

# Form-Based Codes

*Redmond, OR Public Outreach Workshop*



Presented by Joe Dills, AICP | June 9, 2011

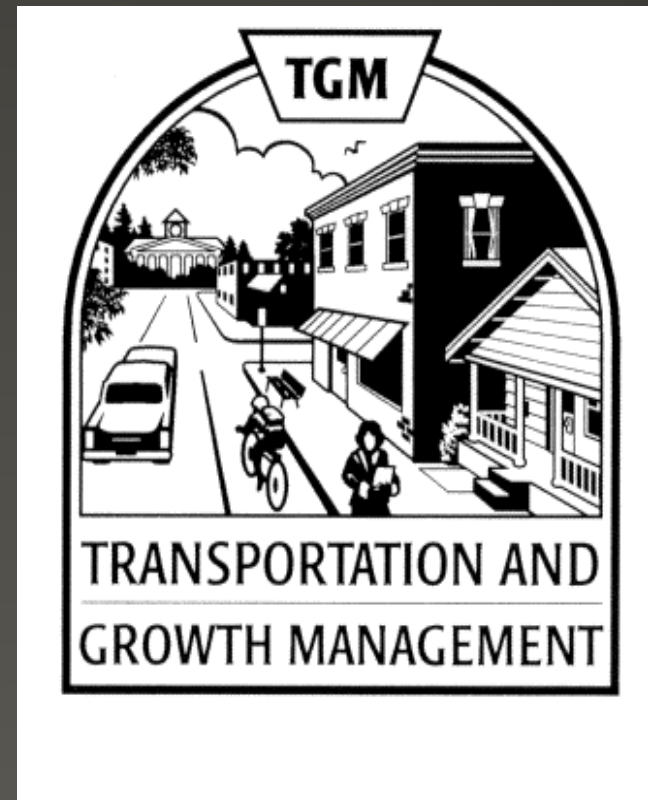


# Oregon Transportation and Growth Management Program

*A partnership of:*

*Oregon Department of Land Conservation and Development*

*Oregon Department of Transportation*



**Tonight's Co-Sponsor with The City of Redmond**

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- What is a Form-Based Code?
- Principles of FBCs
- Components
- Options
- Example Codes
- Benefits and Drawbacks
- FBCs and Oregon Planning
- Potential Next Steps for Redmond

WOODFORD COUNTY: DESIGN FOR TOMORROW  
BUILDING PLACEMENT STANDARDS

## WOODFORD Building Placement Standards

### Shopfront Buildings

Height		<p>The building shall be no more than 45 feet in height. Any overhanging or cantilever shall be no more than 15 feet in its span or parapet – except where fronting a Street, where it may be up to 25 feet in its span or parapet.</p> <p>Any outdoor portions of the lot frontage shall have a Privacy Fence or Garden Wall, 6 feet to 8 feet in height, built along it.</p> <p>The ground floor elevation shall be no more than 6 inches above the fronting sidewalk elevation.</p> <p>No less than 80% of the ground floor shall have at least 12 feet clear height. No less than 80% of the second storey shall have at least 8 feet 8 inches clear height.</p>
Siting		<p>The Street Facade shall be Built-To not less than 80% of the Street Frontage. The maximum lot width/building Street Frontage is 100 feet.</p> <p>Not less than 10% of the Lot area, contiguous with the rear of the building, shall be an open &amp; unpaved Back Yard area.</p> <p>There are no required side setbacks. Any unbuilt Frontage shall have a Garden Wall Privacy Fence along it.</p> <p>The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 30 feet from any Street Frontage.</p>
Elements		<p>The primary Street Facade shall have no less than 60% Glass Fenestration (between 2 and 10 feet above the fronting sidewalk). Side Street facades shall have no less than 35% Fenestration (between 2 and 10 feet above the fronting sidewalk).</p> <p>Awnings and Overhangs are encouraged. Shop signs (not more than 1 foot vertical x 3 foot horizontal and minimum 9 feet clear height above the sidewalk) may be hung from such an overhang.</p> <p>Arcades and Colonnades (min. 11 feet clear height) are permitted if designed and constructed in contiguous Street Frontages of not less than 150 feet. Consult the Planning Commission.</p>
Uses		<p>The Ground Floor shall be only Commercial Uses: Retail, Office, and Artisanal Workshops (where there is a storefront office for customer entry).</p> <p>The Second Floor may be either Office or Residential Use (including small hotel and bed and breakfast operations).</p> <p>Upper Floors shall be exclusively Residential Use (including small hotel and bed and breakfast operations).</p> <p>Parking, garages, and accessory uses shall be placed to the rear of the lot. Parking shall be no closer than 25 feet to any Street Frontage and separated from an adjacent different use by a Garden Wall.</p>

Version March, 2011

IV-31

GOVERNMENT CONSTRUCTION WITHIN THE CITIES, NEIGHBORHOODS AND TRAILS COMMUNITIES OF WOODFORD COUNTY

# Presentation Overview

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*A method of regulating urban development to achieve a specific form.*

*- Form Based Code Institute*

*Use-Based*



*Form-Based*



Credit: Chris Brewster, Dan Jarrell, Scott Allen (MARC Roundtable, March 5, 2009)

**What is a Form Based Code?**

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<b>Traditional Zoning</b>	<b>Form Based Codes</b>
Emphasis on use	Emphasis on community
Maps are of zone districts	Maps are of neighborhoods/streets
Emphasis on individual uses of property, rigid use of lot size, & building placement	Emphasis on building relationships & on fitting building to its use & surroundings
Segregation of land uses	Mixed uses
Uniformity in neighborhoods	Diversity in neighborhoods
Limited ability to effect change	Ability to transform or preserve
Design standards are add-ons	Design standards are fundamental
Setbacks	Build-to lines
Often hard to understand – requires lots of interpretations	Easier to understand and therefore support

Adapted from: Form Based Codes, a Practical Guide, LSL Planning, Inc.

## Key Differences

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## Form Based Codes are:

1. Vision-Centered
2. Priority-Driven
3. Place-Based
4. Regionally Diverse
5. Consequential
6. Precise
7. Integrated
8. Predictable
9. Comprehensible
10. Adjustable

*Adapted from: Form-Based Codes, Parolek et al, 2008,  
foreword by Stefanos Polyzoides*

## Principles of FBCs

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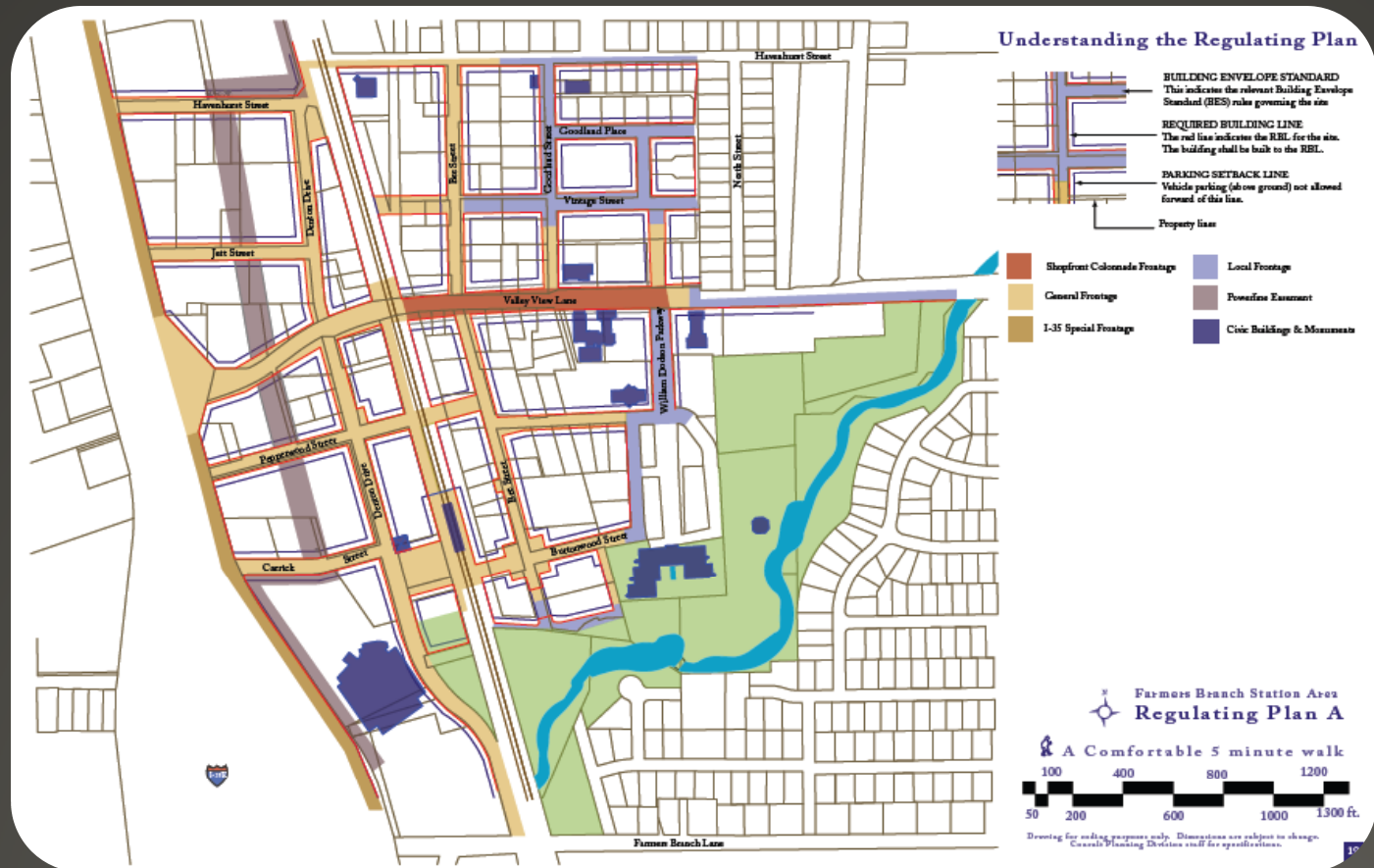
- **The Regulating Plan**
- **Public Space Standards**
- **Building Form Standards**
- **Frontage Type Standards**
- **Block Standards**
- **Building Type Standards**
- **Architectural Standards**



