




The “ABC’s” of “FBC’s”

City of Venice
2018

Agenda

1. Welcome & Introductions
 2. Basics of “Mixed Use Codes” (aka Form Based Codes)
 3. Applicability in the City of Venice
 4. Review and Discussion
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What do we want to accomplish?

- Introduce Form Based Codes and their history
- Understand the regulating plan
- Understand the benefits (and drawbacks) of FBCs
- Relate FBCs to the City of Venice
- Understand our role in administering FBCs





Basics of “Mixed Use Codes” Form Based Codes

What's is a Form Based Code?

Form-Based Code

/fôrm-bāsed kōd/

noun

1. A form-based code is a land development regulation that fosters **predictable** built results and a high-quality **public realm** by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation

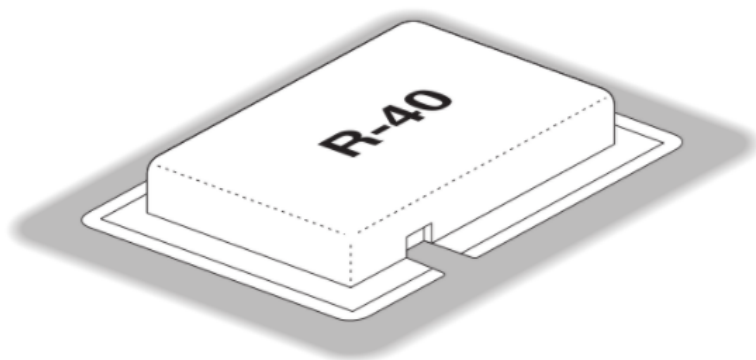
Form-Based Codes Institute



Difference between Conventional Zoning and Form Based Codes

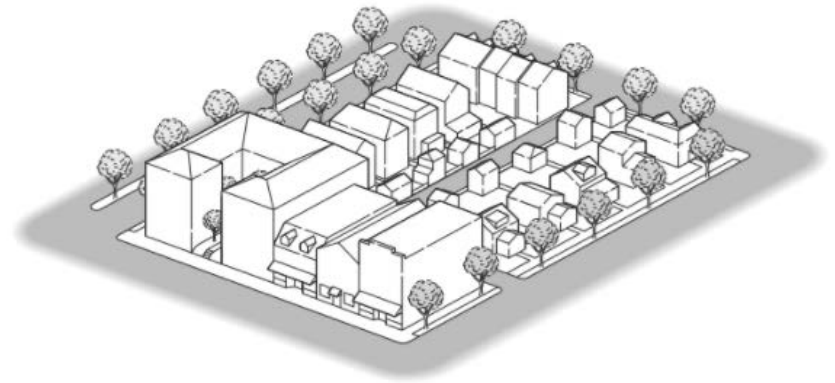
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.

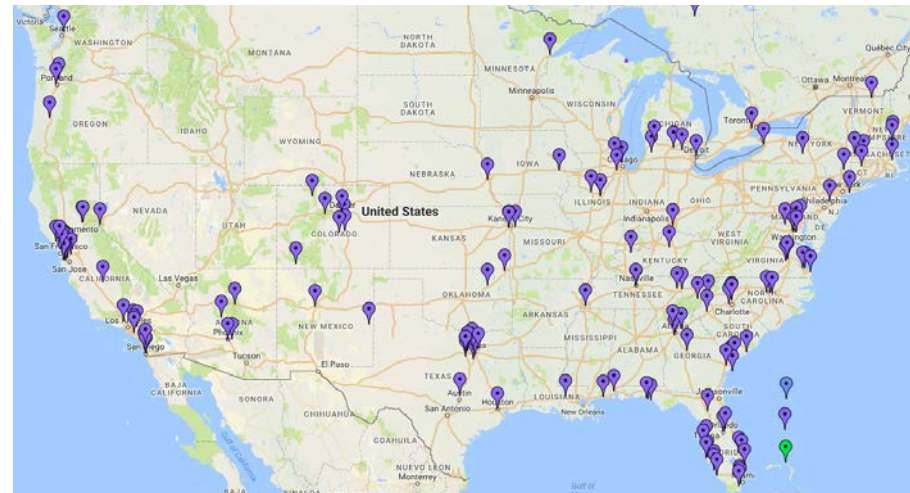


Goal is Predictability in Character through a focus on the “buildings” themselves rather than the uses within them but.....

