



# CITY OF LAS VEGAS

URBAN FORM CODE 101

December 6, 2016



# PRESENTATION OUTLINE

- 1 2045 DOWNTOWN MASTER PLAN
- 2 EXISTING REGULATIONS
- 3 WHAT IS AN URBAN FORM CODE?
- 4 MARKET TRENDS
- 5 CASE STUDIES

# 2045 DOWNTOWN MASTER PLAN



# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN

The purpose of the Vision 2045 Downtown Plan (the Plan) is to craft a better, more inclusive downtown for those who live in and visit Las Vegas. It defines objectives toward a better quality of life, lays out a strategic plan for the outlay of city resources, establishes an implementation timeline for much needed improvements, and sets goals to track success for the next 30 years.

**It is the most ambitious and important planning document crafted by the City since its inception in 1905.**





# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN

### 5 Big Ideas

1. Diversify the economy
2. **Create mixed use hubs**
3. **Create streets for people**
4. A greener downtown
5. **Expedite implementation**

# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN

DEAS

2



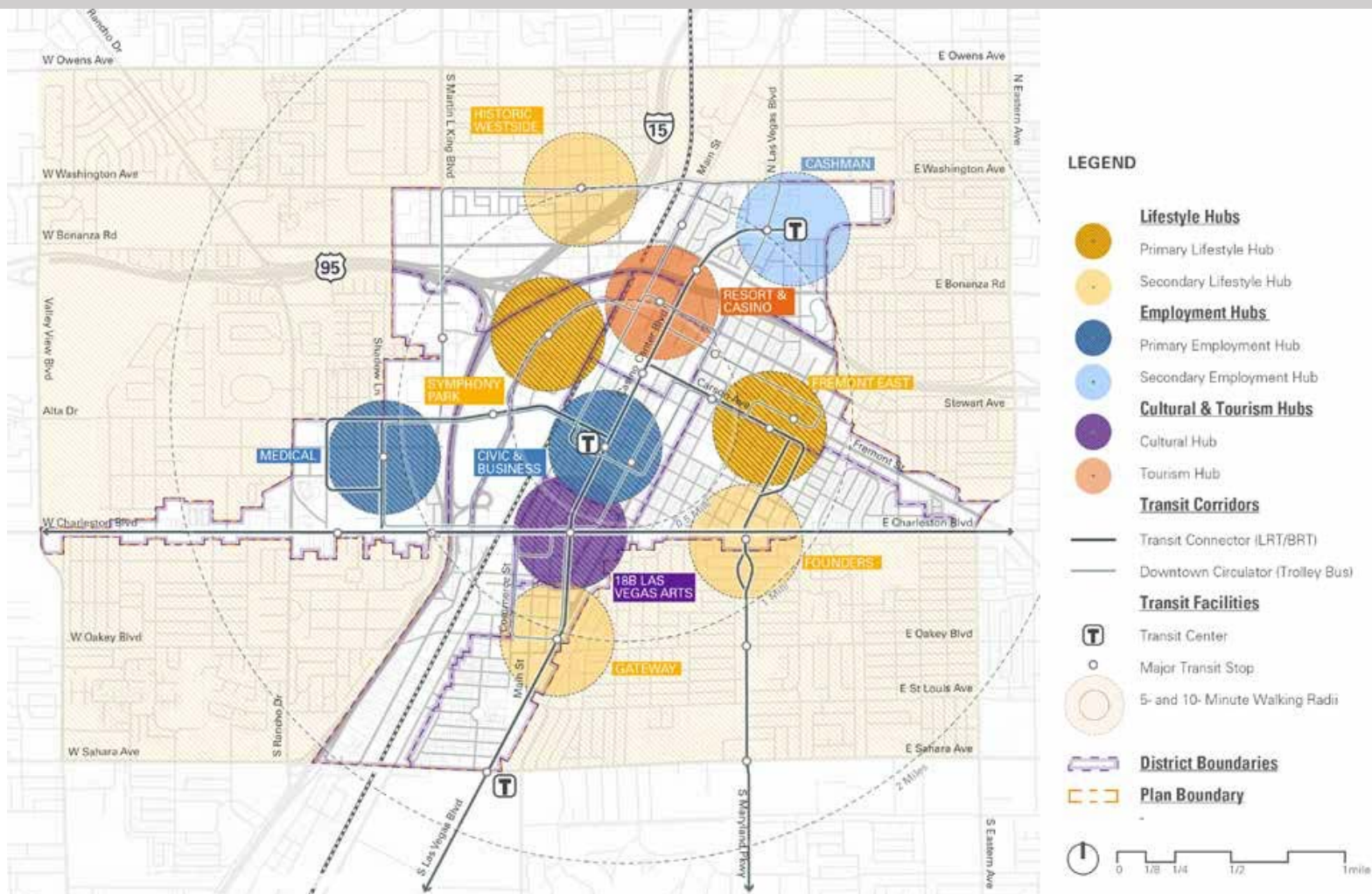
### CREATE MIXED USE HUBS

Because of the significant scale of the project area, the Plan recommends focusing development where it can have the most impact. The Plan identifies **ten mixed-use hubs** along **Light Rail (LRT) / Bus Rapid Transit (BRT) corridors**, aiming to promote a compact, mixed-use development pattern through infill and redevelopment on the vacant / declined properties around station areas. Phase 1 Catalytic developments will focus on housing and amenity based retail and community services, as well as improvements to the public realm, focused around the transit hubs.



# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN



PROPOSED TRANSIT HUBS CONCEPT

(\* DRAWINGS ARE CONCEPTUAL AND NOT INTENDED TO BE INTERPRETED AS DEFINITIVE PROPOSALS.)

# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN – GROWTH SCENARIO

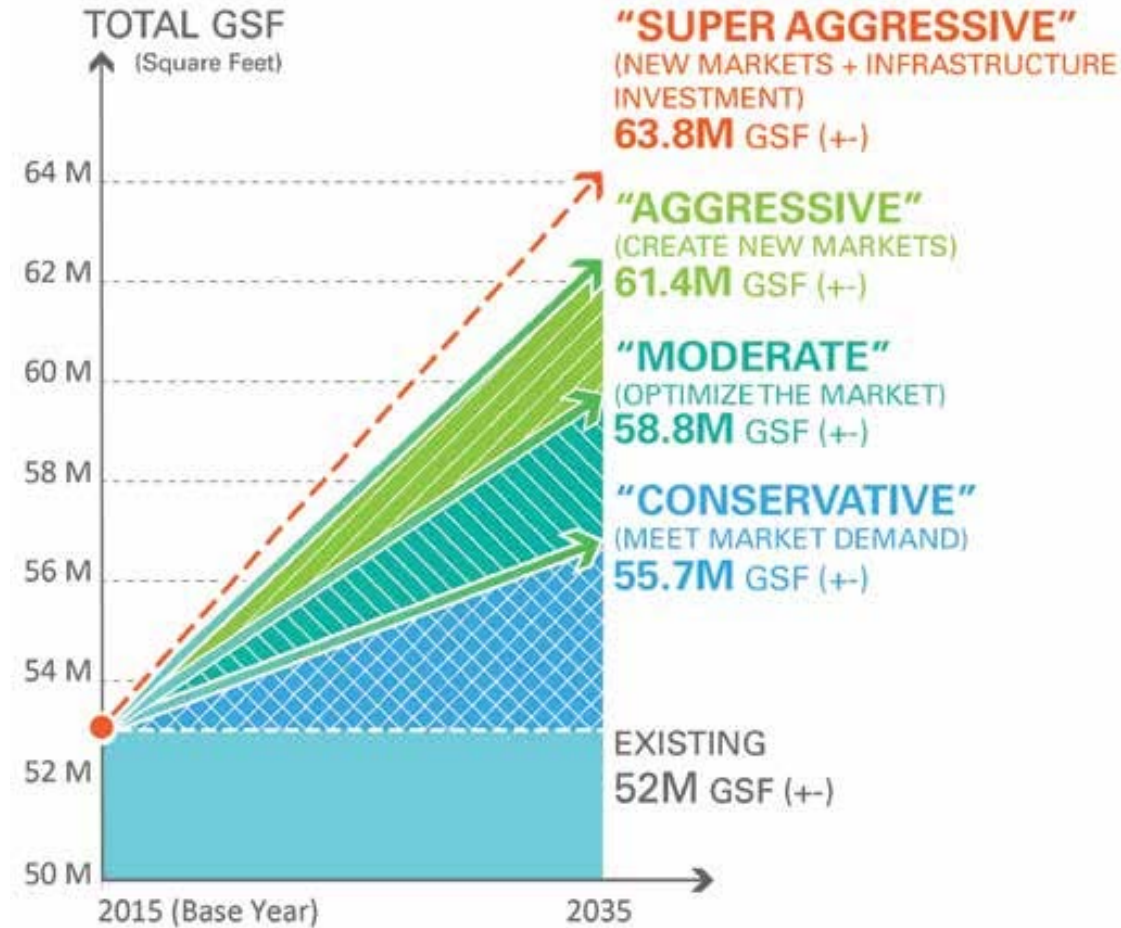


FIG 13.11: DEVELOPMENT PROJECTIONS

(\* FOR ILLUSTRATIVE PURPOSES ONLY.)



# DEVELOPING A SHARED VISION

## 2045 DOWNTOWN MASTER PLAN

### BIG IDEAS

# 5



LEFT TO RIGHT: SOCCER STADIUM, MODERN ART MUSEUM



### EXPEDITE IMPLEMENTATION

A visionary plan must be built upon solid implementation strategies. To attract new investments and expedite Downtown's development, six key implementation tools are critical to promote of the continued growth of Downtown's economy in the future.

These tools include: 1) **streamlined governance**, such as adopting form-based coding, offering zoning incentives, employing fast-track permitting/administrative review procedures, and establishing a downtown Planning Department with 3-4 employees; 2) **building catalytic projects** first, such as a the Modern Art Museum, Soccer Stadium, Convention Center/Business Hotel, and Higher-education Downtown campus. 3) providing **creative financial incentives**, including clustering local incentives around transit hubs, establishing an Economic Development Capital Fund (EDCF), aggressive grant application, etc.; (4) **infrastructure investment** that attracts state and national funding (5) promoting **public-private partnerships**, and (6) establish a **Business Improvement District (BID)** for the provision of much needed services such as street cleaning, marketing, coordinated event programming, as well as funding and services to support local developers.

# TRANSLATING THE VISION TO REALITY

## 2045 DOWNTOWN MASTER PLAN – IMPLEMENTATION ACTIONS





# TRANSLATING THE VISION TO REALITY

## 2045 DOWNTOWN MASTER PLAN

### STREETS FOR PEOPLE



FROM THIS ...

Many streets in Downtown such as Main Street are heavily preferential to auto movement resulting in low intensity development along the street corridor, and extremely limited pedestrian activity.

