

Form-Based Code Circuit Training!

PAW Boot Camp

Mercer Island, November 15, 2019

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Training Exercises

1. Form-based codes calisthenics
2. Code initiation sprints
3. Land use reverse lunges
4. Housing diversity aerobics (including a VPS drill)
5. **Community design jumping jacks**
6. **Block frontage bench dips**
7. Site design sit-ups
8. Building design stair climb
9. Parking push-ups
10. Lessons learned stretches



Community Design Jumping Jacks

Community Design Chapter

Integrating those code provisions that impact the larger community design framework:

1. Streets
 - When required?
 - What are the standards
2. Access/driveways
3. Subdivision/master plan design
4. Block sizes and connectivity
5. Park integration
6. Lot design alternatives

Street Improvements

1. Applicability

Construction or provision of public right-of-way improvements consistent with the requirements in this chapter and AMC Chapter 19.52 Public Street Design is required as condition of approval of the following development activities:

- A. Creation of any new dwelling units, except for accessory dwelling units.
- B. Creation of any new non-residential development.
- C. The establishment of new lots with a subdivision, short subdivision, or binding site plan when such lots do not otherwise have access from a public right-of-way.
- D. Alteration of, or addition to, a single family residence when the estimated value of the proposed structural improvements exceeds 50-percent of the Skagit County Assessor's value of the existing structure(s) on the subject property within a 12-month period.
- E. Alteration of, or addition to, a commercial, industrial, or multi-family development when the estimated value of the proposed improvements exceeds 50-percent of the Skagit County Assessor's value of the existing structure(s) on the subject property, within a 12-month period.

Exception: Tenant improvements to existing buildings (no new increase in gross floor area) are exempt from the public right-of-way improvements in this chapter.

Street Improvements

1. Applicability
2. Clarifications

- D. Transition to existing improvements. If improvements required by this chapter will connect with improvements in the same ROW that do not conform to this chapter, the following applies:
 1. If the improvements will connect with existing improvements of a greater dimension, the improvement must be built at the greater dimension unless the public works director determines that the dimensions of the existing improvement will be decreased in the future.
 2. If the improvements will connect with existing improvements of a lesser dimension, the following applies, as determined by the public works director:
 - a. If the dimensions of the existing improvements will not be increased in the future, the new improvement must be permanently flared or tapered to match the existing improvements.
 - b. If the dimensions of the existing improvements will be increased in the future, the required improvements must be installed in the full length of the right-of-way abutting the subject property with temporary flaring or tapering on the existing improvements.

Street Improvements

1. Applicability
2. Clarifications
3. Modifications, deferments, waivers, sidewalk construction-in-lieu program

D. Deferment.

1. A deferment to the installation of required improvements may be granted for any of the following reasons:
 - a. The required improvement is part of a larger project that has been scheduled for implementation and is fully funded in the City's six-year Capital Facilities Plan.
 - b. Construction or alteration of a single-family dwelling unit on an existing lot greater than one acre (net) in size where there are no frontage improvements meeting city standards within 200-feet of the lot, or identified through approved plats, and potential exists for future development of the lot.
 - c. Other unusual circumstances preclude the construction of the improvements as required.
2. If the applicant meets the above criteria in Section 19.51.060(D)(1) for deferment, the applicant is only obligated to install, at a future date, improvements subject to AMC 19.51.040.
3. If the city approves a deferment, the applicant must sign a concomitant agreement to run with the property, in a form acceptable to the city attorney, specifying that the applicant must install or reimburse the city for construction of the deferred improvements as directed by the public works director. The applicant must record this agreement with the Skagit County Auditor's Office.
4. The applicant must grade the subject portion of the right-of-way as though the public improvement were to be immediately installed and stabilize the graded area in a manner approved by the public works director. The applicant may be relieved of this requirement if the public works director determines that unusual circumstances preclude the grading.

