

Basic Principles of the Form Based Code

- **ACCESSIBILITY:** Encourages development that offers retail goods and services within walking, biking or short transit distance of places to live and work.
- **FLEXIBILITY:** Provides a variety of building forms, some of which support the mixture of a variety of uses and bring residents closer to businesses.
- **SERVING NEIGHBORHOODS:** Allows some areas of the community that are finer grained – where we develop in an integrated fashion, not in large scale, single use parcels.
 - Such development is more likely to be able to accommodate local businesses and smaller businesses, which in turn become critical quality of life elements for nearby residential areas.
- **SUPPORTIVE OF TRANSIT:** Encourages development that is shaped by and enhances a functioning transit system.

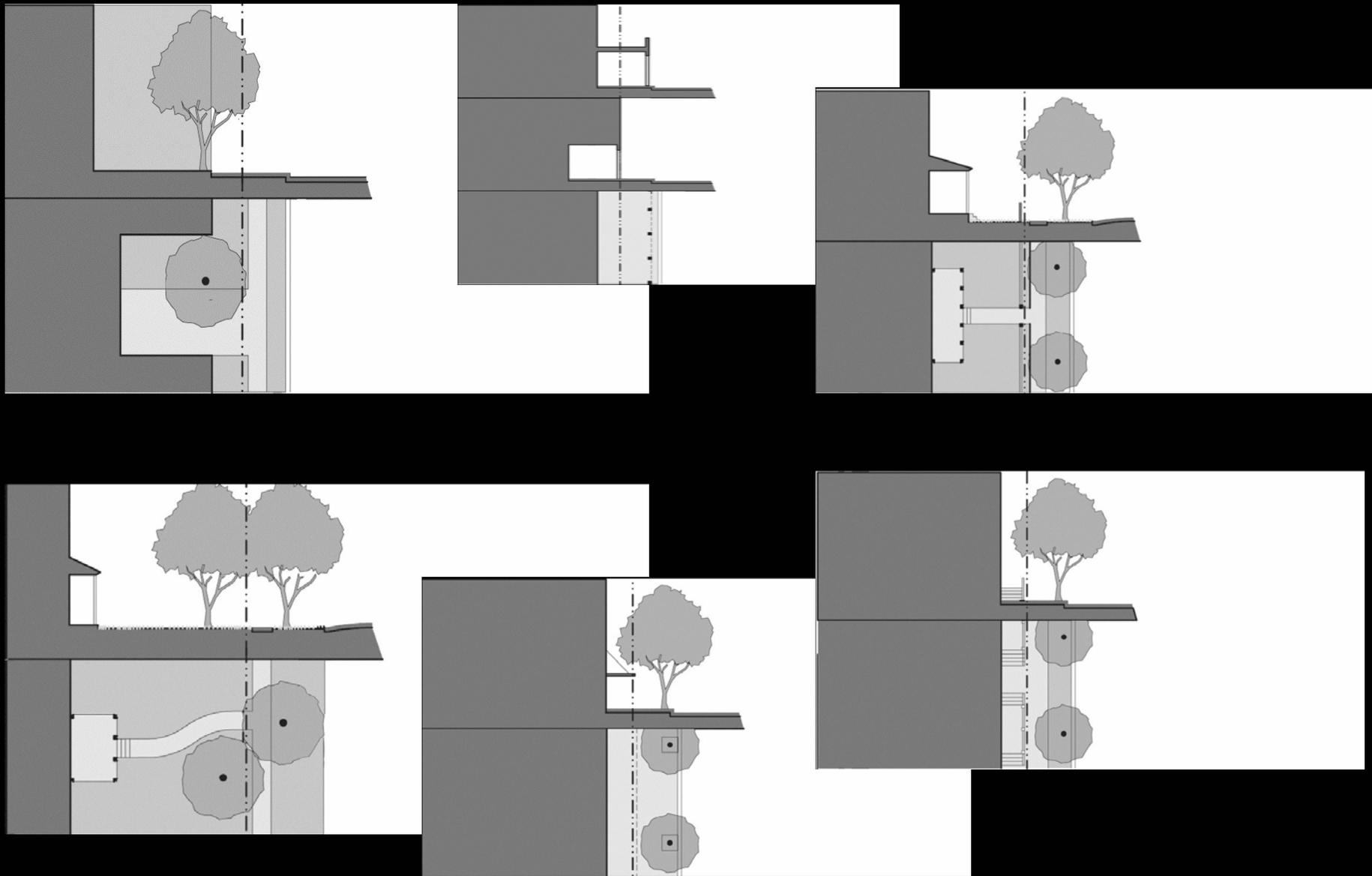
Basic Principles of the Form Based Code (continued)

- **MULTI-MODAL STREETS:** Accommodates cars, but is not dominated by them. Buildings are easily accessible by foot traffic.
 - Buildings are close to the street and its sidewalk.
 - Entrances are clearly identified architecturally.
 - Parking is most often behind buildings or in structures.
 - Streets are identified as “A” (pedestrian oriented) or “B” (vehicle oriented) *with respect to the site.*
- **SUSTAINABILITY:** Gives developers and neighborhoods the opportunity to create something that fits with our times and our values.
 - An aging population cannot always drive yet wants to age in place.
 - Resources are becoming more precious; we need to use them more efficiently.
 - **Examples of resources:**
 - Fuel for transportation and heating
 - Water
 - Air quality
 - Land well-served with infrastructure
 - Construction materials

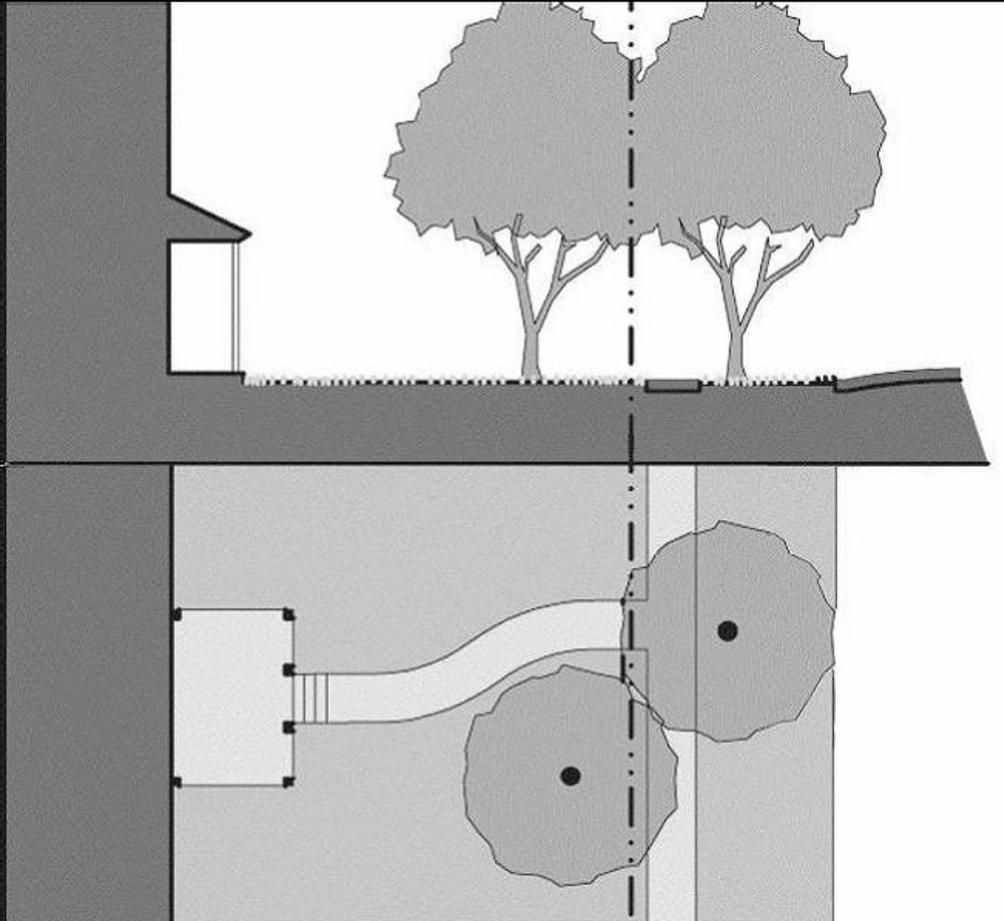
Basic Principles of the Form Based Code (continued)

- **CONTEXT SENSITIVE:** Makes sensitive transitions to existing neighborhoods.
- **ECONOMICALLY VIABLE:** Provides market incentives for the development or redevelopment of neglected property.