(\*PHOTO CREDIT: GOOGLE MAPS)

### 3 PREFERRED DEVELOPMENT SCENARIO



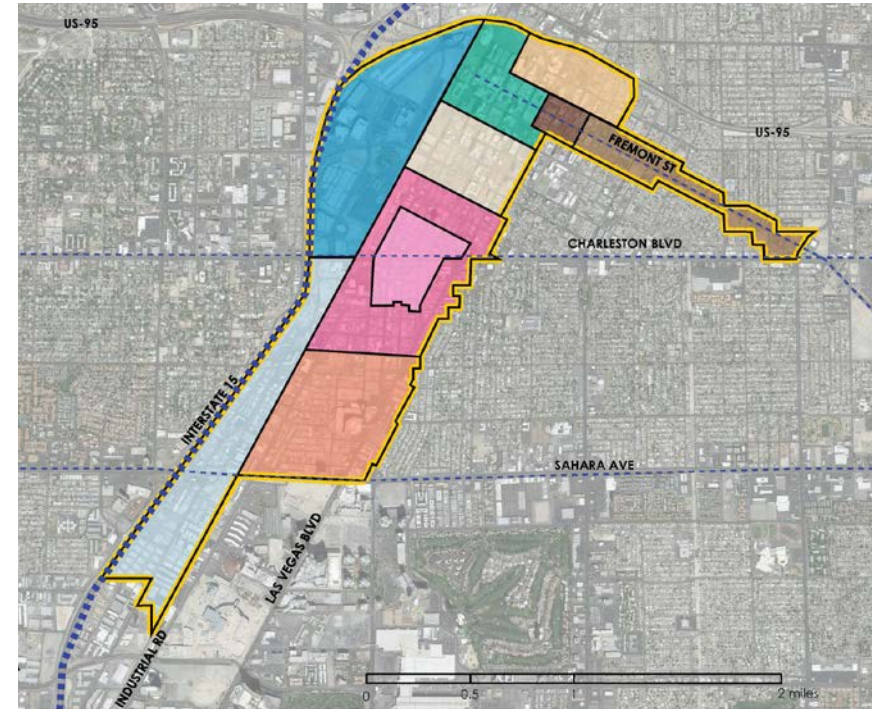
# EXISTING REGULATIONS



# CODE DIAGNOSIS – DOWNTOWN CENTENNIAL PLAN

## INEFFECTIVE ZONING TO ACHIEVE THE VISION

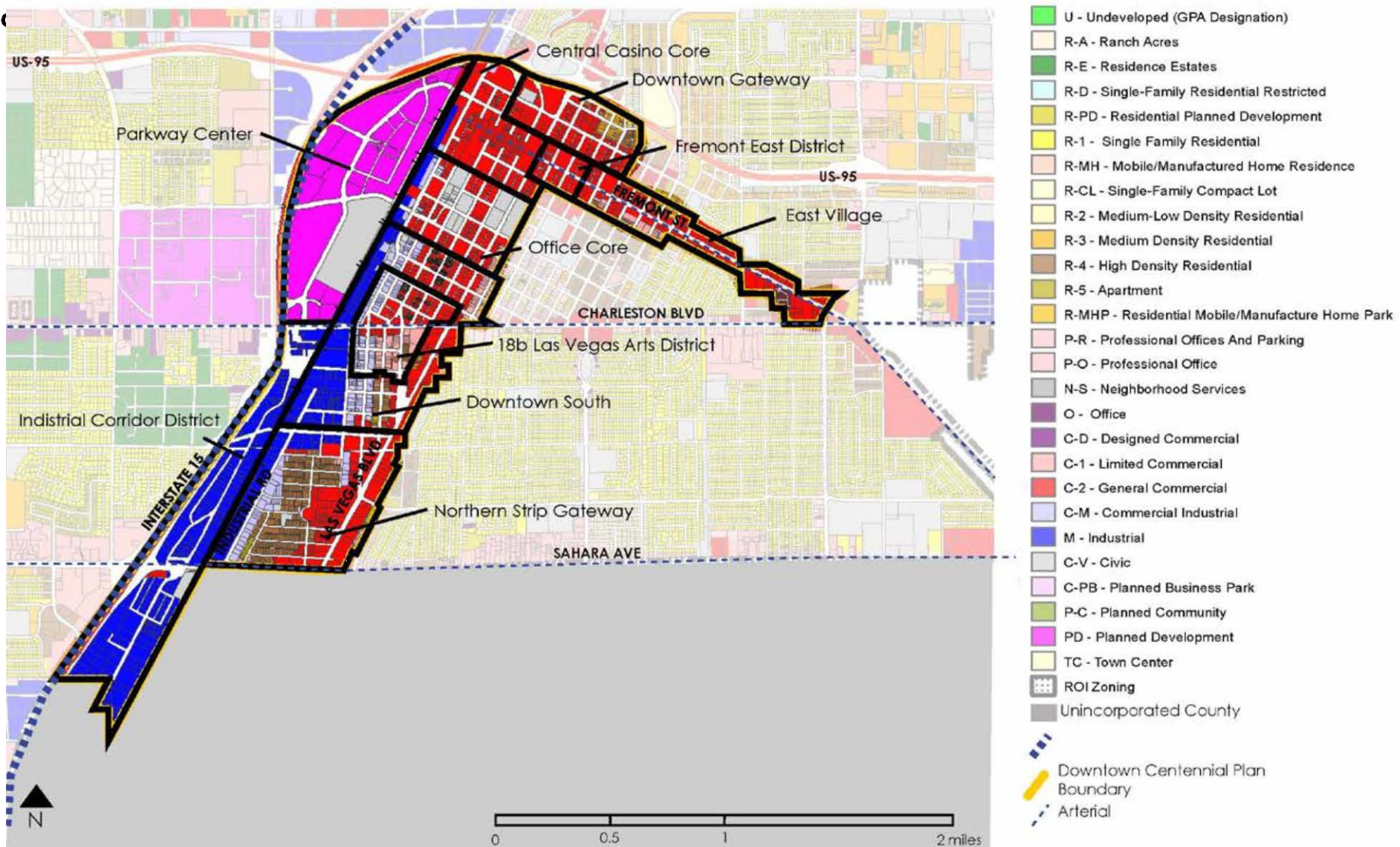
- 31 overlapping districts and zones
- Inconsistency between development standards and allowed uses
- Unpredictable results
- Relies heavily on site plan review



### LAS VEGAS DOWNTOWN MASTER PLAN UPDATE CODE DIAGNOSIS

Prepared by: Lisa Wise Consulting, Inc  
April 2015

# CODE DIAGNOSIS



# CODE DIAGNOSIS

**Table 1. Districts and Applicable City Zones**

Downtown Centennial Plan District	LVMC Title 19 Zones												
	C-1	C-2	C-D	C-M	C-PB	C-V	M	P-O	PD	R-2	R-3	R-4	R-5
Parkway Center*									X				
Office Core	X	X		X		X							
Downtown Gateway		X								X	X	X	
Downtown South			X	X		X	X	X			X	X	X
Las Vegas Arts District*	X	X		X		X						X	
Central Casino Core		X		X		X	X						
Northern Strip Gateway	X	X		X		X	X	X				X	X
East Village	X	X									X	X	
Fremont East		X											
Industrial Corridor							X						

An 'X' indicates that the District has uses regulated by the applicable Title 19 Zone in at least one location.

\*. Uses allowed in the Las Vegas Arts District and Parkway Center District are outlined in the DCP Code, and do not cross reference the LVMC. These Districts have been included in the table to illustrate the overlap of City base zones and DCP Districts.



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Office Core	X	X		X		X							
Downtown Gateway		X								X	X	X	
Downtown South			X	X		X	X	X			X	X	X
Las Vegas Arts District*	X	X		X		X						X	
Central Casino Core		X		X		X	X						
Northern Strip Gateway	X	X		X		X	X	X				X	X
East Village	X	X									X	X	
Fremont East		X											
Industrial Corridor							X						

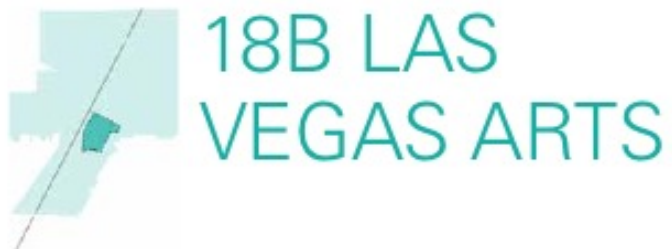
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# CODE DIAGNOSIS

Table 2- Uses allowed in the Northern Strip Gateway District, by Zone						
	C-1	C-2	C-M	M	R-4	R-5
<b>RESIDENTIAL AND LODGING</b>						
Accessory Structure (Class II) (Ord. 5895-3/21/07)	S	S			C	C
Assisted Living Apartments					P	P
Bed & Breakfast Inn					S	S
Boarding or Rooming House			S		P	P
Condominium	C	C			P	
Home Occupation					H	H
Hotel, Motel, or Hotel Suites	S	P	P	P		
Hotel, Residence	S	S	P		S	S
Multi-Family Residential					P	P
Single Family, Attached					P	P
Single Family Detached (Ord. 5985)					P	P
Single Room Occupancy Residence		S	P			S
Townhouse					P	P
Trailer/RV Cap or Park	S	S	S	P		
Two-Family Dwelling					P	P
<b>RECREATION, ENTERTAINMENT &amp; AMUSEMENT</b>						
Gaming Establishment, Restricted	A	A	A	A		
Gaming Establishment, Non-restricted	S	S	S	S		
Gaming Establishment, General Business-Related	S	S	S	S		
Outcall Entertainment Referral Service	S	S	P	P		
Sexually Oriented Business			C	C		
Urban Lounge	S	S	S	S		
<b>RETAIL AND PERSONAL SERVICES</b>						
Restaurant with Service Bar	S	S	S	S		
Shopping Center	P	P	P	P		
Swap Meet	S	S	C	C		
Tattoo Parlor/Body Piercing Studio		S	P	P		
<b>MIXED USES</b>						
Mixed-Use	C	C			S	S
<b>Key:</b> P- The use is permitted as a principal use in that zoning district by right A- The use is permitted as an accessory use to a main use in the district C- The use is permitted, but only in accordance with the conditions specified in the table for conditional uses S- The principal use is permitted in that zoning district only after first obtaining a Special Use Permit H- The use is permitted by means of a Home Occupation Permit T- The use is permitted by means of a Temporary Use Permit - A blank square shall mean that the use is not allowed in that zoning district as a principal use <b>Notes:</b> The above list above is for illustrative purposes only. It is not exhaustive. Additional uses are allowed in the Northern Strip Gateway District.						

# CODE DIAGNOSIS



## 18B LAS VEGAS ARTS

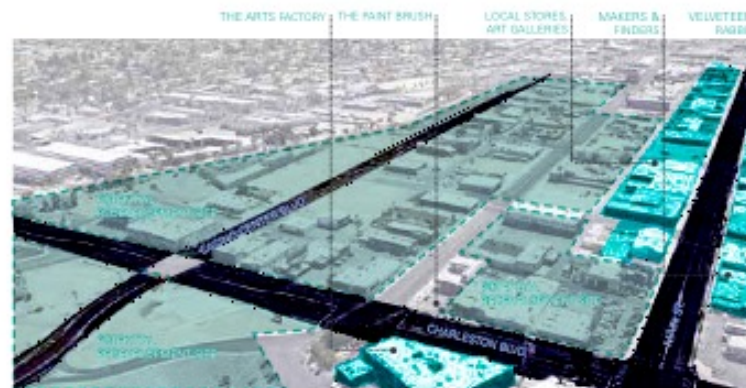
### A DIVERSE COMMUNITY AND REGIONAL SHOWCASE FOR THE ARTS.

The 18B Las Vegas Arts District is the creative heart of the city. The local stores, art galleries, and artists in residence are compelling and memorable elements of Downtown. However, their impact is limited in scale. Using the underutilized and raw land especially along Casino Center Boulevard, 3rd Street and Main Street, smart investments could promote walkability, safety, and sustainability, a more critical mass of artists and art related services that amplify the artists "brand" in the district, while providing much needed affordable housing and services for the community.

Development protections and improved services could strengthen existing corridors of creative uses, especially along Main and Charleston. New clusters of development

can create places that encourage "makers" of all interests including artists, students, food producers, designers, and entrepreneurs.