Is this all there is to them?

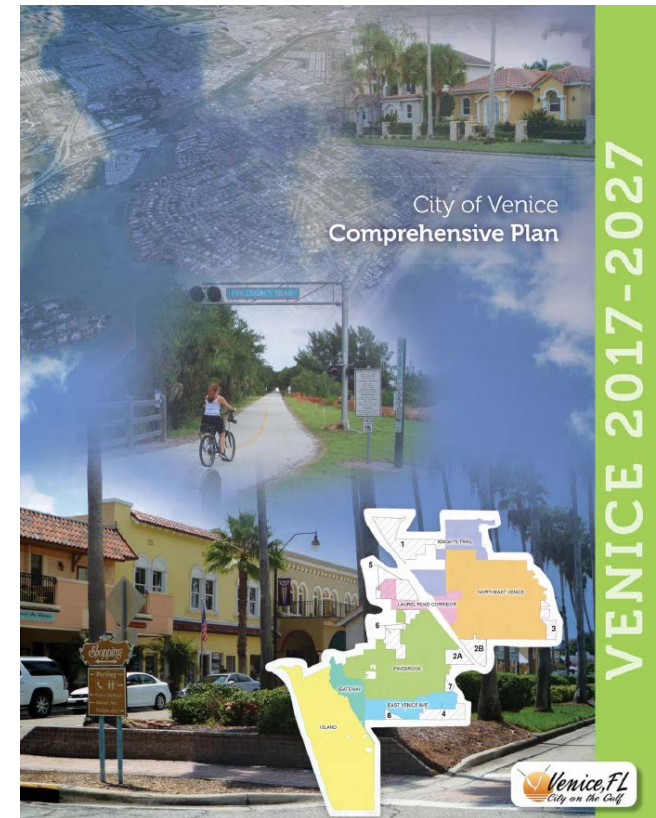
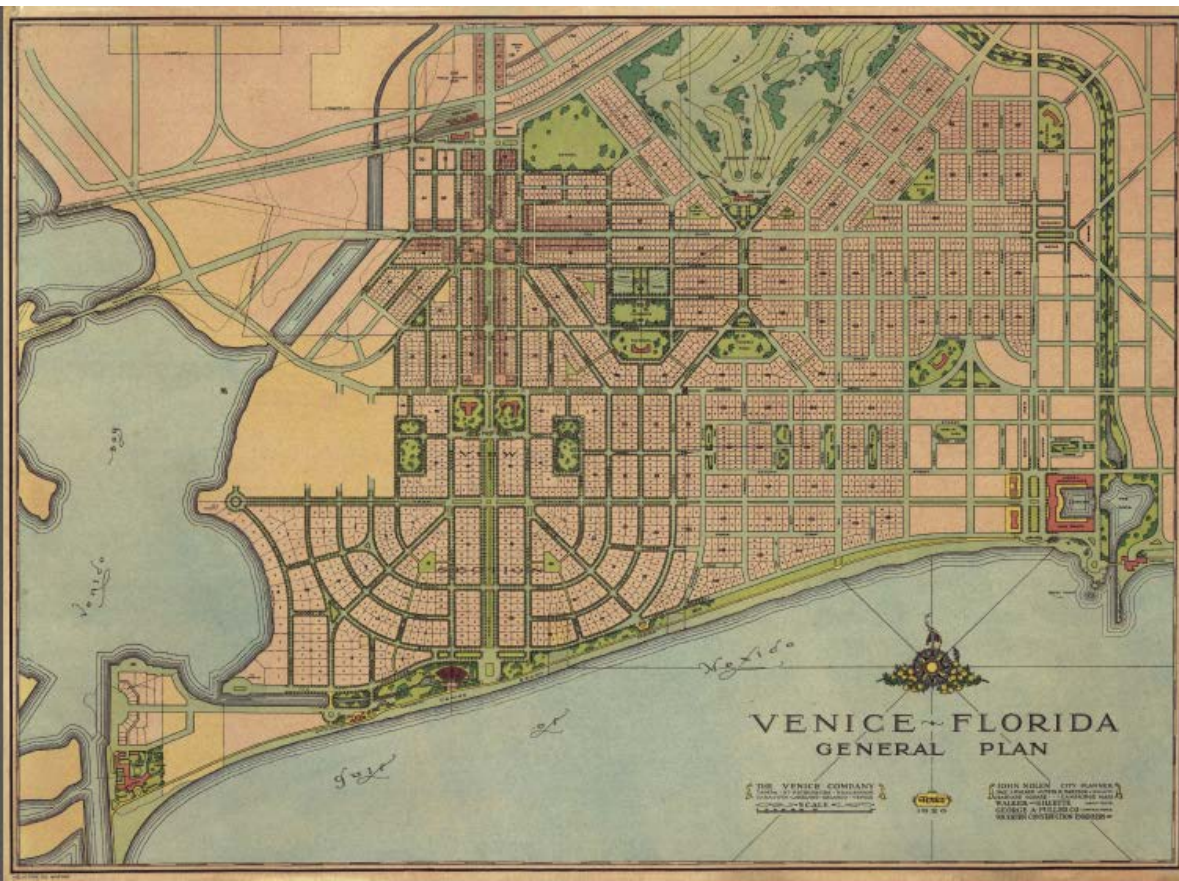
History of Form Based Codes