FRONTAGE TYPES

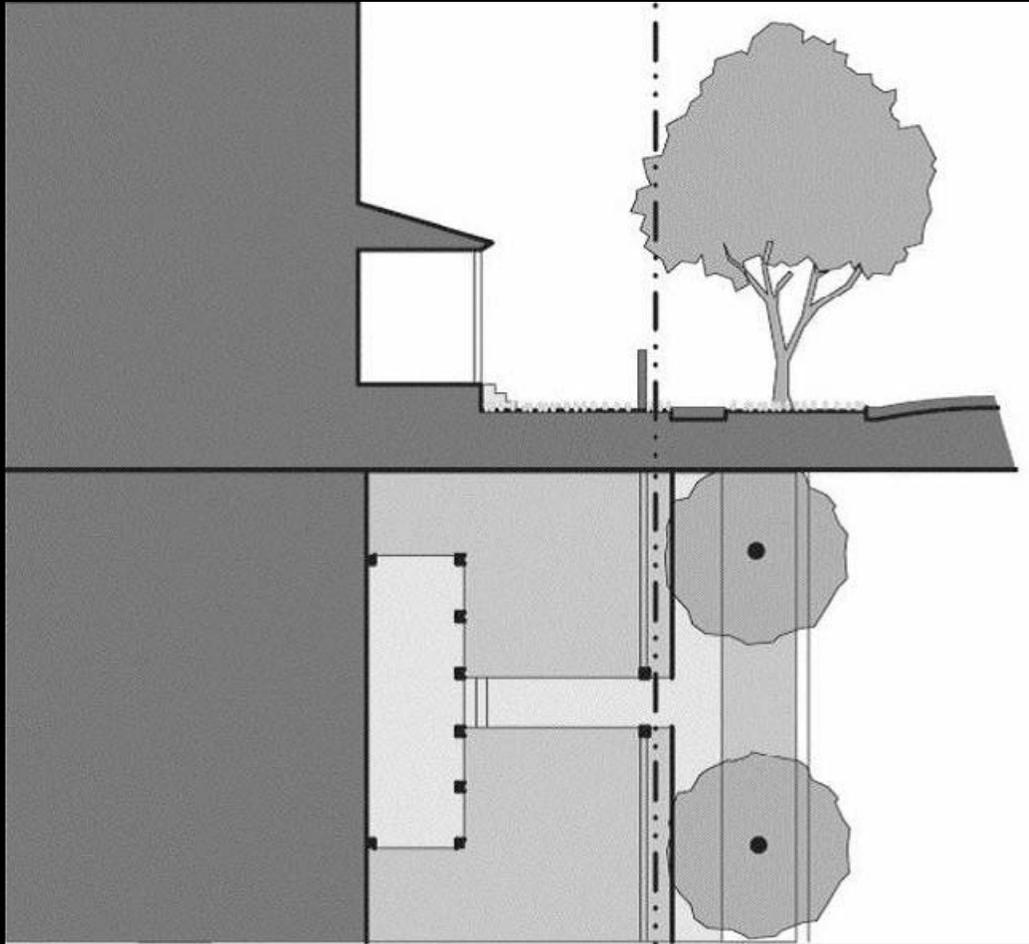


Front Yard



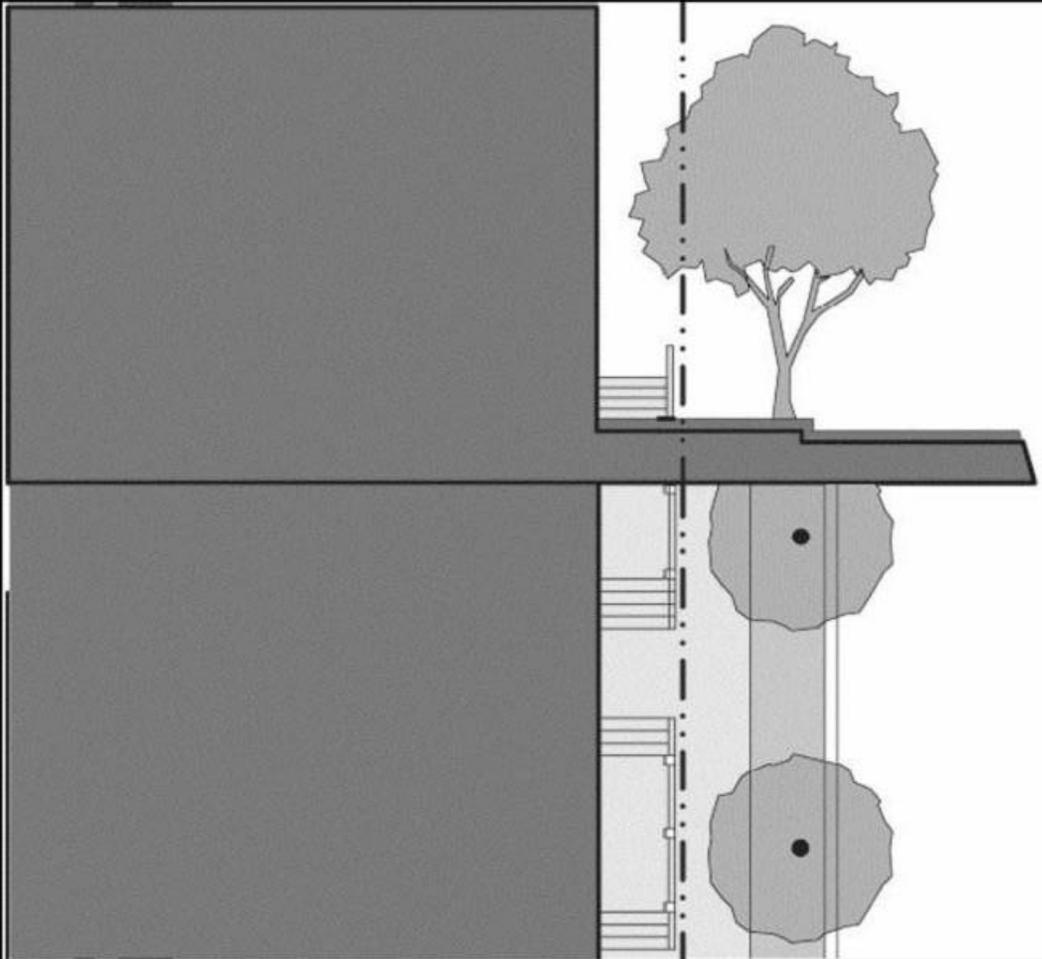
- Façade is set back from a planted Frontage Line
- An encroaching porch may be part of the Facade.
- Fence or wall can define a private space of the yard
 - Walls no higher than 36”
 - Exception:
 - Walls no higher than 5 feet if the residence fronts a street with ADT greater than 3,000.
- Parcel walls may not be constructed so that they create a walled development

Porch



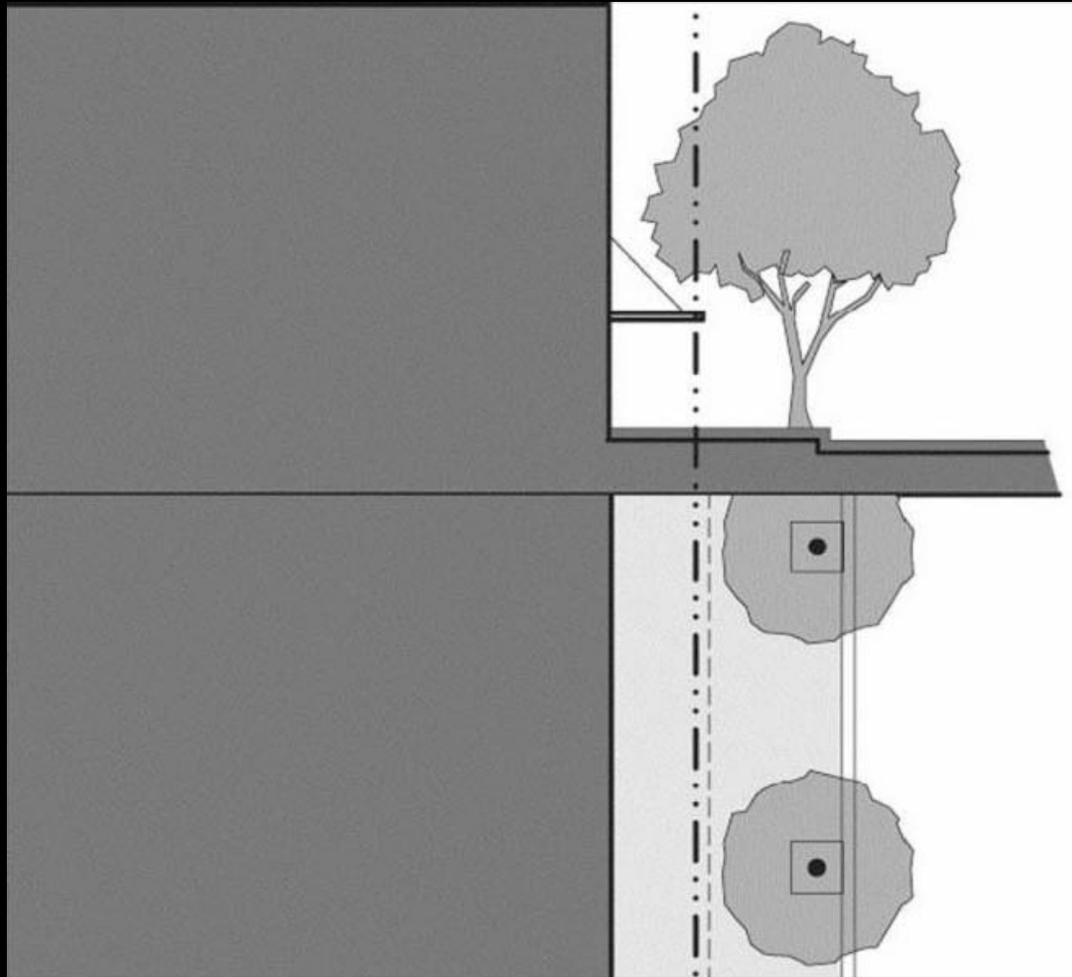
- **Planted Frontage with Façade set back from Frontage Line and an attached Porch permitted to encroach**
- **At least 5 feet deep**
- **May be screened but not glazed**
- **Fence at Frontage Line is required**

Stoop



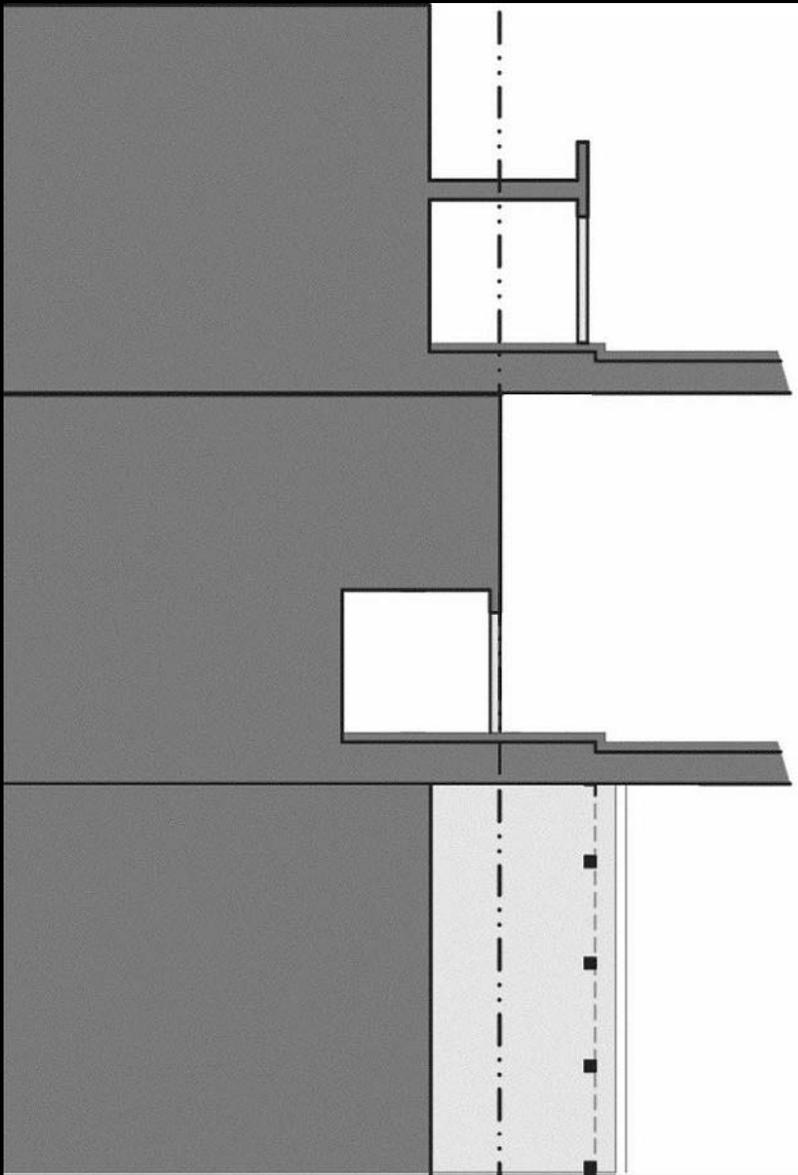
- Façade is aligned close to Frontage Line
- First story is elevated to ensure window privacy from the Sidewalk level
- Exterior stair and landing entrance
 - Stair may be perpendicular or parallel to the sidewalk
- Recommended for ground-floor Residential use in an urban environment

Shop Front



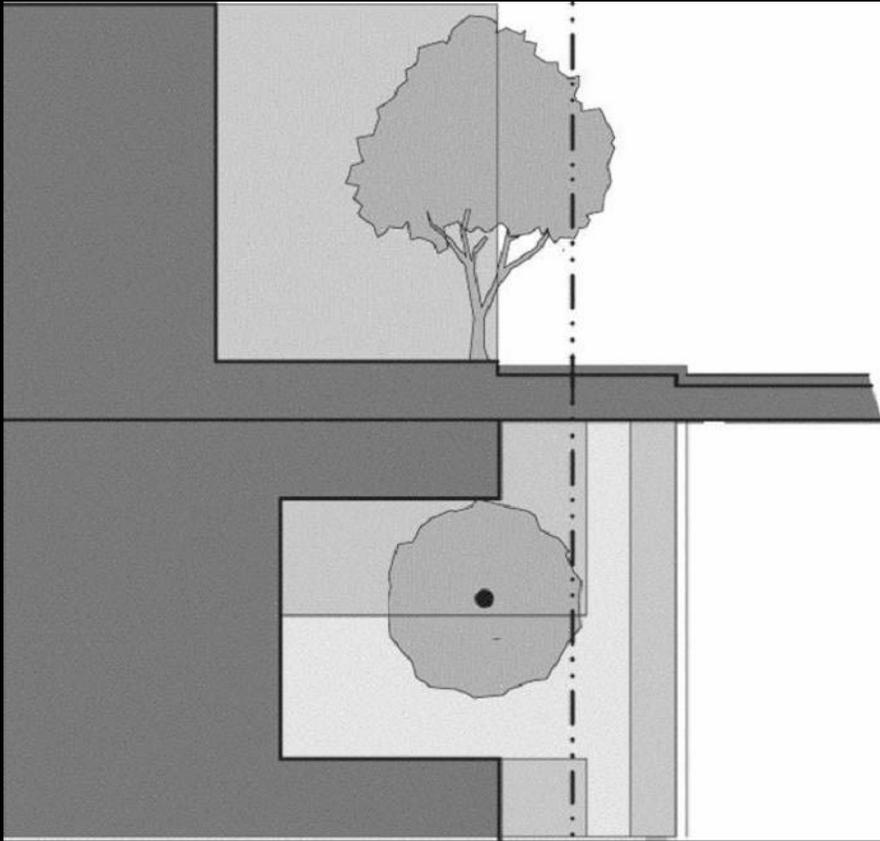
- **Façade is aligned close to Frontage Line**
- **Building entrance at Sidewalk grade**
- **Conventional for Retail Use**
- **Substantial glazing at the Sidewalk level**
- **Awning should overlap Sidewalk**

Portal (Arcade)