Mixtures of uses around transit, include artist oriented housing and creative spaces that adjoin it, a university village that promotes study of the arts and humanities, a "maker" village that attracts entrepreneurs, and senior and veterans housing that cares for the community at large.



SITE ANALYSIS  
LOOKING FROM THE ARTS FACTORY (FOR ILLUSTRATIVE PURPOSES ONLY)

#### DEVELOPMENT NEEDS

- District land assembly, coordinated infrastructure investment, development standards and guidelines, forming key partnerships (higher-education campus, Arts Community, and Transit Authority)

#### CATALYTIC PROJECTS

- Multi-modal Transit (Arts District LRT station), Charleston Complete Streetscape, Museum of Contemporary Art, Artists Green and Demonstration Garden, Local Art Gallery and Makers Village, K-12 School of the Arts, bike share

#### PROPOSED ADD'L GLA

- Residential: 1,314,000 GSF / 1,172 Housing units (Live Work Lofts, Mid-rise/High-rise Condos, Veterans Housing, Student Housing, Temporary Housing)
- Retail: 80,000 GSF (Food and Beverage, Services)
- Office: 321,500 GSF (Creative Office, Incubator Space)
- Civic and Institutional: 676,000 GSF (Art Museum, YMCA, Student Center, Classrooms, K-12 school)
- Open Space: 212,000 GSF (Creative Green, Event Space, Student Quad, Transit Plaza)

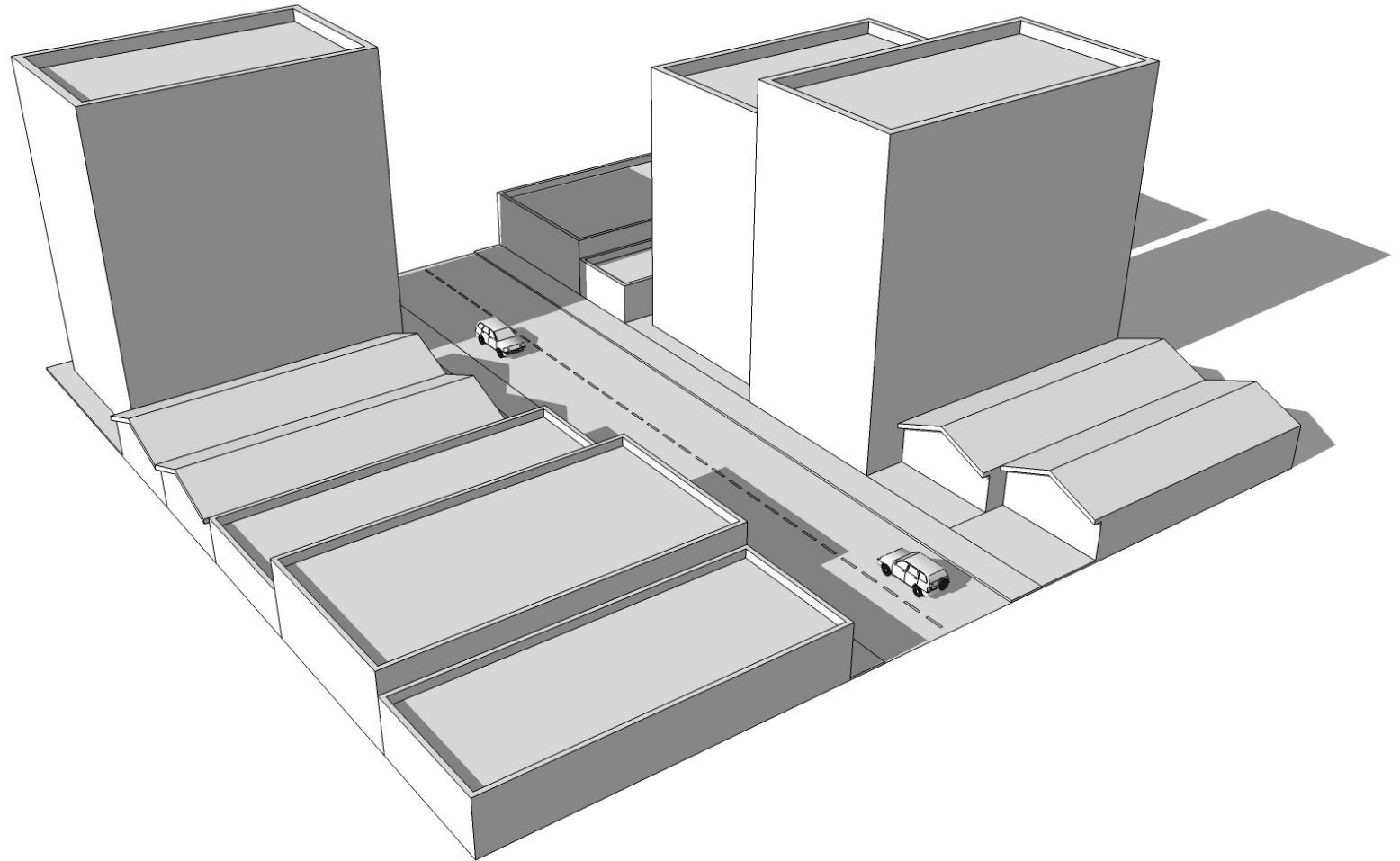


# CODE DIAGNOSIS — DOWNTOWN CENTENNIAL PLAN

## INEFFECTIVE ZONING TO ACHIEVE THE VISION

**Current standards allow this ...**

No height,  
setback, lot  
coverage or  
façade/frontage  
standards.





# CODE DIAGNOSIS — DOWNTOWN CENTENNIAL PLAN

## INEFFECTIVE ZONING TO ACHIEVE THE VISION

... which makes it difficult to achieve this.



# WHAT IS AN URBAN FORM CODE?



# CODE OPTIONS

TYPE	GOAL	FEATURES	PROS	CONS
USE-BASED	Group similar uses	Limits density Regulates bulk Homogenous	Separates incompatible uses Easy Citizen Input	Inhibits mixing uses Politicizes planning Lack of certainty Focuses on negative

# CODE OPTIONS

TYPE	GOAL	FEATURES	PROS	CONS
<b>USE-BASED</b>	Group similar uses	Limits density Regulates bulk Homogenous	Separates incompatible uses Easy Citizen Input	Inhibits mixing uses Politicizes planning Lack of certainty Focuses on negative
<b>PERFORMANCE-BASED</b>	Protect natural resources Mitigate negative impacts	Substitutes quantitative for qualitative Requires sophisticated technical expertise	Clear rationale for standards Focus on environment	Complex and formulaic Difficult to administer and enforce

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<b>URBAN FORM</b>	Promote walkable, urban places and more mobility options	Form trumps uses Encourages pedestrian activity Allows and promotes mixed-use development Provides more certainty for community & developers	Easier to mix uses Codifies design guidelines High use of graphics and tables	Very detailed – can be costly Perception that they are more complicated May need education to transition to new approach



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<b>HYBRID</b>	Achieves benefits from a mix of Code types – a customized Urban Form Code, for example			



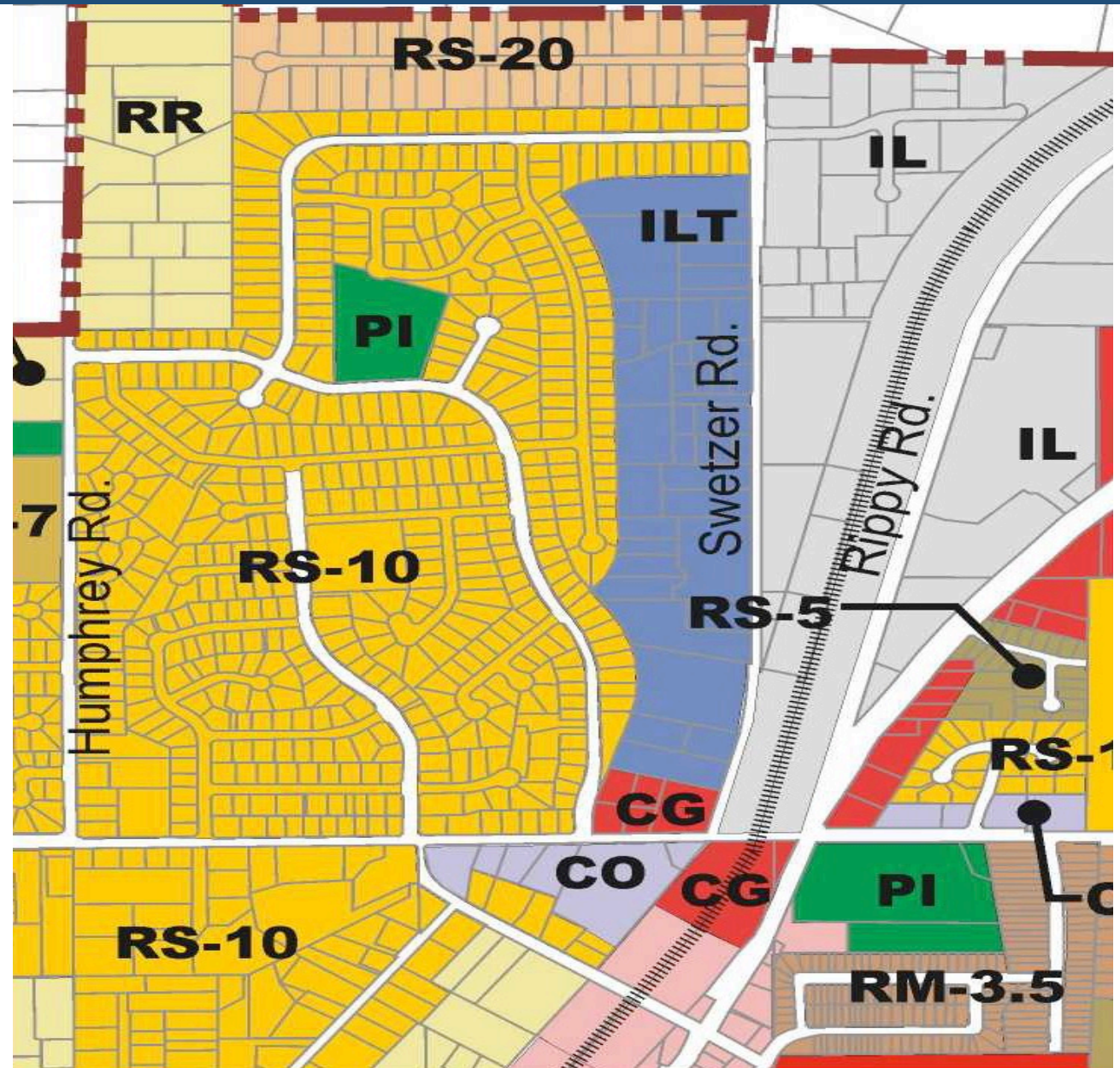
# YESTERDAY'S PROBLEMS





# YESTERDAY'S TOOLS

- Separation of Uses
- Focus on density and floor area ratio (FAR)