## Components of FBC

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- Street-Based



Farmers Branch, TX

# The Regulating Plan

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- Building Type-Based

### Pleasant Hill BART Station Building Envelope Standards Townhouse Sites

Height		<p>The building shall be between 2 and 4 stories in height. The 4th story shall be either set 16 ft back from the RBL or built as an attic story with no stairs.</p> <p>The first story finished floor elevation of any residential unit shall be between 36 and 50 inches above the finished sidewalk. The first 3 stories shall have a least 8 feet 8 inches in clear height.</p> <p>Any units with <b>REQUIRED BUILDING LINE (RBL)</b> shall have a <b>STREET WALL</b> built along it and any units near or <b>COMMON LOT LINE</b> shall have a fence along it, both between 6 ft and 15 ft in height.</p>
Siting		<p>The <b>STREET FASCIA</b> shall be built to the <b>REQUIRED BUILDING LINE (RBL)</b> within 75 ft of any <b>BUILDING CORNER</b>, and not less than 90% of the RBL overall. There are no required side setbacks.</p> <p>Any units RBL shall have a <b>STREET WALL</b> along it, between 6 feet and 15 ft in height.</p> <p>The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 ft from any <b>RBL</b> (excepting basement garages). Parking access shall be from a designated <b>LANESIDE DRIVE</b>.</p> <p>The lot/unit width shall be between 18 ft and 36 ft. A maximum of 6 units shall be contiguous to a single building. There shall be a 10-ft gap (open) between multiple townhouse buildings.</p> <p><i>*Except where otherwise designed on the <b>REGULATING PLAN</b>.</i></p>
Elements		<p>A <b>STEEP</b>, not more than 5 ft deep and 6 ft wide (plus steps) is required forward of the <b>REQUIRED BUILDING LINE (RBL)</b>. (Including upper units where one unit is stacked above another.)</p> <p>A fence, 30 to 40 inches in height, is permitted along the <b>STREET FRONTAGE</b> and along the <b>COMMON LOT LINES</b> of the lower yard. Privacy fencing, between 6 and 8 ft in height, shall be placed along any units near and <b>COMMON LOT LINES</b>.</p> <p><b>PERFORATION</b> shall be between 30% and 70% for all RBL building facades (measured for each facade and screen between 3 and 8 feet above the finished floor). Blank lengths of wall greater than 20 linear feet are prohibited.</p>
Uses		<p>Upper stories shall be exclusively for residential use.</p> <p>The ground floor may, in addition to residential use, have small professional offices, building lobby, building manager's office, auxiliary mail grocery, and cafe area (each less than 1,000 sq ft).</p> <p>The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 20 feet from any <b>RBL</b> (excepting basement garages).</p> <p><i>*Except where otherwise designed on the <b>REGULATING PLAN</b>.</i></p>

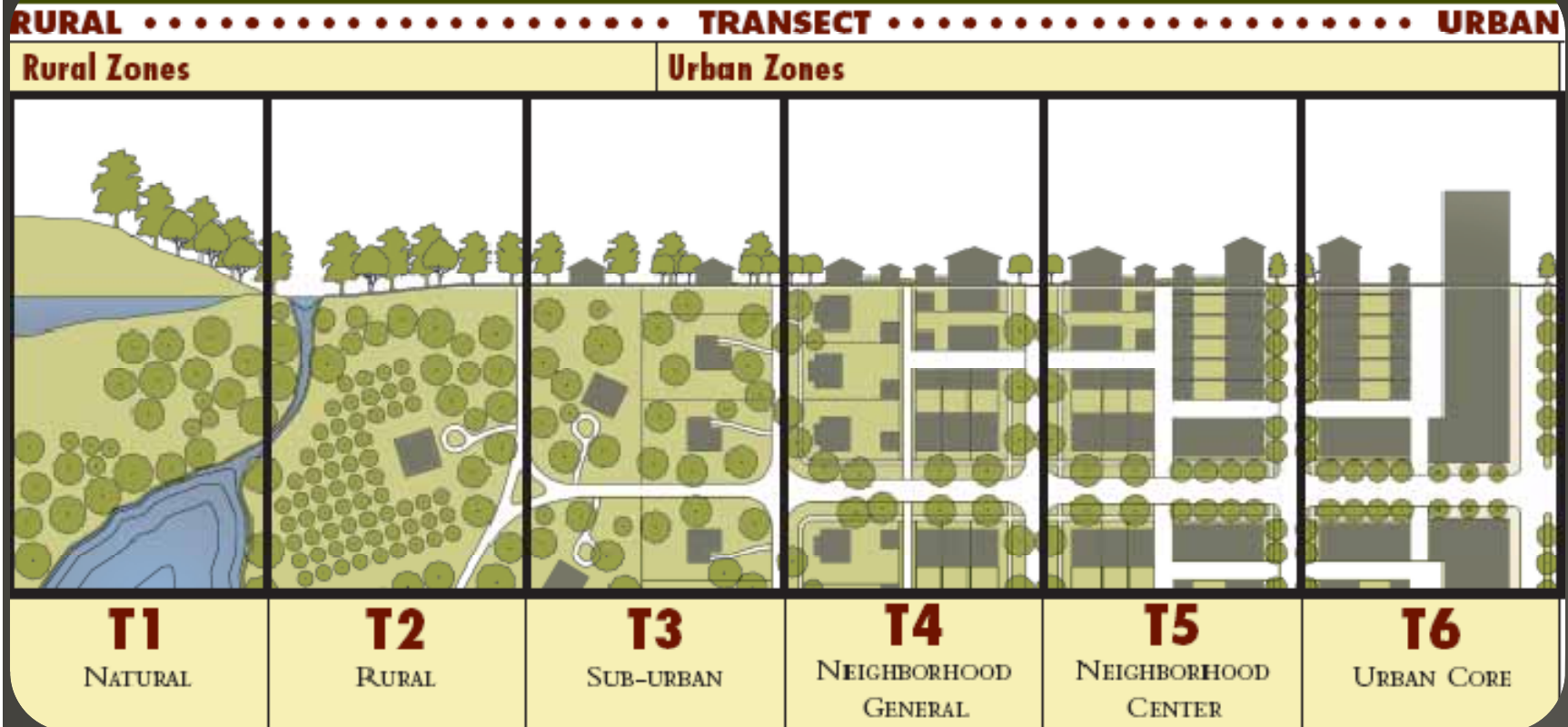
(BART Pleasant Hill, CA)

# The Regulating Plan

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- Transect-Based



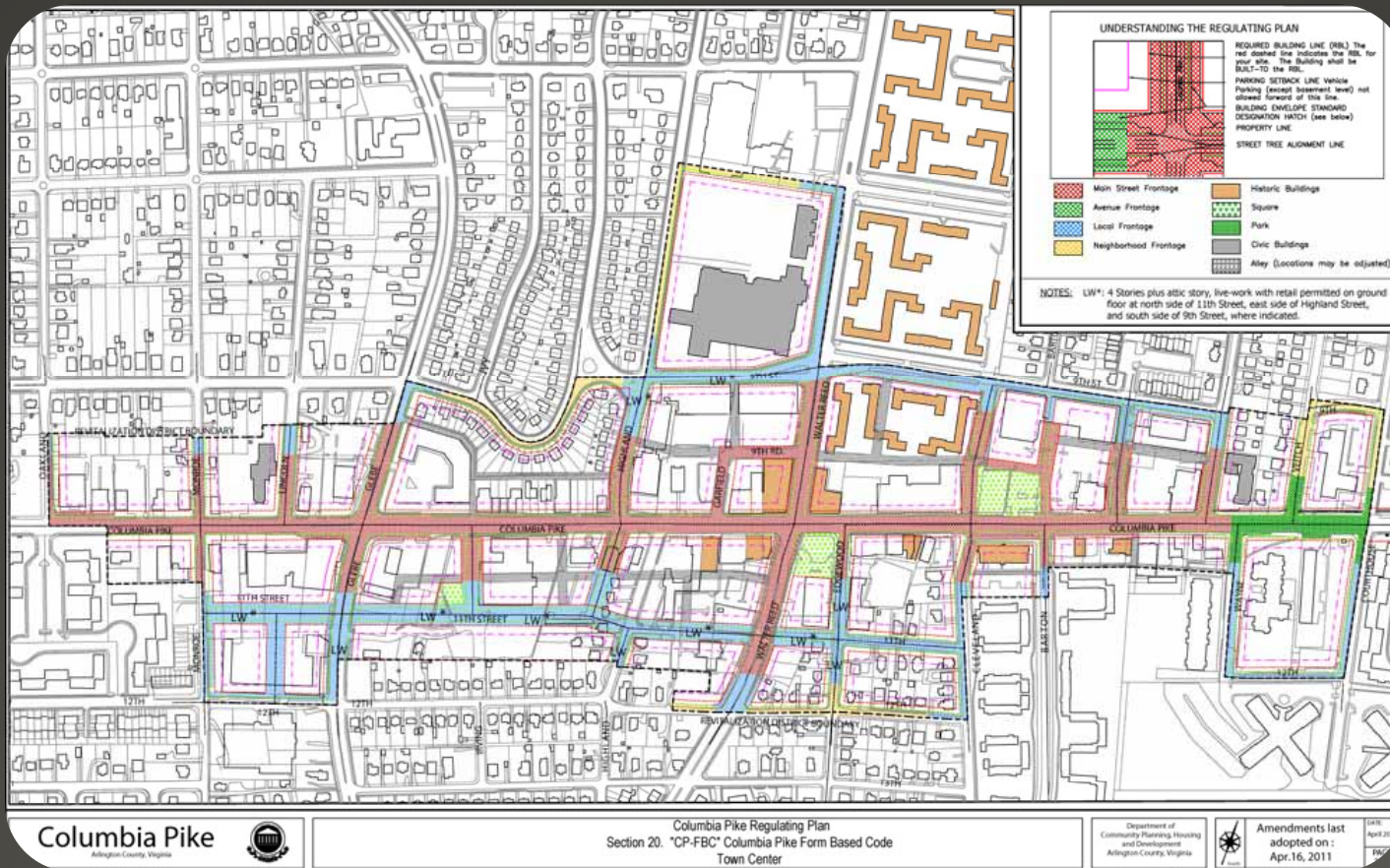
(Smart Code)

# The Regulating Plan

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- Frontage-Based



Columbia Pike Code, Arlington County, VA

# The Regulating Plan

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# • Building Form

WOODFORD COUNTY, DESIGN FOR TOMORROW  
BUILDING PLACEMENT STANDARDS

## WOODFORD Building Placement Standards Workplace Buildings

**Height**

The building shall be no more than 30 feet to its eaves. Any outbuilding or siding shall be no more than 15 feet to its eaves or parapet – except where fronting a Street, where it may be up to 30 feet to its eaves. Any unbuilt portion of the Street Frontage shall have a Privacy Fence or Garden Wall, between 6 feet and 8 feet in height, built along it. The ground floor elevation shall be no more than 6 inches above the fronting sidewalk elevation. No less than 80% of the ground floor shall have at least 12 feet clear height.