- History of Form Based Code
- *“Form Based Code” is a response to the shortfall of traditional (Euclidean) zoning to produce predictable results.*
 - *Roots of FBC date back to Haussman’s plan for Paris, stipulating ratios of building heights to street widths (late 19th Century)*
 - *Modern FBC guided the development of Seaside, FL (1982) and Downtown West Palm Beach (1995)*
- Now over 280 adopted FBC ordinances in the U.S.
- Most popular in areas of high growth



Form Based Codes are a “Regulation”, Not a “Guideline”

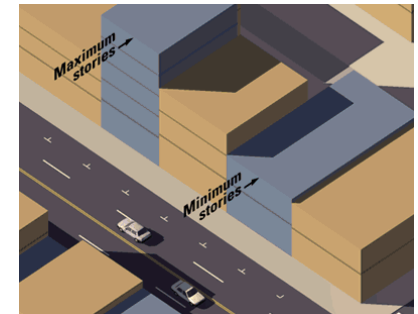
Implements the Vision, Intent, and Strategies of the Comprehensive Plan through the establishment of regulations, procedures, and standards for the use of land typically designated by a Regulating Plan.



5 Main Elements make up the FBC

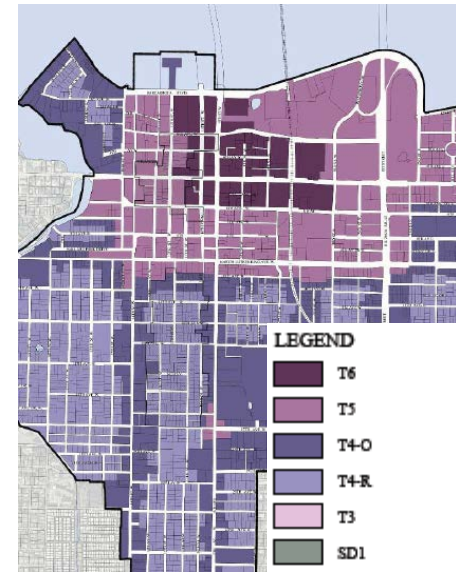
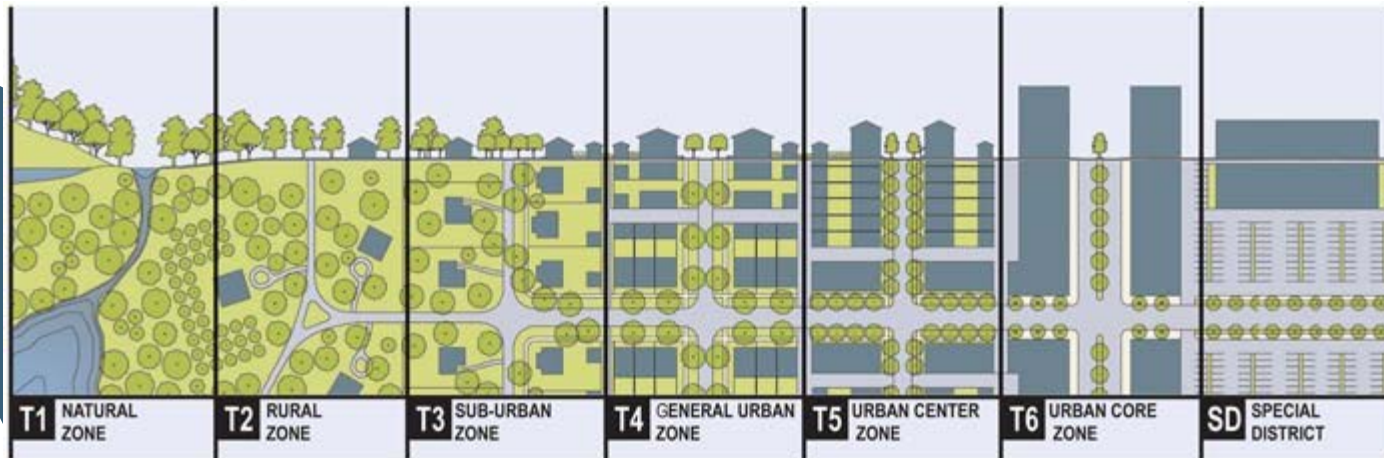
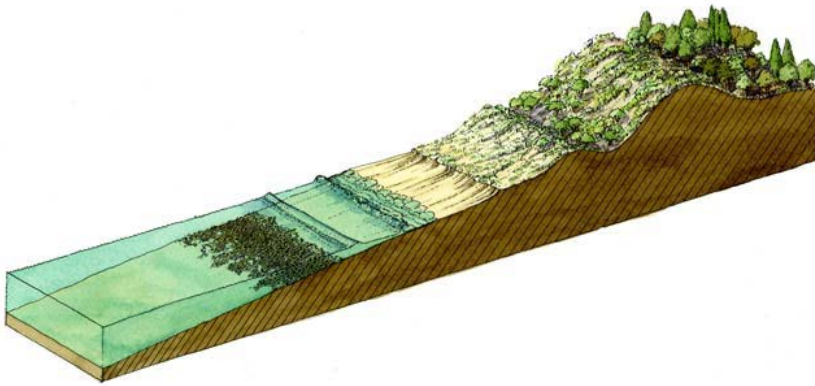
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| Thompson Type | Avian | Feline |
|------------------------------|-----------------------------|---------------------------------------|
| Threatened: Does Animate not | 51, 76, 78 | 71, 76, 78 |
| Edge of Sky: Death | 76 Not | 83 Not |
| Resistant: Death | 67 Not Used | 67 Not Used |
| Reverse of | Star Becomes | Star Becomes |
| Design Speed | 20 MPH | 20 MPH |
| Minimum: Moving Time | 0.7 seconds - 1.7 seconds | 0.7 seconds - 1.7 seconds of constant |
| Traffic: Lane | 2 Lanes | 2 Lanes |
| Parking: Lane | Both sides of 2-lane street | Both sides of 2-lane street |
| Quick: Action | 76 Not | 76 Not |
| Marking: Type | 4-lane Divided | 4-lane Divided |
| Pattern: Type | 7-lane continuous: Parallel | 7-lane continuous: Parallel |
| Language: Type | English or French | English or French |
| | Stress at 30° or 45° | Stress at 30° or 45° |