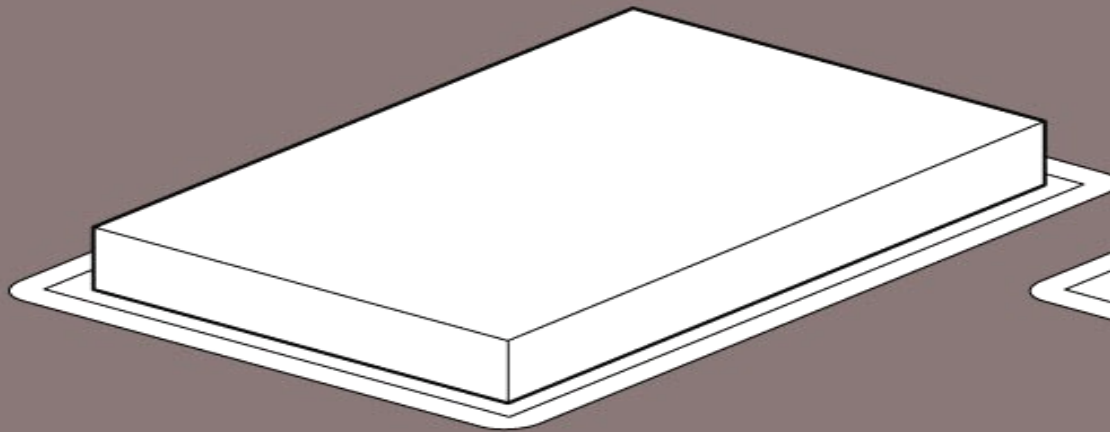
# YESTERDAY'S TOOLS

## SEPARATION OF USES

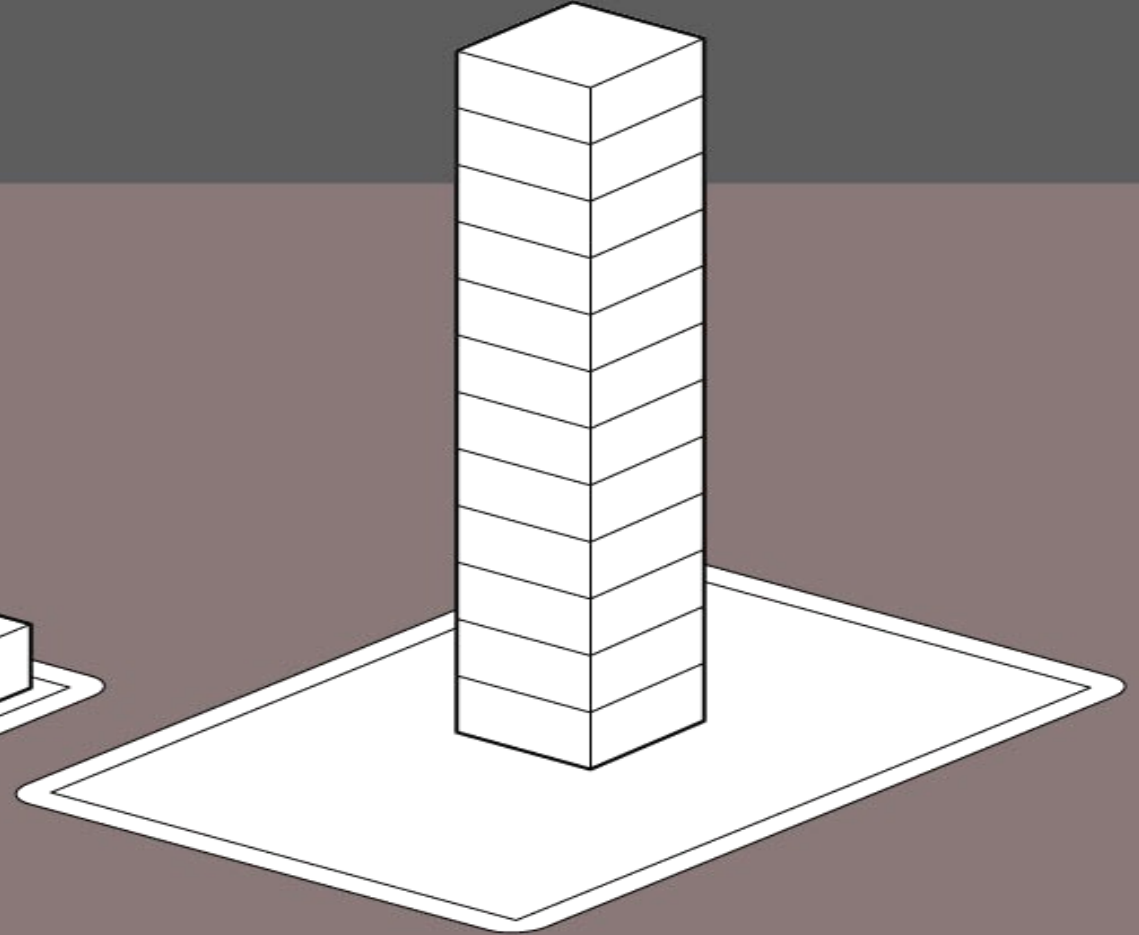


# YESTERDAY'S TOOLS

## FLOOR AREA RATIO (FAR)



FAR 1.0



FAR 1.0

# YESTERDAY'S TOOLS

## FLOOR AREA RATIO (FAR)



FAR 1.0



FAR 1.0



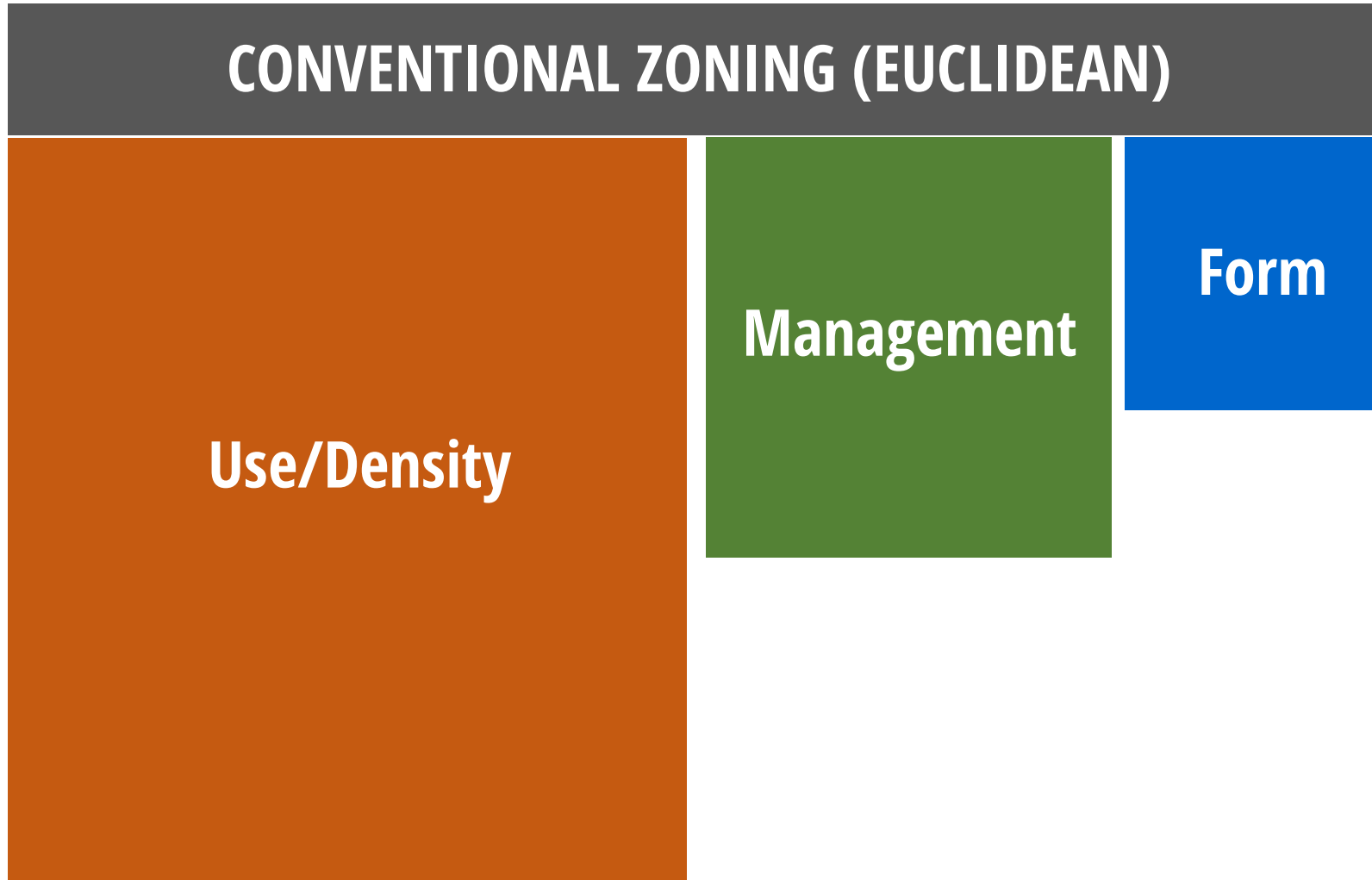
# THIS IS "RED" ON THE ZONING MAP...



...BUT THIS IS RED ON THE ZONING MAP TOO

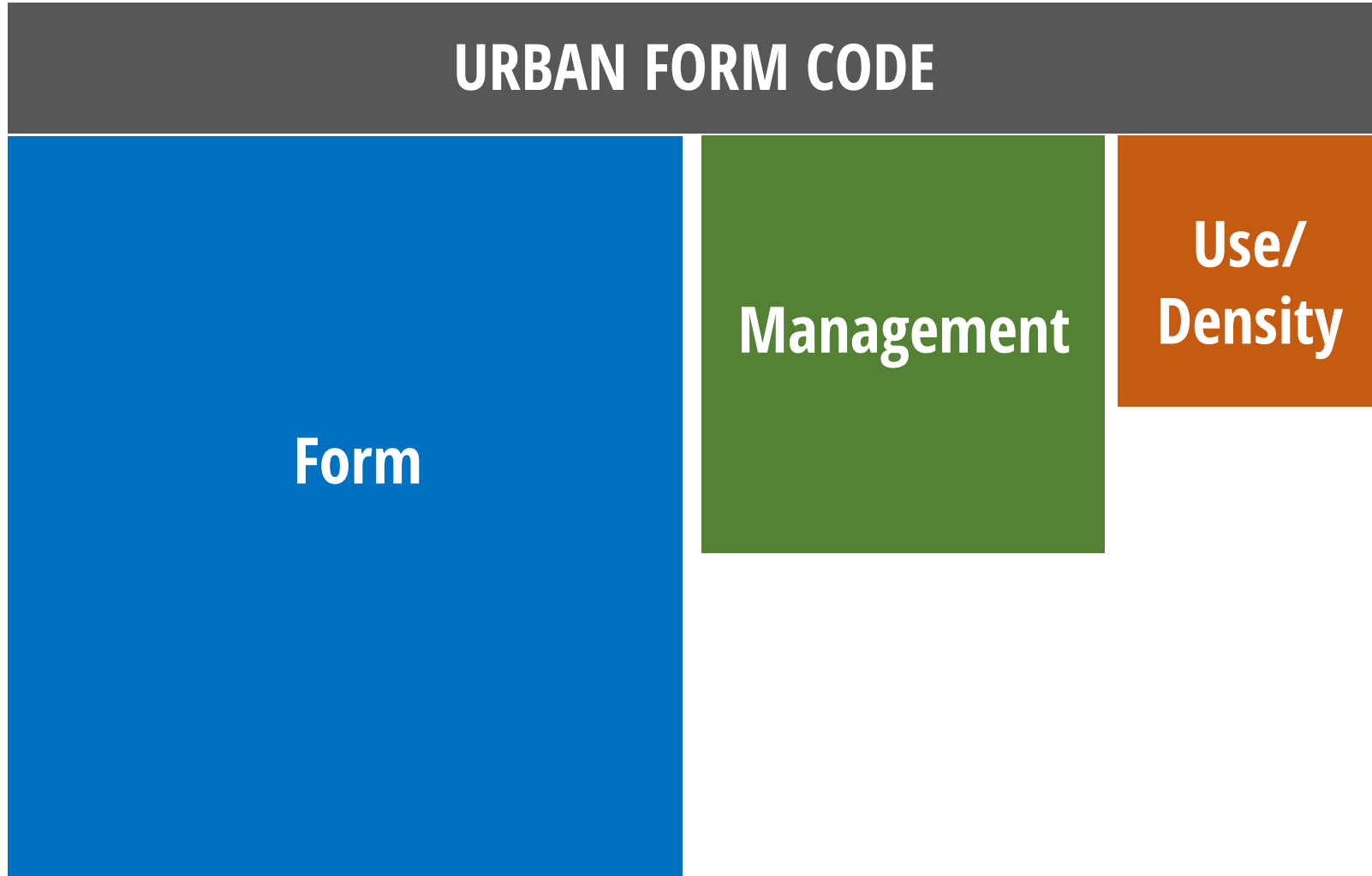


# CONVENTIONAL V. URBAN FORM CODE





# CONVENTIONAL V. URBAN FORM CODE



# WELL-INTENDED POLICY STATEMENT

INFILL AND DEVELOP IN EXISTING URBANIZED AREAS. BUILD AFFORDABLE MULTI-FAMILY HOUSING NEAR TRANSPORTATION CORRIDORS.