**Siting**

The Street Facade shall be *Build-To* not less than 80% of the Street Building Line (SBL) which is 6 feet off the Lot Frontage. There are no required setbacks. The maximum lot width/building frontage is 150 feet. Not less than 10% of the Lot area, contiguous with the rear of the building, shall be Back Yard space open and unpaved. Any unbuilt Street Frontage or Common Lot Line shall have a Garden Wall or Privacy Fence along it, between 6 feet and 8 feet in height. The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 25 feet from any Street Frontage. Parking access shall be from an Alley. Adjacent parking areas shall be connected.

**Elements**

The primary Street facade shall have no less than 30% glass fenestration (measured between 3 feet and 10 feet above the fronting sidewalk). Side street facades shall have no less than 25% fenestration (between 3 feet and 10 feet above the fronting sidewalk). Garage doors, work bays, etcetera, shall face away from the Street (e.g. be located on the rear/Alley facade).

**Uses**

The Ground Floor shall be only non Residential Uses such as Office and Workshop (where there is a storefront office for customer entry). An office or retail space (min. 300 sq ft) shall be at the Street facade of the building, with a functioning entry door. The Second Floor may be Office, Workshop or Residential Use. Parking, garage, and accessory uses shall be placed to the rear of the lot. Parking shall be no closer than 25 feet to any Street Frontage and separated from any adjacent uses of a residential type by a Garden Wall.

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WOODFORD COUNTY, DESIGN FOR TOMORROW  
BUILDING PLACEMENT STANDARDS

## WOODFORD Building Placement Standards Shopfront Buildings

**Height**

The building shall be no more than 45 feet to its eaves. Any outbuilding or siding shall be no more than 15 feet to its eaves or parapet – except where fronting a Street, where it may be up to 25 feet to its eaves or parapet. Any unbuilt portion of the lot frontage shall have a Privacy Fence or Garden Wall, 6 feet to 8 feet in height, built along it. The ground floor elevation shall be no more than 6 inches above the fronting sidewalk elevation. No less than 80% of the ground floor shall have at least 12 feet clear height. No less than 80% of the second storey shall have at least 8 feet 8 inches clear height.

**Siting**

The Street Facade shall be *Build-To* not less than 80% of the Street Frontage. The maximum lot width/building Street Frontage is 100 feet. Not less than 10% of the Lot area, contiguous with the rear of the building, shall be an open & unpaved Back Yard area. There are no required setbacks. Any unbuilt Frontage shall have a Garden Wall Privacy Fence along it. The garage, parking for vehicles (autos, trailers, boats, etc.) shall be at least 30 feet from any Street Frontage.

**Elements**

The primary Street Facade shall have no less than 60% Glass Fenestration (between 2 and 10 feet above the fronting sidewalk). Side Street Facades shall have no less than 35% Fenestration (between 2 and 10 feet above the fronting sidewalk). Awnings and Overhangs are encouraged. Shop signs (not more than 1 foot vertical x 3 feet horizontal and minimum 9 feet clear height above the sidewalk) may be hung from such an overhang. Arcades and Colonnades (min. 11 feet clear height) are permitted if designed and constructed in contiguous Street Frontages of not less than 150 feet. Consult the Planning Commission.

**Uses**

The Ground Floor shall be only Commercial Uses: Retail, Office, and Artisan Workshops (where there is a storefront office for customer entry). The Second Floor may be either Office or Residential Use (including small hotel and bed and breakfast operations). Upper Floors shall be exclusively Residential Use (including small hotel and bed and breakfast operations). Parking, garage, and accessory uses shall be placed to the rear of the lot. Parking shall be no closer than 25 feet to any Street Frontage and separated from any adjacent uses by a Garden Wall.

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Woodford County, KY

# Standards

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# • Frontage Type

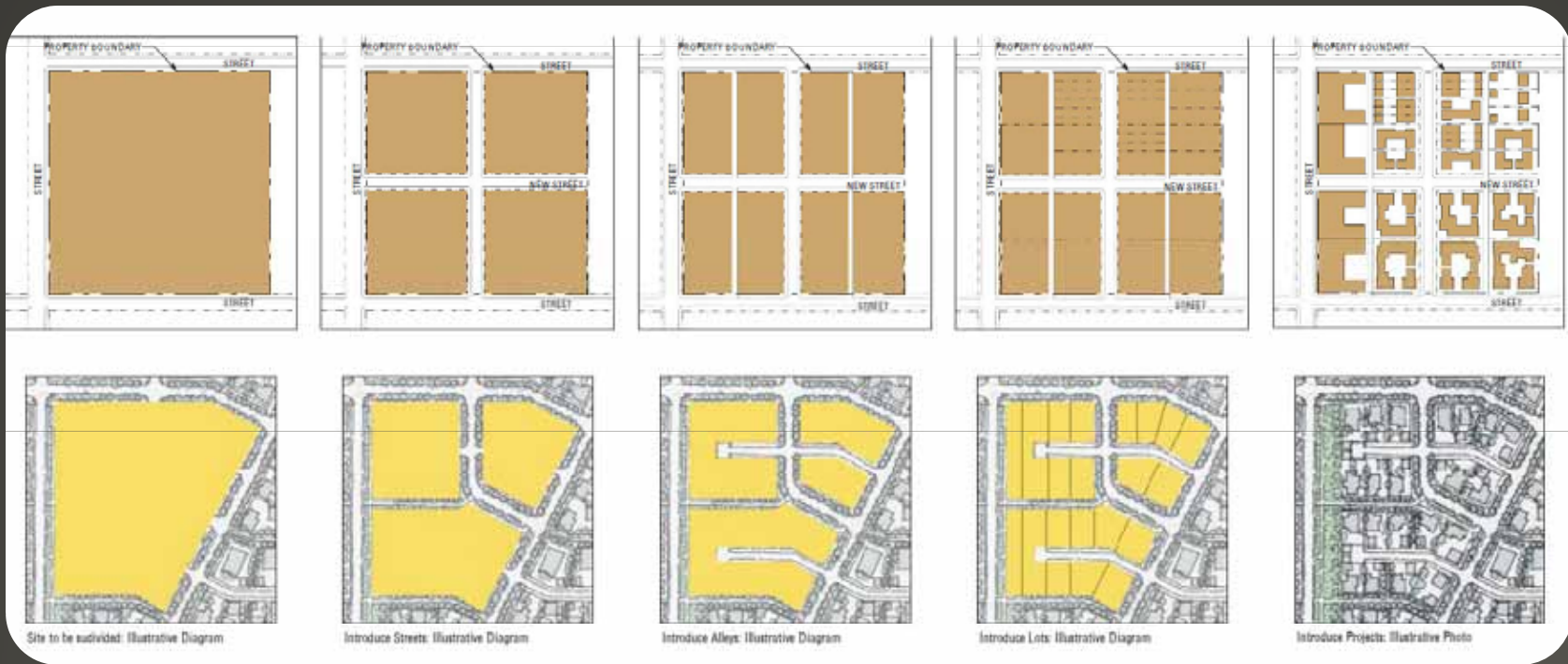
	SECTION	PLAN
	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE
<p><b>a. Common Yard:</b> a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.</p>		 T2 T3
<p><b>b. Porch &amp; Fence:</b> a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.</p>		 T3 T4
<p><b>c. Terrace or Lightwell:</b> a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>		 T4 T5
<p><b>d. Forecourt:</b> a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalk.</p>		 T4 T5 T6
<p><b>e. Sloop:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the first story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.</p>		 T4 T5 T6
<p><b>f. Shopfront:</b> a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.</p>		 T4 T5 T6
<p><b>g. Gallery:</b> a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.</p>		 T4 T5 T6
<p><b>h. Arcade:</b> a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table B.</p>		 T5 T6

