

What is a form-based code?

A form-based code is a type of regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code offers a powerful alternative to conventional zoning regulation (and would replace current zoning regulations in specific areas of the city). A form-based code is a regulation, not a mere guideline, adopted by the city. It is a time-tested regulation type that is used in communities all over the country, to great success.

Why do we need a form-based code?

The cities of Pleasant View and Farr West are experiencing substantial pressure for development, particularly in the area of 2700 North and the intersection of I-15. The two cities, working with the Wasatch Front Regional Council, desire to maintain the quality of life currently enjoyed by the cities' residents while planning for future development in appropriate and aesthetically attractive ways. Further, issues involving sustainability, transit options, and environmentally responsible development will help to ensure the continued viability of the area.

Who is involved with the project?

WFRC: Wasatch Front Regional Council is an Association of Governments organized under the Interlocal Cooperation Act of Utah State Law, to discuss and study community challenges of mutual interest and concern. It also serves as the Metropolitan Planning Organization (MPO) for the Salt Lake City-West Valley City and Ogden-Layton urbanized areas. http://www.wfrc.org/new_wfrc/index.php/about-wfrc

Pleasant View City http://www.pleasantviewcity.com/our_city/2017_updated_general_plan

Farr West City <http://farrwestcity.net/general-plan.html>

VODA Landscape + Planning is a team of landscape architects and community planners based in Salt Lake City, Utah supporting Pleasant View City, Farr West City, and the WFRC with developing the form-based code document. <http://vodaplan.com/>

What areas of the city will this cover?

The new form-based code will apply only to three specific areas along the 2700 North Corridor, from approximately 2400 West in Farr West to US 89 in Pleasant View. See Map below.

Where else have form-based codes been used?

Cities all over the country use form-based code for key areas of their communities. Many of them have similar goals to this project, pursuing more high-quality and flexible development standards for key nodes within their community.

Farmington City has used a form-based code in developing the areas around the FrontRunner Station. Station Park and the development north of Park Lane are all developed using a form-based code.

Salt Lake City has used form-based code for several parts of the city. This type of code has been adopted for areas of the city that are undergoing intense development pressure, and in areas that pursue a higher-quality type of development than is traditionally seen under conventional land-use zoning.

Who do I contact with questions about the form-based code?

Bill Cobabe, Pleasant View City, bcobabe@pleasantviewcity.com

Lee Dickemore, Farr West City, mayor@farrwestcity.org

When will the form-based code be “official”?

The form-based code is currently being developed, with frequent discussions and workshops with elected and appointed officials with each city. It is anticipated that the code will be adopted sometime in Spring 2018.

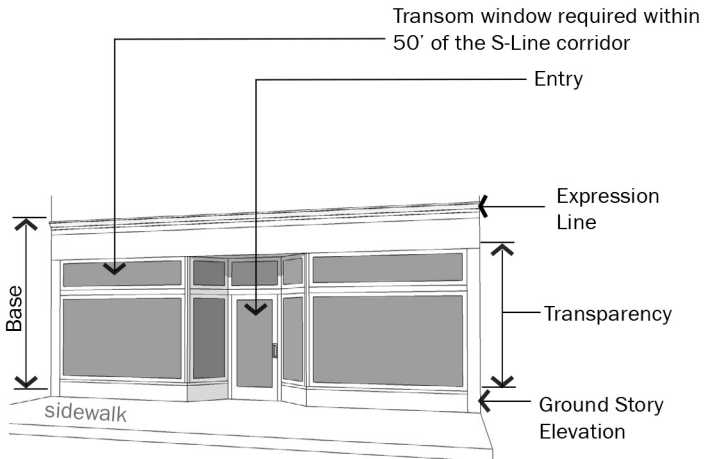


Figure 5.9 (1). Storefront Entrance Type

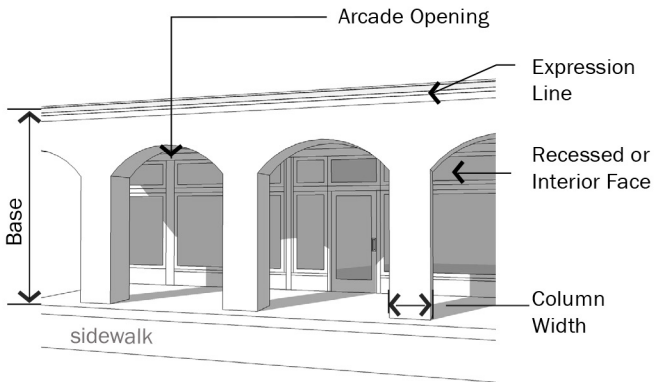


Figure 5.9 (2). Arcade Entrance Type

5.1 Introduction.

1. Intent.

To facilitate urban form, human scale, resident comfort, sustainability, and a vibrant 24-7 neighborhood.

2. General Requirements.

The Building Types detailed in 5.0 Building Types outline the required building forms for new construction and renovated structures within the Downtown South Salt Lake Area.