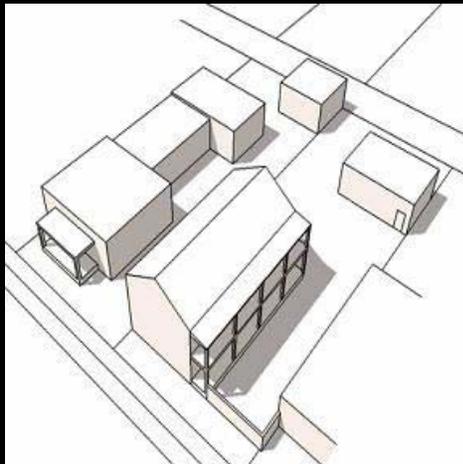
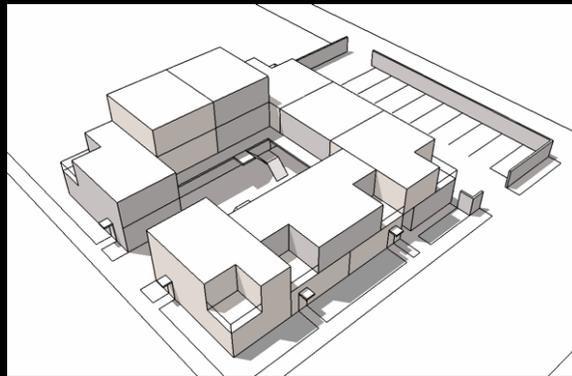
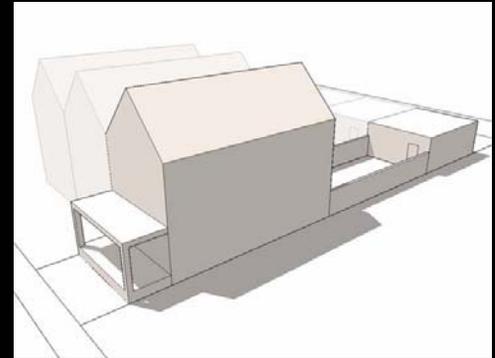
- **Covered Porch with columns evenly spaced and is attached to front Facade**
- **Can overlap sidewalk up to 2 feet of the curb**
- **May include a balcony for above floor**
 - **Not to encroach beyond Property Line if conditioned space on above floor**
- **8 feet clear width for commercial Portals**

Forecourt

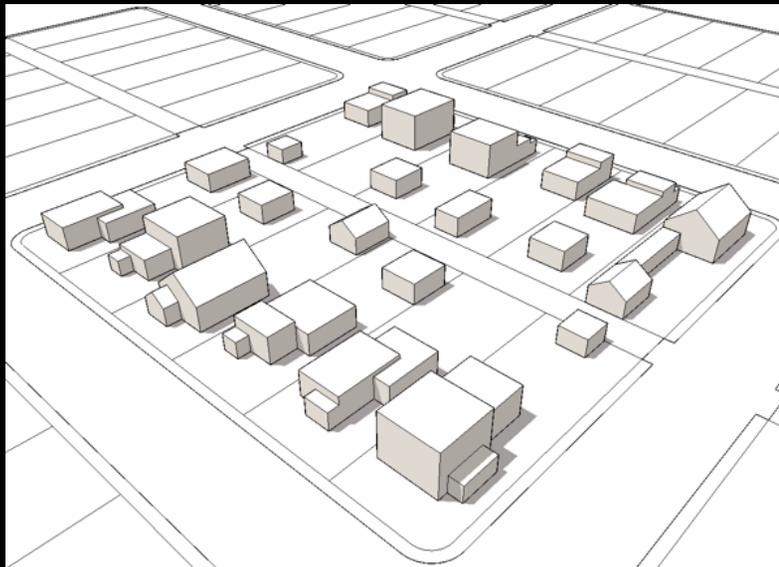
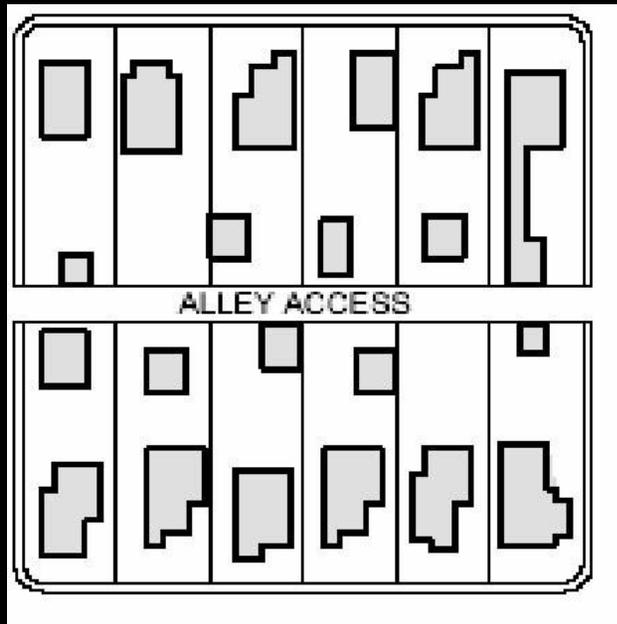


- **Portion of Façade is close to the Frontage Line and central portion is set back**
- **Large trees within Forecourts may overhang sidewalks**
- **Must be used in conjunction with**
 - **Stoops**
 - **Shop fronts**
 - **Portals**
- **One Forecourt per block face**

RESIDENTIAL BUILDING FORMS

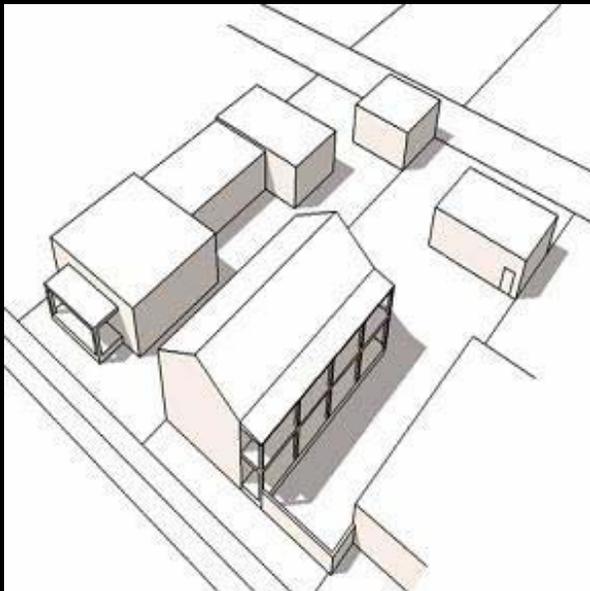
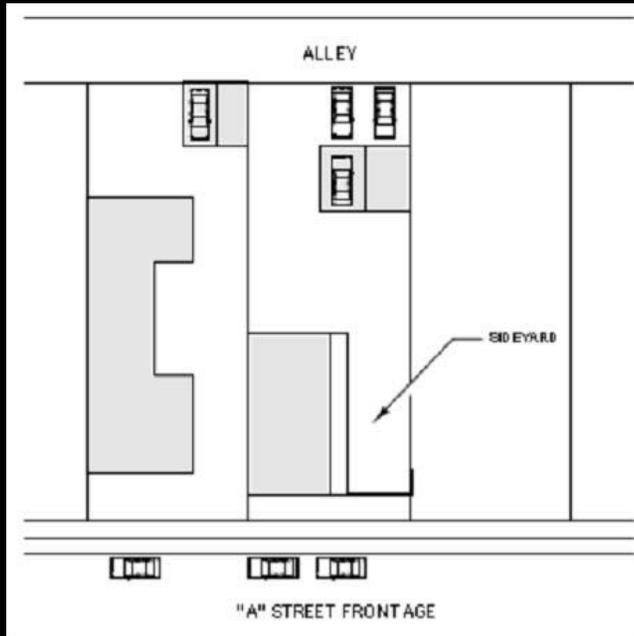


Detached single-family dwelling



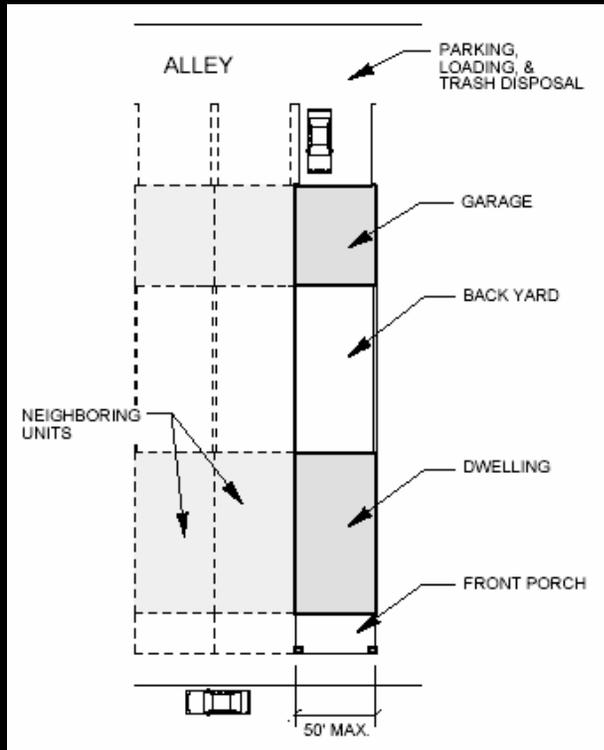
- Standard single family residence
- Garage and car parking is never in front of house
- Entrance for people is closer to street than garage is
- Entrance is defined by porch, stoop or patio

Sideyard Dwelling

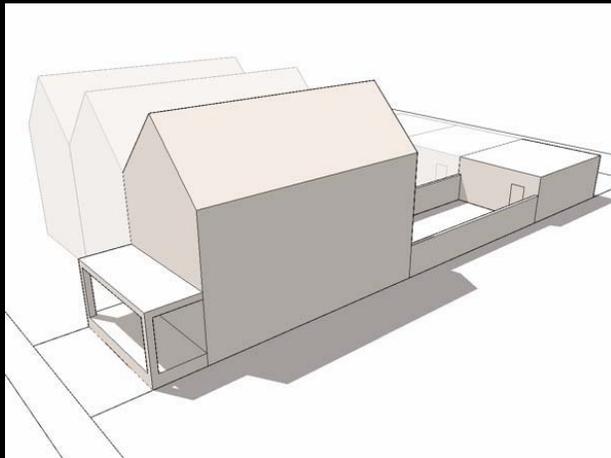


- “0” lot line dwelling – primary yard space is to the side
- Garage at back of lot
- People entrance faces the street
- Entrance is defined by porch, stoop or patio

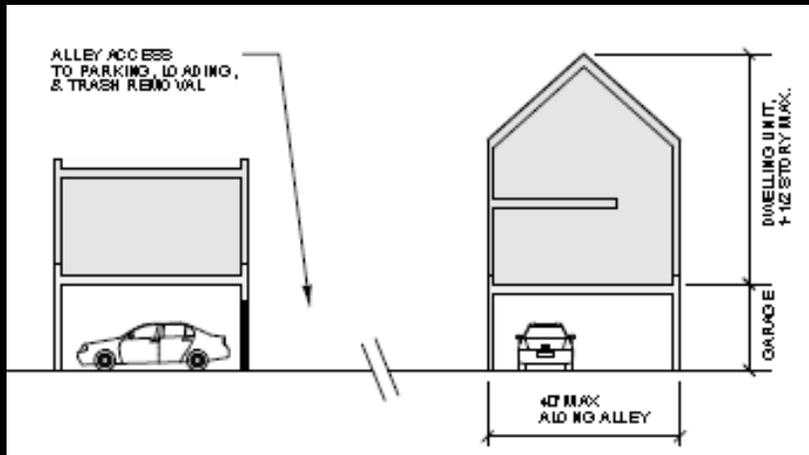
Townhouse, Rowhouse, and Courtyard Townhouse



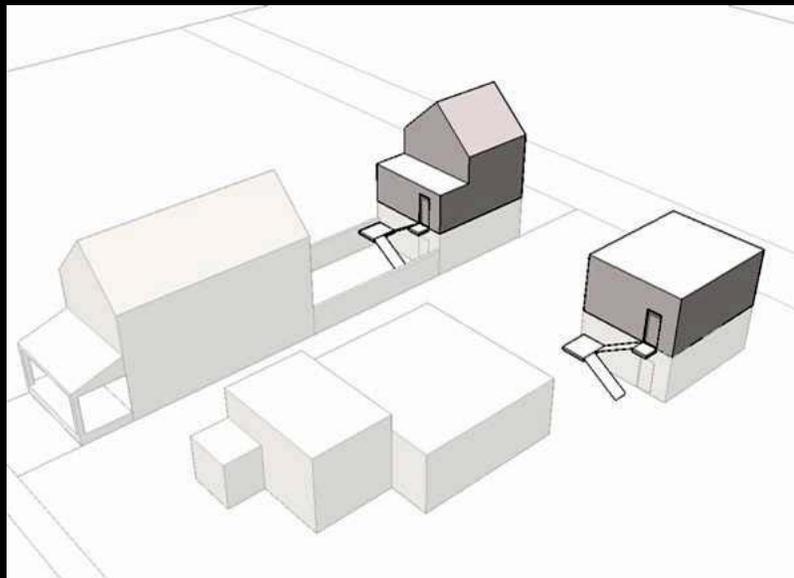
- As a rowhouse, shares walls with neighboring dwellings, people entrances face the street
- As a courtyard type, shares walls with neighboring dwellings, but people entrances face the courtyard
- Parking behind the buildings, either behind each dwelling or in common area
- Entrance is defined by porch, stoop or patio