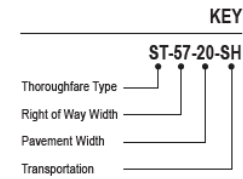
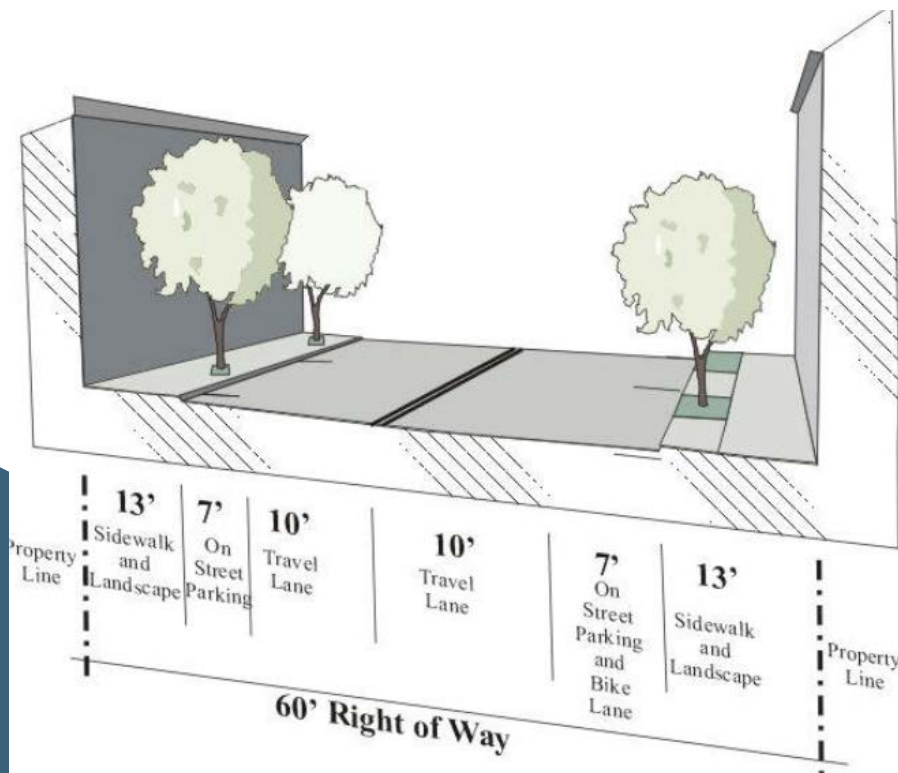
Regulating Plan

A plan or map of the regulated area designating the locations where the different standards apply. Based on the “transect”.



Public Space Standards

Specifications for elements within the public realm such as sidewalks, travel lanes, on-street parking, street trees, etc.



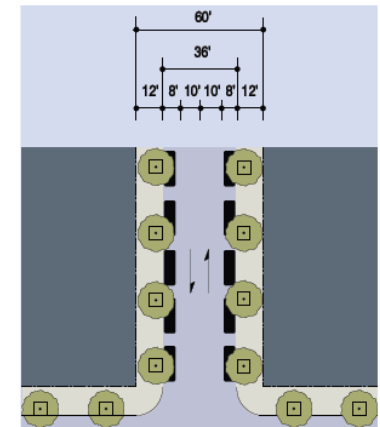
THOROUGHFARE TYPES

HW: Highway
BV: Boulevard
AV: Avenue
CS: Commercial Street
ST: Street
DR: Drive
RD: Road
RA: Rear Alley
RL: Rear Lane