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Form Matters



# DIFFERENT PLACES NEED DIFFERENT REGULATIONS



**Walkable Urban**



*Smart Growth Tulsa*

**Transition**



**Drivable Suburban**



[www.aaroads.com](http://www.aaroads.com)

# WHAT IS AN URBAN FORM CODE?

- An urban form code **fosters predictable, high-quality built environments by regulating land development based on physical form** rather than the separation of land uses
- Emphasis on **form** and the **public realm**
- Components
  - Building types
  - Frontage standards
  - Street types
  - Open space types



*Opticos Design, Inc.*





# CONNECTION BETWEEN PUBLIC AND PRIVATE SPACE



Dover, Kohl & Partners 2011

# CONNECTION BETWEEN PUBLIC AND PRIVATE SPACE



Dover, Kohl & Partners 2011

## THE “PUBLIC” SPACE *IN-BETWEEN* FAÇADES

# CONNECTION BETWEEN PUBLIC AND PRIVATE SPACE



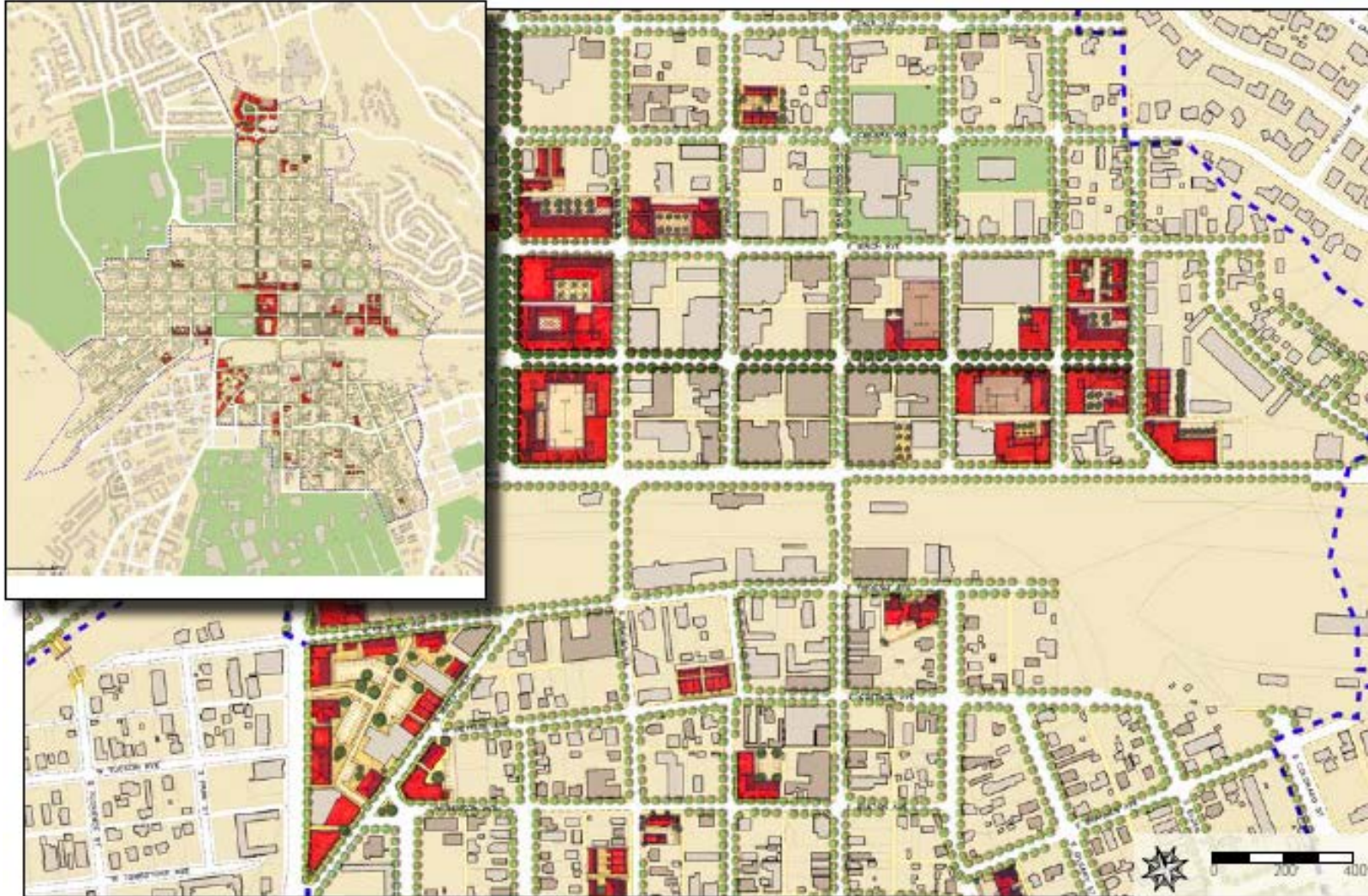
Dover, Kohl & Partners 2011

TRANSITION SPACE (*SEMI-PUBLIC/SEMI-PRIVATE...*)



# URBAN FORM CODE COMPONENTS

## ILLUSTRATIVE PLAN

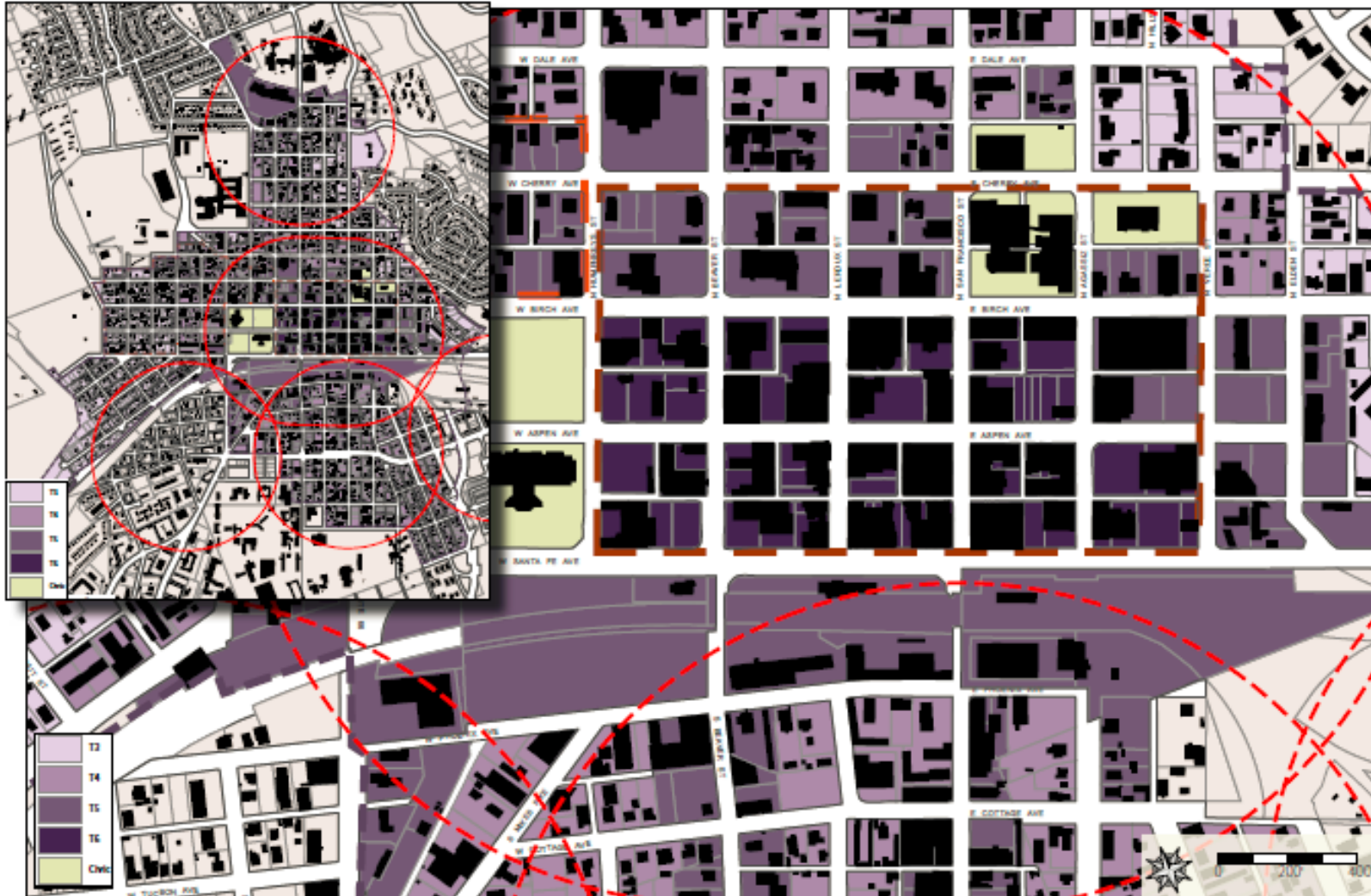


A.8

Charrette Summary: Land Development Code Rewrite | Flagstaff, AZ  
Opticos Design, Inc. & Lisa Wise Consulting

# URBAN FORM CODE COMPONENTS

## REGULATING PLAN





# URBAN FORM CODE COMPONENTS

## BUILDING TYPE STANDARDS

Table 10-50.110.030.A Building Types General

Building Type	Transect Zones
<b>Carriage House:</b> This Building Type is a secondary structure typically located at the rear of a lot. This structure typically provides either a small residential unit, home office space, or other small commercial or service use that may be above a garage or at ground level. This Building Type is important for providing affordable housing opportunities and incubating small businesses within walkable neighborhoods.	T1 T2 T3 T4 T5 T6
<b>Single-Family Estate:</b> This Building Type is a large detached structure on a large lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a more rural setting. If located within a walkable neighborhood, this Building Type is typically located at the edge of the neighborhood, providing a transition to the more rural areas.	T1 T2 T3 T4 T5 T6
<b>Single-Family House:</b> This Building Type is a medium-sized detached structure on a medium-sized lot that incorporates one unit. It is typically located within a primarily single-family residential neighborhood in a walkable urban setting, potentially near a neighborhood main street.	T1 T2 T3 T4 T5 T6
<b>Single-Family Cottage:</b> This Building Type is a small detached structure on a small lot that incorporates one unit. It is typically located within a primarily single-family neighborhood in a walkable urban setting, potentially near a neighborhood main street. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 T4 T5 T6
<b>Bungalow Court:</b> This Building Type consists of a series of small, detached structures on a single lot, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private open space and becomes an important community-enhancing element of this Type. This Type is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 T4 T5 T6
<b>Duplex, Side-by-Side:</b> This Building Type is a small to medium-sized structure that consists of two side-by-side dwelling units, both facing the street, and sharing one common party wall. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. It enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 T4 T5 T6
<b>Duplex, Stacked:</b> This Building Type is a small to medium-sized structure that consists of two dwelling units, one on top of the other. This Type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods or medium-density neighborhoods. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.	T1 T2 T3 T4 T5 T6

Key

T# allowed

T# not allowed



# URBAN FORM CODE COMPONENTS

## BUILDING TYPE STANDARDS



Typical large commercial block building with simple massing, regular spacing of windows and doors, and a tall ground floor.