Accessory Unit / Carriage House

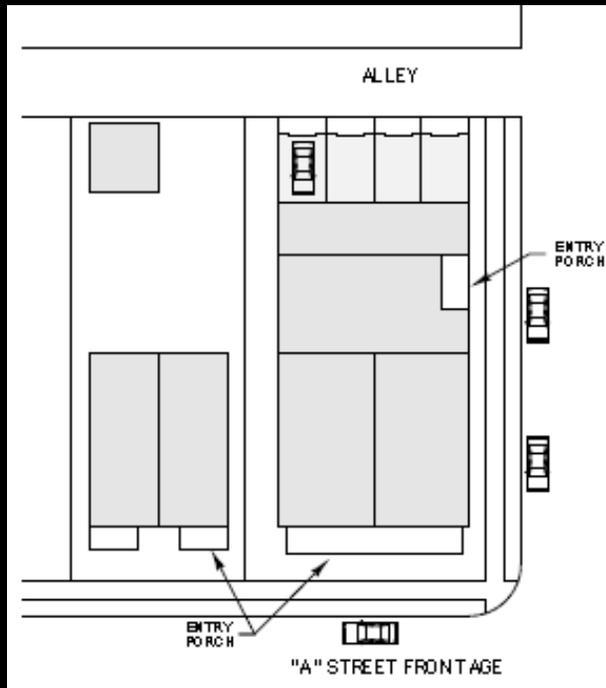


- Located behind a principal building

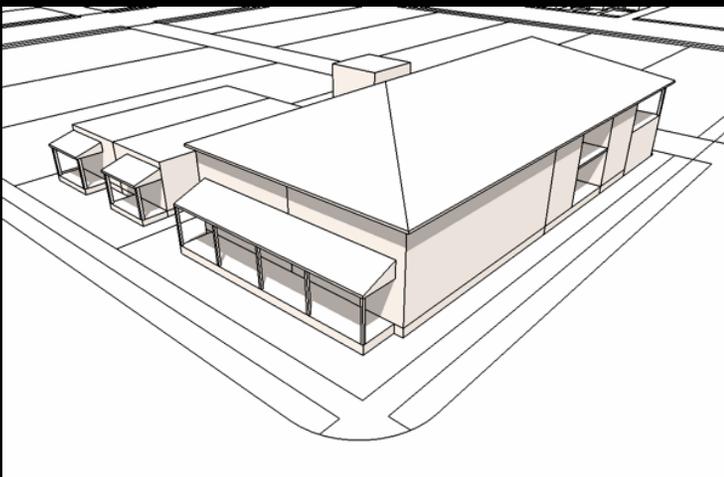


- May occupy its own footprint or top covered parking or garage

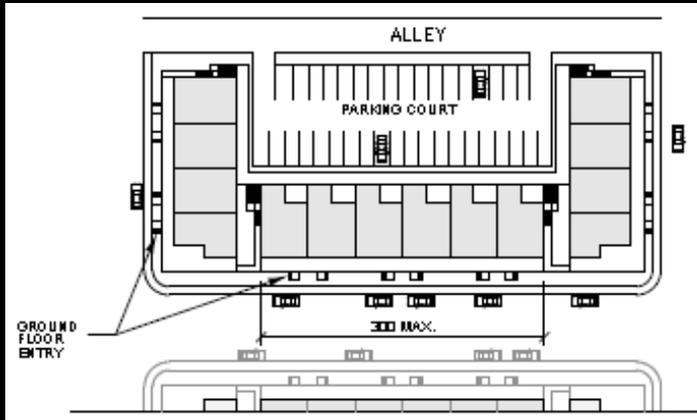
Duplex, Triplex, & Fourplex



- Dwellings share walls with other dwellings
- Entrance may be to single unit or may be a common entrance, but must face the street
- Entrance is defined by porch, stoop or patio
- Parking behind building
- Many configurations are possible – “mansion”, stacked, etc.

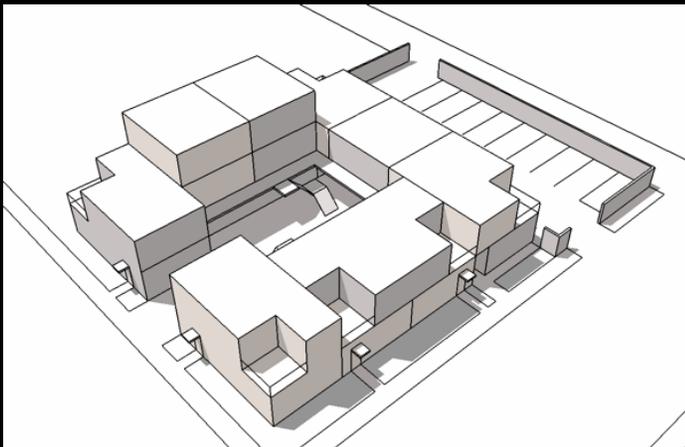
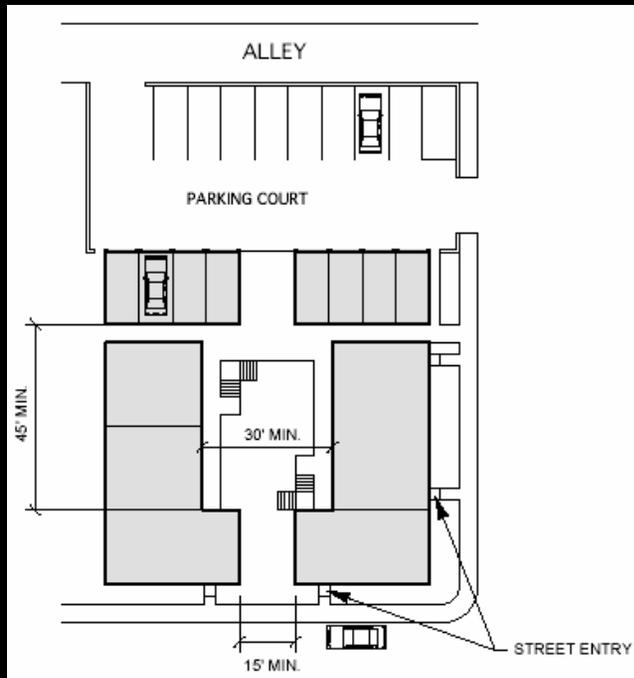


Terrace Apartment



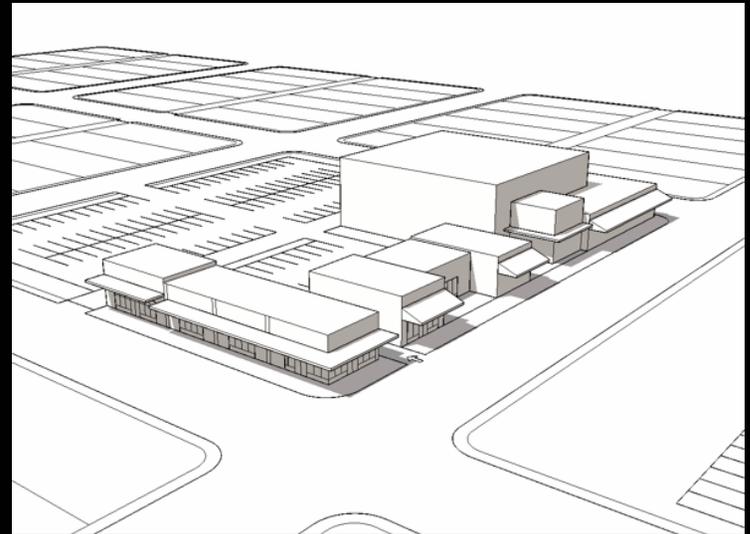
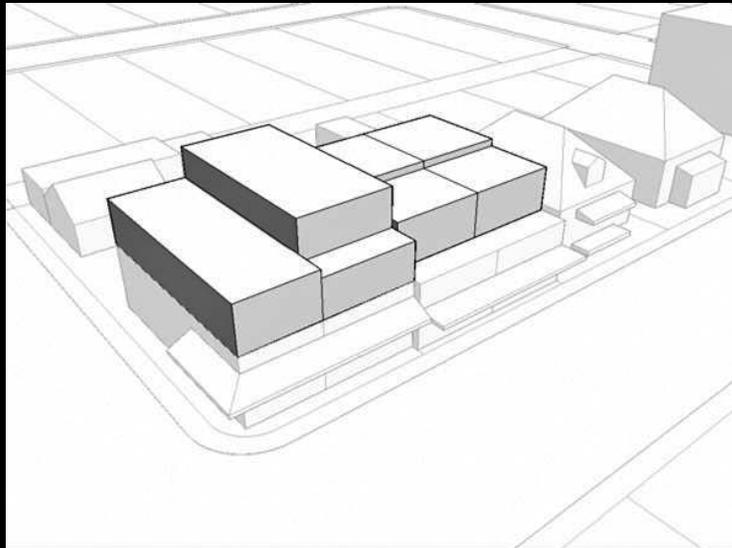
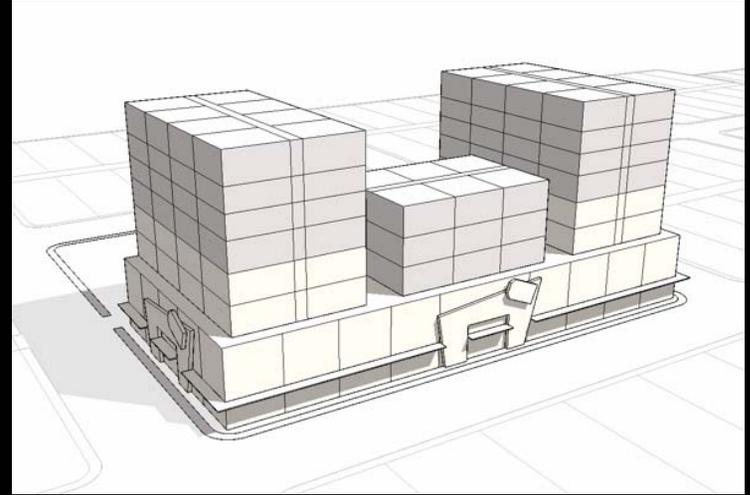
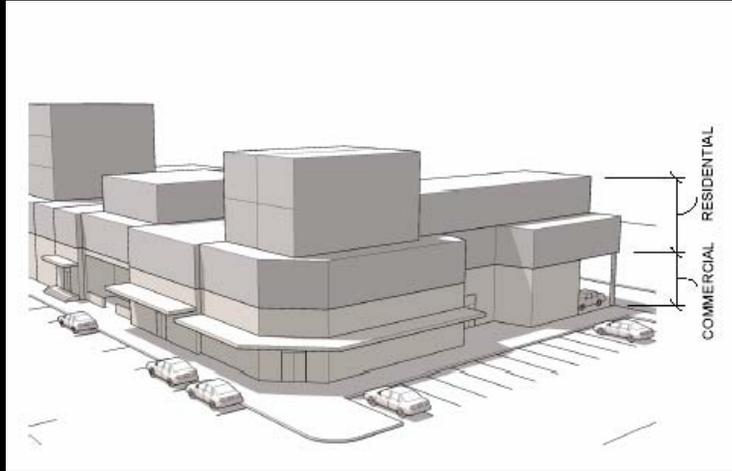
- Ground floor dwellings have people entrances facing street
- Entrance is defined by porch, stoop or patio
- Parking behind or under building
- Many configurations are possible

Courtyard Apartment

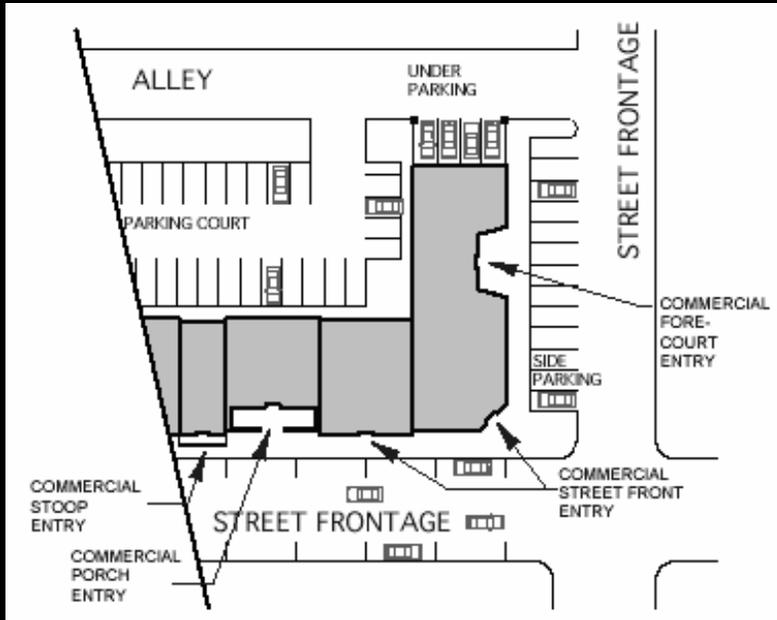


- **Primary entrance to courtyard is from street**
- **Entrances to dwellings may be from courtyard; entrance is defined by porch or stoop**
- **Private patios allowed in larger courtyards; walls must be low**
- **Parking behind or under building**

