.

a front or side yard of

o the standards in

on a lot with a width he front property line, eters: ntage.

not be pole-mounted. Manually Changeable area of the sign face chever is less.

cluding components ermitted on d in table 9.10 (1) d than 30% of the ted or 32 square feet. d per lot.

to the area of one ument Sign is equal to nt includes the sign, onic message center,

sign face, base,

Monument Sign Requirements	
Permitted Districts	Core & General, and Edge B subdistricts Limited to civic/public institutions.t
Sign Area	Maximum 70 sq ft per Sign face
Height	Maximum height 6'
Location on the Building or Site	Front or Corner Yards
Placement on the Building or Site	10' Setback from driveways & side property line; 3' Setback[1] from front & corner property lines
Quantity	1 per public ROW frontage
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal & masonry. Plastic & synthetics permitted on Sign face; Electronic Message Board permitted in certain districts.

[1] If placed closer than five feet from the front and corner side property lines, sign must not be located in a sight triangle extending 10 feet from either side of an intersection of a driveway and a vehicular right-of-way or two vehicular rights-of-way.

Table 9.10 (1). Monument Sign Requirements.

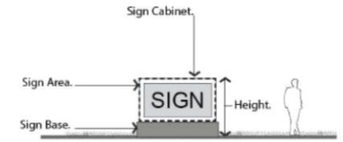


Figure 9.10 (2). Monument Sign.

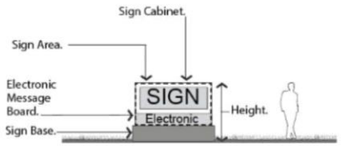


Figure 9.10 (3). Monument Sign with EMB.

Follow the remaining regulations for the Subdistrict including: streets, open space, landscape, parking, and sign types.