



INTRODUCTION









AGENDA

WHY CONTROL DESIGN?

• •

EXERCISE I

• •

DESIGN CONTROL TOOLKIT

FORM BASED CODES

EXERCISE 2

••

IMPLEMENTATION





WHY CONTROL DESIGN?









WHY CONTROL DESIGN?













WHY CONTROL DESIGN?

To protect **property values** investments in the quality & character of a place

To ensure predictability in decision making and outcomes expectation that places will grow and develop as intended

To improve our quality of place create high quality built environments that are treasured over time

To maintain continuity and ensure compatibility to create an attractive and harmonious built environment that is suited to the local context and community





EXERCISE I: WHAT IS GOOD DESIGN?







WHAT IS GOOD DESIGN?









WHAT IS GOOD DESIGN?









How do you get good design?

A SPECTRUM OF DESIGN CONTROL







A SPECTRUM OF DESIGN CONTROL

OBJECTIVE MEASURABLE QUANTITATIVE

SUBJECTIVE STYLISTIC QUALITATIVE



"SHADES OF GRAY"



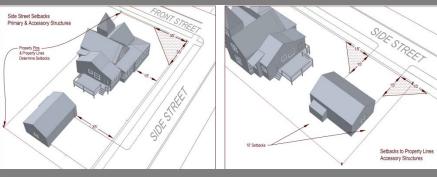


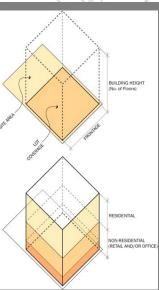


OBJECTIVE MEASURABLE QUANTITATIVE

SUBJECTIVE STYLISTIC QUALITATIVE

"NO WIGGLE ROOM"





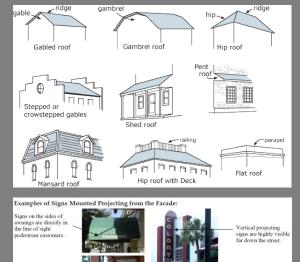


SETBACKS
HEIGHTS
USES
PARKING
BUFFER WIDTH
QTY/TYPE OF PLANTINGS
SIZE OF SIGNS

"SHADES OF GRAY"

A lower marquee sign caters to people on foot

and in cars passing directly in front of the



ARCHITECTURAL STYLE
FENESTRATION
MASSING
ROOF FORMS
COMPATIBILITY WITH CONTEXT





COLONIAL REVIVAL



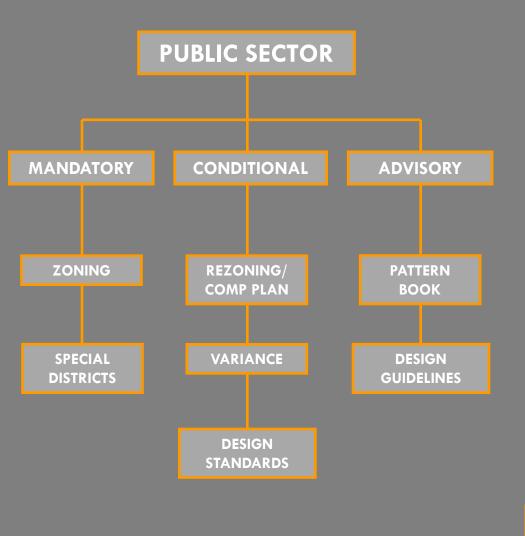






Signs hanging from the ceiling of arcades command the attention





- Publicly or privately administered
- Intended to control quality of built environment
- Varying degrees of influence

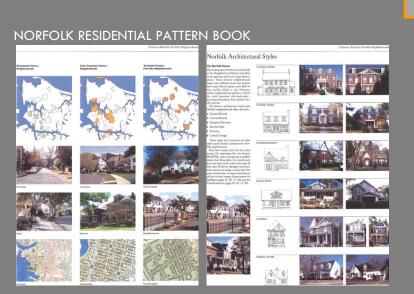


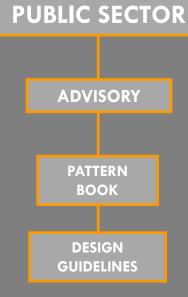




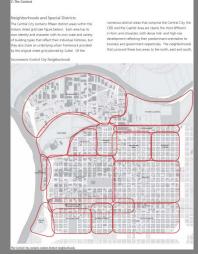


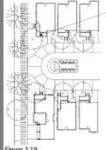
- Advisory or "Voluntary" design control relies on educational materials or designer assistance for interested property owners
- Pattern Books document historical styles of a community
- Can be used as "guides" for certain approvals (quasi-conditional)





SACRAMENTO CENTRAL CITY DESIGN GUIDELINES





3.A.6.1. Pedestrian Shelter: Provide shade from the summer sun (and protection from the rain, when possible) with tree canopies, treflises, awnings and other devices along street frontages and paths internal to the project, especially on the south side of buildings

3.A.6.2. Aesthetic quality: The highest detail and material quality for projects should be placed where pedestrians have the greatest nd closest contact with the project.

3,A.6.3. Semi-Private Spaces on the Street: Porches, paties, balconies, and countrards that allow residents to actually and symbolically. Common Open Space; and J.A.S., Entries, for possess the space surrounding their dwelling. should be placed along pedestrian paths when ever possible. This will provide clarity about who has the right to control a space, and thus a greater sense of security for the resident and an increased potential for social connections.

3.A.6.4. See 3.A.2., Location of Structure 3.A.3., Residential Private Open Space; 3.A.4. related endelines.