COMMERCIAL OR MIXED USE BUILDING FORMS



Flex Building

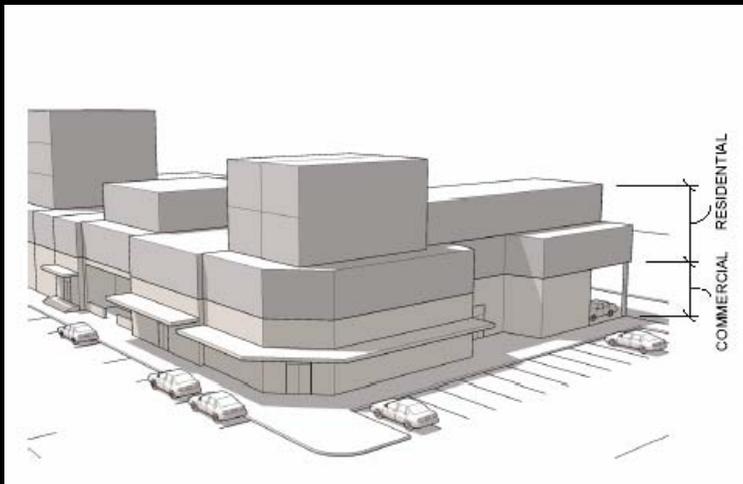


- Any combination of residential, office, shops, hotel, at least 2 stories high

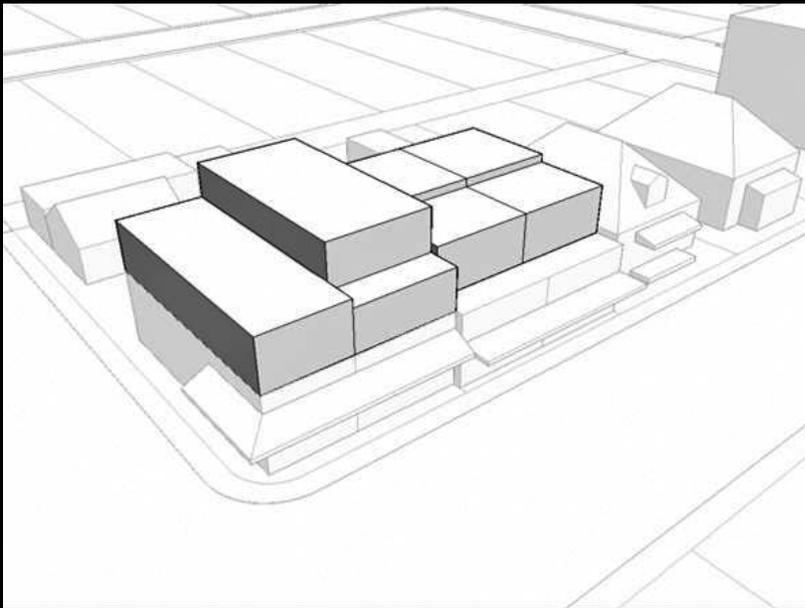
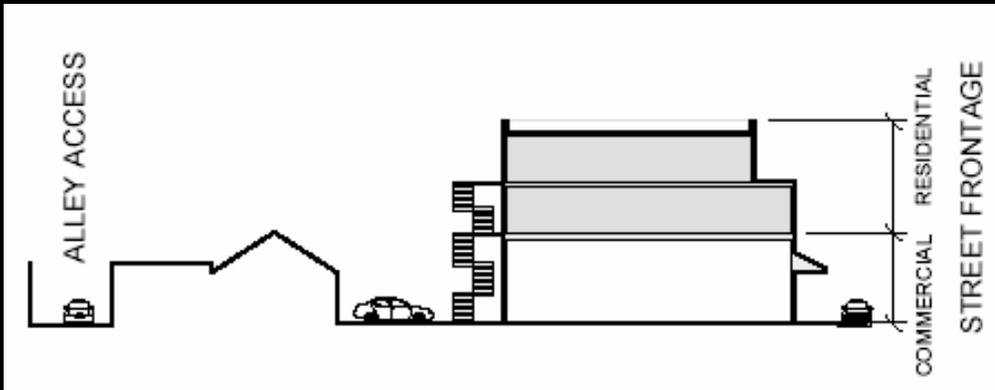
- Ground floor must have shop fronts

- Uses will probably evolve over time

- Parking behind or under building

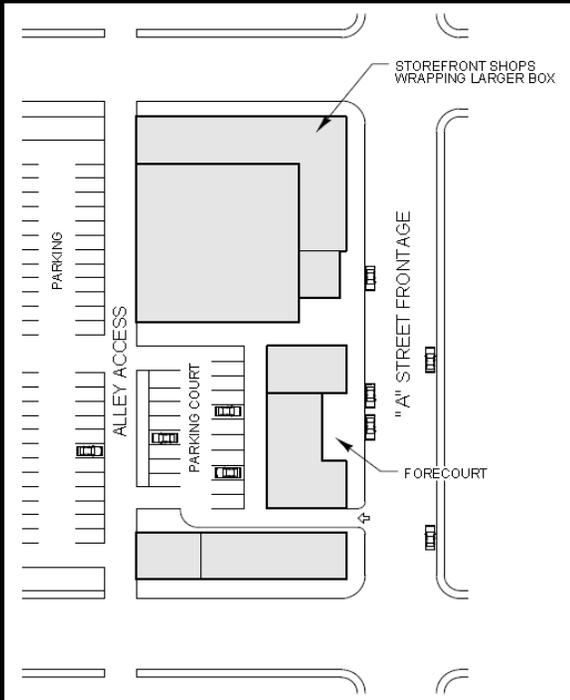


Live-Work Unit



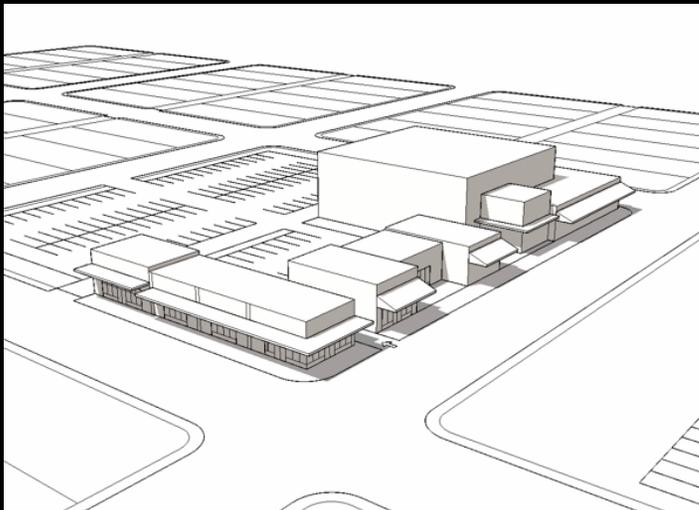
- Many possible combinations
- Entrances face the street, including common entrances for living quarters above ground floor
- Ground floor must have shop fronts
- Parking behind building

Liner Building



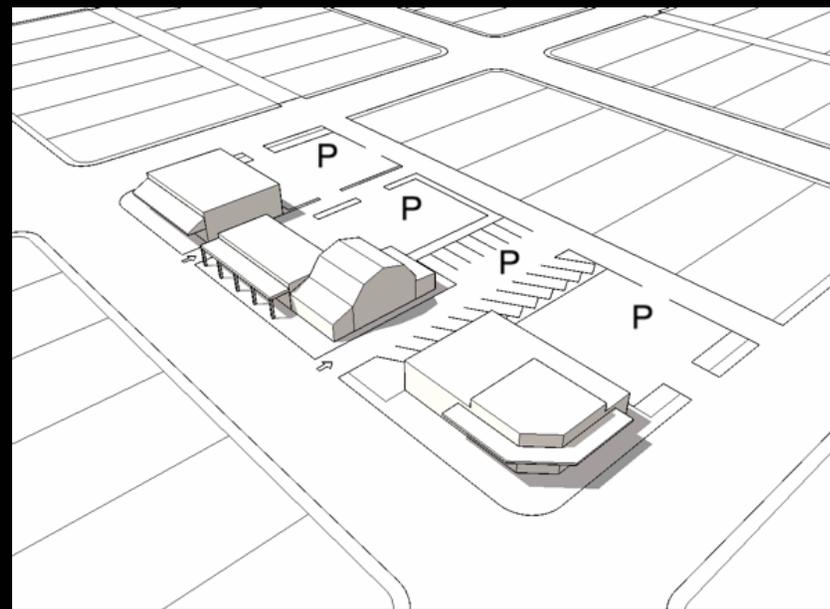
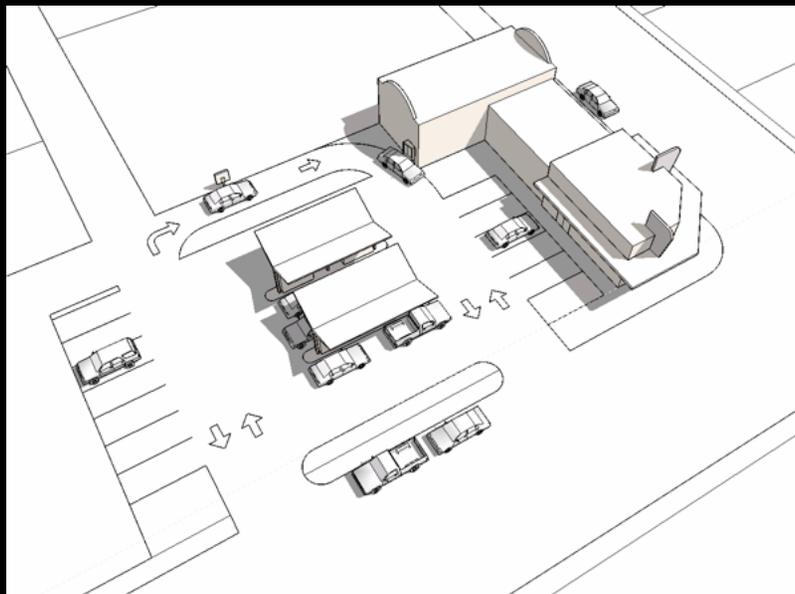
- **Examples:**

- **Gold Street Lofts line (wrap one side of) a parking structure**
- **“Pad site” businesses that typically ring the parking lot of a big box could line or wrap the big box**

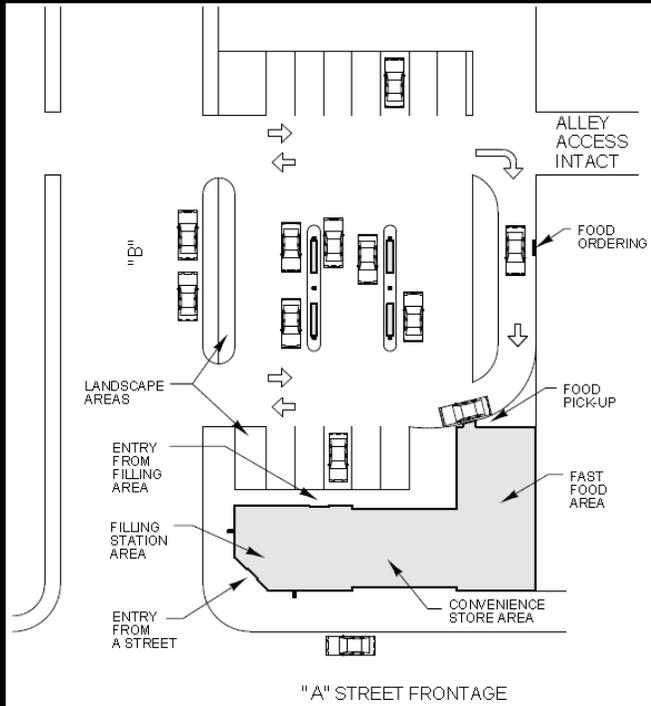


- **Parking behind or under building**
- **Access to parking from “A” street is ingress only**