E. Waiver.

A waiver to the requirement to install all or a portion of the required improvements may be granted for any of the following reasons:

1. The installation of the improvements will cause a safety hazard or an environmental impact that cannot be mitigated; or
2. The current level and extent of the improvements in the ROW adjacent to the subject property are not likely to be changed in the future.

Street Design

- Decide on what's in the zoning code vs detailed engineering standards

Street Design

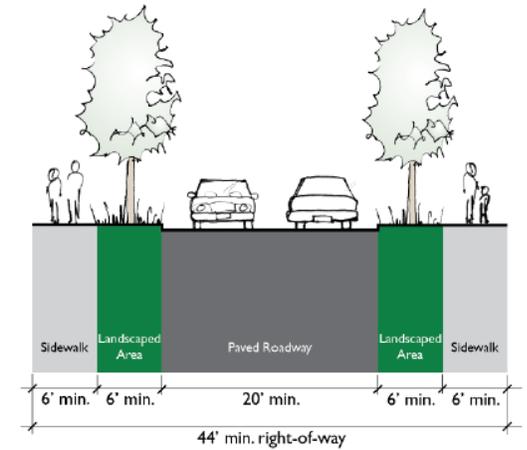
- Standards for new streets
- Note that the modifications provisions noted above
- Some cities include optional X-section standards for residential streets

Table 19.52.040(A)

Low-volume local street standards.

For rules of interpretation, see subsection (B).

Right-of-way width	44 ft. minimum
Landscaped area width	6 ft. minimum on each side