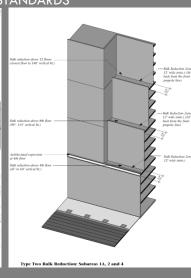
Figure 3.20. A sense of connection between the inside of the building and the street







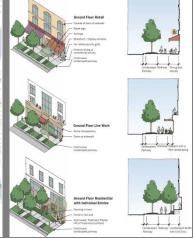
- Opportunity to embed design controls into a conditional approval process, such as a rezoning
- Often used with density incentives
- Can be subjective because of conditional approval
- Usually administered
 either by staff or elected
 body but limited by
 design expertise of
 reviewers





LOS ANGELES DOWNTOWN DESIGN GUIDE











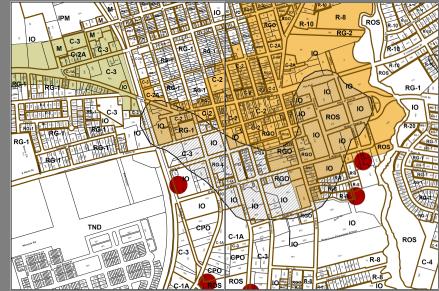


- Design controls
 embedded in the zoning
 standards or facilities
 manual
- Generally need to be "measurable" standards
- Administered by staff as part of development review process
- May be organized as a Form Based Code



PUBLIC SECTOR MANDATORY ZONING SPECIAL DISTRICTS

DOVER DOWNTOWN ZONING MAP









A NEW TREND IN DESIGN CONTROL

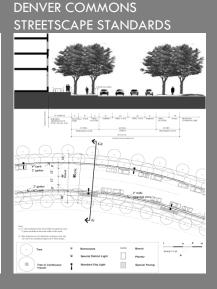
PUBLIC SECTOR

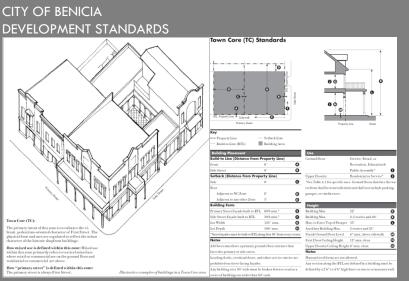
MANDATORY

ZONING

FORM BASED CODES

CITY OF AZUSA **REGULATING PLAN** Neighborhood General : Tract Neighborhood General : Transitional Neighborhood General : Traditional Corridors Districts Open Space Southwest Neighborhoods Southeast Neighborhoods Central Neighborhoods Central East Neighborhoods North Neighborhoods Foothill Neighborhoods Downtown District 7b: Civic Center 7c: Transit Village University District Edgewood District 10: West End Industrial Districts 10a: North Portion 10b: South Portion Foothill Boulevard Corridor 12: Azusa - San Gabriel Avenue Corridors 12a: Azusa Avenue 12b: San Gabriel Avenue 13: South Azusa Avenue Corridor 14: Arrow Highway Corridor 15: Open Space 16: Proposed Canyon Area Resort 17: Monrovia Nursery Specific Plan











WHAT ARE FORM BASED CODES?

Form-based codes address the relationship between building facades and the bublic realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals.

> FORM BASED CODE INSTITUTE www.formbasedcodes.org/what-are-form-based-codes







THE CONVENTIONAL SYSTEM

USE & DENSITY

MANAGE-MENT

FORM

- Mainly controls use & density
- Focuses on separating and buffering land uses
- Control of form is incidental
- Many words and numbers;
 few graphics













THE EMERGING SYSTEM

USE & DENSITY

MANAGE-MENT

FORM

- Primarily control urban design and spatial form of public spaces
- Less control of use & density
- Management of uses is critical
- Implements public policies regarding urban design
- Many graphics; fewer words













GENERAL DIFFERENCES

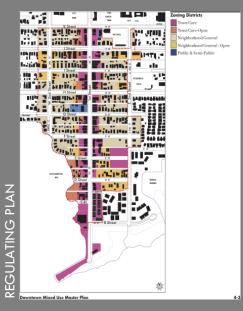
- Conventional zoning districts often apply to use-based districts rather than to cohesive form-based districts
- Form based codes are more comprehensive in enabling vertical and horizontal mixed use
- Conventional zoning codes contain limited graphic depictions of standards
- Form based codes can be calibrated to fit various geographic contexts and scales as fixed or floating zones





Height

FORM BASED CODES: COMPONENTS



OPTIONAL BASIC

ARCHITECTURAL **PURPOSE** & INTENT **STANDARDS**

REGULATING LANDSCAPING **STANDARDS** PLAN

STREETSCAPE **SIGNANGE** STANDARDS **STANDARDS**

BUILDING **ENVIRONMENTAL STANDARD STANDARDS**





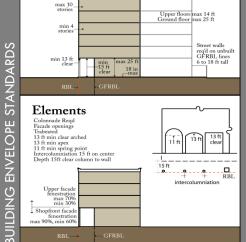
COD















PURPOSE & INTENT

A description of the purpose for the code and it's intent for the regulated area:

- Design philosophy or guiding principles
- Context
- Vision/master plan



Left: The Downtown Mixed Use Master Plan identifies improvements along Firs Street that are organized in a series of nodes that include new projects in the pipeline, suggested new building initia tives, and coordinated renovations of existing structures, as well as new and improved open spaces. These recom area's historic fabric (in blue) as well a: capitalize on existing amenities, includ g public buildings and institutions such as the former Capitol) and access and views of the Carquinez Strait.

PRINCIPLES

GUIDING

COMMONS

出

DENVI

Buildings of Historical Significance

Proposed Improvement Areas Existing Building Fabric Five Minute walking radius

Plan Initiative Areas Proposed Buildings Public Open Spaces

residential economic

Three principles will guide The Commons Neighborhood Plan to create an urban village. In one sense these principles have been derived from previous plans directed at the entire Central Platte Valley, and by consulting with the people of Denver. In another, they are as old as the idea of cities. Each principle must weigh equally in the realization of the plan.

