

Ordinance 2018-07

SHORT TITLE:

An ordinance amending Provo City Code to add East Center Street as a Design Corridor. (17-00200A)

I

PASSAGE BY MUNICIPAL COUNCIL

ROLL CALL

DISTRICT	NAME	FOR	AGAINST	OTHER
CW 1	DAVID SEWELL	✓		
CW 2	GEORGE STEWART	✓		
CD 1	GARY WINTERTON	✓		
CD 2	GEORGE HANDLEY	✓		
CD 3	DAVID KNECHT	✓		
CD 4	KAY VAN BUREN	✓		
CD 5	DAVID HARDING	✓		
TOTALS		7	0	

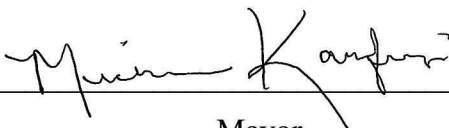
This ordinance was passed by the Municipal Council of Provo City, on the 23rd day of January 2018, on a roll call vote as described above. Signed this 7th day of February 2018


Chair

II

APPROVAL BY MAYOR

This ordinance is approved by me this 8 February 2018.


Mayor

Ordinance 2018-07

III

CITY RECORDER'S CERTIFICATE AND ATTEST

This ordinance was signed and recorded in the office of the Provo City Recorder on the 9th day of February 2018, with a short summary being published on the 27th day of January 2018, in The Daily Herald, a newspaper circulated in Provo, Utah. I hereby certify and attest that the foregoing constitutes a true and accurate record of proceedings with respect to Ordinance Number 2018-07.





City Recorder

Exhibit A

14.34.290. Design Corridors.

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(5) East Center Street Design Corridor

(a) Creation – A design corridor is established on East Center Street from 200 East to the roundabout at Seven Peaks Blvd., including both sides of Center Street and shall be known as the East Center Street Design Corridor. All lots with frontage on East Center Street and abutting lots under the same ownership shall be subject to the requirements of this Section.

(b) Definitions – For the purpose of this Section, the following terms are defined.

(i) Block – Both sides of Center Street between intersecting streets.

(ii) Primary Material – An exterior finish material covering up to one hundred percent (100%) of the exterior of a building, not including roofing.

(iii) Secondary Material – An exterior finish material covering no more than twenty percent (20%) of the exterior of a building, not including roofing.

(c) Purpose – The East Center Street Design Corridor is established for the follow purposes.

(i) Preserve and enhance the character of East Center Street.

(ii) Protect important views, and significant architectural and historic resources.

(iii) Improve the overall quality of the built environment.

(iv) Improve pedestrian and bicycle safety.

(v) Generally promote the public's health, safety, and general welfare.

(d) Development Standards

(i) Architectural Style - Examples of domestic and public styles in the Corridor include Victorian, English Tudor, Prairie, Arts and Crafts, Colonial Revival, Period Revival, Neoclassical, Italianate, Early Utah Vernacular, Art Moderne, and International.

(1) The design of any new construction or addition shall have a distinctive, identifiable architectural style and shall be compatible with the size, scale, color, material, and character of historic properties in the design corridor, and avoid replicating or mimicking historic buildings.

(2) New construction in the Design Corridor shall emphasize and accentuate the existing historic homes.

(3) Roof Forms - Roofs are major features of most historic buildings and when repeated along a street, contribute to visual continuity. Roof forms in the Corridor are simple in form with gabled, pyramid, and hipped styles being the most common. Roofs purposely extend beyond the building walls and the eaves are sometimes enclosed with vented soffits.

(a) New and redeveloped structures shall use roof forms, slope ratios, and materials similar to historic structures in the Design Corridor.

(b) Skylights, solar panels, and other rooftop devices shall be minimized and located on non-street-facing roof planes.

(ii) Building Orientation

(1) Each building in the Design Corridor shall have a principle façade that is oriented to face Center Street.

(iii) Building Width

(1) Building width shall be between 90% and 110% of the average width of all street-facing façades on the same block.

(a) For the purpose of determining the average width of street-facing facades, the street-facing facades of courtyard buildings are the front facades of the wings perpendicular to the street as illustrated by measurement A in Figure 14.34.290

(5)(a), each wing constituting a separate street-facing façade.