Pavement width	20 ft. except where parking lane(s) are included
Grade	12% maximum
Sidewalk width	6 ft. minimum
Bike lanes	NA



Note: All residential subdivisions must accommodate provisions for guest parking [AMC 19.64.030(B)] and applicable service deliveries and activities typical to the size, type, and density of the proposed development. Guest parking may be accommodated by integrating on-street parking lanes and/or pockets, off-street parking areas, or other methods to the satisfaction of the public works director.

Parking pocket	8 ft. minimum
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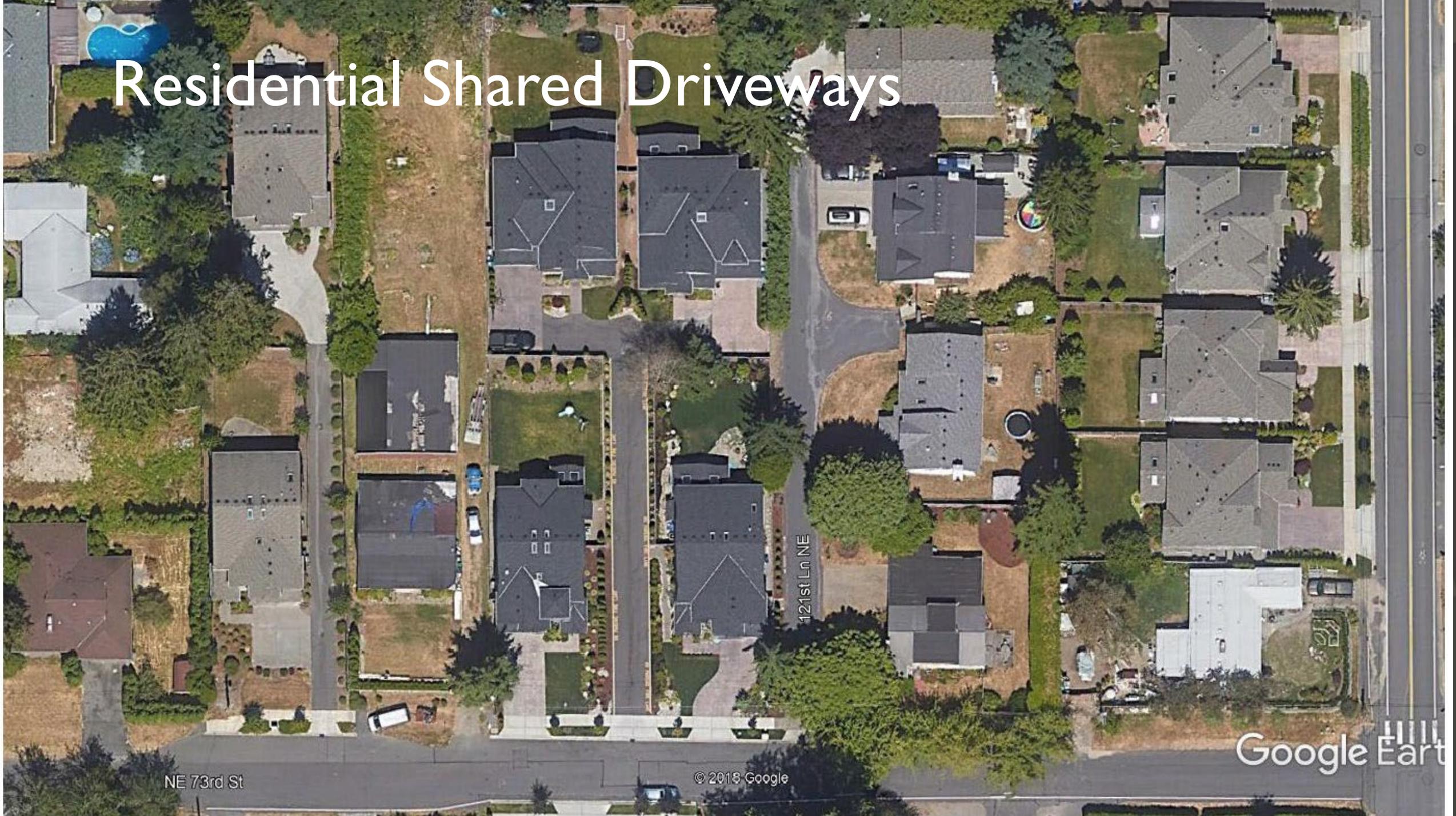
Parking pockets may be integrated into one or both sides of the street in place of landscaped areas for up to 50% of the street length provided wider planting strips and trees planted elsewhere along the street compensate for the displaced landscaped areas.