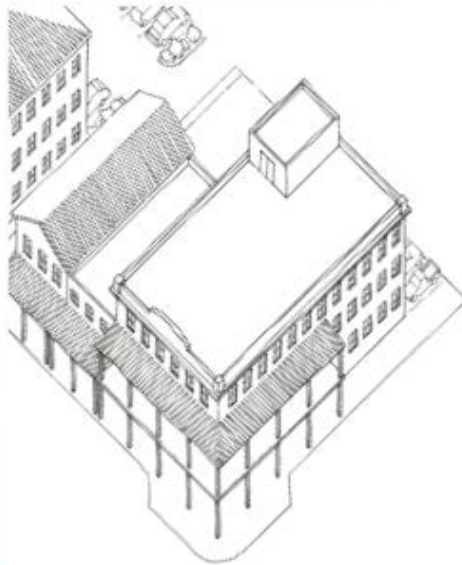


Historic Flagstaff commercial block building with gabled roof form and two-story gallery.



Shopfront frontages are typically found on commercial block buildings.

### 10-50.110.180 Commercial Block

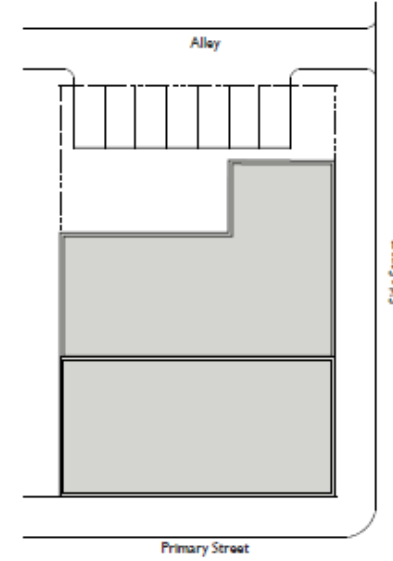


General Note: The drawings and photos on this page are illustrative, not regulatory.

#### A. Description

The Commercial Block Building Type is a small to large-sized structure, typically attached, that provides a vertical mix of uses with ground-floor commercial, service, or retail uses and upper-floor commercial, service, or residential uses. Smaller versions of this Type make up the primary component of a neighborhood main street while larger versions make up the primary component of downtown, therefore being a key component to providing walkability.

### Commercial Block



Typical Alley-loaded Plan Diagram

#### Key

--- ROW/Property Line    ■ Building Area

#### B. Lot

##### Lot Size<sup>1</sup>

Depth 100' min.

#### C. Number of Units

No minimums

#### D. Pedestrian Access

##### Main Entrance Location

Ground Floor Primary Street

Upper Floor Primary or Side Street

#### E. Allowed Frontages

Forecourt Terrace Shopfront<sup>1</sup>

Shopfront Gallery

<sup>1</sup> Only allowed on cross-slope lots.

#### F. Vehicle Access and Parking

Parking spaces may be enclosed, covered or open.

Garages may be detached or tuck-under.

#### G. Private Open Space

No private open space is required.

#### H. Building Size and Massing

Height See transect zone in which the building is proposed.

#### End Notes

<sup>1</sup> Applies to newly created lots.

# URBAN FORM CODE COMPONENTS

## FRONTAGE STANDARDS

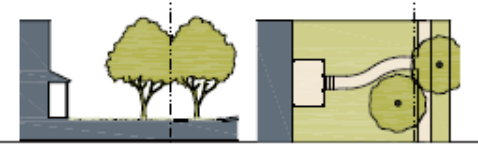
**Table 10-50.120.020.A Private Frontages General**

The private frontage is the area between the building façade and the lot line.

SECTION				PLAN			
LOT	>	<		LOT	>	<	
PRIVATE			R.O.W.	PRIVATE			R.O.W.
FRONTAGE	>	<		FRONTAGE	>	<	

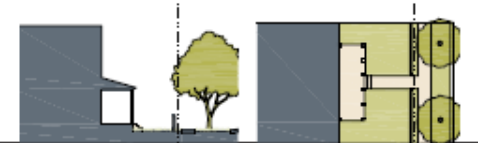
T1 T2 T3 T4 T5 T6

**Common Yard:** The Common Yard Frontage has a planted frontage with a façade substantially set back from the frontage line, providing a buffer from the higher-speed thoroughfares. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages.



T1 T2 T3 T4 T5 T6

**Porch:** The Porch Frontage has a planted frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains street spatial definition. There are three types of porch frontages: Projecting (10-50.120.040), Engaged (10-50.120.050) and Integral (10-50.120.060).



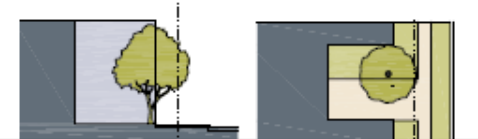
T1 T2 T3 T4 T5 T6

**Terrace or Lightwell:** The Terrace or Lightwell Frontage has a façade set back from the frontage line by an elevated terrace or a sunken lightwell. This Type buffers residential or commercial uses from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.



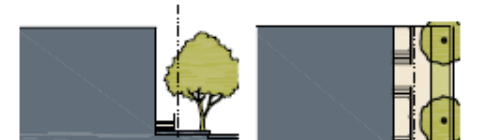
T1 T2 T3 T4 T5 T6

**Forecourt:** The Forecourt Frontage has a portion of the façade 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 sidewalks.



T1 T2 T3 T4 T5 T6

**Stoop:** The Stoop Frontage has a façade 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.



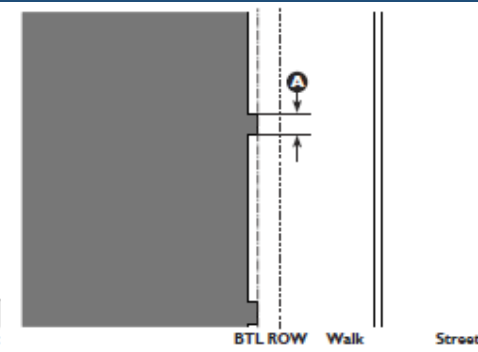
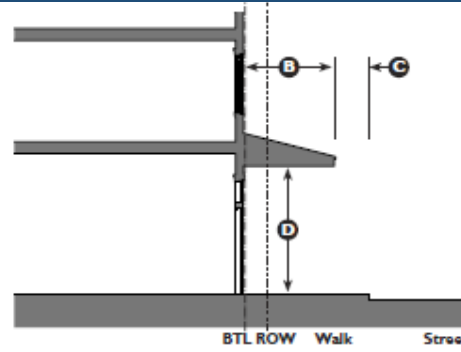
Key

T# Allowed

T# Not Allowed

# URBAN FORM CODE COMPONENTS

## FRONTAGE STANDARDS



### Key

- ROW/Property Line
- Setback Line

### 10-50.120.100 Shopfront

#### A. Description

The main façade of the building is at or near the frontage line and may include a canopy or awning element overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material and is often retractable.

#### B. Size

Distance between Glazing	2' max.	A
Ground Floor Transparency	75% min.	
Door Recess	5' max.	

#### C. Awning

Depth	4' min.	B
Setback from Curb	2' min.	C
Height, Clear	8' min.	D

#### D. Miscellaneous

Residential windows shall not be used.

Doors may be recessed as long as main façade is at BTL.

Open ended awnings encouraged.

Rounded and hooped awnings are discouraged.

Shopfronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.

Transom bars shall be used to break down the window scale.



An example of a shopfront with a recessed doorway.



An example of a shopfront with a chamfered corner entry.



# BUILDING FORM

## FRONTAGE ELEMENTS

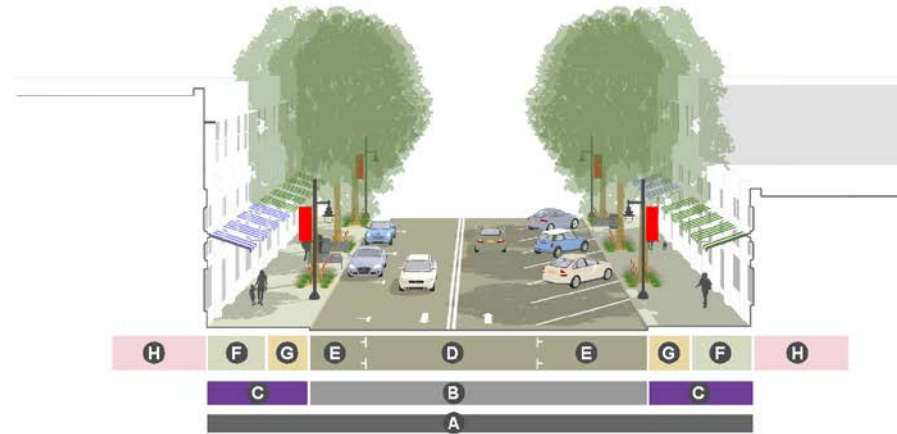


# URBAN FORM CODE COMPONENTS

## STREET STANDARDS

### Type 3. Commercial Street

#### A. Typical Commercial Street- 76'-90' R.O.W



#### A. Description and Intent

A Commercial thoroughfare designed for low to moderate capacity (up to 10,000 VTH), and low speeds (15-25 mph) providing access and convenient parking for urban centers.

This type could correspond with any number of streets in the town center.