**Standards**  
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Source: Smart Code



- Block



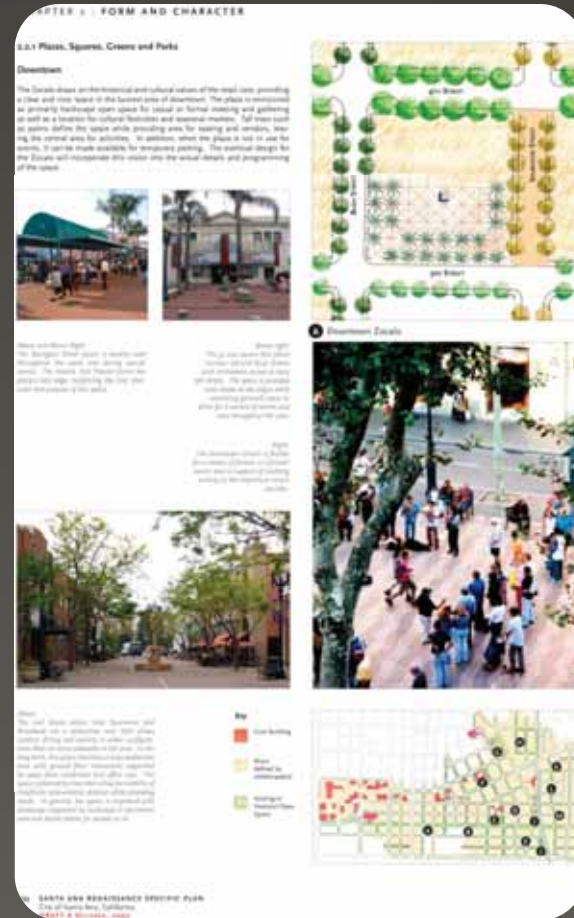
Uptown Whittier, CA

# Standards

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- Public Spaces



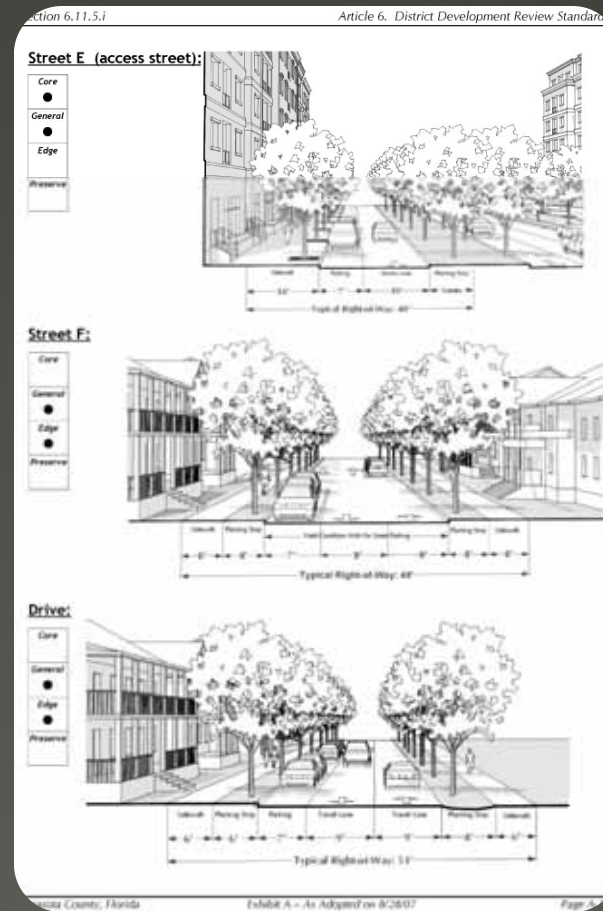
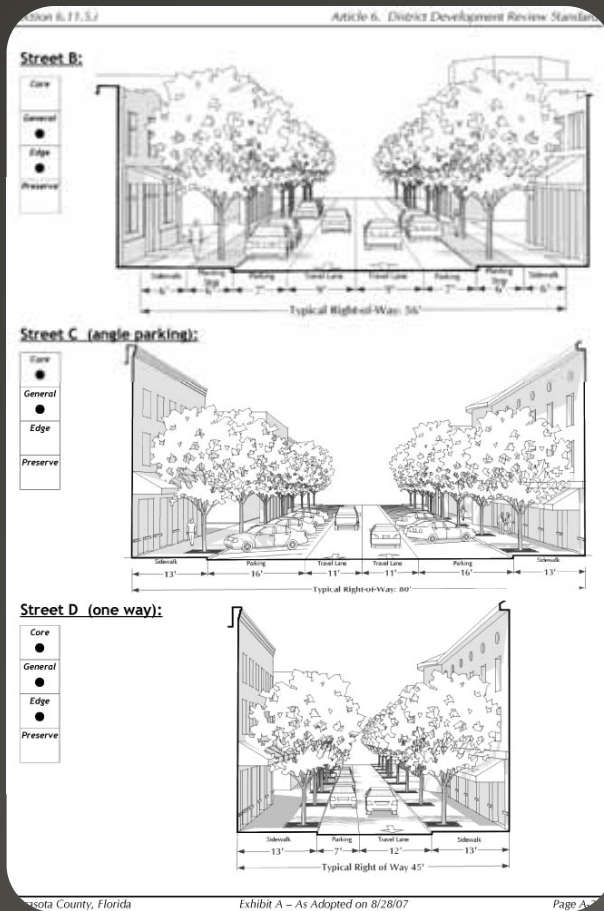
Santa Ana Renaissance, CA

# Standards

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# Street Types



Source: Sarasota County FBC for Mixed-use Infill Development, by Kohl & Partners and Spikowski Planning Assoc.

# Standards

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# • Building Type (Optional)

Section 6.11.5.d Article 6. District Development Review Standards

**Mixed-Use Building Lot (MU):**

**Character Examples:**

**Apartment Building Lot (AB):**

**Character Examples:**

Sarasota County, Florida Exhibit A - As Adopted on 8/28/07 Page A-1

Section 6.11.5.d Article 6. District Development Review Standards

**Courtyard Building Lot (CO):**

**Character Examples:**

**Live-Work Building Lot (LW):**

**Character Examples:**

Sarasota County, Florida Exhibit A - As Adopted on 8/28/07 Page A-1

Sarasota County, FL



- Architectural (Optional)



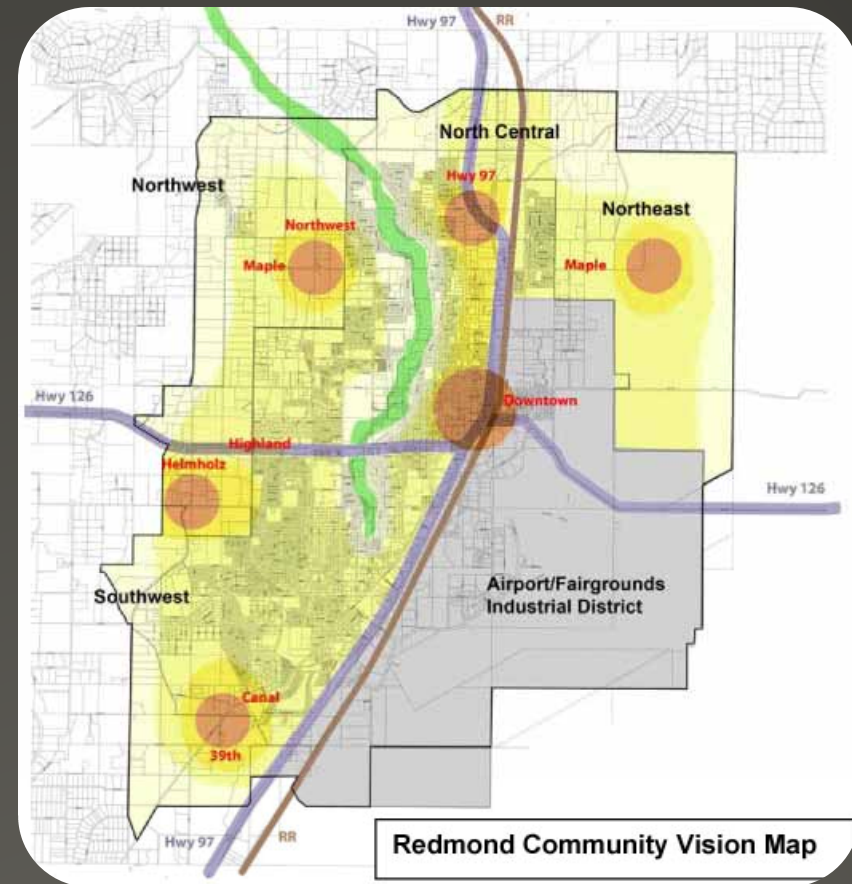
Source: Form Based Codes, a Practical Guide, LSL Planning, Inc.

# Standards

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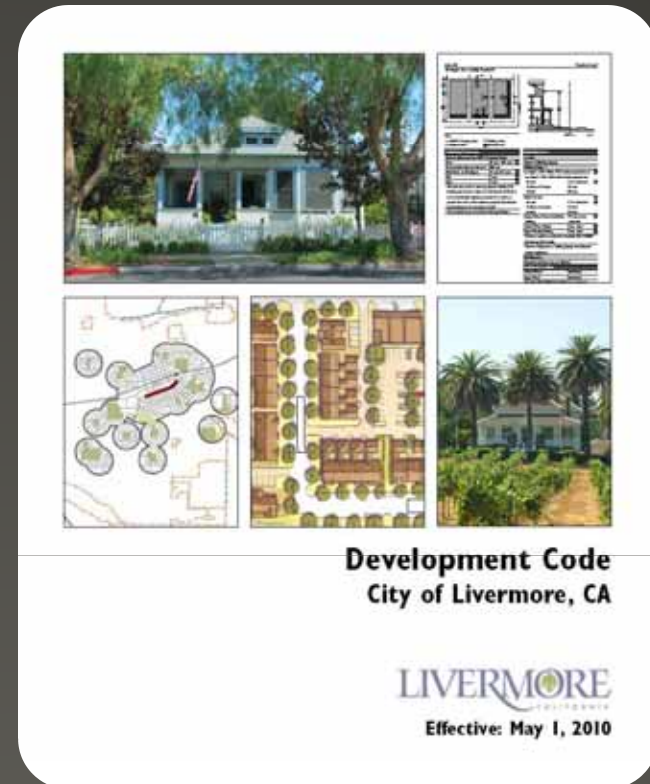
- Comprehensive rewrite to create city-wide FBC
- Integrate a FBC chapter for specific areas or zones
- “Floating” FBC
- Place-based Code



## Options

## Examples:

- Asuza, CA
- Miami, FL
- Livermore, CA
- Leander, TX
- Post Falls, ID
- Taos, NM
- Flagstaff, AR (pending)



## Comprehensive Rewrite

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- Requires strong policy basis in Comprehensive Plan
- Active community engagement process
- Complicated and lengthy (but no more than conventional code rewrite)
- Is both a code and mapping exercise
- Key issue: minimizing non-conformities resulting from new form based zones in developed areas
- Full time staff commitment for 1 planner minimum
- Experienced FBC consultant typical



Code during re-write

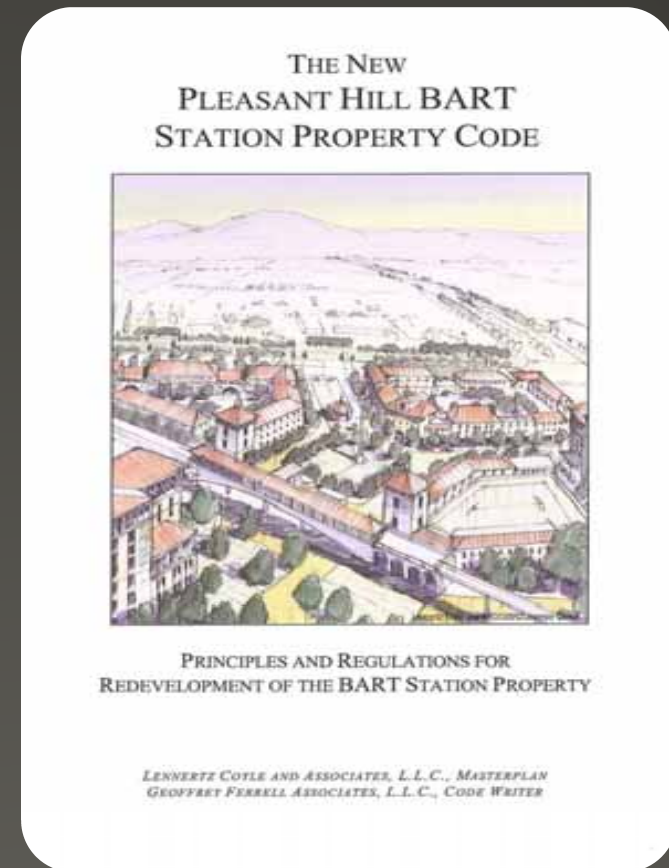


Code after re-write

## Comprehensive Rewrite

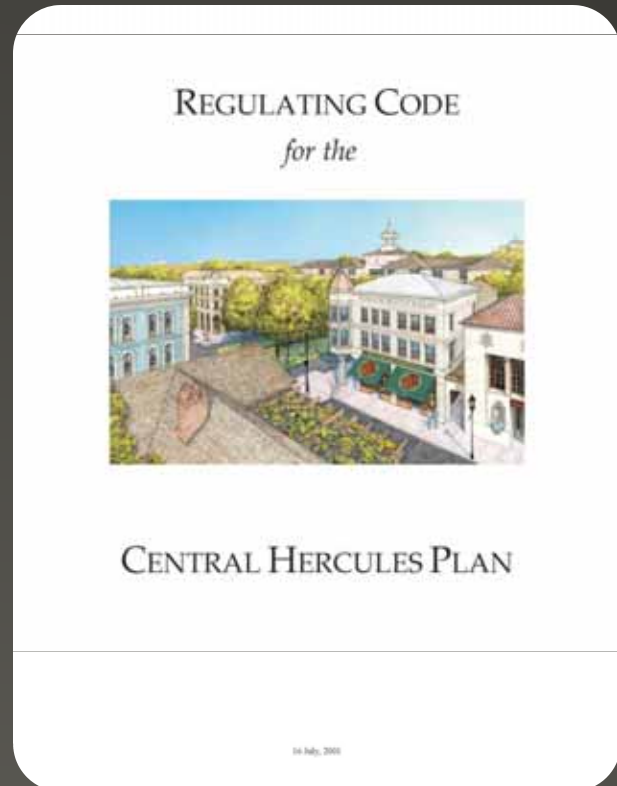
## Examples:

- Walnut Station (Eugene, OR)
- Hwy 99 Subarea Plan (Clark Co, WA, in progress, hybrid)
- 23<sup>rd</sup> Street Corridor (Richman, CA)
- Central Hercules Plan (Hercules, CA)
- Hercules Bayfront (Hercules, CA)
- Downtown Renaissance Plan (Santa Ana, CA)
- Downtown Specific Plan (Ventura, CA)
- Midtown Corridors Code (Ventura, CA)
- Columbia Park Plan and Code (Arlington, VA)
- Downtown Plan (Benicia, CA)
- Heart of Peoria Code (Peoria, IL)
- Beach and Edinger Specific Plan (Huntington Beach, CA)
- Central Petaluma Smart Code (Petaluma, CA)
- Pleasant Hill Bart Station (Pleasant Hill, CA)



# Integrate FBC for Specific Areas

- A combined master plan and FBC process
- Focused on the vision for an area and innovative FBC to achieve it.
- Requires a land use program
- Consultant typical. Less staff time required than a city-wide update
- Allows experience with FBC before further use
- Can be “pure” FBC or hybrid with existing code



## Integrate FBC for Specific Areas

Example:

- Sarasota Mixed Use and Infill Code (Sarasota County, Florida)



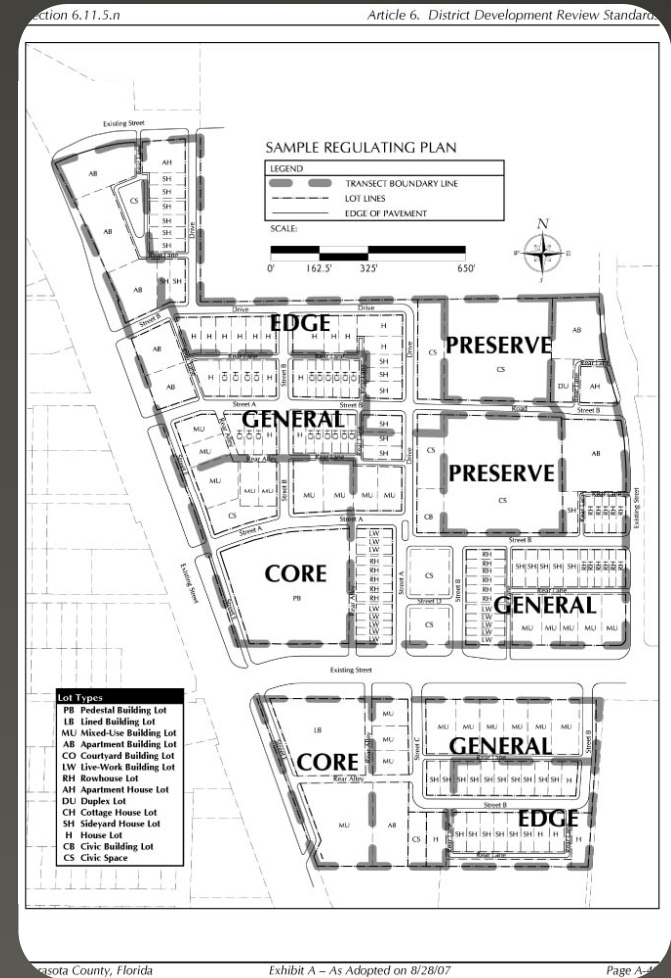
## Optional Floating FBC Zone

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- Exists in Code as option
- Is mapped at initiation of rezoning in targeted areas (e.g. new neighborhoods in the urban fringe)
- Enabling policy and code chapter is prepared through public planning process, but then developer-initiated later.
- Charrette process can be required
- Is mostly a code and procedural focus, with specific application later
- Requires similar staff commitment to “New chapter for specific area” option

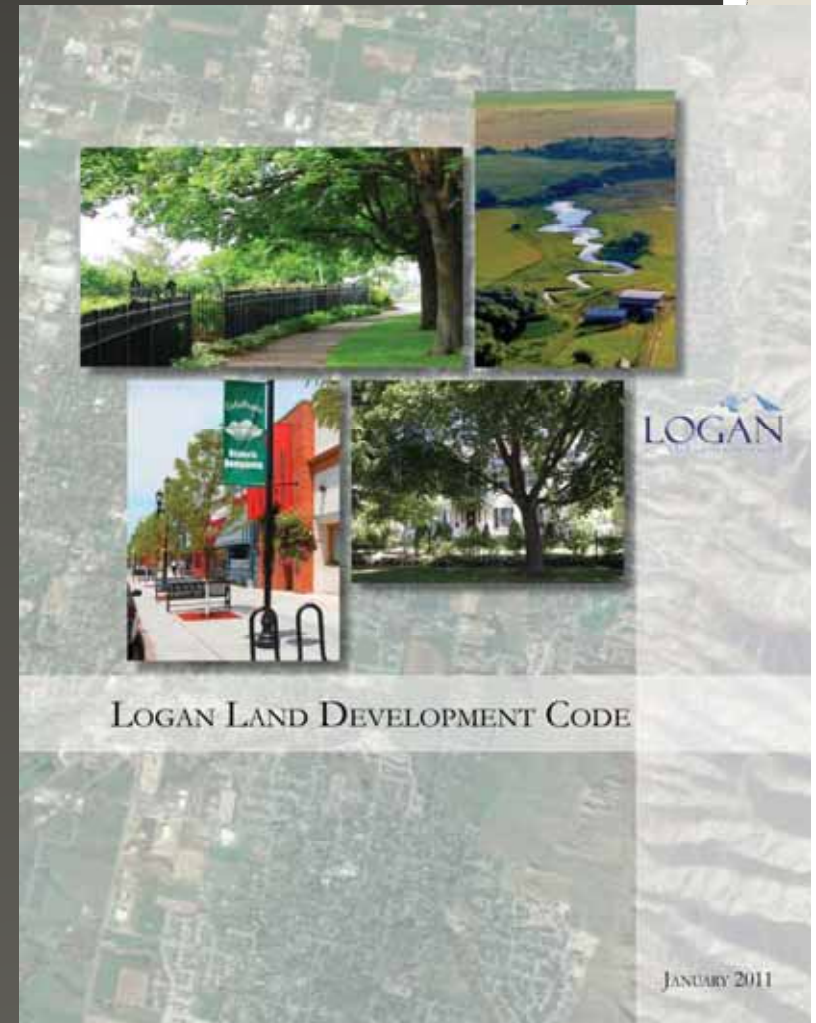


## Optional Floating FBC Zone

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- Hybrid approach – traditional format, FBC standards, no regulating plan
- FBC graphics used for development standards
- Pictures and graphics used for design guidelines



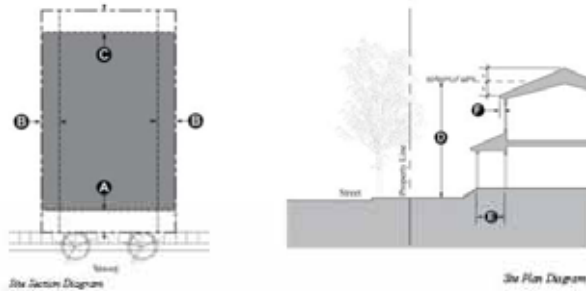
## Place-Based Code

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17.15: Specific Development Standards: Neighborhood Zones

17.15.07D Mixed Residential High (MRH) Development Standards



<b>Residential Density</b>	
Units/Acre (min-max)	11-20
Max. Width Density District	30

<b>Site</b>	
Lot Coverage (max)	60%

<b>Setbacks</b>	
Front (min)	10'
Front Opposite SFR (min-max)	25'
Side - Common Wall	0'
Side - Non-Common Wall (min)	3'
Rear (min)	10'

<b>Building Width at Frontage</b>	
% at front setback (min)	50%

<b>Parking Setbacks</b>	
Parking - Front Recess (min)	10'

*(setback measured from the longest portion of front wall plane of the primary structure)*

Parking - Side / Rear (min)	4'
-----------------------------	----

*(rear or side loaded garage may extend into setback cited in 17.14.02(B))*

<b>Parking</b>	
Residential Off-Street (min-max)	1/Unit - 2/Unit
Driveway Width (max width within 20' of street (ROW))	NA

<b>Land Set Asides (17.55.02D)</b>	
Open Space	20%
Useable Outdoor Space	10%

<b>Building Form</b>	
<b>Heights</b>	
Primary Building (max)	35'
Height with bonus (max)	55'
Fences & Walls - Front (max)	4'
Fences & Walls - Side/Rear Yard	6'
Front Stoop/Porch (min-max)	4-10'

<b>Roofs</b>	
Roof Types	Flat or Sloped
(Flat roof requires Track 2 approval)	
Sloped Roof Pitch (min)	5:12
Roof Overhang	1'

<b>Windows</b>	
Window trim, including sills, shutters and/or surround (min)	4"
% of front facade coverage	15%

<b>Elevations</b>	
Front, side and rear elevations shall be divided into distinct planes of 500 sq. ft. or less. Changes in wall plane shall project or recess at least 1 ft for a length of at least 6 ft.	

<b>Pedestrian Access</b>	
Buildings shall not exceed 120' in horizontal distance. Minimum 20' breaks shall provide pedestrian access ways to common areas or rear alleys.	