The overall character will be urban in the best sense.

The Commons plan reflects the best historical principles of city-building. For example, the Commons will provide a mixture of uses to ensure a lively and consistent cityscape. The Commons will extend the formal order of Denver's traditional street grid. Architecture will contribute to the consistency of the pleasant pedestrian experience by providing attractive, welcoming, and welldesigned ground-floor uses. Animated by shops, restaurants, cafes, and kiosks, streets will become delightful places for strolling and socializing.

Additionally, The Commons will be served by a transit facility to reduce reliance on the automobile. The plan reserves a site for a transit facility com bining the extension of the 16th Street Mall and light-rail service with high occupancy vehicle (HOV) bus lane connections to northern suburbs, intercity bus routes, and a future rail link to Denver International Airport.

The Commons will have a residential character.

A critical mass of people living in the neighborhood is essential to the success of The Commons. Thus housing is dispersed throughout The Commons as well as concentrated along beautiful riverfront parks. Residential edges will connect to established neighborhoods across the Platte River and Interstate 25. It is crucial to situate residences on Little Raven Street facing Commons Park. The relationship between the neighborhood and open space will shape Denver's first truly urban park.

The Commons will attract new investors, residents and businesses to downtown

The Commons Neighborhood will encourage innovative projects that attract private investment. In particular, The Commons possesses large lots that can accommodate the scale of office and retail development usually associated with "edge cities," but within an urban setting. By generating an unprecedented scale of new development sites adjacent to the central business district, The Commons will support major public capital improvements and services, such as quality pedestrian spaces and a parking district.

The Commons also represents the latest major phase in the redevelopment of the Central Platte Valley, an area that has already attracted Elitch Gardens, Colorado Ocean Journey, Commons Park, Coors Field, and the Pepsi Center.

A. General Principles and Intent

THE STREETSCAPE

- . The STREET and building façade receives more attention than the rest of the building.
- . Streetscape elements, such as brick pavers, benches and waste-bins, throughout the Columbia Pike Special Revitalization District must be consistent within a project and should be consistent from project to project within an activity node (i.e. Town Center).
- . Street Trees are part of an overall Streetscape plan designed to give special character to each STREET and coherence to each area. The desired aesthetic shall be achieved through each STREET and the use of native

 Public Art shall the Public Art M.

 FRONTS AND REARS the use of native/proven, hardy, adapted species where reasonable.
 - Public Art shall be provided in accordance with the Arlington County Public Art policy and 5. the Public Art Master Plan.

COLUMBIA

 $\overline{\Box}$

- Building facades are the public "face" of every building. Owners are encouraged to place planters and window boxes with flowering plants and/or climbing vines along the area in front of their buildings within the "shy zone", which is the area on the sidewalk within 2 feet of the building face.
- The private, rear portions of the Lots (toward the ALLEY) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private (for apartment and condominium buildings) open

General Guiding Principles

- Buildings are aligned and close to the STREET. Buildings form the space of the STREET.
- The STREET is a coherent space, with consistent building forms on both sides of the STREET. This agreement of buildings facing across the STREET contributes to a clear public space and community identity.
- Buildings oversee the STREET (and SQUARE) with active fronts.
- Property lines are physically defined by buildings or STREET WALLS. Land should be clearly public or private—in public view and under surveillance or private
- Buildings are designed for towns and cities.
- Rather than being simply pushed closer together, as in many suburban developments. buildings must be designed for the urban situation within towns and cities. Views are directed to the STREET and the garden/courtyard, not toward the neighbors.
- Retail on the Ground Floor (for Main Street locations). Retail helps to make the STREET active and interesting.
- Parking (not including on-street parking) should be away from the STREETS and shared by
- Historic Character.
- Those structures that have historic character should be preserved in some manner or their elements incorporated in the redevelopment of their site





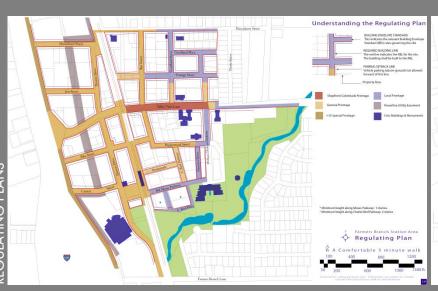


REGULATING PLAN

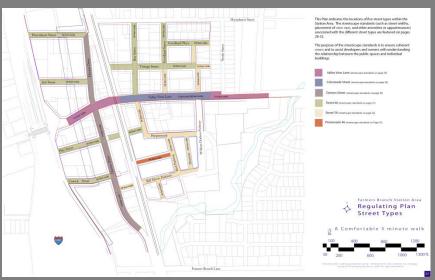
A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded:

- Districts (Transects/Geographic/Political)
- Development/Community Character
- Streets