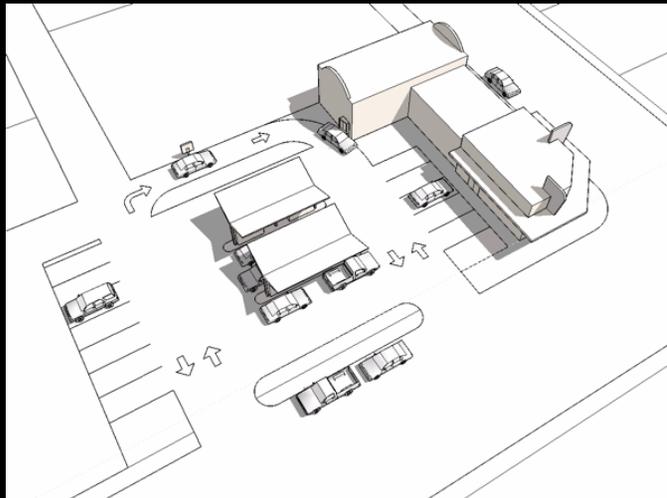
UTILITARIAN FORMS



Drive-Through

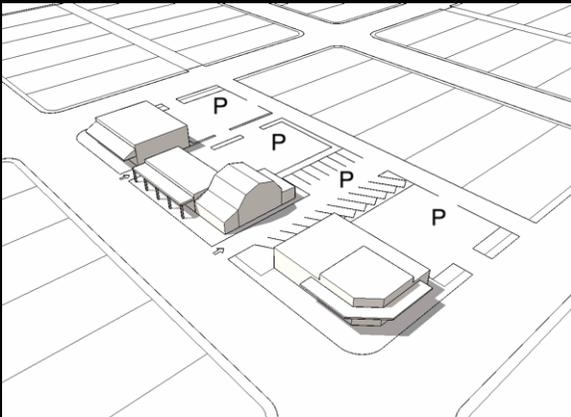
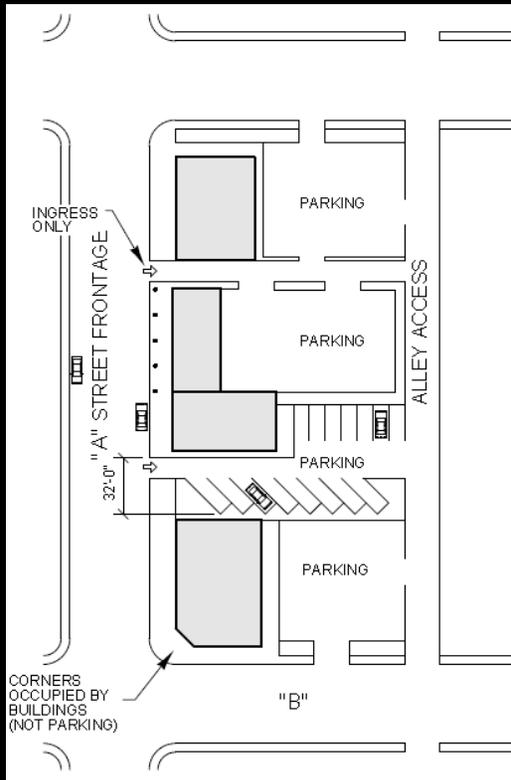


- **Block face on “A” street is maintained and drive-through activity is not visible from the street**
- **Buildings on site must have shop fronts and primary access from street side**



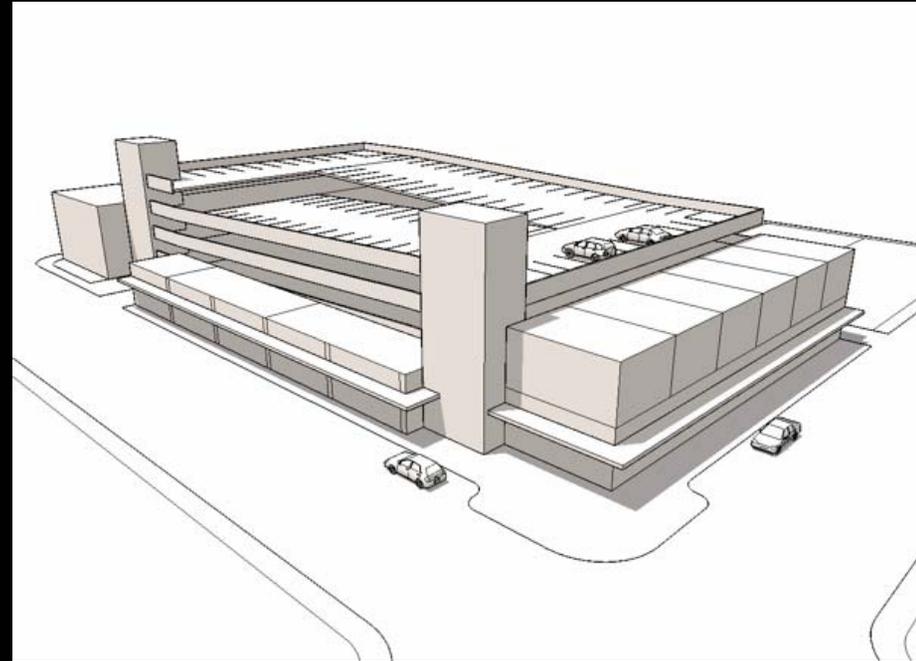
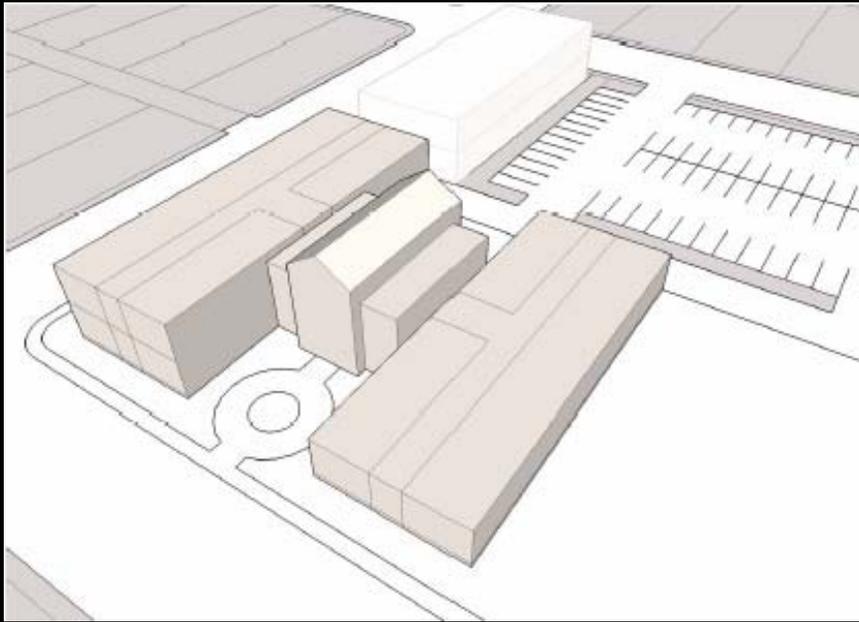
- **Gas stations and other drive-throughs could be a mid-block use in this design, if alley access is available**

Standalone Commercial / Office Building

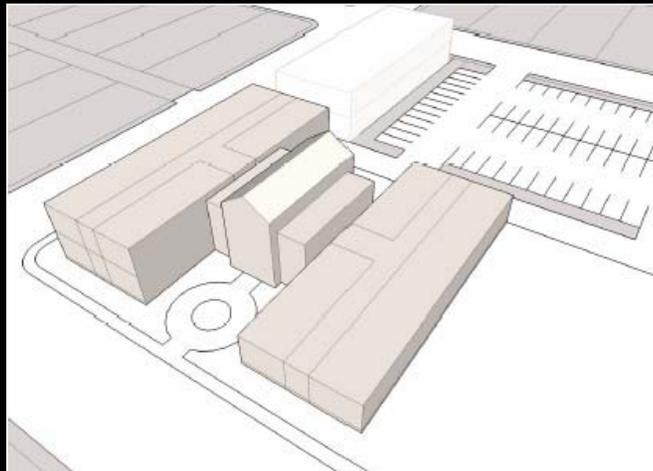
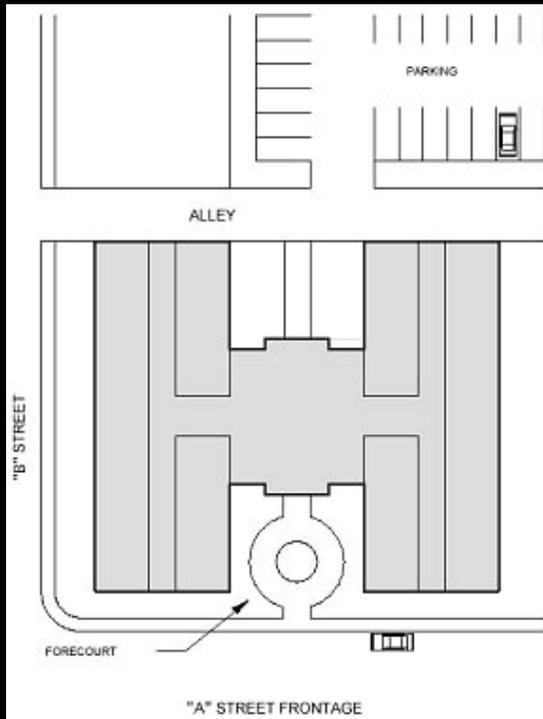


- Suitable for businesses with higher parking requirements
- Primary entrances are from the street and are shop fronts
- Buildings may be double fronted
- Parking is behind, under, or, on limited basis, to side of building
- No side-of-building parking on a corner lot
- Access to parking from "A" street is ingress only

INSTITUTIONAL AND CIVIC BUILDING FORMS

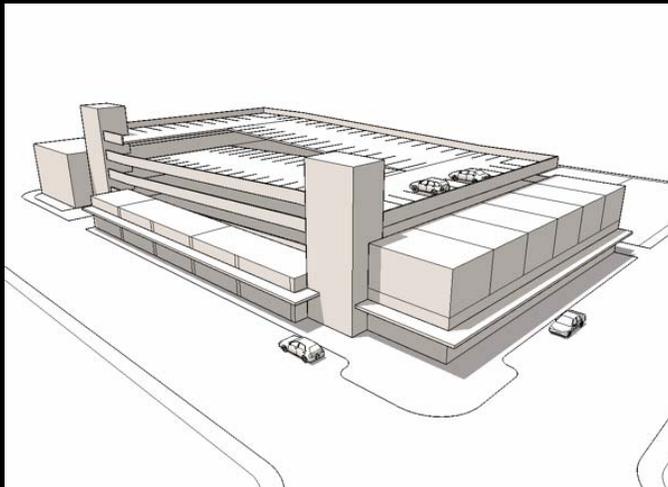
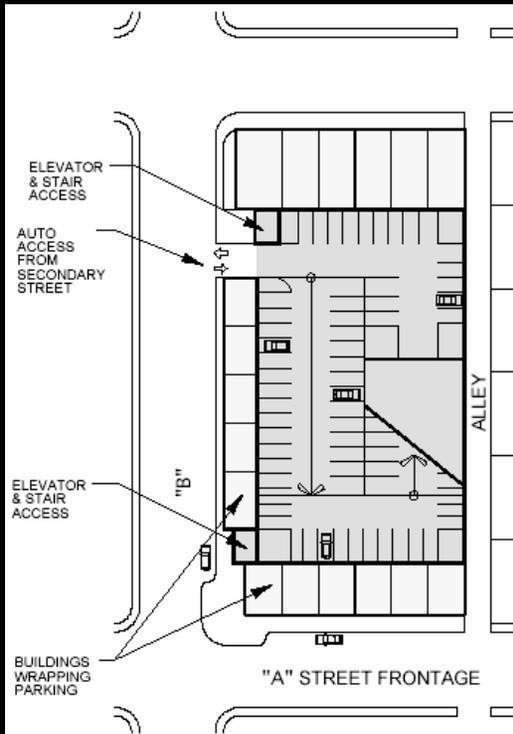


Civic or Institutional Building



- Schools, libraries, hospitals, museums, etc.
- Primary entrances may be forecourts or something more grand than shop fronts
- Primary entrance is from street
- No blank walls allowed to face any street