<b>Parking Location</b>	
Location	Rear or Side
<i>(if located to the side, garage shall be set back from</i>	

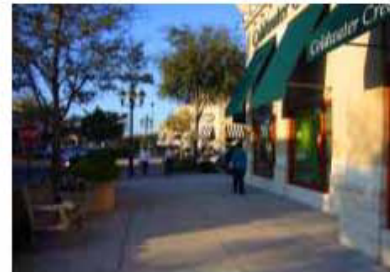
CITY OF LOGAN - DEPARTMENT OF COMMUNITY DEVELOPMENT  
230 North 100 West • Logan, Utah 84301 • 435-716-9000  
<http://www.ci.logan.utah.gov>



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Not This

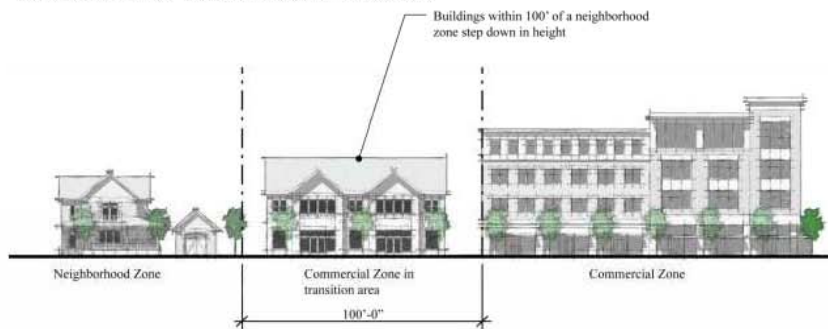


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Not This

Figure 17.18.404.B: Transition of Building Heights

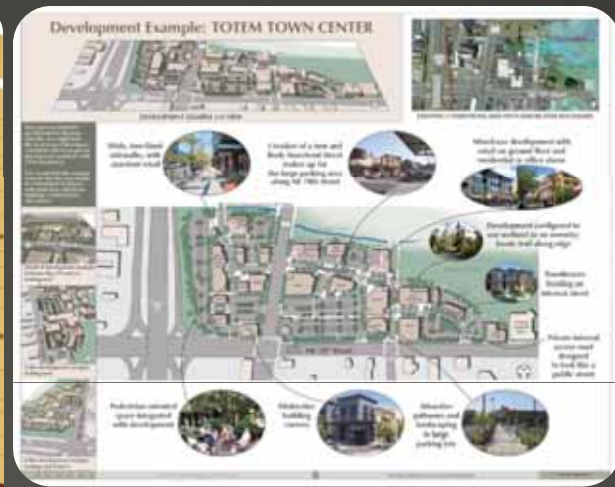
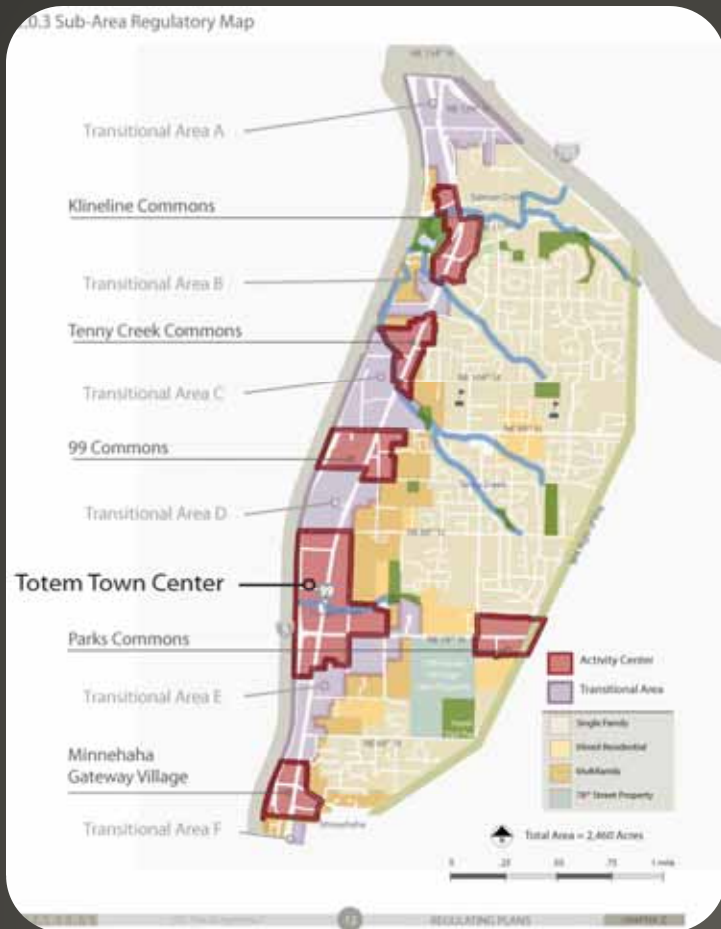


# Logan, Utah Land Development Code

Redmond Public Outreach



- Hwy 99 Sub-Area, Clark County, WA



Source: Clark County WA Hwy 99 Subarea, by Makers
















**FBC Examples**

Redmond Public Outreach



- Hwy 99 Sub-Area, Clark County, WA

Table 2-5. Permitted frontages and how they relate to Street Types.

Street Type	Permitted Frontages per Street Type, for more details see Chapter 3 Frontage Type Standards						
<b>Storefront Street Permitted Frontages</b>							
							
	Storefront	Fore Court					
<b>Mixed-Use Street Permitted Frontages in Activity Centers and Transitional Areas</b>							
							
	Storefront	Fore Court	Stoop	Light Court	Terraced Yard	Fenced Yard	Common Yard
<b>Landscape Street Permitted Frontages in Activity Centers and Transitional Areas</b>							
							
				Terraced Yard	Fenced Yard	Common Yard	

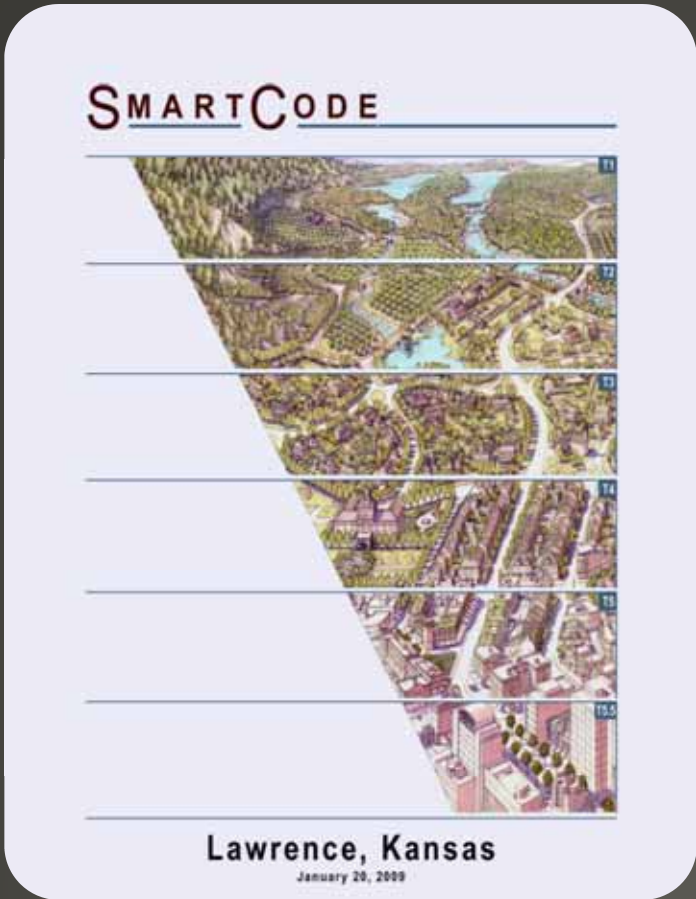
Source: Clark County WA Hwy 99 Subarea, by Makers