-ARMER'S BRANCH













REGULATING PLAN



DOVER TRANSIT CENTER NEIGHBORHOOD PLAN

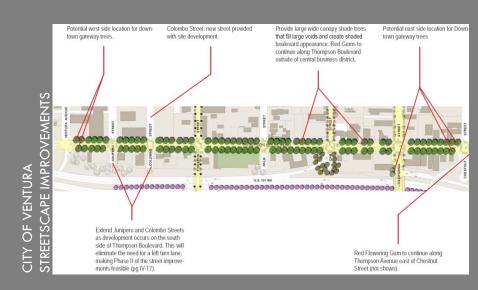


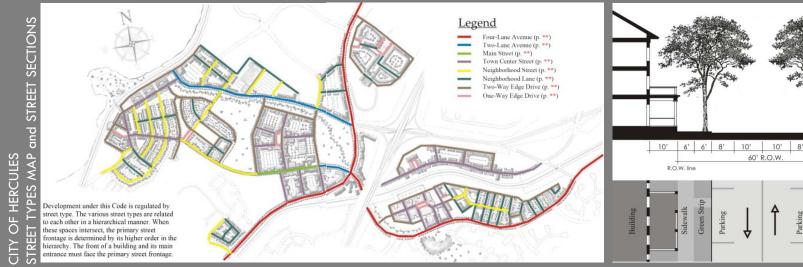


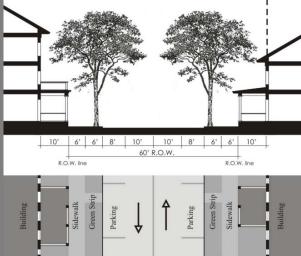
PUBLIC SPACE/STREETSCAPE STANDARDS

Specifications for the elements within the public realm:

- Sidewalks
- Travel lanes
- On-street parking
- Street trees
- Street furniture









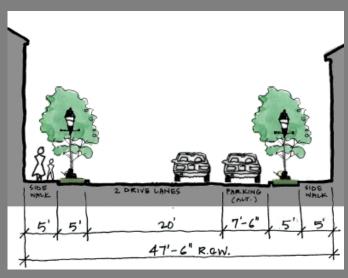


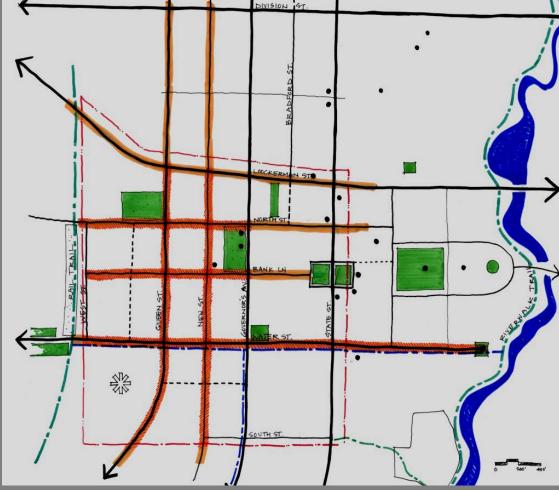


PUBLIC SPACE/STREETSCAPE STANDARDS











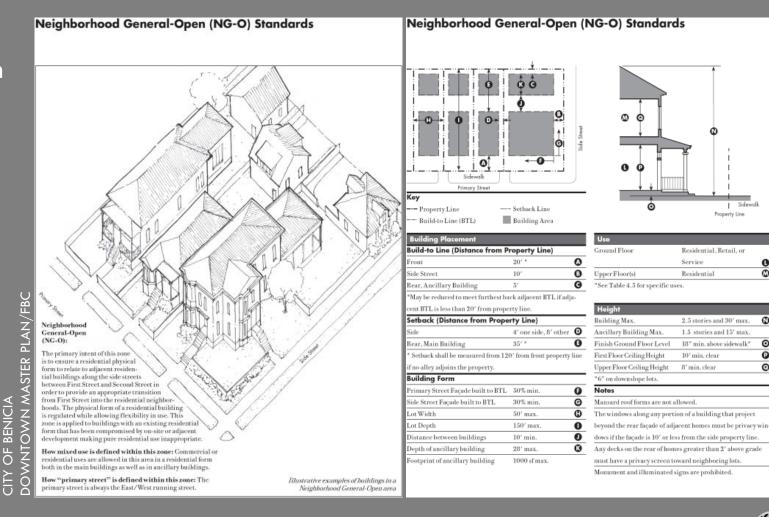




BUILDING/DEVELOPMENT STANDARDS

Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm:

- Form
- **Placement**
- **Articulation**
- Function







Sidewal

@

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Property Line

Residential, Retail, or

2.5 stories and 30' max.

1.5 stories and 15' max.

18" min. above sidewalk*

10' min. clear

8' min. clear

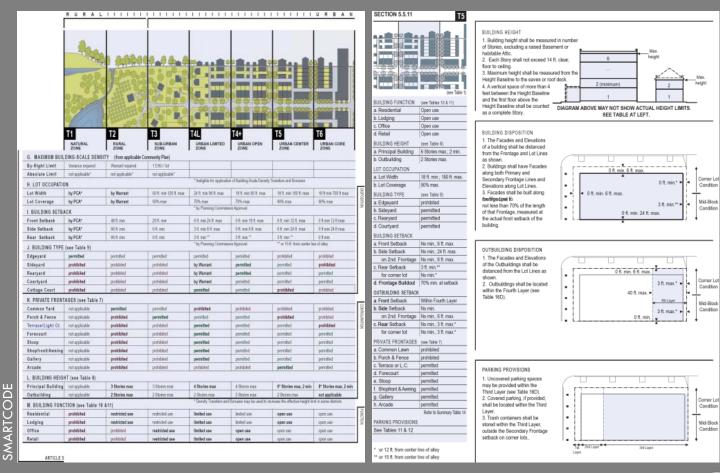
Residential



BUILDING/DEVELOPMENT STANDARDS

SmartCode building standards are standardized form based regulations that:

- Apply to transect based zones
- Include building function and use standards





OF GULFPORT



ARCHITECTURAL STANDARDS

Regulations controlling external architectural materials and quality:

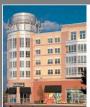
- Optional component
- Building articulation
- Architectural style









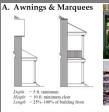












RMER'S BRANCH

The above requirements apply to first-floor awnings. There are no minimum requirements for awnings above the first floor.