Private Driveways & Access

- Driveway location
- Driveway width
- Driveway spacing
- Lots with alleys

Table 19.53.030		
Driveway cut width.		
Use Type	Minimum Width	Maximum Width
Residential		
Lot width = 50-feet or greater	10-feet	20-feet
Lot width < 50-feet	10-feet	12-feet or 20-feet if shared with adjacent lot
Commercial and Industrial	20-feet	30-feet

Residential Shared Driveways

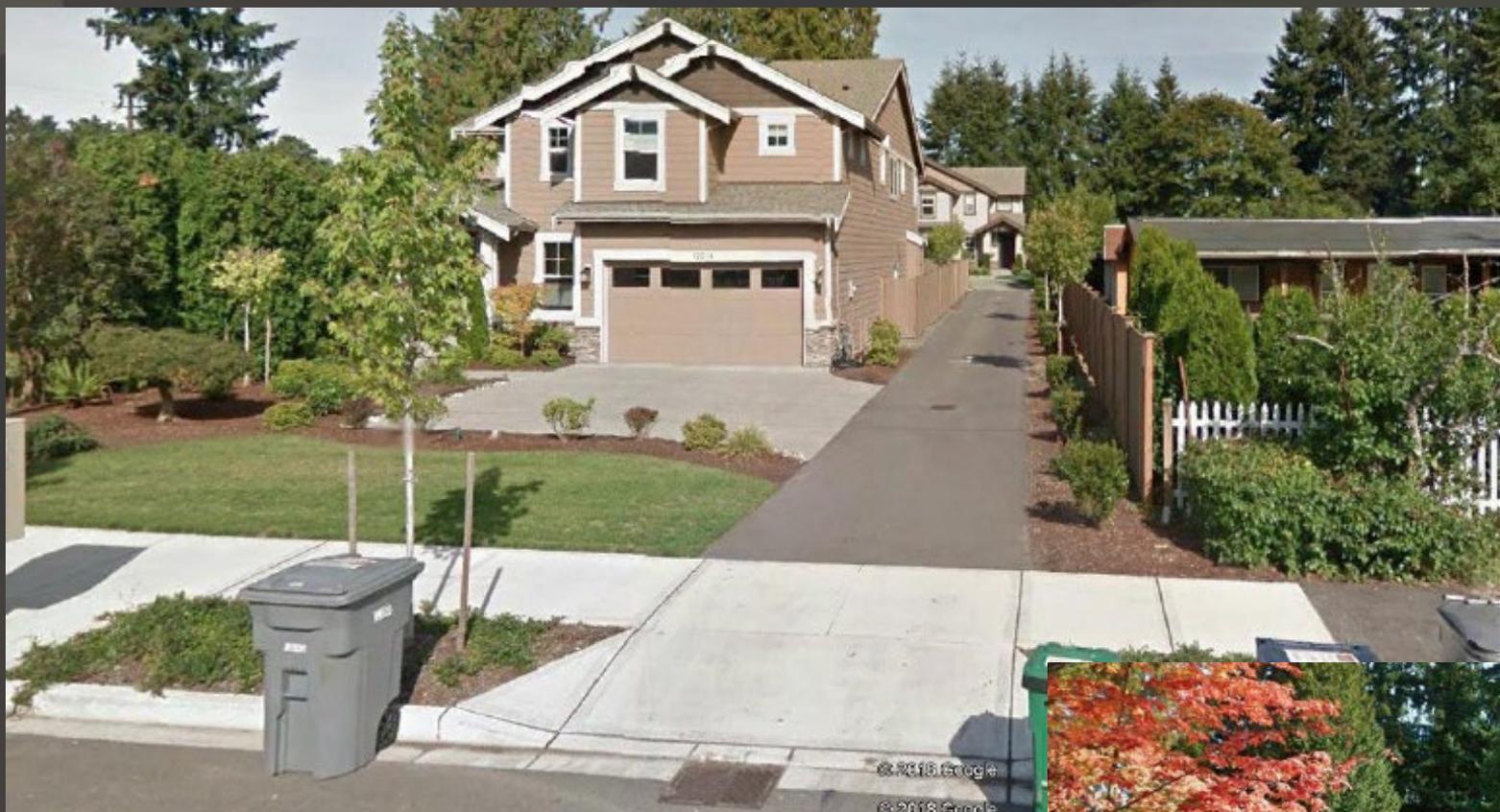


NE 73rd St

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121st Ln NE