**FBC Examples**

Redmond Public Outreach



- Lawrence SmartCode, KS



Source: Lawrence Smart Code Plan



23<sup>rd</sup> & Louisiana  
Regulating Plan



Source: Lawrence Smart Code Infill Plan

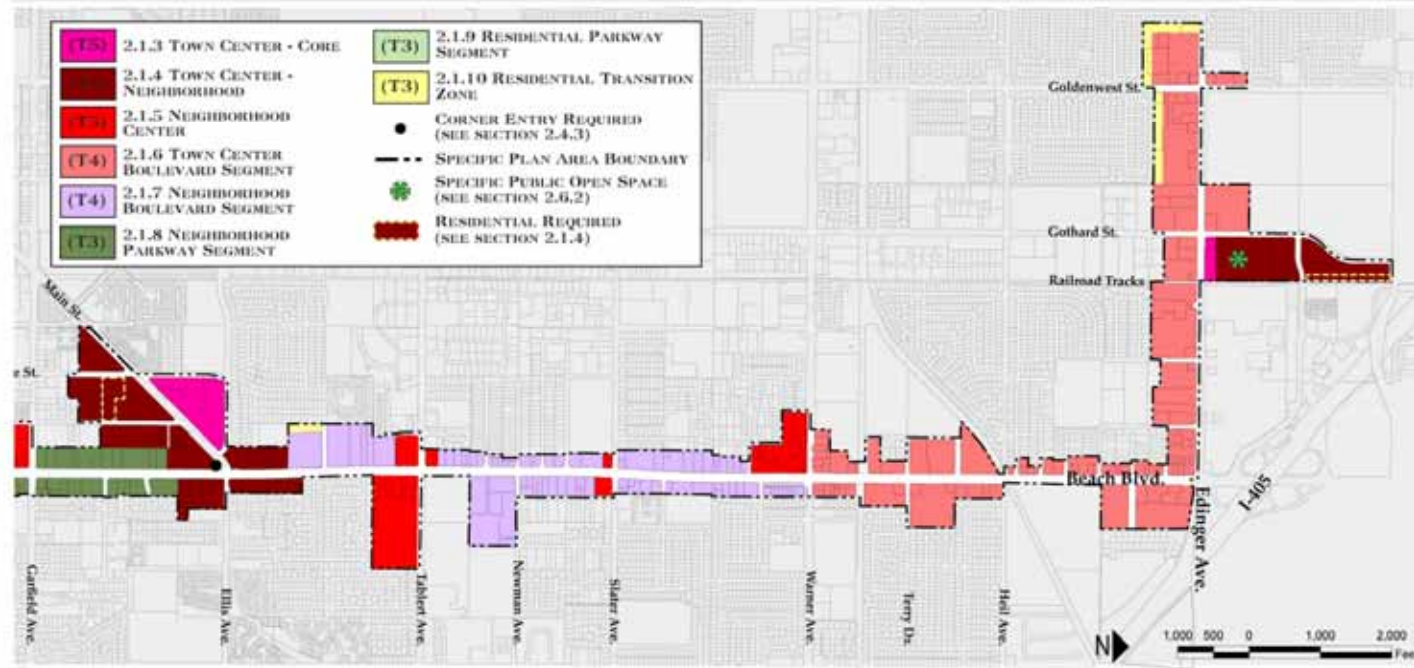
**FBC Examples**

Redmond Public Outreach



- Huntington Beach, CA

FIG. 2.1 CORRIDOR CENTERS AND SEGMENTS MAP



- |   |   |   |   |
|---|---|---|---|
| <p><b>a) Parcels with a single Designation</b></p> <p>All development on parcels, assembled parcels, or portions of allocated in a single Corridor Centers or Segment must conform to the development standards that apply to that corridor or segment.</p> | <p><b>b) Split Parcels:</b></p> <p>i) Where Corridor Centers and Segments or Plan Area Boundaries appear to connect between parcel lines of adjacent properties as shown on the Fig.2.1 Corridors Centers and Segments Map, the boundary shall be determined by the Planning and Building Director/ Designer as measured on a scaled version of the Corridors Centers and Segments Map.</p> <p>ii) Each portion of the Split Parcel shall be regulated by the applicable Corridor Centers or Segment.</p> | <p><b>4) Development Standards Charts</b></p> <p>i) The development standards applied to each Corridor Center and Segment are contained in the Development Standards Charts contained in 2.1.3 - 2.1.10.</p> <p>ii) Each chart lists Regulations in the order that they appear in section 2.2 - 2.9 in the left column of the chart.</p> <p>iii) Each chart lists the Development Standards that apply to each Regulation in the right column of the chart.</p> | <p><b>5) Regulations and Guidelines</b></p> <p>i) Remember to review Regulatory Definitions, General Requirements, and Guidelines common to all properties within the Plan Area contained in sections 2.2 - 2.9 as necessary.</p> |
|---|---|---|---|

2.1 DEVELOPMENT STANDARDS

11: DEVELOPMENT CODE

Source: Beach & Edinger Corridors Specific Plan, Huntington Beach, CA by Freedman Tung + Sasaki

# FBC Examples

Redmond Public Outreach



- Huntington Beach, CA

**BOOK II: DEVELOPMENT CODE ORGANIZATION**

		DEVELOPMENT REGULATIONS							
2.0. ORIENTATION	2.1. DEVELOPMENT STANDARDS	2.2. BUILDING USE REGULATIONS	2.3. BUILDING SCALE REGULATIONS	2.4. FRONTAGE & BUILDING PLACEMENT REGULATIONS	2.5. STREET REGULATIONS	2.6. OPEN SPACE REGULATIONS	2.7. PARKING REGULATIONS	2.8. ARCHITECTURE REGULATIONS	2.9. SIGNAGE REGULATIONS
2.0.1. APPLICABILITY	2.1.1. MAJOR ASSESSMENT OF NEW DEVELOPMENT (MANN)	2.2.1. USE TYPES	2.3.1. BUILDING HEIGHT	2.4.1. BUILDING FOOTPRINTS TO STREETS AND PUBLIC OPEN SPACES	2.5.1. DETERMINATION OF EXISTING STREET	2.6.1. PROVISIONS OF PUBLIC OPEN SPACE	2.7.1. PROVISIONS OF PARKING	2.8.1. FACADE BOARD ARCHITECTURE REGULATIONS	2.9.1. FREESTANDING SIGN STRUCTURE
2.0.2. HOW TO USE THE DEVELOPMENT CODE	2.1.2. ESTABLISHMENT OF CORRIDOR CENTERS AND NEIGHBORHOODS	2.2.2. SPECIAL RETAIL CORRIDOR RULES	2.3.2. SPECIAL BUSINESS DISTRICT RULES	2.4.2. PRIVATE FRONTAGE TYPES	2.5.2. PROVISIONS OF NEW STREETS	2.6.2. SPECIAL PUBLIC OPEN SPACE REQUIREMENTS	2.7.2. PARKING TYPES	2.8.2. ARCHITECTURAL ELEMENTS REGULATIONS	2.9.2. TOTAL SIGN AREA
2.0.3. DEVELOPMENT CODE CATEGORIES	2.1.3. TOWN CENTER - CORE	2.2.3. AFFORDABLE HOUSING REQUIREMENT	2.3.3. BUILDING HEIGHT	2.4.3. FRONT YARD SETBACK	2.5.3. BLOCK SIGN	2.6.3. PROVISIONS OF PUBLIC OPEN SPACE	2.7.3. GENERAL PARKING REQUIREMENTS	2.8.3. ARCHITECTURAL CORRIDOR	2.9.3. SIGN TYPE REGULATIONS
2.0.4. DEVELOPMENT CODE DISTRICTS	2.1.4. TOWN CENTER - NEIGHBORHOOD		2.3.4. SPECIAL BUSINESS DISTRICT RULES	2.4.4. SIDE YARD SETBACK	2.5.4. STREET CONNECTIVITY	2.6.4. PROVISIONS OF PUBLIC OPEN SPACE TYPES	2.7.4. PARKING GARAGE		2.9.4. SIGN HEIGHTS - ALL SIGN TYPES
2.0.5. HOW TO GET YOUR PROJECT APPROVED	2.1.5. NEIGHBORHOOD CENTER		2.3.5. BUILDING HEIGHT	2.4.5. REAR YARD SETBACK	2.5.5. REAR YARD EAST-WEST STREET CONNECTIVITY	2.6.5. PROVISIONS OF PUBLIC OPEN SPACE TYPES			
	2.1.6. TOWN CENTER BUSINESS DISTRICT			2.4.6. ALLEY SETBACK	2.5.6. BUSINESS DISTRICT BUSINESS DISTRICT STREET	2.6.6. BUSINESS DISTRICT REQUIREMENTS			
	2.1.7. NEIGHBORHOOD BUSINESS DISTRICT			2.4.7. FRONTAGE COVERAGE	2.5.7. SPECIAL TYPES (NEW STREET - MANN)	2.6.7. BUSINESS DISTRICT BIP TYPE			
	2.1.8. NEIGHBORHOOD PARKWAY DISTRICT			2.4.8. SPACE BETWEEN BUILDINGS		2.6.8. OPEN SPACE LANDSCAPING			
	2.1.9. BUSINESS PARKWAY DISTRICT			2.4.9. BUILDING CORNER		2.6.9. BUSINESS AREA LANDSCAPING			
	2.1.10. BUSINESS TRAVELER ZONE								

2.0 ORIENTATION

BOOK II: DEVELOPMENT CODE

9

Source: Beach & Edinger Corridors Specific Plan, Huntington Beach, CA by Freedman Tung + Sasaki

# FBC Examples

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- Ventura, CA



Source: Midtown Corridors Development Code, by Rangwala Associates

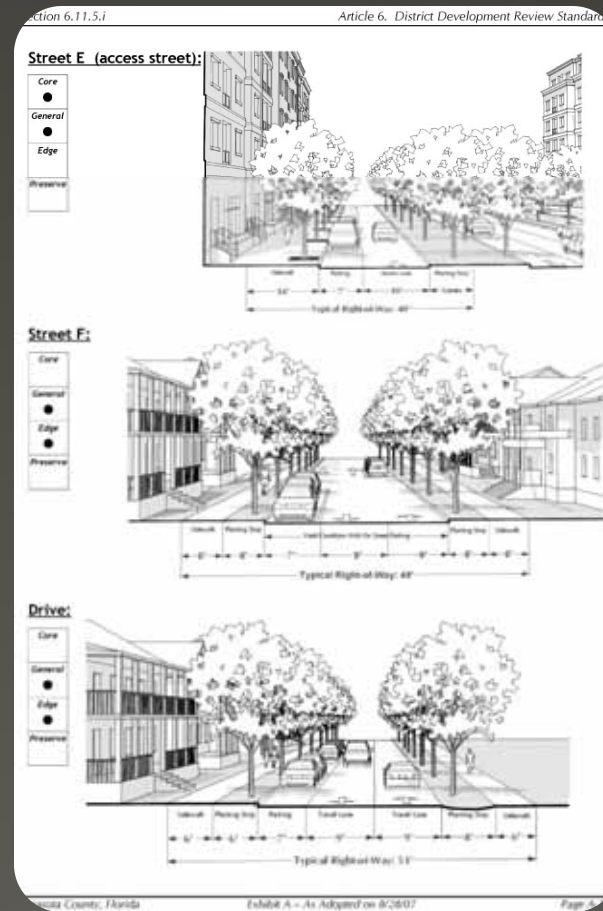
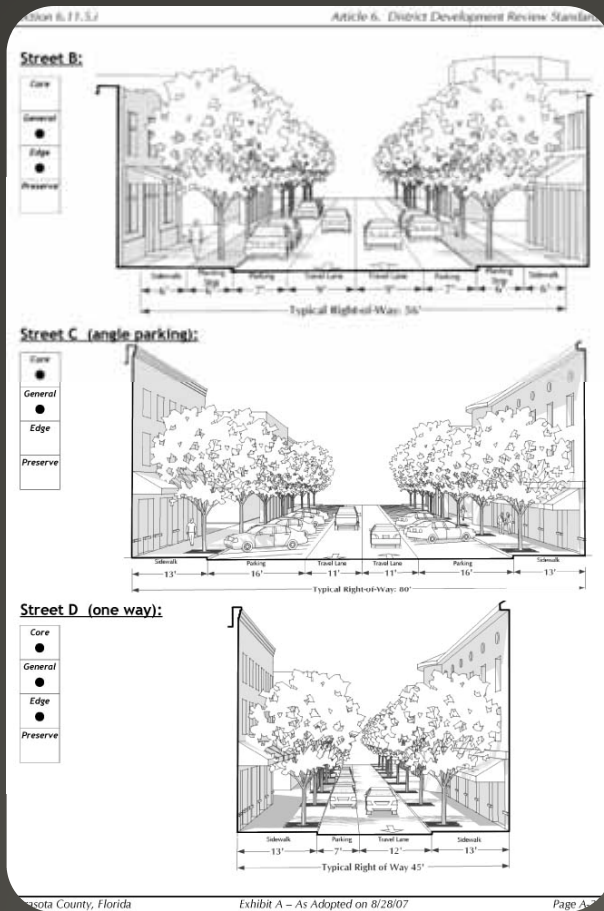
# FBC Examples

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- Sarasota County, FL



Source: Sarasota County FBC for Mixed-use Infill Development, by Kohl & Partners and Spikowski Planning Assoc.