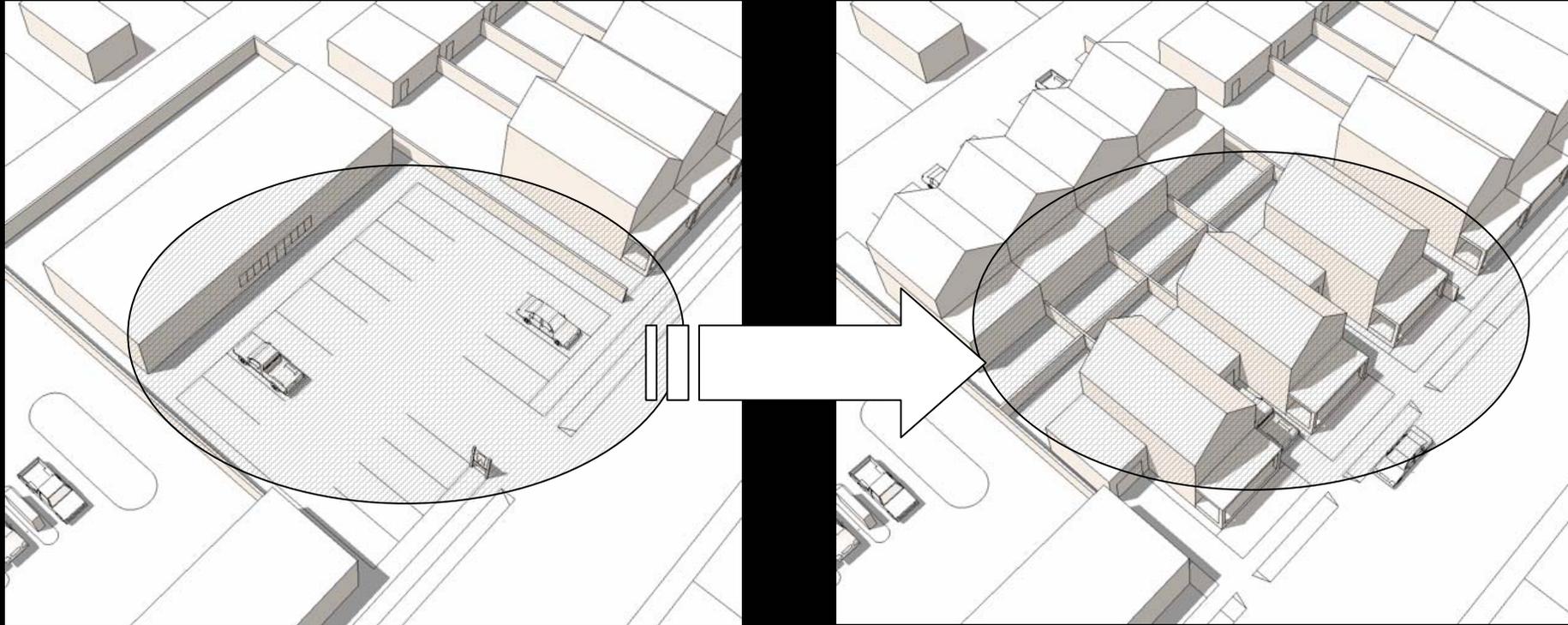
Structured Parking Form



- Automobile access if from "B" street
- Lined or wrapped on at least first floor
- Screened on stories above liner
- Height should be in scale with surrounding properties

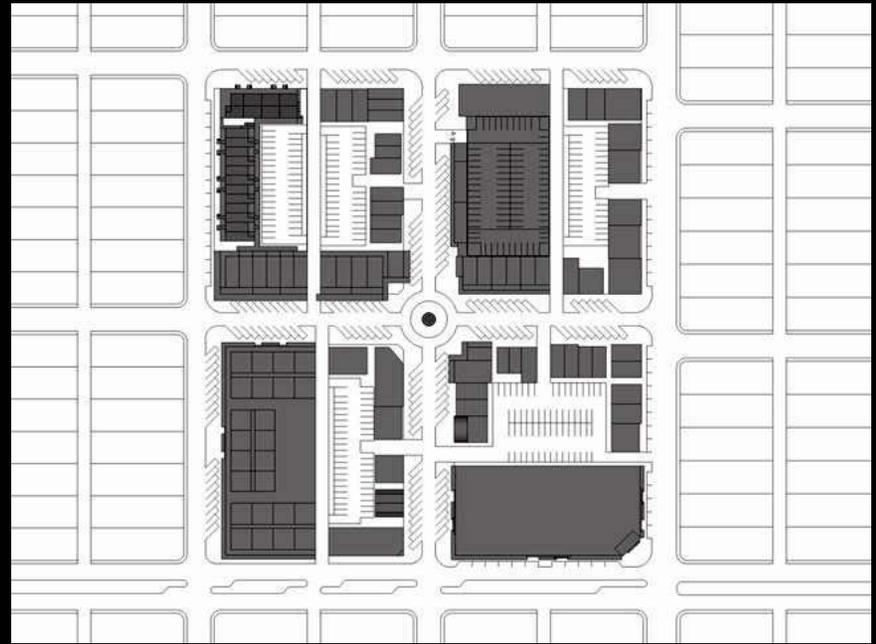
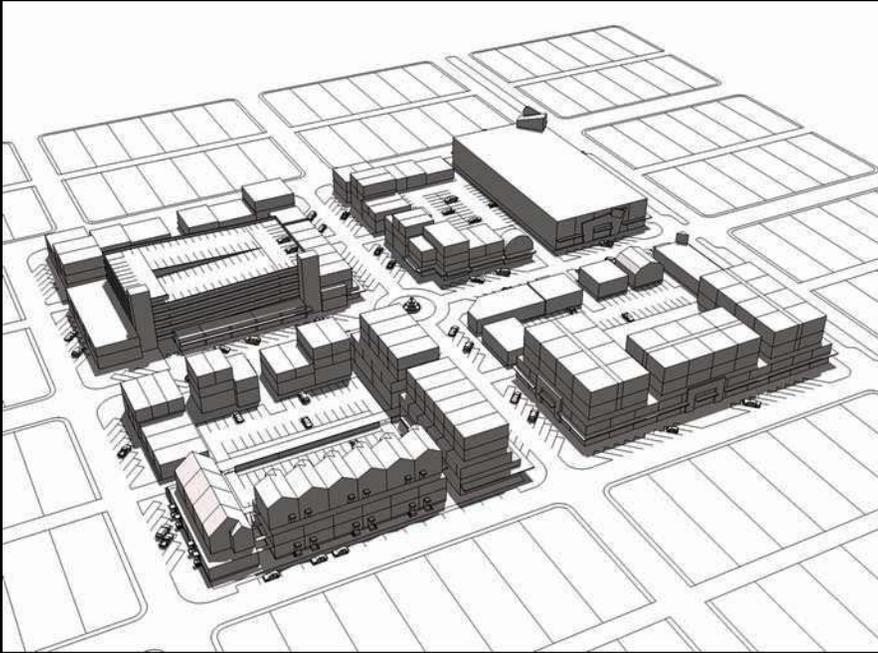
FORM BASED CODE ZONES

Infill Development (ID)



- **Must be compatible with other buildings on the block**
- **Parking location, frontage type dictated by Building Form chosen**
- **Zone may be requested for rehab, reconstruction, or additions, as well as new structures**

Mixed Use Zone (MX)



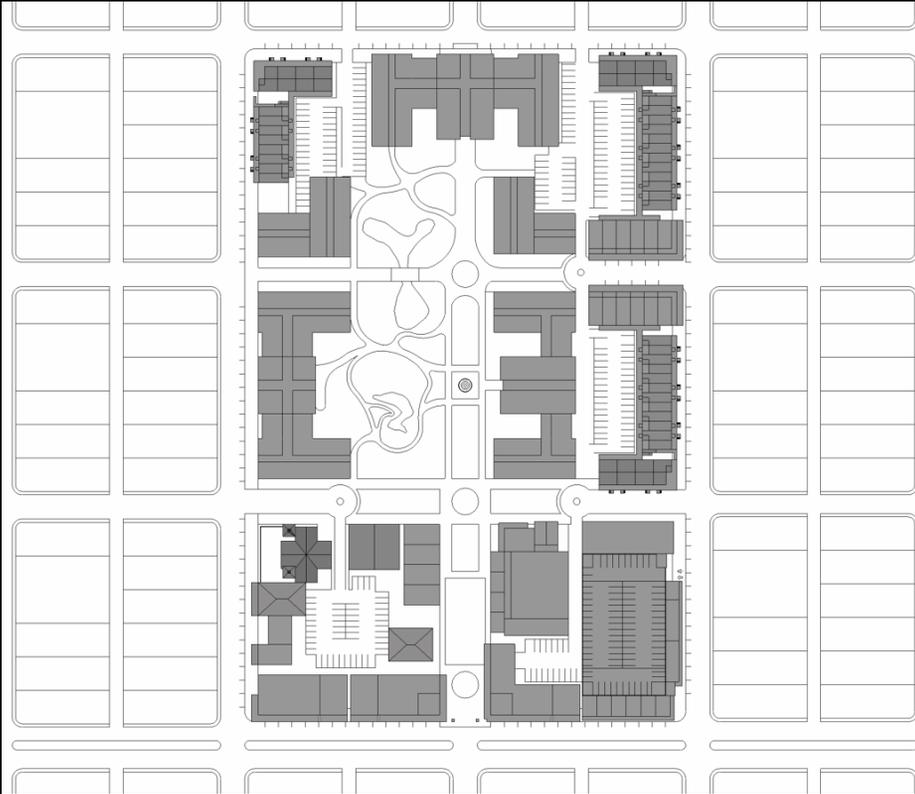
- **Mixes residential, shopping, and office uses at varying heights**
- **Allows smaller blocks and smaller parking fields, or structured parking, encouraging park-once pedestrian traffic**
- **Intended for use in**
 - **Redevelopment of shopping centers or strip commercial**
 - **Village Centers**

Campus Zone (CAM)



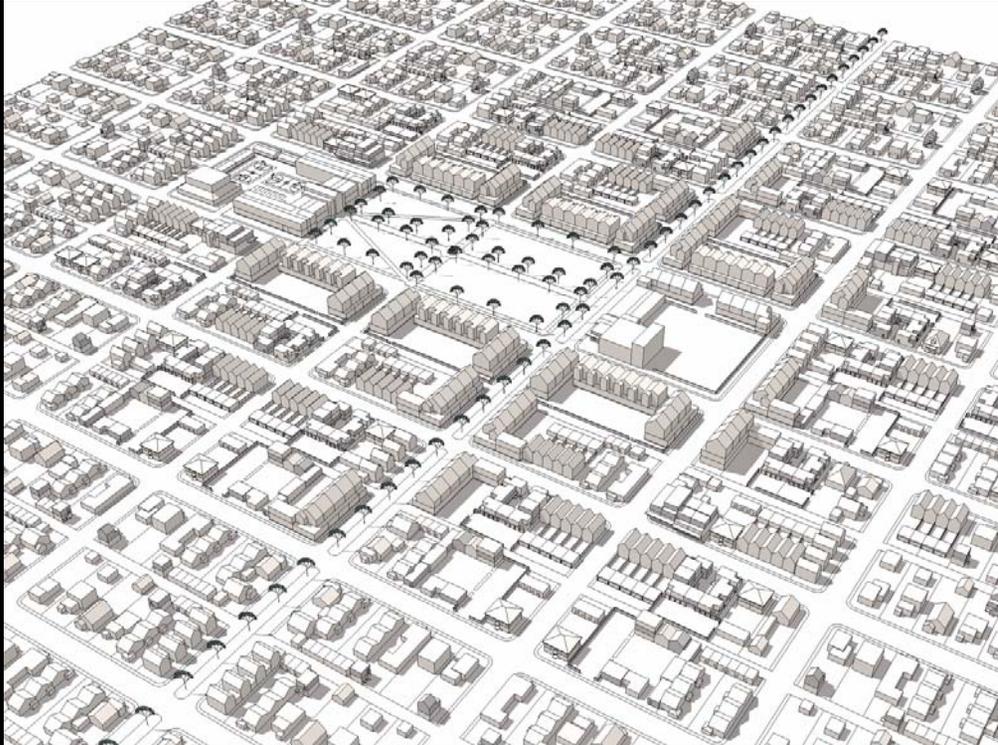
- **Accommodates medical, educational, research, office facilities, along with residential and retail services for employees and residents**
- **Buildings brought up to street**
- **Smaller parking fields or structured parking**