Google Earth



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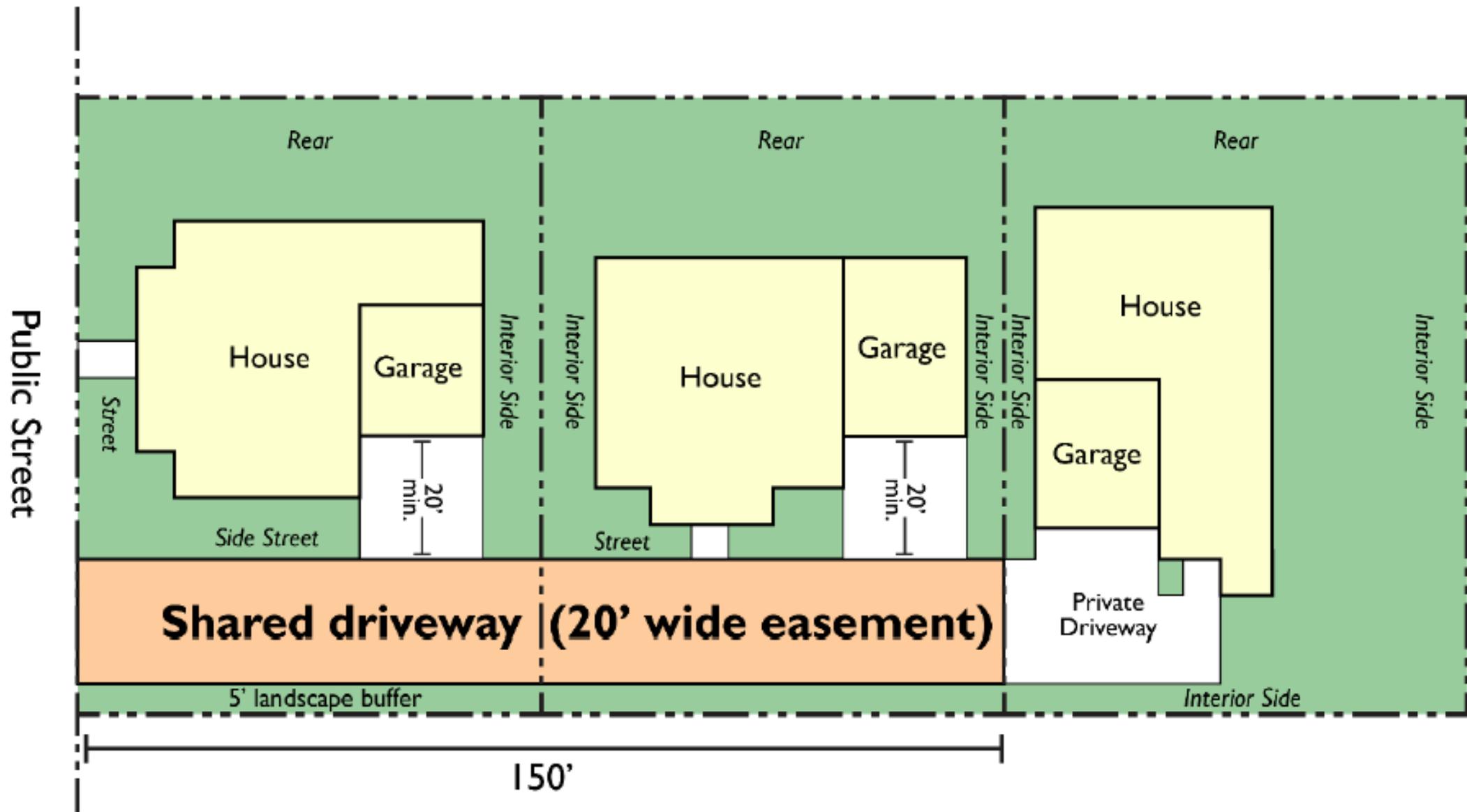
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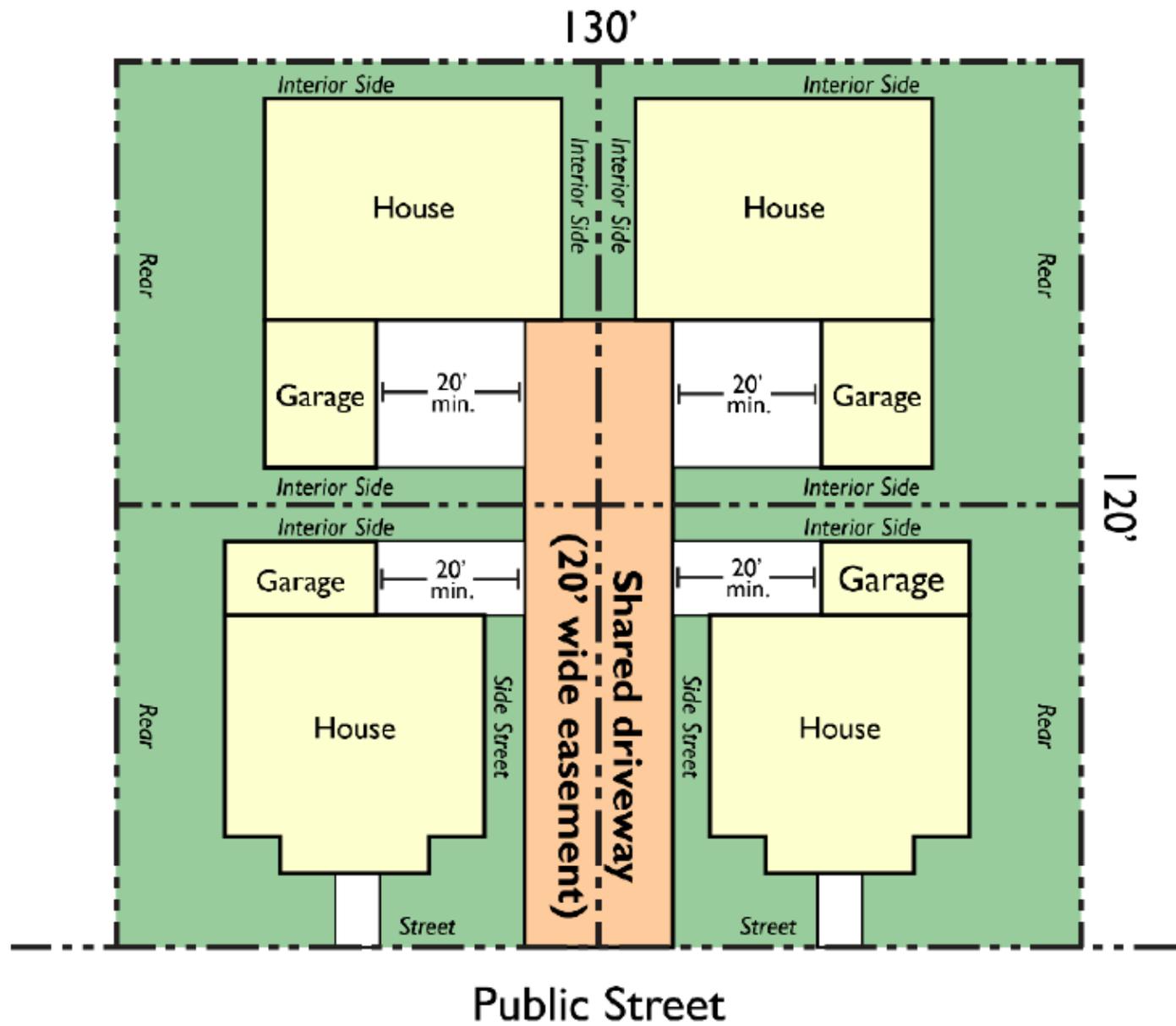
Google Earth