TRANSPORTATION TYPES

BL: Bicycle Lane
BT: Bicycle Trail
BR: Bicycle Route
SH: Sharrow
PT: Path
TR: Transit Route

| | |
|--------------------------|--|
| Thoroughfare Type | |
| Transect Zone | |
| Right-of-Way Width | |
| Pavement Width | |
| Movement | |
| Vehicular Design Speed | |
| Pedestrian Crossing Time | |
| Traffic Lanes | |
| Parking Lanes | |
| Curb Radius | |
| Public Frontage Type | |
| Walkway Type | |
| Planter Type | |
| Curb Type | |
| Landscape Type | |
| Transportation Provision | |



CS-60-36

| |
|----------------------------------|
| Main Street |
| T4-O, T5, T6 |
| 60 feet |
| 36 feet |
| Slow Movement |
| 20 MPH |
| 10 seconds |
| 2 lanes |
| Both Sides @ 8 feet marked |
| 10 feet |
| Gallery/Arcade, Shopfront/Awning |
| 12 foot Sidewalk |
| Tree Wells |
| Curb |
| Trees at 30' o.c. Avg. |
| BR, SH, TR |

Building Form Standards

Regulations defining the configuration, features, and functions of buildings and spaces that define the shape the public realm

24W.200.030 T4.11 (Urban Neighborhood Zone)

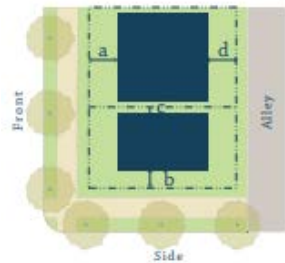


Diagram A: Building Placement

A. Building Placement

1. Primary and accessory buildings

A primary building shall be placed on a lot in compliance with the following requirements, within the shaded area as shown in the diagram above, unless specified otherwise by the standards for an allowed building type in Section 24W.205 (Building Type Standards). An accessory building shall be placed on a lot in compliance with the following requirements, within the shaded area shown in Diagram C (Parking Placement).

| Setback | Primary | Accessory |
|----------------|-------------------|------------------------------|
| a. Front | 5' min.; 10' max. | N/A |
| b. Side Street | 5' min.; 10' max. | Within 50% of rear lot depth |
| c. Side Yard | 5' min. | 5' min. |
| d. Rear | 10' min. | 5' min. |

2. Architectural Encroachments

Patios, uncovered stoops, roof overhangs, and awnings may encroach 8' maximum into the required setbacks, as may be further limited by the UBC.

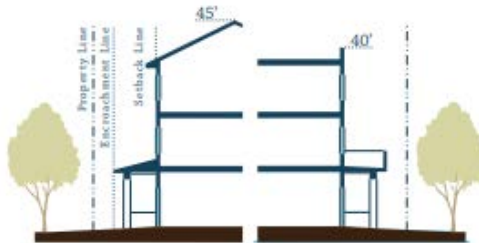


Diagram B: Building Profile

B. Building Profile and Frontage

1. Height

Each structure shall comply with the following height limits.

- Maximum Height: 3 stories to parapet or ridge line for primary building. For flat roof, the maximum height of the parapet cannot exceed 40'; and for sloping roof, the maximum height of the roof ridge cannot exceed 45'.
- Minimum Floor to Floor: 15' minimum for a primary non-residential building ground floor intended for nonresidential use.
- Accessory Buildings: 24' maximum to eave.

2. Allowed Frontage Types

Only the following frontage types are allowed within the T4.11 zone, except in the Shopfront Overlay. In the Shopfront Overlay, only the Shopfront Awning type is allowed. The street facing facade of each primary building shall be designed as one of the following frontage types, in compliance with Section 24W.204 (Frontage Type Standards).

- Common yard
- Porch and fence
- Dooryard
- Stoop
- Forecourt
- Lightcourt
- Shopfront Awning
- Gallery
- Arcade



Diagram C: Parking Placement

C. Parking and Services

1. Off-street parking and services shall be placed on a lot in compliance with the following requirements, within the shaded area shown in the diagram above, unless specified otherwise.