 Marquees and awnings shall occur forward of the build-to line and may encroach within the right-of-way, but shall not extend past the curb line. Awnings shall be made of fabric. High-gloss or plasticized fabrics are prohibited

C. Front Porches

. Front porches shall be forward of the build-to line but shall not extend into the right-of-way

 Front porches must be open, un-uir-conditioned parts of the buildings. No more than 75% of the floor area of a porch shall be screened if the porch extends forward of the build-to line. D. Colonnades/Arcades







Stoops are permitted and may occur forward of the build-to line. Stoops may encroach within the right-of-way with approval from CDPS staff. Sidewalks shall have clear access for pedestrians. Stoops may covered or uncovered.

F. Bay Windows







Bay windows are permitted and may occur forward of the build-to line. Bay windows projecting from the second-floor or higher may encroach within the right-of-way. Ground floor bay windows may encroach within the right-of-way with approval. Sidewalks shall have clear access for pedestrians.



B. Balconies

- = 6 ft. minimum for second-floor
- Balconies may have roofs, but must be open, un-air-conditioned parts of the buildings







FORM BASED CODES

PROS

- Focuses on creating desired urban form
- Provides more flexibility in mixing land uses and density
- Focuses on creating humanscale public realm
- Achieves predictable high quality urban design
- Eliminates the need for architectural review

CONS

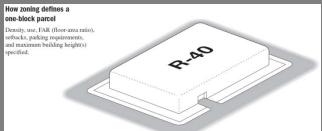
- Fairly sophisticated tool needs time and expertise to set up correctly
- Proper administration depends on staff training
- May be unfamiliar and complicated initially to the development community
- Works best for areas with an established or predetermined urban pattern



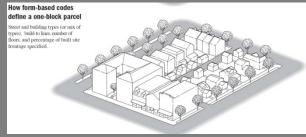




HOW DO THEY COMPARE?



How design guidelines define a one-block parcel Density, use, EAR (floor-area ratio), setbacks, parking requirements, maximum building height(s), frequency of openings, and surface articulation specified.



Zoning

- Use
- Bulk regulations
 - Density
 - FAR
 - Setbacks

Design Guidelines

- Use
- Bulk regulations
 - Density
 - FAR
 - Setbacks
- Building articulation, mostly for street frontage
- Architectural style

Form Based Codes

- Public space/streetscape standards
- Building standards
 - Form
 - Placement
 - Function
- Building articulation
- Architectural style

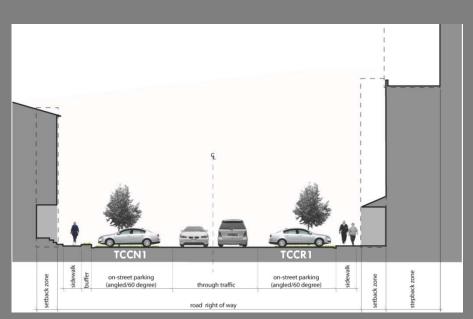


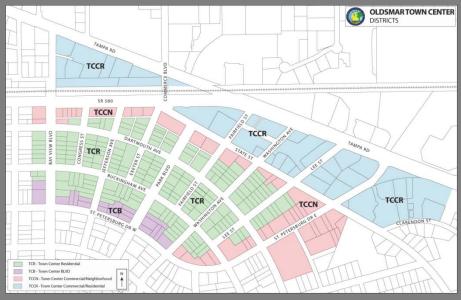


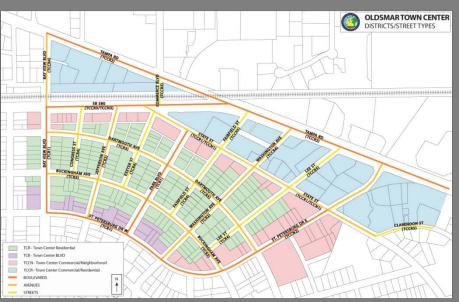


OLDSMAR TOWN CENTER

- Implementation tool for existing Town
 Center Zoning Overlay District
- Regulating Plan includes districts and street types
- Streetscape Standards include public right-of-way and public frontage elements such as travel lanes, parking lanes, sidewalks, and landscape buffers







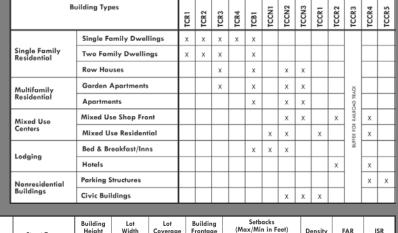


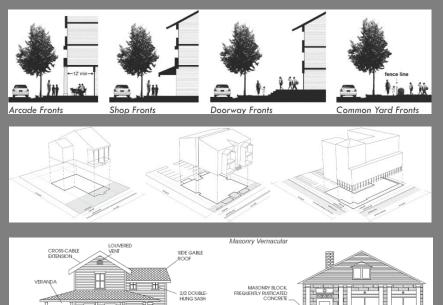




OLDSMAR TOWN CENTER

- Building Standards include types, dimensional standards, articulation, and placement
- Architectural Standards organized by predominant architectural styles