(iv) Building Height

(1) No building shall exceed a maximum height of 35 feet, measured at each building facade, except that any street facing facade within 50 feet of a right-of-way line shall not exceed 25 feet.

(a) For purposes of this section, street facing façade height is measured from finished grade to the top of each street facing façade wall, independent of roof type.

(b) In no case shall a building have a street facing façade which exceeds two stories within fifty feet of a right-of-way line.

(v) Building Mass

(1) Building mass shall be minimized and shall not visually overwhelm adjacent or nearby single-family dwellings.

(2) For a multi-family building, the principle façade facing Center Street shall have a general outline similar in shape and size to the single-family homes in the Corridor.

(vi) Setbacks

(1) Front Yard - Shall be a minimum of 30 feet and a maximum of 40 feet measured from the back of sidewalk.

(2) Side Yard - Shall be a minimum of 10 feet.

(3) Street Side Yard - Shall be a minimum of 20 feet measure from the back of sidewalk.

(4) Multiple Buildings on a Single Parcel – For multiple buildings located on a single parcel, side setbacks shall be determined as though a side property line exists between each building, providing the same setbacks as if each building is located on an individual parcel.

(5) Transition Block - 200 East to 300 East - Smaller setbacks similar to existing construction in the transition block may be approved by the Planning Commission under the following conditions.

(a) The proposed building has received a positive recommendation from the Landmarks Commission.

(b) A minimum of one pedestrian entrance to a commercial space, lobby, or residential unit shall be provided for every 50 feet of building frontage along Center Street

(c) Each first floor commercial frontage along Center Street shall provide a minimum of forty percent (40%) completely transparent glass. Ground floor residential buildings shall provide twenty (20%) completely transparent glass along Center Street.

(d) The proposed setback shall not be less than the average existing setback on the same block face and in no case less than 12 feet.

(vii) Courtyard Buildings - Buildings with courtyards opening onto Center Street are permitted under the following conditions as illustrated in Figure 14.34.290 (5)(a).

(1) The wings perpendicular to Center Street are separated by distinct landscaped courtyards.

(2) Width of the street-facing facades of the perpendicular wings complies with 14.34.290 (5)(d)(iii)(1) as illustrated by measurement A in Figure 14.34.290 (5)(a).

(3) The width of each landscaped courtyard shall be at least 20 feet and not exceed twice the width of the street facing facades of the perpendicular wings as illustrated by measurement B in Figure 14.34.290 (5)(a).

(4) The rear connecting section is set back a minimum of 40 feet from the front façade of the perpendicular wing as illustrated by measurement C in Figure 14.34.290 (5)(a).

(5) Parking in the courtyard between the perpendicular wings is not permitted.