- Front setback: 10% of lot depth
- Side street setback: 10' minimum
- Side yard setback: 5' minimum
- Rear setback: 5' minimum

2. Subterranean parking shall not exceed the maximum building height, and may extend to a height of 7' maximum above finished grade, provided that garage entrances shall not align with lines on building or lot lines.

3. Parking Requirements

- Each site shall be provided off-street parking as follows, designed in accordance with the requirements in Zoning Ordinance Chapter 24.115.
- Residential uses:
 - Minimum of 1 covered parking space per dwelling unit.
 - Minimum 1 guest parking space for every 12 units. Guest parking may be used if no on-street parking is available.
 - Minimum of 1 bicycle rack space for every 20 parking spaces required.
- Minimum 1 shared automobile and 2 shared bicycles required for every 25 units.
- Non-residential:
 - Minimum of 1 parking space per 300 square feet of gross floor area.



Diagram D: Building Types

D. Building Types

Only the building types shown in the table above are allowed in the T4.11 Urban Neighborhood Zone, or lots of the minimum width shown. Each allowed building type shall be designed in compliance with Section 24W.205 (Building Type Standards).

E. Allowed Land Uses

Only a land use identified as permitted or conditional by Section 24W.205, Table 1 (Land Use Table) shall be permitted on a lot in the T4.11 Urban Neighborhood Zone, in compliance with the planning permit requirements of Section 24W.203.020.

24W.205.080 Rowhouse



Diagram A: Building Diagram

A. Description

Two or more detached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lot in the T4.11 zone. A Rowhouse may be used for non-residential purposes where allowed in T4.11 zone. The following text provides performance standards for Rowhouses.

B. Access

- The main entrance to each dwelling shall be accessed directly from and face the street. [E]
- Parking and services shall be accessed from an alley or subterranean garage in a Mixed Type Development. This type is not allowed on a lot without an alley or outside of a Mixed Type Development. [E]



Diagram B: Building Diagram

C. Parking and Services

- One parking space for each dwelling unit shall be within a garage. [E]
- Corner lots shall not have garages that face the side street. [E]
- Services, above ground equipment and trash container areas shall be located on the alley. [W]

D. Open Space

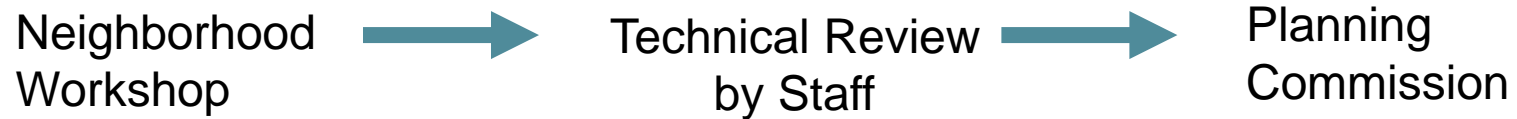
- Front yards are defined by the street build-to line and frontage type requirements of the applicable zone. [DR]
- One usable, outdoor space shall be provided behind the rowhouse at no less than 15% of the lot area and of a regular geometry (e.g.: rectangular) with a minimum dimension of 20'. [E]

Typical Elements

- Height
- Siting
- Elements
- Use
- Frontage Types
- Setbacks
- Parking
- Building Types
- Streets
- Land Use
- Architecture

Administration

Several options and types of review processes. **Predictability** in built form creates opportunities for streamlining processes for staff (if desired).