Campus Zone (CAM) Continued



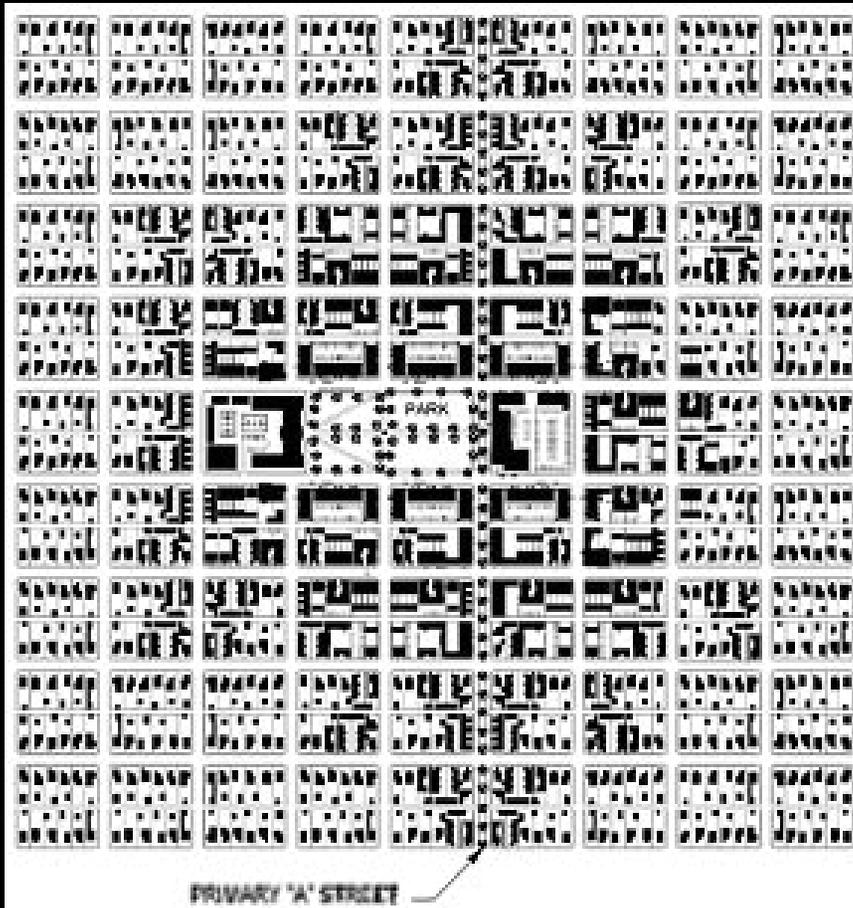
- Interior open space with paths that allow biking or walking among uses
- Higher building heights (6 stories) allowed at interior of site
- Lower building heights at edge; lowest building heights adjacent to established single family

Planned Village Development (PVD)



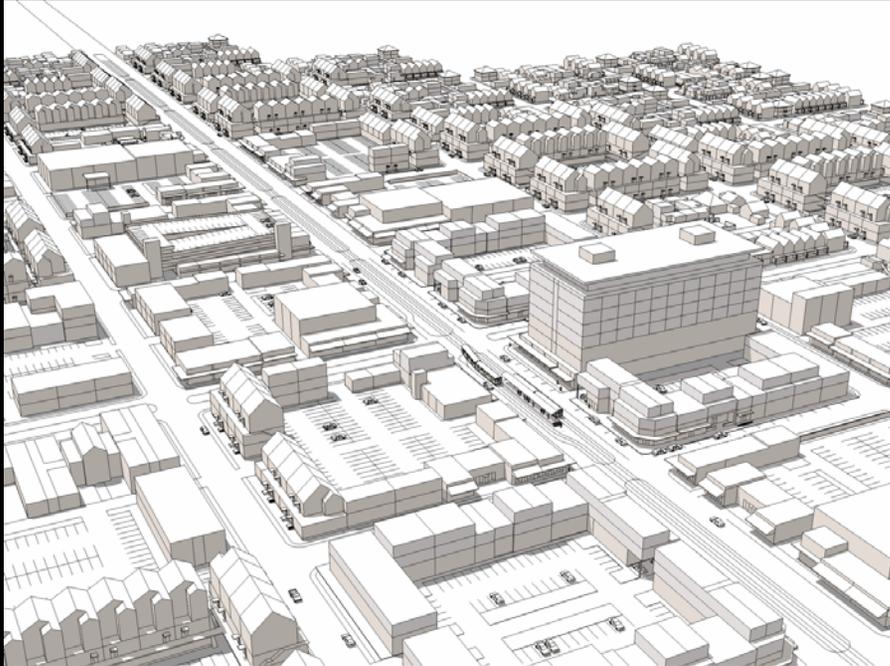
- **Neighborhood with a**
 - **Village Center containing a park or plaza, perhaps a civic use, perhaps retail or services, tallest allowable buildings (4 stories)**
 - **Village General area surrounding the Village Center, containing mostly residential 2,3,4 story buildings**
 - **Village Edge surrounding the Village General area containing more suburban, primarily residential development**

Planned Village Development (PVD) Continued



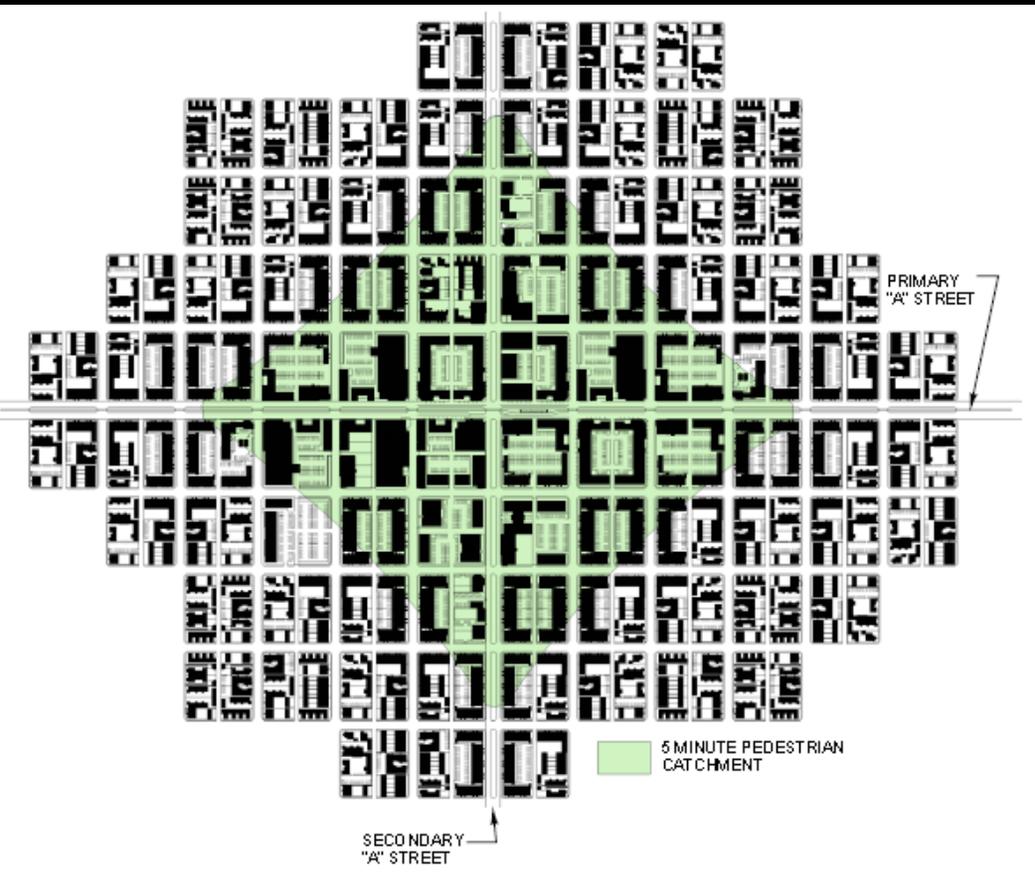
- Trail or sidewalk system supports non-automobile travel within the neighborhood
- 3 or 4 neighborhoods may support a town center containing school, grocery store
- Intended for both new developments and an overlay to guide development or re-development in older, established areas

Transit Oriented Development – Corridor / Community Activity Center (TOD-CORCOM)



- **Appropriate for use along Major Transit Corridors or in Community Activity Centers that serve a relatively large area**
- **Intensity of development is transit supportive but smaller in scale**
- **Within 660 feet from BRT/Light Rail or Urban Streetcar Stops or Bus Transfer point:**
 - **Minimum average density: 20 dwelling units per acre in first 300 feet, 24 dwelling units per acre thereafter**
 - **Maximum height: 4 stories, 5th story allowed if stepped back 20 feet**
 - **Height must be 3 stories on at least 20% of any block face**

Transit Oriented Development – Corridor / Community Activity Center (TOD-CORCOM) Continued



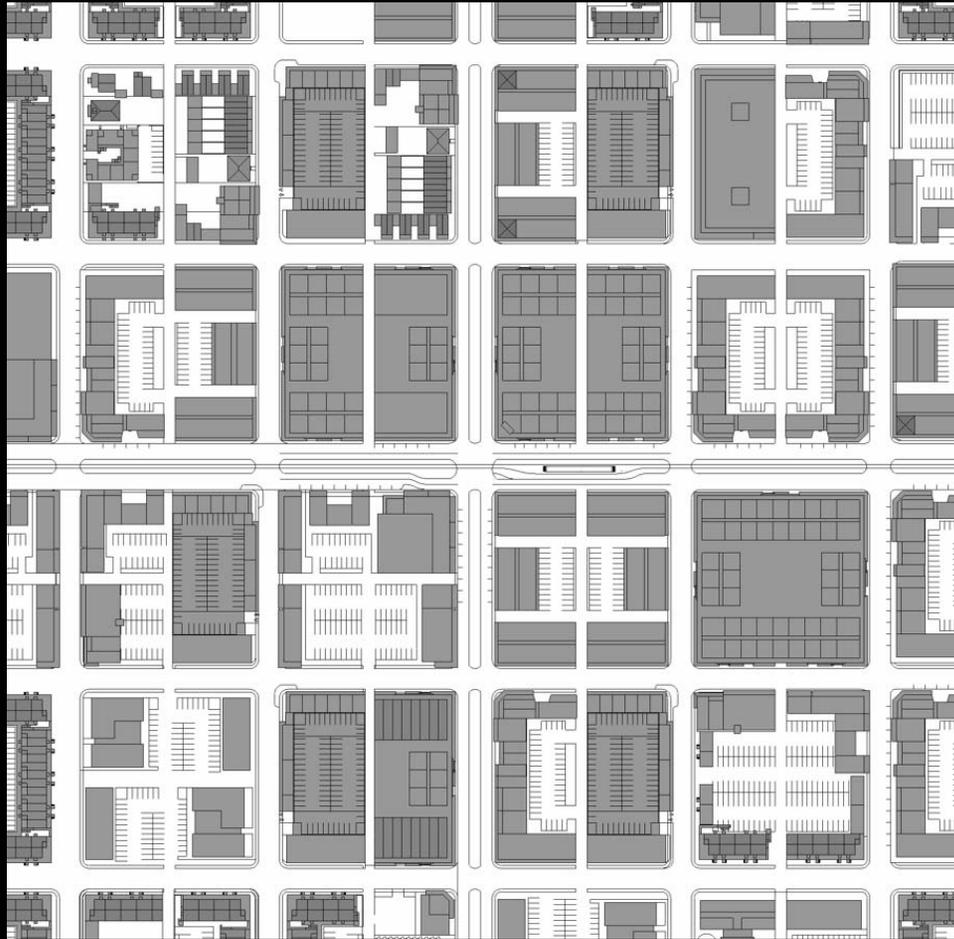
- 660 feet to 1320 feet (1/4 mile) from BRT/Light Rail or Urban Streetcar Stops or Bus Transfer point:
 - Minimum average density: 20 dwelling units per acre
 - Maximum height: 3 stories
- Frontage of transit corridor not included in above
 - Minimum average density: 20 dwelling units per acre
 - Maximum height: 4 stories, 5th story allowed if stepped back 20 feet
 - Height must be 3 stories on at least 20% of any block face
- Maximum setback: 10 feet

Transit Oriented Development – Major Activity Center (TOD-MAC)



- Appropriate for use around rail, high capacity transit stations or transfer point areas
- Intensity of development is high in order to support transit use
- Minimum height is 2 stories throughout zone
- Within 300 feet from station:
 - Minimum average density: 40 dwelling units per acre
 - Maximum height: Unlimited on 70% of blockface, no more than 7 stories on remaining 30%

Transit Oriented Development – Major Activity Center (TOD-MAC) Continued



- **300 to 1320 feet (1/4 mile) from station**
 - **Minimum average density: 32 dwelling units per acre**
 - **Maximum height: 5 stories on no more than 60% of block face**
- **1320 to 2630 feet (1/2 mile) from station**
 - **Minimum average density: 12 dwelling units per acre**
 - **Maximum height: 4 stories unless within 75' of developed single family residential area, in which case 2 stories**
 - **Maximum setback: 10 feet**