Draft Proposal

AMC 19.53.040 & and 19.54.040(C): Shared driveways may be allowed for single-family, duplex, or triplex developments (or any combination thereof) when the City determines a public street is not necessary and sufficient emergency vehicle access is provided (per guidance from the Anacortes Fire Department). Shared driveways may provide access for a maximum of six dwelling units in any combination of single-family, duplex, and triplex buildings.

Table 19.53.040(B) Residential shared driveway standards.				
Max. # units	Max. length	Min. Paved width	Min. Easement width	Turnaround?
Up to 3	150'	16'	20'	No
Up to 6	150'	20'	20'	No
Up to 6	>150'	20'	20'	Yes – approved turnaround
Shared driveways can serve up to 6 lots. Beyond that, lots must be served by a public street, including:				
7-9	"Lane standard" – public road with approved turnaround			
10+	Low volume residential public road			





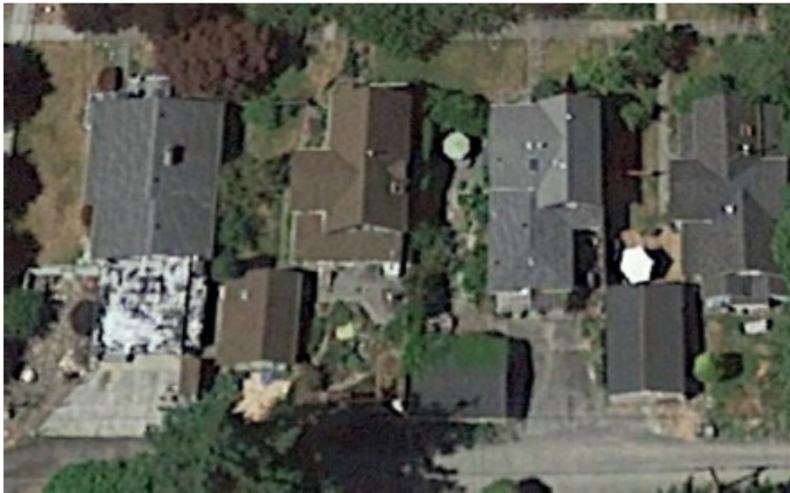
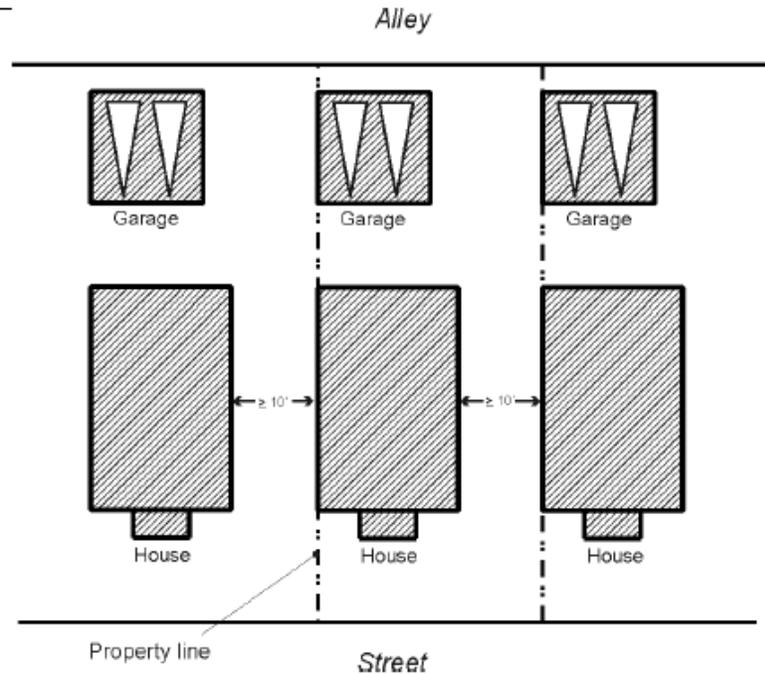
Lot Design

Adding provisions allowing

- Zero lot line
- Pedestrian-only entry lots
- Alley access lots

Zero lot line.

This is a configuration where the house and/or garage is built up to one of the side property lines, providing the opportunity for more usable side setback space. Examples are below.

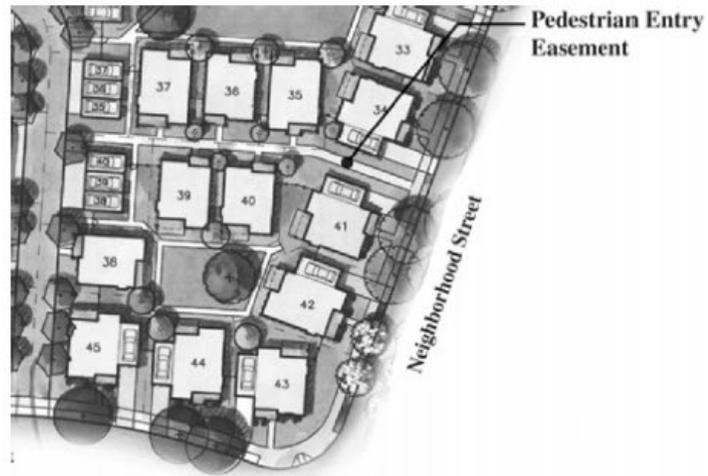


Example of side yard on a zero lot line configuration (adjacent home to the right doesn't contain transparent windows on the side wall)

The lots in the left image (from Bellingham) date back to early 1900s and include zero lot line configurations where the side yard successfully functions as the residents private and usable open space.

Pedestrian-only entry lots.