Benefits and Challenges

BENEFITS

- Supports Mixed-use Environments
- Predictable
- Preservation and Creation of Character
- Easier to Administer
- Can Replace Design Guidelines and Overlays

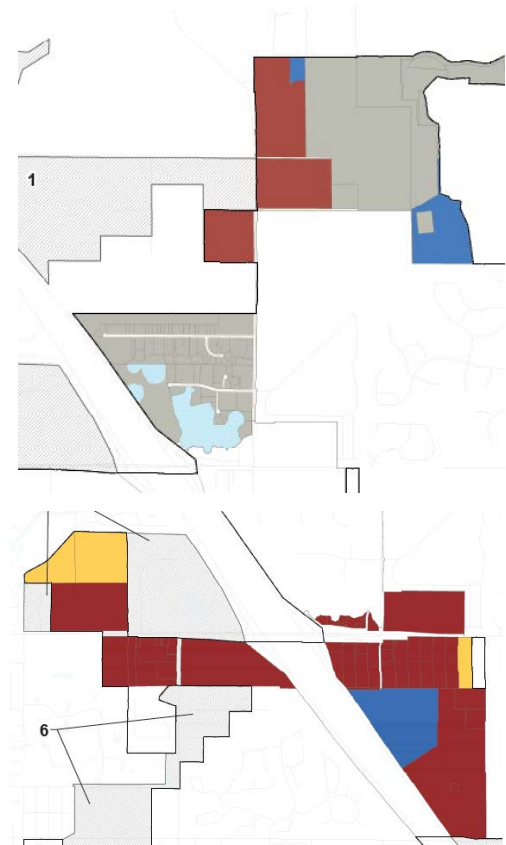
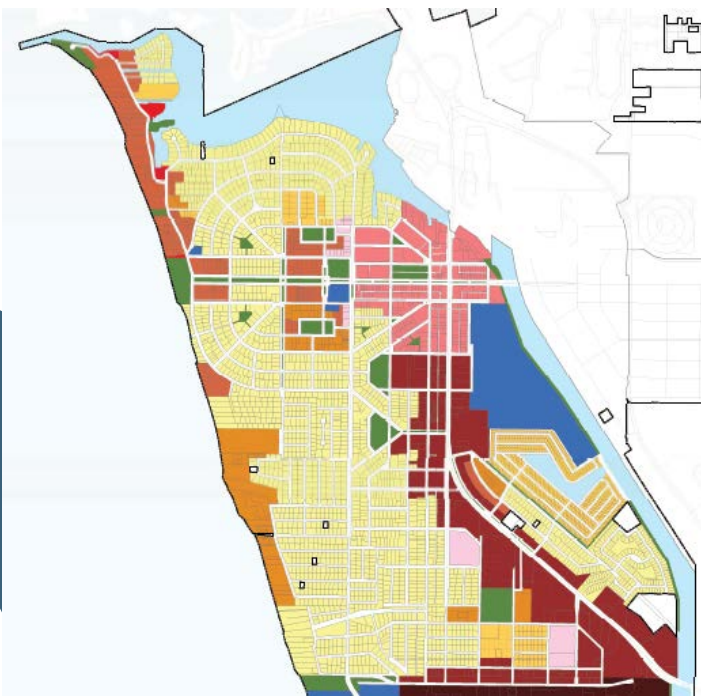
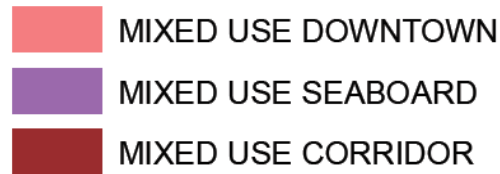
CHALLENGES

- Can be “over-regulatory”
- One Size does not Fit-All
- Struggles to address non-urban development patterns adequately
- Should evolve as community evolves
- Not intended to be City-Wide

How does it apply to Venice?

Mixed Use Future Land Use Categories with FBC Potential

- Downtown
- Seaboard
- Corridor



How does it apply to Venice?

Mixed Use Future Land Use Designations with FBC Potential






Group Discussion and Wrap Up

- Goal: produce a code that adds **predictability** and a **sense of place** to the identified Mixed Use Districts.
 - Preserve Downtown Character.
 - High quality Redevelopment in Seaboard.
 - A Sense of Place and Mobility in Corridors.





*Questions, Comments,
Perplexities, Anomalies or
other General Paranoia?*