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.
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
• 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