# FBC Examples

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- Eugene, OR



Source: S-SW Walnut Station Special Area Zone, Eugene, OR

# FBC Examples

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- **Integrated Public and Private Development** – connects public realm planning (e.g. streets) with private realm (e.g. buildings)
- **Design-Based** – created to support livable, pedestrian-oriented communities
- **Predictable** – provides clearer picture of what will be built
- **Quality Development** - shifts emphasis from zoning compliance to development quality
- **Clarity** – More graphic and easier to understand
- **Supported** – improved code, created with public, leads to better support
- **Tailored** – Reflects unique local needs
- **Streamlined review** – Potential for more administrative review

## Potential Benefits

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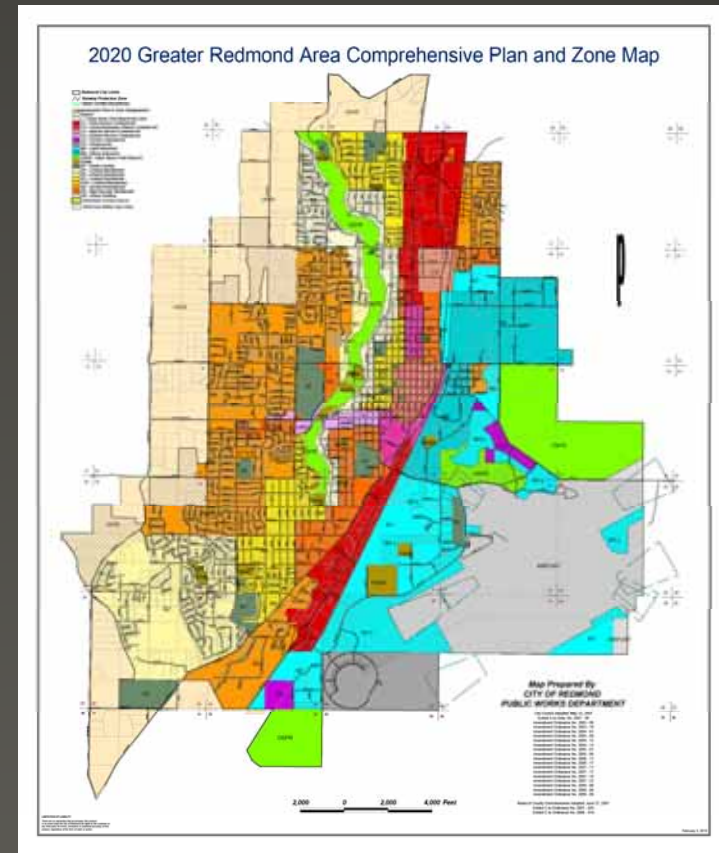
- **Master plan and mapping** – Requires a physical plan, which requires cooperative property owners
- **Perception of Less Flexibility** – Property owners may desire more flexibility for future ideas
- **Incorporation of Special Overlays** – Not as clear how FBC's handle overlays
- **Predictability of Traffic Impacts** – Development reviews may still be needed for traffic/access impacts
- **Still new** – Practical experience relatively small (but rapidly growing and innovating)
- **Integration with Oregon Law** – Almost no experience to date
- **Some developers' view** - “planners designing our products”

## Potential Drawbacks

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- Use robust **public involvement** process to create a FBC (Goal 1)
- Start with the **Comprehensive Plan**...FBC must be consistent with it (Goal 2)
- For “**Goal 5**” resources, FBC must still meet OAR 660-023, and should extend one consistent approach locally to meeting state req'ts (Goal 5)



## FBCs and Oregon Planning Goals

- Amount of **employment lands** allowed through a FBC must be consistent with the local Economic Opportunities Analysis (Goal 9)
- **Housing types and amounts** allowed through a FBC must be consistent with the local housing analysis (Goal 10)
- The **Transportation Planning Rule** still applies. FBC is excellent tool for implementing some TPR provisions. Ability to project traffic impacts of specific uses still needed by ODOT to evaluate impacts on state facilities. (Goal 12)

## FBCs and Oregon Planning Goals



## 1. Diagnostic and goals

- What in the Code needs to be fixed and what does not?
- What are the goals of a potential code update?
- Are there potential changes to the Redmond Framework Plan?

2. **Coordination with State** – Coordinate with DLCDD/ODOT on any potential policy changes, and the details of how a FBC can help with implementation.

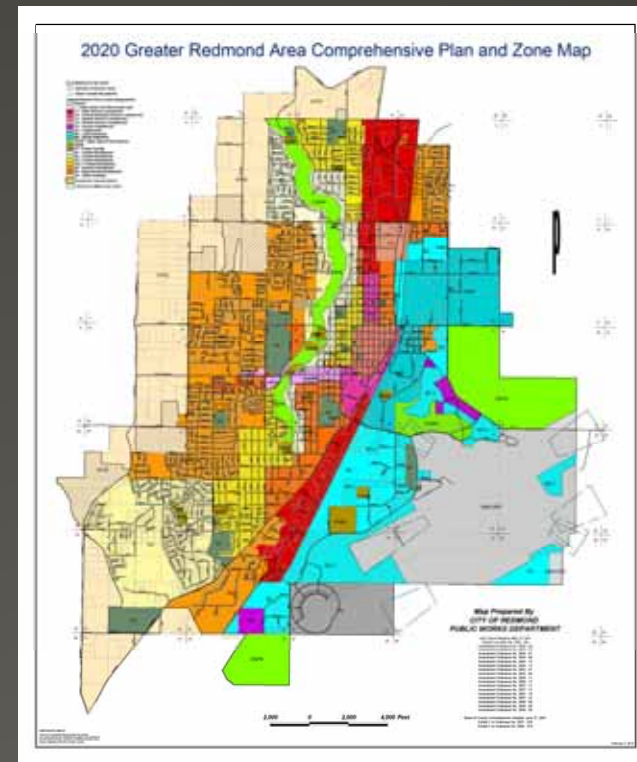
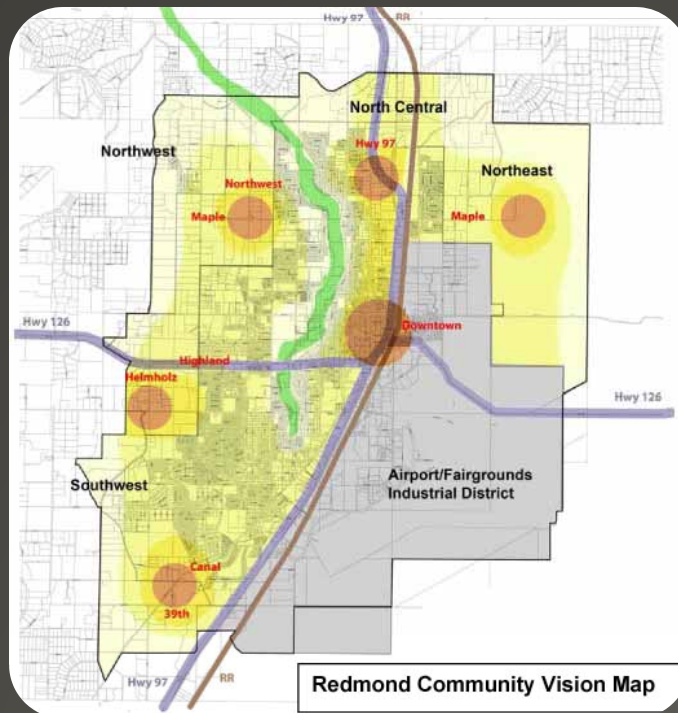
3. **Continuing education** – Continue process of community education about FBCs. Talk to other cities who have experience with them.

# Potential Next Steps for Redmond

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*Set Policy First, Then Implement With the Code.*



**Key Guideline for Any Code Update**

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4. **Evaluate options** – What is the best way to achieve the city's goals? If a FBC appears to be a good solution, what type of FBC code and regulating plan does the City envision? Options to be considered:

- Comprehensive rewrite
- New FBC chapter for specific area
- Optional floating FBC zone

**Potential Next Steps for Redmond**

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5. **Resources and coordination** – Evaluate costs and staff commitments for code updates.

5. **Scoping and timeframe** – Create a work program. Plan the code update as a series of cumulative milestones (small successes). Include a design workshop(s) as part of the process.

6. **Initiate code update process**

## Potential Next Steps for Redmond

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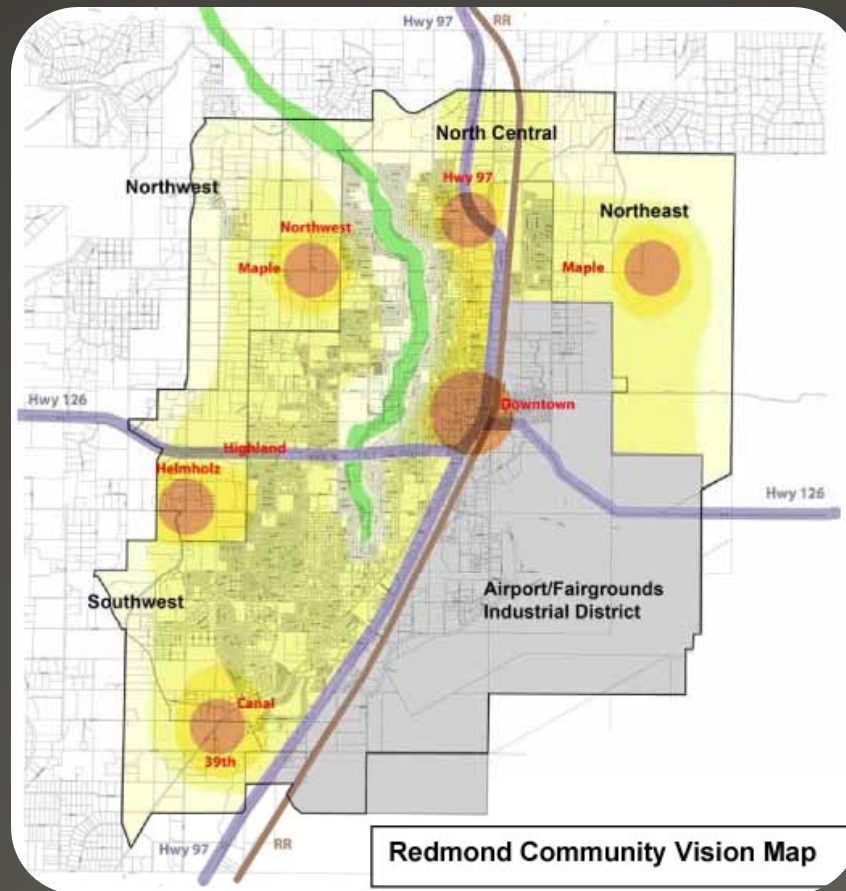
*"Cities have to move to a new system. They should look at the streets they like and the public spaces they like and then write the rules to get more of what they like and less of what they don't. Conventional zoning doesn't do that. It just gives a use and a density and then you hope for the best."*

*Peter Katz*

**In Peter Katz's Opinion...**

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# Questions and Discussion

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