All Building Types must meet the following requirements.

- (1) Subdistricts. Each Building Type shall be constructed only within its designated subdistricts. Refer to Table 5.1 Allowed Building Types by Subdistrict.
- (2) Uses. Each Building Type can house a variety of uses depending on the subdistrict in which it is located. Refer to 4.0 Uses for uses permitted per subdistrict. Some Building Types have additional limitations on permitted uses.
- (3) No Other Building Types. All buildings constructed must meet the requirements of one of the Building Types permitted within the subdistrict district of the lot.
- (4) 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 in Transitional Retail 4.2.3 (3).
- (5) Accessory Structures.
 - (a) Attached accessory structures are considered part of the principal structure.
 - (b) Detached accessory structures are permitted per each Building Type and shall comply with all setbacks except the following:
 - (i) Detached accessory structures are not permitted in the front yard.
 - (ii) Detached accessory structures shall be located behind the principal structure in the rear yard.
 - (iii) Detached accessory structures shall not exceed the height of the principal structure.
 - (c) Accessory structures shall be built in a manner compatible with the primary building and shall use the same or similar quality materials as the primary building.

5.1 Building Types by Subdistrict

	Station District	Greenway	Mixed Use	Retail Destination
Storefront	A	A	A	A
Urban Style	A	A	A	A
Townhome		A	A	
Civic	A	A	A	A
Parking Structure	A	A	A	A
Adaptive Reuse	A	A	A	A

KEY

A: Allowed



Figure 5.1 (1). Projection Clearance.

An active streetscape that meets the requirements of section 6.9 may be counted as part of the required open space in applicable subdistricts.

- (12) Rail. Transit lines should be considered a “front door” amenity. Buildings should include entries, facades, and occupied spaces facing these lines. Building setbacks on transit corridors are designed to facilitate trails and greenways along the public ROWs.

5.2 Explanation of Building Type Table Standards.

The following explains and further defines the standards outlined in tables 5.3 through 5.7 for each building type. Refer to each table for specific requirements for each type. For all building types, the street type cross-section in Chapter 2 takes precedence over the build to zone. A range is shown for each building type to accommodate for varying street ROWs.

1. Building Siting.

- (1) Multiple Principal Structures. The allowance of more than one principal structure on a lot.
- (2) Front Property Line Coverage. Refer to Figure 5.2 (1). Measuring Front Property Line Coverage. Measurement defining the minimum percentage of street wall or building facade required along the street. The width of the principal structure(s) (as measured within the front build-to zone) shall be divided by the maximum width of the front build-to zone.
 - (a) Certain buildings have this number set to also allow the development of a courtyard along the front property line.
 - (b) Some building types allow side yard parking to be exempted from the front lot line coverage calculation. If such an exemption is permitted, the width of up to one double loaded aisle of parking, located with the drive perpendicular to the street and including adjacent sidewalks and landscaping, may be exempted, to a maximum of 65 feet. All surface parking on a site must be contiguous and arranged to facilitate future redevelopment.
- (3) Occupation of Corner. Occupying the intersection of the front and corner build-to zones with a principal structure.
- (4) Front Build-to Zone. The build-to zone or setback parallel to the front or side property line on a public frontage. Building components, such as awnings or signage, are permitted to encroach into the build-to zone.
 - (a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
- (5) Corner Build-to Zone. The build-to zone or setback parallel to the side property line.
 - (a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
- (6) Minimum Side Yard Setback. The minimum required setback along a side property line with no street frontage.

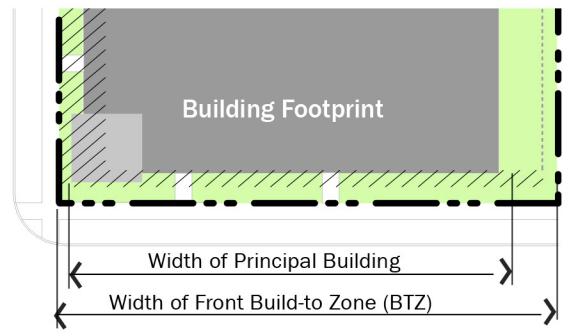


Figure 5.2 (1). Measuring Front Property Line Coverage.



Figure 5.2 (2). Corner Building.