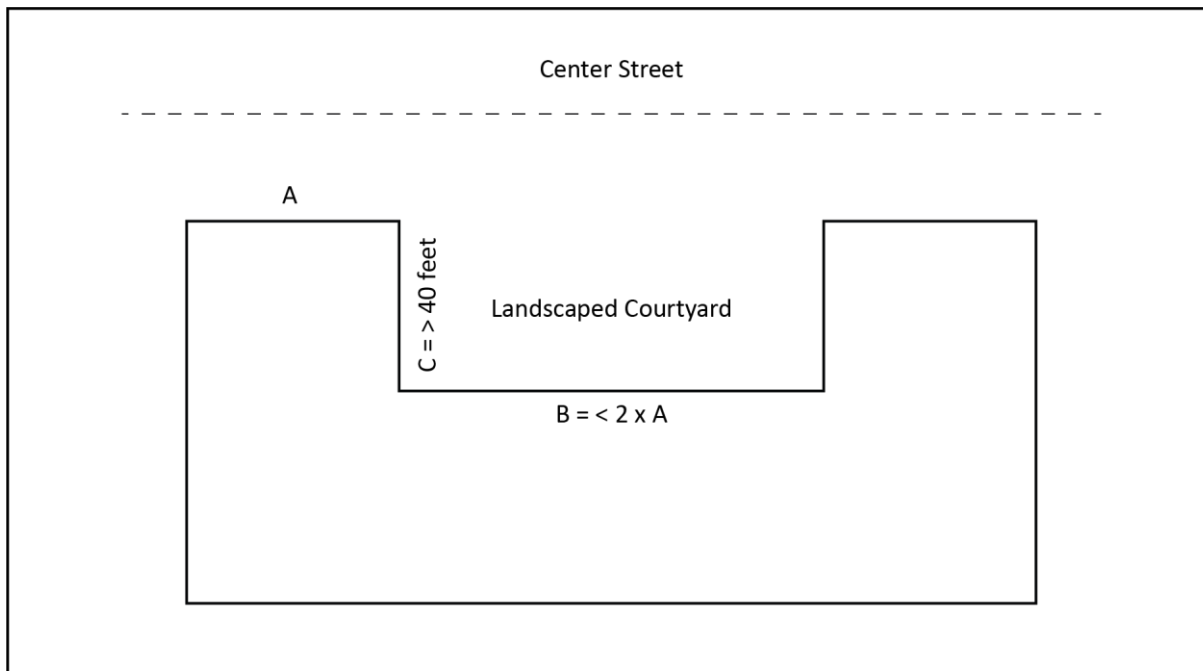


Figure 14.34.290 (5)(a) - Courtyard Building Dimensional Requirements

(viii) Parking – Parking shall not be placed in the front, side, or street side yard and should be minimized in the rear yard, with the exception of one- and two-family dwellings when the driveway leads to a garage or carport as defined in Chapter 14.37, Provo City Code.

- (1) Parking shall not be allowed between a primary building and a public street.
- (2) Surface parking areas in rear yards shall be screened from neighboring properties with appropriate plant materials and/or fencing.
- (3) Entrances to underground parking shall be provided from driveways along the sides of properties, not from a front-facing underground garage entry, unless the applicant demonstrates that no alternative is feasible.

(ix) Materials and Construction Quality - Current buildings in the Design Corridor use a variety of common building materials. The most common building material is brick, followed by clapboard or shiplap siding, and to a lesser degree brick in combination with plaster or stucco. Foundations vary from stone, concrete, and block construction

(1) Building Materials

- (a) New and redeveloped structures should use similar building materials as those found in the Corridor and shall complement surrounding buildings in color and texture.
- (b) The primary exterior finish materials of all new construction shall consist of
 - (i) Brick
 - (ii) Wood and/or composite siding
- (c) The following materials are prohibited

- (i) Vinyl siding
 - (ii) Aluminum siding
 - (iii) All other non-architectural metal siding
- (d) A range of secondary materials, including trim materials may be used as long as they remain secondary.
- (e) Trim details should be functional in nature and not simply applied decorations.
- (f) Roofing materials shall be limited to the following
 - (i) Wood shingles
 - (ii) Slate shingles
 - (iii) Clay tile
 - (iv) Metal shingles or tile
 - (v) High quality composition or composite shingles
- (2) Fencing Materials
 - (a) The following fencing materials are prohibited
 - (i) Chain link and other wire mesh products
 - (ii) Vinyl
- (x) Signs and Lighting
 - (1) No back-lit signs shall be permitted. Signs shall only be lit by external, downward facing, stationary, shielded light sources directed solely onto the sign without causing glare.
 - (2) Sign colors shall complement the colors of the principal structure. The use of contrasting colors to promote legibility is permitted.
- (e) Center Street Right-of-Way
 - (i) Center Street should be improved to include the following elements
 - (1) Corner bulb outs
 - (2) Raised crosswalks
 - (3) Enhanced crossing markings
 - (4) High visibility signage designating pedestrian crossings
 - (ii) Steps should be taken to ensure that the use of bicycles along Center Street is safe and accessible, including selecting a context appropriate bicycle lane configuration.
 - (iii) A plan should be developed to restore the landscaped center median along Center Street through the Design Corridor.
- (f) Review Process
 - (i) In addition to any other required reviews and approvals, all new construction proposed in the Corridor shall be reviewed by the Landmarks Commission for compliance with the requirements of the Design Corridor.