#### Intended Character



#### 1. Public Right-of-Way (R.O.W)

A	Right-of-Way	76'-90'
B	Curb-to-Curb	48'-60'
C	Public Frontage	14'-16'; see Section 8.20.110

#### 2. Curb-to-Curb

D	Vehicular Lanes	2 (1 each way); 10'-12' lane width
	Median	none
	Bicycle Facilities	where occurs; see Section 8.20.110
	Bicycle Buffer	where occurs; see Section 8.20.110
E	Parking Facilities	Parallel, Diagonal, or Mixed; 7'-18'

#### 3. Public Frontage

F	Sidewalk	12'-16'
G	Planter(s)	Tree wells, 5'x5' minimum
	Landscaping	See Section 4.40.040 (Approved Plant List)
	Lighting	See Section 4.40.090
	Drainage Type(s)	Curb & gutter

#### 4. Private Frontage

H	Frontage Type(s)	See Section 5.20.050
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# MISCONCEPTIONS

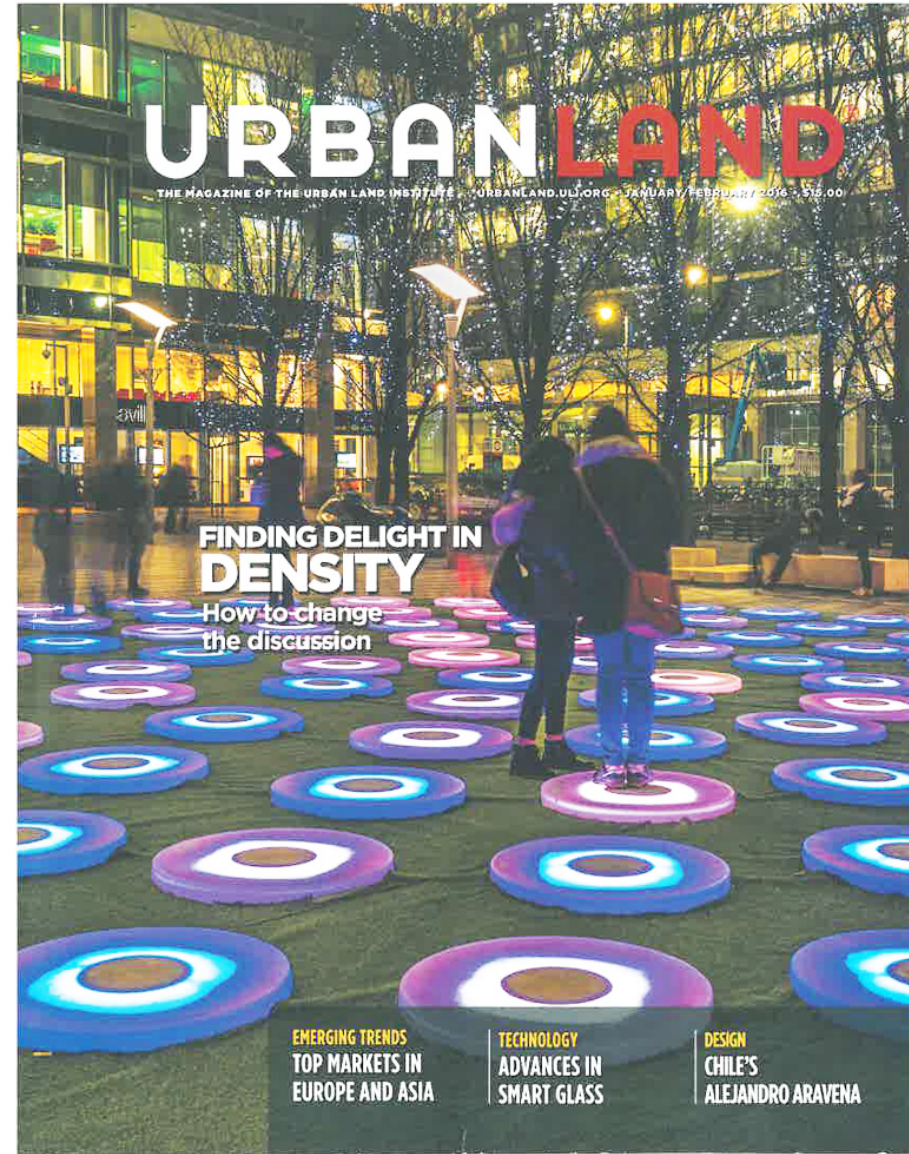
## URBAN FORM CODES...

1. Do regulate use
2. Dictate architecture and squash creativity
3. Are too complicated
4. Are boilerplates
5. Are relatively untested
6. Are for new developments only
7. Are just guidelines
8. Must be applied citywide
9. Result in by-right approval – leaving out staff
10. Are upzoning and result in high density development
11. Only regulate mixed-use development
12. Friendly to development community
13. Are difficult for staff to implement



# MARKET TRENDS

# WHAT CAN MUNICIPAL GOVERNMENTS DO TO MORE EFFECTIVELY ACCOMMODATE AND ENCOURAGE DENSIFICATION?



## CONTRIBUTING THEIR INSIGHTS:



**Jenna Hornstock**, deputy executive officer, countywide planning, Los Angeles County Metropolitan Transportation Authority (Metro); vice chair, Public/Private Partnership Council (Blue Flight)



**A.J. Jackson**, senior vice president of land acquisition and development, partner, EYA, Bethesda, Maryland; chair, Public/Private Partnership Council (Gold Flight)



**Christopher Leinberger**, president, Locus, Washington, D.C.; vice chair, Transit-Oriented Development Council



**Jodie W. McLean**, chief executive officer, EDENS, Washington, D.C.; member, Commercial & Retail Development Council (Gold Flight)

...need to look at their existing land use plans... zoning process doesn't do a good job of setting the community's expectations... the most effective thing a local jurisdiction can do is to change to a form-based code...



# CHANGES IN MARKET FUNDAMENTALS

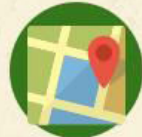
## Millennials: the Generation that Walks the Talk



### Walking More, Driving Less



83% of Millennials like walking, but only 71% like driving. This 12 point gap is a wider margin than any other generation. The gap for Baby Boomers is 2 points.



50% of Millennials prefer living within an easy walk of other places (compared to 43% of Gen X, 38% Baby Boomer and 30% Silent Generation)



51% of Millennials prefer living in attached housing (townhouse, condo) where they can walk to shops and have a shorter commute (compared to 44% of Gen X, 43% Baby Boomer and 41% Silent Generation)



Millennials walk more for transportation: 32% walked to work/school (compared to 19% for Generation X and 13% for Baby Boomers). 62% of Millennials walked for errands (compared to 54% of Generation X and 53% of Baby Boomers).



