



North 5th Street Corridor Transit Supportive Land Use Plan

Implementation Using a Form Based Code

June 29, 2005



CREATING A FORM BASED CODE

Six Elements:

- **What needs to be regulated and why**
- **Existing code audit**
- **Choose a philosophy**
- **Code organization and format**
- **Make it readable**
- **Simplify the process**



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What Needs to be Regulated and Why:

- **Clearly define plan area**
- **Identify critical and important TOD plan elements**





Existing Code Audit:

- **Create a TOD checklist**
 - ✓ **Pedestrian environment**
 - ✓ **Building and uses**
 - ✓ **Building placement**
 - ✓ **Parking**
 - ✓ **Building orientation and frontage**
- **Determine degree of consistency with TOD**
- **Identify provisions to be amended**



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Choose a Philosophy:

- **Blending traditional and form based approaches**
- **Certainty v. flexibility**
- **Regulations v. incentives**

Regulating Uses



Implementing a Vision





Code Organization and Format:

- **Organization of existing code**
- **Organization of form based elements by**
 - ✓ TOD typology (urban downtown, etc.)
 - ✓ TOD core, center and edge
 - ✓ TOD checklist (pedestrian environment, etc.)
- **Proper integration with existing regulatory framework**



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Make It Readable:

- **Simple text**
- **Consistent use of terms**
- **Avoid jargon**
- **Uncluttered format**
- **Illustrations**



North 5th Street Corridor Transit Supportive Land Use Plan

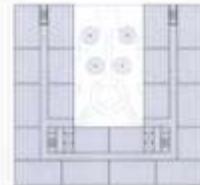
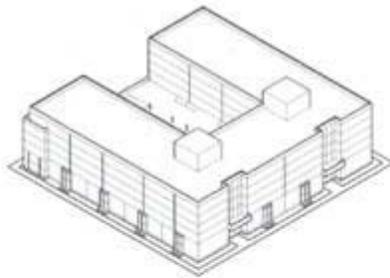
West Hyattsville TDOZ
Part II: Implementing the Vision

RESIDENTIAL BUILDING WITH TOWNHOUSES AND FLATS

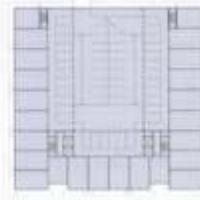
Description: The building is similar in configuration to the mid-rise condominium building wrapped around a parking structure except for the floor to ceiling heights of the townhouses on the ground which are more generous than residential condominiums.

The building should have appropriately scaled "front" entrances addressing the public, or street side; but they should also have secondary entrances from the back where the structured parking is located. Both entrances should connect to a single common ground floor lobby area.

The deck above the interior parking should be landscaped and made into a public courtyard which can be shared by all the residents of the building



Upper units wrap around terrace on top of the parking structure



Lower perimeter units around internal parking structure

Uses: Residential

Height: Five stories.

Width: 18-22 foot width for Townhouse

Parking General: Limit parking should be located in the rear of the building which is a half donut accessed off an alley. On-street parking should be provided for visitors. Curb cuts should be minimized to enhance the pedestrian environment.

Off-street Parking: In structure

Structured Parking: Parking Structures should be located at the interior of development blocks. Access should be from side streets and not from the main street.

On-street Parking: On-street parking adjacent to residential structures is encouraged.

Setbacks: 0-8'

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Additional Standards and Requirements

General Standards and Guidelines for all Buildings	3.3 A
Residential Specific Building Design Standards	3.3 C
Site Design Standards	3.3 D
Sign Design Standards	3.3 E
Park and Plaza Design Standards	3.3 F
Circulation Standards	3.3 G
Environmental Standards	3.3 H
Community Design Elements	3.4



Simplify the Process:

- **Permitted v. conditional uses**
- **Abbreviated process for minor and non-discretionary decisions**
- **Early public involvement for major applications**
- **Applicant and public information regarding procedural steps and schedule**



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Key Factors for Success:

- **Involve developers in addition to the public**
- **Allow flexibility where possible**
- **“Road Test” the draft code**
- **Monitor code performance and amend as necessary**



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