CLAPBOARD

Frame Vernacular

ENTRANCE

Building Types		Street Types	Building Height (Max in Feet)	Lot Width (Max in Feet)	Lot Coverage (Max in Percent)	Building Frontage (Min in Percent)	Setbacks (Max/Min in Feet)			Density	FAR	ISR
							Street (Max)	Side (Min)	Rear (Min)	(Avg)	(Avg)	(Avg)
Single Family Residential	Single Family Dwellings	TCR1/TCR2/TCR3	35'	110'	50%	50%	20'	6'	10'	7.5	0.4	0.7
		TCR4	35'	60'	50%	50%	20'	6'	10'			
		TCB1	45'	110'	50%	50%	10'	10'	20'	12	1.0	0.7
	Two Family Dwellings	TCR1/TCR2/TCR3	35'	110'	50%	50%	20'	10'	10'	7.5	0.4	0.7
		TCB1	45'	160'	50%	50%	10'	10'	20'	12	1.0	0.7
	Row Houses	TCR3	35'	110'	60%	60%	20'	6'	20'	7.5	0.4	0.7
		TCB1	45'	160'	60%	70%	10'	6'	20'	12	1.0	0.7
		TCCN2/TCCN3	55'	210'	70%	80%	10'	6'	20'	15	1.0	0.8
Multifamily Residential	Garden Apartments	TCR3	35'	110'	60%	60%	20'	10'	20'	7.5	0.4	0.7
		TCB1	45'	160'	60%	70%	10'	10'	20'	12	1.0	0.7
		TCCN2/TCCN3	55'	210'	70%	80%	10'	10'	20'	15	1.0	0.8
	Apartments	TCB1	45'	210'	60%	70%	10'	10'	20'	12	1.0	0.7
		TCCN2/TCCN3	55'	350'	70%	80%	10'	10'	20'	15	1.0	0.8
Mixed Use Centers	Mixed Use - Shop Front Buildings	TCCN2/TCCN3	55'	350'	70%	90%	10'	0'	20'	15	1.0	0.8
		TCCR2	95'	450'	80%	90%	10'	0'	20'	- 30	2.0	0.9
		TCCR4	75'	210'	80%	80%	10'	0'	20'			
	Mixed Use - Residential Buildings	TCCN1/TCCN2	55'	405'	70%	90%	10'	0'	20'	15	1.0	0.8
		TCCR1	55'/95'*	415'	80%	90%	10'*	0'	20'	- 30	2.0	0.9
		TCCR4	75'	210'	80%	80%	10'	0'	20'			
Lodging	B&Bs/Inns	TCB1	45'	210'	60%	70%	10'	10'	20'	12	1.0	0.7
		TCCN1/TCCN2	55'	210'	70%	80%	10'	6'	20'	15	1.0	0.8
	Hotels	TCCR2	95'	450'	70%	90%	10'	0'	20'	- 30	2.0	0.9
		TCCR4	75'	210'	70%	80%	10'	0'	20'			
Nonresidential Buildings	Parking	TCCR4/TCCR5	55'	210'	90%	80%	10'	0'	20'	30	2.0	0.9
	Civic Buildings	TCCN1/TCCN2	55'	210'	70%	90%	10'	0'	20'	15	1.0	0.8
		TCCR1	55'/95'*	210'	80%	90%	10'*	0'	20'	30	2.0	0.9







TARPON SPRINGS SPECIAL AREA PLAN

DESIGN STANDARDS

Density (Base/Max.) in dus/acre*

Non-Residential FAR (Max.)***

Residential

Mixed Use

Commercia Industrial

Civic

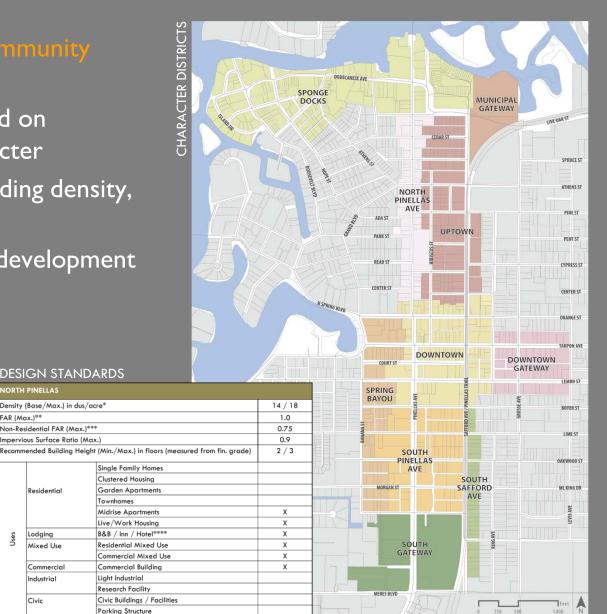
FAR (Max.)**

- Land Use Amendment to Community
- Character Districts (10) based on proposed development character
- Development Standards including density, intensity, and uses
- Impact Analysis of proposed development



IMPACT ANALYSIS

MAX POTENTIAL BUILD-OUT	Residential (DU)	AND/OR	Non-Residential (SF)
Current Future Land Use Proportionate Yield	661	AND	2,868,062
Proposed Character Districts - Redevelopment Probability	2,730	AND	3,416,803
TOTAL DIFFERENCE	2,069		548,741









- Implementation tool for Special Area Plan
- Regulating Plan based on SAP character districts includes transect-based (8) and other special districts (4)

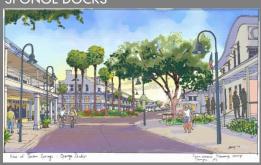
SPONGE DOCKS



DOWNTOWN TARPON AVE



SPONGE DOCKS



SOUTH GATEWAY



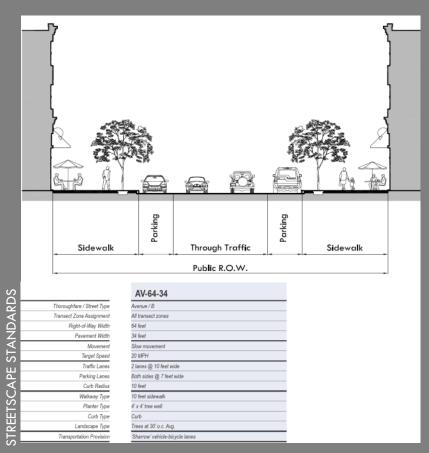








 Streetscape Standards include public right-of-way and public frontage elements such as travel lanes, parking lanes, sidewalks, and landscape buffers