# URBAN FORM CODES ARE NOW COMMONPLACE



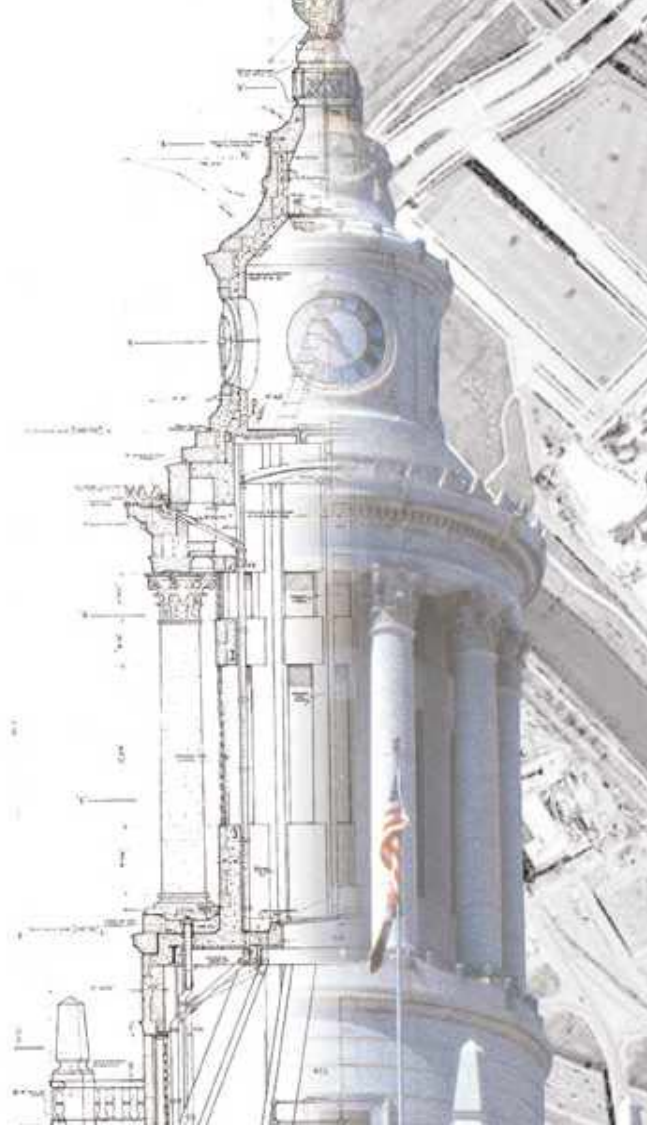
# CASE STUDIES



# DENVER, CO

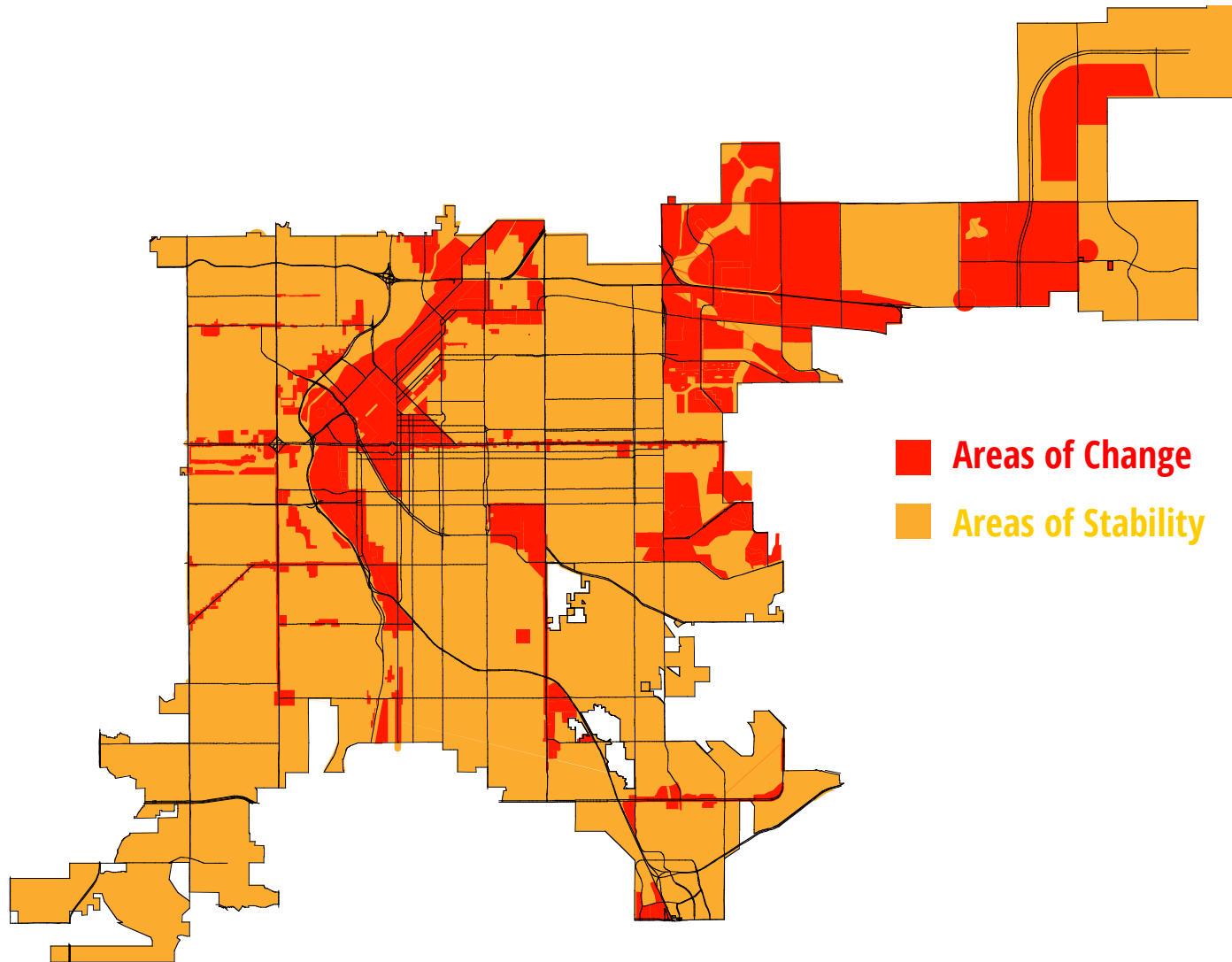
## BLUEPRINT DENVER

**An Integrated Land Use  
and Transportation Plan**



# DENVER, CO

## AREAS OF STABILITY/CHANGE



# DENVER, CO

## CONTEXT-BASED APPROACH



**Suburban Neighborhood**



**Urban Edge Neighborhood**



**Urban Neighborhood**



**General Urban Neighborhood**



**Urban Center Neighborhood**



**Downtown Neighborhood**

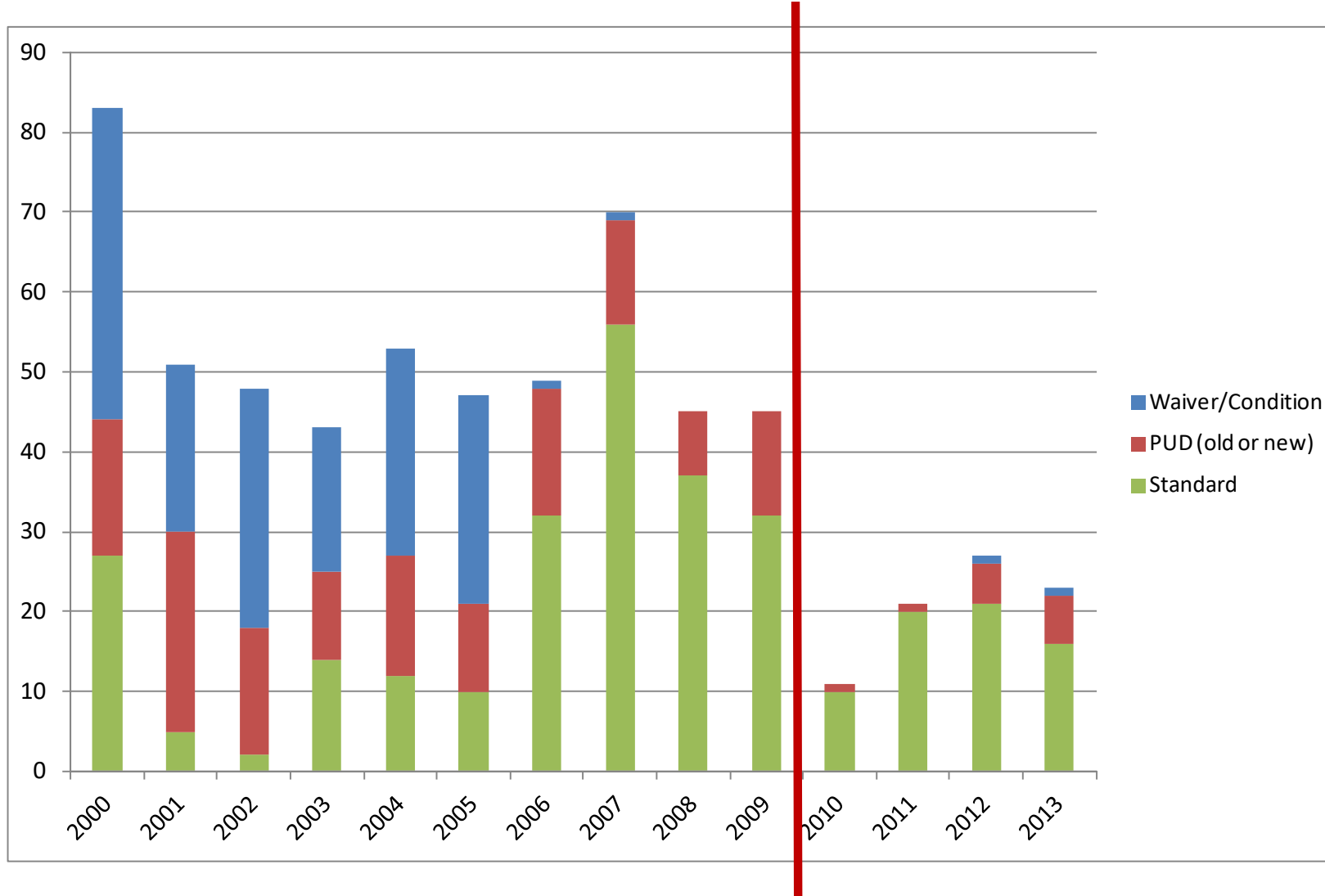


## IMPLEMENTING BLUEPRINT DENVER

PERFORMANCE MEASURE	2012	2013	2014
Directing Growth			
Achieve a higher ratio of private investment in Areas of Change to Areas of Stability	3:1	6:1	6:1
Achieve a higher ratio of investment in Areas with Small Area Plans to areas without Small Area Plans	5:1	10:1	6:1

# DENVER, CO

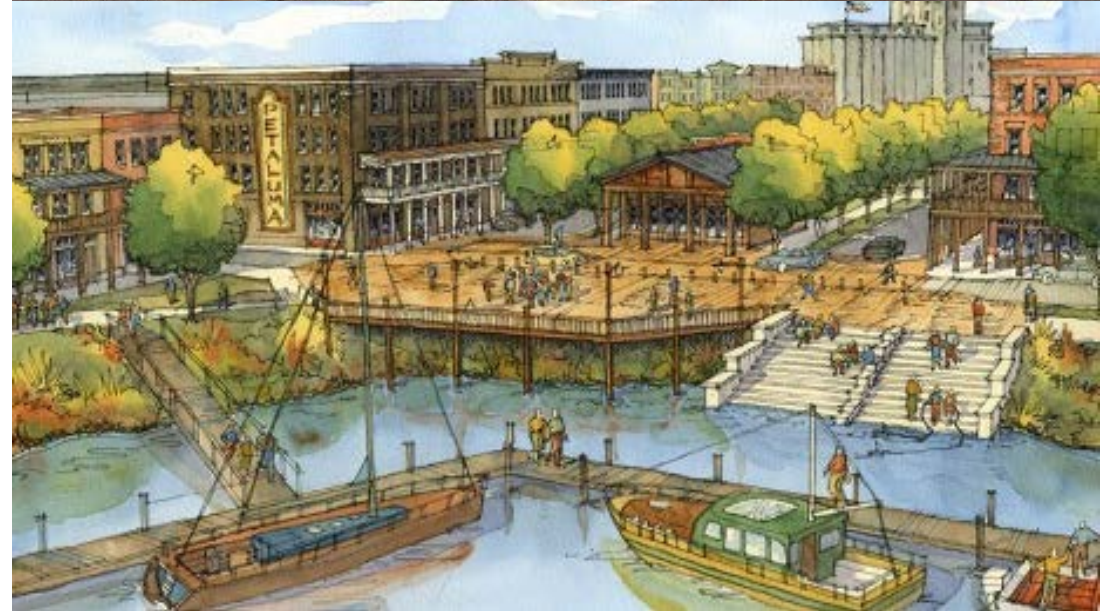
## REZONING BY TYPE 2000-2013



# PETALUMA, CA

## DOWNTOWN FORM-BASED CODE (2003/2012)

- Very successful
- Theater District Created
- Three Fold Increase in Property Taxes (2003 – 2008)
- 17% Increase in Sales Taxes (2004 - 2007)
- Updated Code in 2012



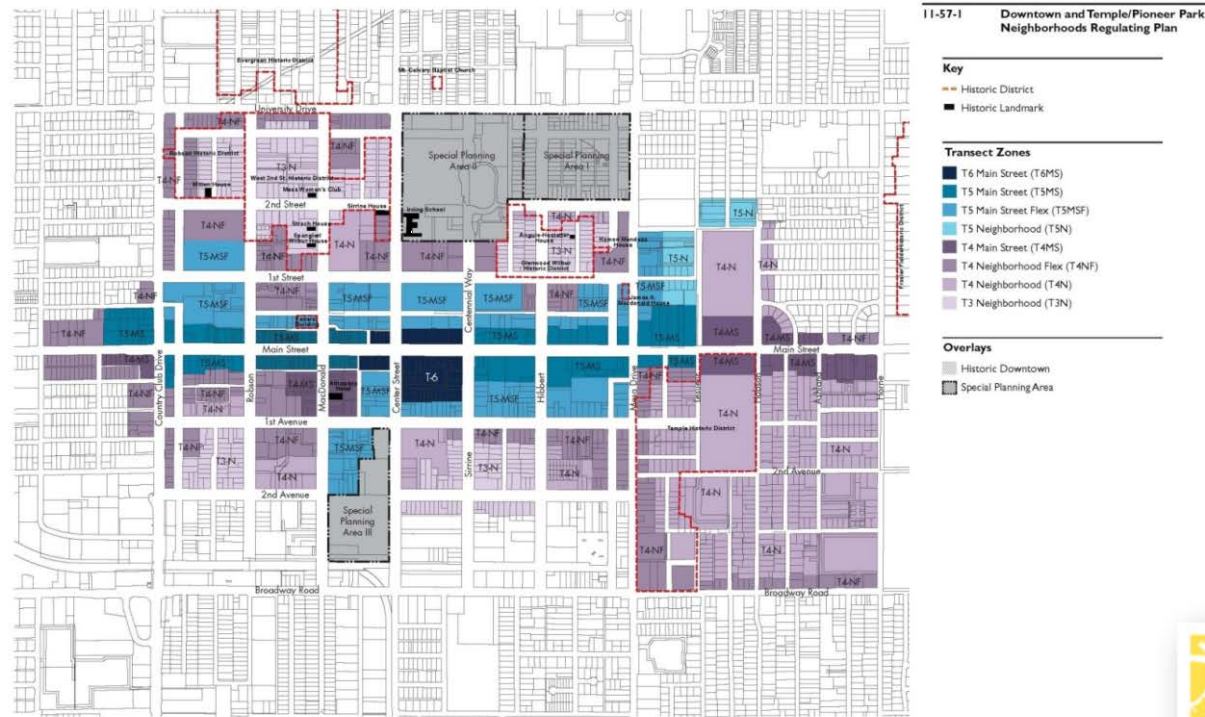


# MESA, AZ

## DOWNTOWN FORM-BASED CODE (2012)

Final Draft: April 2012

Chapter 57: Maps

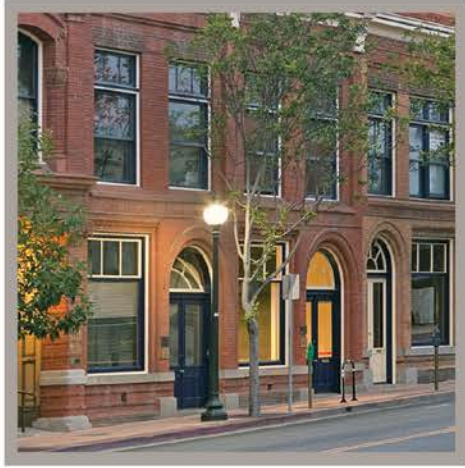


- Extraordinarily successful
- Extension of Phoenix light rail project - TOD
- Several developments in the works:
  - 81-unit Senior-living Complex (\$17 million dollar project)
  - Encore
  - El Rancho del Arte
  - Art Space
  - Country Club and Main
- May be expanding their FBC to other areas of the City

# EMERGING TRENDS IN REAL ESTATE 2017

## TOP 10 MARKETS TO WATCH

CITY	FBC?	COMMENTS
AUSTIN	Yes	In progress
DALLAS/FORT WORTH	Yes	Mixed use and TOD areas
PORTLAND, ME	Yes	India Street Historic District
SEATTLE	No	
LOS ANGELES	Yes	In progress
NASHVILLE	Yes	Code complete
RALEIGH/DURHAM	Yes	Form-driven regulatory system
ORANGE COUNTY	Yes	Several cities within have FBCs
CHARLOTTE	Yes	Under consideration
SAN FRANCISCO	No	City does not, but many Bay Area cities do



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**END**