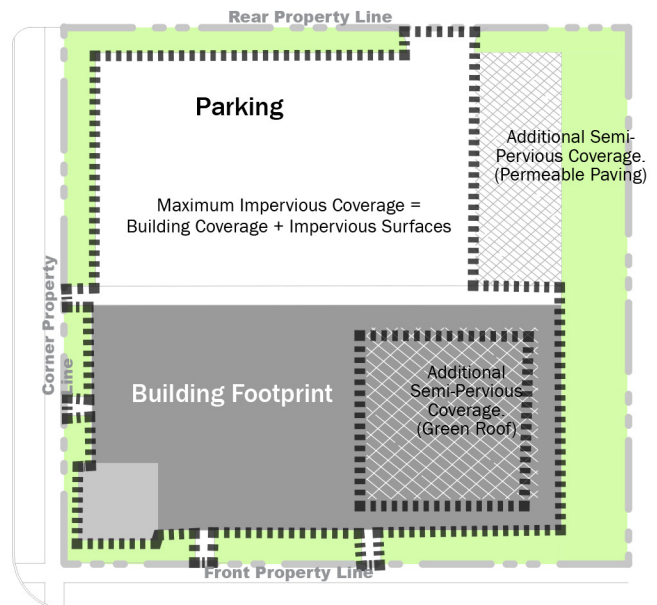
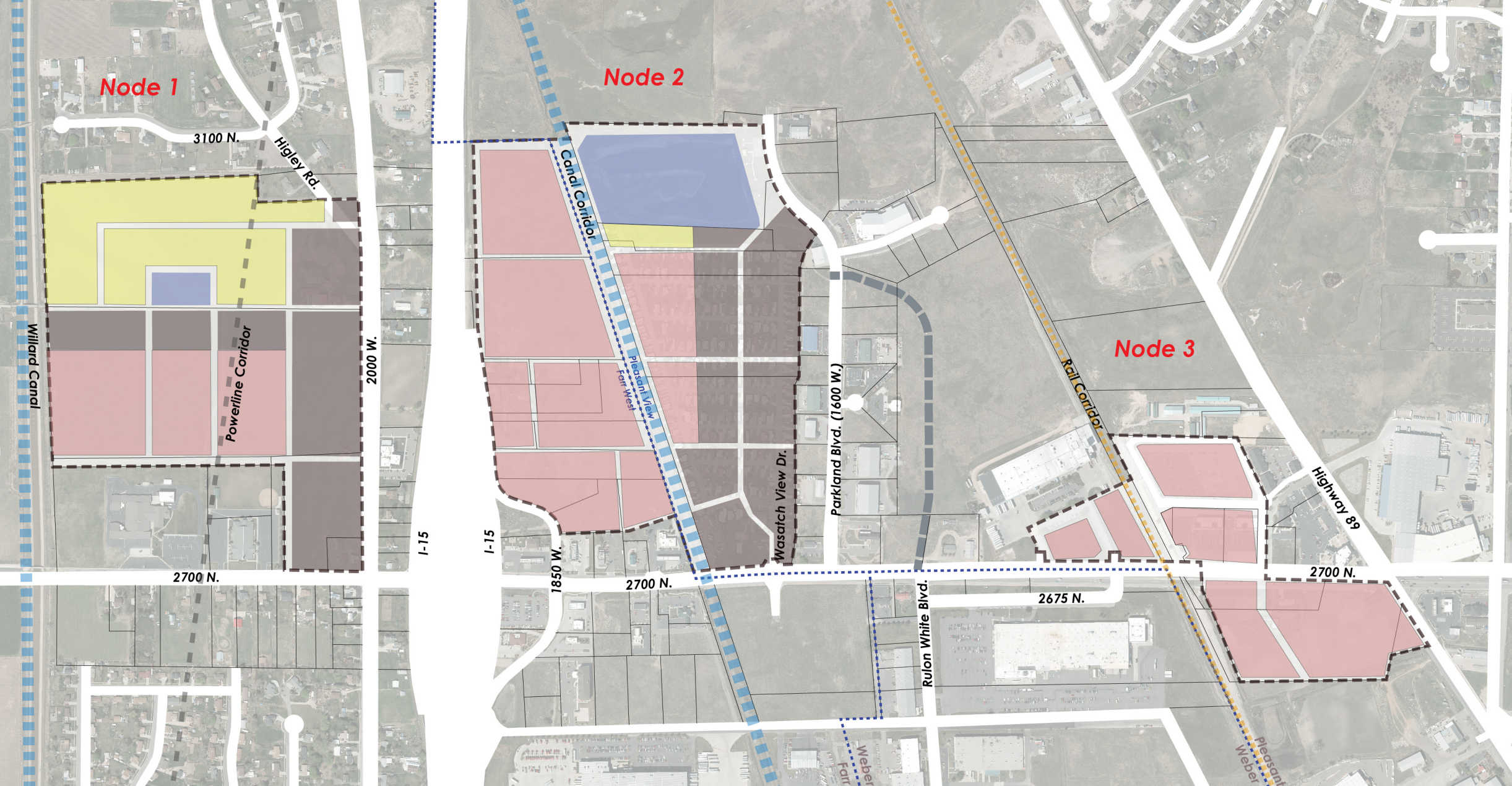


Figure 5.2 (3). Maximum Impervious & Additional Semi-Pervious Coverage.



Node 1

Node 2

Node 3

3100 N.

Higley Rd.

Willard Canal

Powerline Corridor

2000 W.

2700 N.

I-15

I-15

1850 W.

2700 N.

Wasatch View Dr.

Parkland Blvd. (1600 W.)

Rulon White Blvd.

2675 N.

Highway 89

2700 N.

Canal Corridor

Pleasant View
Fair West

Rail Corridor

Pleasant
Weber