- Development Standards include building function/use and form
- Building Function/Use Standards include:
 - allowable uses
 - open/limited/restricted use definitions
 - parking requirements

	RESIDENTIAL	Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building. The dwellings within the Principal and Accessory Buildings shall require a minimum of 2 parking spaces and 1 parking space for each, respectively. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 500 sf, excluding the parking area.	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11). An Accessory Building shall be limited to 1 dwelling and such dwelling shall be limited to 1 dwelling and such dwelling shall require 1 parking space. The habitable area of the Accessory Unit shall not exceed 500 sf, excluding the parking area.	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).		
NOLUND	LODGING	Restricted Lodging: Lodging shall be restricted to Bed & Breakfast uses. The number of lodging units available on each Lot for lodging is limited to 3 lodging units per underlying unit of by right' residential density in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed 14 days.	Limited Lodging: Lodging shall be restricted to Bed & Breakfast and Inn uses. The number of lodging units available on each Lot for lodging is limited to 3 lodging units per underlying unit of 'by right' residential density. Food service may be provided in the a.m. The maximum length of stay shall not exceed 14 days.	OpenLodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated with parking according to Retail Function.		
ILDING F	OFFICE	Restricted Office: Office use is restricted to home occupations or as an accessory use by the owner, with no more than one employee.	Limited Office: The building area available for office use on each Lot is limited to the first Story of the Principal Building and/or the Accessory Building, and by the requirement of 3.0 assigned parking places per 1.000 square feet of net office space. Office uses is not nermitted on Lots with	Open Office: The building area available for office use on each Lot is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in all T-Zones except T5b which shall require 2.0 / 1,000 square feet. Office use is not nemitted on Lots with oriman frontage on		

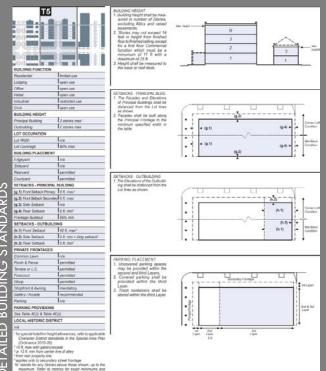
a. RESIDENTIAL	T4a	T4b	T4c	T4d	T5a	T5b	T5c	T5d	SDa	SDb	SDc	SDd
Mixed Use Building	•			п			•					
Apartment Building	•			0			•	0	•			
Live/Work Unit Town/Row House		•		0			•	0	•		0	
									٠.			
Duplex House												
Clustered House	٠.	٠.	٠.	٠.	0		п		п	<u> </u>		
Single Family Detached House												
Boarding House												
Accessory Unit							•					
b. LODGING												
Hotel	0	0				•	•	•	•		0	0
Inn	•	•	•	0		•	•	•	•		0	•
Bed & Breakfast	•			0	•		•				0	•
Seasonal/Short Term Rental	0	0	п	0	0	D	п	0	0		0	D
c. OFFICE												
Mixed Use Building	•							•				
Office Building				-								
Work/Live Unit	•	•	п	п	п	0	п	•	•	l	0	I
d. RETAIL												
Mixed Use Building	_		<u> </u>	<u> </u>	٠.	٠.		٠.	٠.	<u> </u>		<u> </u>
Open-Market Building	-	0	<u> </u>	-	-	<u> </u>	-	l -	-	٠.		<u> </u>
Retail Building	٠.	-		-	٠.	٠.	· ·	<u> </u>	٠.	٠.		<u> </u>
Artist Studio	٠.	<u> </u>		-	٠.	-	٠.	<u> </u>	<u> </u>	<u> </u>		<u> </u>
Restaurant	٠.	-		-	٠.		•	· ·	٠.	٠.	•	
Kiosk			<u> </u>					-				
Push Cart	0				п	0					0	0
Alcoholic Beverage Establishment (On Premise)	0				0	0				٥	0	
Alcoholic Beverage Establishment (Off Premise)	•	•					•	·		•		
Marine-Related Commercial										•		
Sidewalk Cafe	•	0					•	•		•	0	
e. CIVIC												
Bus Shelter	•	•	•	•	•	•	•	•	•	•	•	•
Conference/Exhibition Center							п	•				
Fountain or Public Art	•	•	•	•	•		•	•	•	•		•
Library	•	•										
Live Theater	-	-			•			•	•			
Movie Theater	-	-			•	-		i •	i •			
Museum		-	-		•		•		İ٠			
Movie Theater Museum Outdoor Auditorium Parking Structure Passenger Terminal Playground Surface Parking Lot Religious Assembly	0	-		i –	0	i –		<u> </u>	-	0		
Parking Structure	'	0	i	.		0		•		<u> </u>	0	
Passenger Terminal	0				0	0		-	-	0	0	
Passenger Terminal	0	-		-	0	1	0	1	D	1	-	•
Playground	'	-			' 		' 	I .	-	1		
Surface Parking Lot	0	0			0		0	"	0	0	0	0
Religious Assembly	0	0	п	0	0	0	п	0	D			







- Building Placement Standards include lot coverage and setbacks
- Building Form Standards include building height and private frontage types



THOROUGHFARE TYPES

UILDING FORM

BUILDING

KANSECI SUMMARY		T5c Doccares ave	T5d North	SDa SOUTH	SDb Marine	SDC MARINE SDC MOUSTRIAL	SDd MUNICIPAL SDd GATEWAY
		MAIN STREET	PINELLAS AVE	GATEWAY	TOURIST	INDUSTRIAL	GAIEWAY
	BASE DENSITY (Based on Maps 5/	A & 5B and Special Area Plan (Ord	linance 2010-26 Table 5-31				
		14 dwelling units/acre	12 - 15 dwelling units/acre	18 dwelling units/acre	14 dwelling units/acre	14 dwelling units/acre	4 dwelling units/acre
		22 dwelling units/acre	18 - 22 dwelling units/acre		22 dwelling units/acre	18 dwelling units/acre	4 dwelling units/acre
		1.0	1.0 - 1.25	1.5	1.0	1.0	1.0
		0.65	0.5 - 1.0	1.0	0.65	0.75	0.75
	THOROUGHFARES (see Chapter)						
		n/a	recommended	recommended	n/a	n/a	recommended
	•	recommended	n/a	n/a	recommended	recommended	n/a
	'	recommended	recommended	recommended	recommended	recommended	recommended
		recommended	n/a	n/a	n/a	n/a	n/a
	*	recommended	recommended	recommended	n/a	recommended	recommended
		recommended	n/a	n/a	n/a	n/a	recommended
•	CIVIC SPACES (see Table 2J)						
	Neighborhood Park	n/a	n/a	permitted	n/a	n/a	by warrant
	Plaza	permitted	permitted	permitted	permitted	permitted	by warrant
Ц	Playground	n/a	n/a	permitted	n/a	n/a	by warrant
г	LOT WIDTH & LOT COVERAGE						
	Lot Width	n/a	n/a	n/a	n/a	n/a	by warrant
	Lot Coverage	80% max	70% max	70% max	80% max	50% max	by warrant
	SETBACKS - PRINCIPAL BUILD	ING					,
		0 ft, max	5 ft. min / 10 ft. max	5 ft. max	10 ft, max	35 ft. max	by warrant
		0 ft. max	5 ft. max	18 ft. max	10 ft. max	35 ft. max	by warrant
		n/a	n/a	n/e	n/a	n/a	by warrant
•		5 ft. min/12 ft. min w/ alley	5 ft, min/12 ft, min w/ alley	n/a	10 ft, min	n/a	by warrant
		95% min	70% min	80% min	90% min	n/a	by warrant
	BUILDING PLACEMENT (see Tat		70% min	ou 76 min	90% min	Tiva	by warrant
		n/a	nás	n/a	n/a	n a servitate d	h
		n/a n/a	110	1114		permitted	by warrant
		permitted	permitted permitted	n/a permitted	n/a permitted	permitted permitted	by warrant
	,	permitted					by warrant
	Courtyard BUILDING FORM - HEIGHT (see		permitted	permitted	permitted	permitted	by warrant
		3 stories max	3 stories max	Plan (Ordinance 2010-26)) 5 stories max	2 stories max	2 stories max	3 stories max
		2 stories max	2 stories max	2 stories max	2 stories max 2 stories max	2 stories max	n/a
	BUILDING FORM - PRIVATE FRO		a source max	A SOUTES THAN	ABIII COITUIC A	a siones max	
		n/a	n/a	permitted	n/a	n/a	by warrant
		n/a	n/a	n/e	1110	n/a	by warrant by warrant
		permitted	recommended	permitted	permitted	permitted	by warrant
		permitted	recommended	permitted	permitted	permitted	by warrant
		permitted	recommended	permitted	permitted	permitted	by warrant
		mandatory	recommended	recommended	recommended	recommended	by warrant
		recommended	recommended	recommended	recommended	n/a	by warrant
		n/a	n/a	n/a	n/a	by warrant	by warrant
_		****	1700	1000	1100	Dy Wallant	Dy Wallant
	BUILDING FUNCTION (see Table 4		U-th-do-		Harden days		
		limited use	limited use	open use	limited use	restricted use	conditional use
		open use	open use	open use	restricted use	restricted use	conditional use
		open use	open use	open use	open use	limited use	conditional use
		open use	open use	open use	limited use	limited use	conditional use
•		restricted use	n/a	restricted use	limited use	open use	conditional use
	Civic	open use	open use	open use	open use	open use	open use







LESSONS LEARNED

OLDSMAR TOWN CENTER DESIGN GUIDELINES

- Complications due to coordination with existing zoning overlay design standards
- Perception of regulating plan framework and building standards being overly complicated
- Community support, especially from architects, planners and real estate professionals
- Lack of city staff/administrative commitment to implement
- Enhanced informational component including how-to-use guidance

TARPON SPRINGS SAP and SMARTCODE

- SmartCode as implementation tool for Special Area Plan
- Extensive workshops with community and focus groups
- Total commitment from city staff and leadership
- Calibration of SmartCode requires time and expertise





EXERCISE 2: HOW DO YOU GET GOOD DESIGN?







WHAT IS GOOD DESIGN?









HOW DO YOU GET GOOD DESIGN?



























EVALUATION CHECKLIST

Is a form-based code an appropriate design control for you?

regulating land use	regulating urban form
advisory	regulatory
bulk regulations (FAR, density, etc.)	design standards (build-to lines, frontage type requirements, etc.)
focus on private development standards	shape public space through the use of building form and placement





EVALUATION CHECKLIST

	•	promote and/or conserve an interconnected street network an pedestrian-scaled blocks
geographic or use-based districts		community character/form based districts
implement a land use policy or special/overlay district	_	implement a detailed plan and/or specific community intentions
maintain current policies and regulations	_	amend or create new policies and regulations
	_	graphic rich code that is easily discernible to planning staff and citizens





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