This includes configurations where one or more lots are clustered around a pedestrian easement and/or common open space and do not front on a street. Most cottage housing developments are an example of this. Parking may be accessed off an alley or shared driveway in a manner similar to examples illustrated below.



Alley access lots.

This includes configurations where lots front onto an alley and are not adjacent to public street.







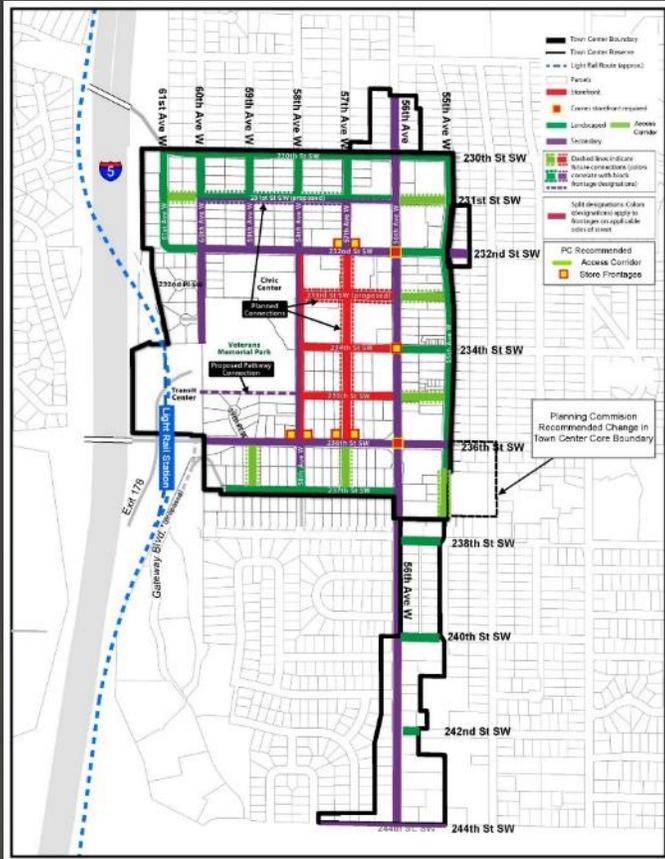
Block Frontage Bench Dips

Block Frontage Standards

1. What are they?
2. Why would we need them?

Block Frontage Standards

- Identify where storefronts are required
- Identify where landscaped frontages are required
- Identify where storefronts are optional
- Identify any blocks with special frontage design



Where are They Most Useful?

1. Reinforcing / strengthening form of an existing downtown or neighborhood center
2. Transforming auto-oriented centers or strips into a more pedestrian-oriented form
3. Guiding “new” town or neighborhood center development consistent with community vision

Why?

- **It recognizes not all streets are the same.**

For example, Commercial Avenue in the Downtown core obviously warrants a different treatment than side streets off of South Commercial Avenue.

- **Standards can be tailored for desired building/streetscape form.**

Requirements for sidewalk widths, landscaping types, transparency, parking location, and other design issues can be adjusted to help shape the built environment.

- **The approach is adaptable to changing conditions.**

If the context or community objectives change, the block frontage designation can also change.

- **The approach has been successful elsewhere.**

Numerous Washington cities have employed this approach for years - and it's helped them achieve community design objectives.

Where Has it Been Used

1. Kirkland
2. Carnation
3. Sumner
4. Bonney Lake
5. Sammamish
6. Woodinville
7. Ellensburg
8. Chelan
9. Anacortes
10. Mountlake Terrace
11. Everett
12. Snoqualmie
13. Duvall
14. Tumwater
15. Tacoma
16. Eatonville
17. Renton
18. Newcastle
19. Bellevue
20. Normandy Park
21. Des Moines
22. Freeland
23. Pierce County
24. Woodland
25. Mercer Island
26. Blaine
27. Seattle
28. Olympia
29. Boise, ID
30. Bozeman, MT

Mountlake Terrace Town Center

Mountlake Terrace

232nd Pl SW

232nd St SW

58th Ave W

58th Ave W

58th Ave W

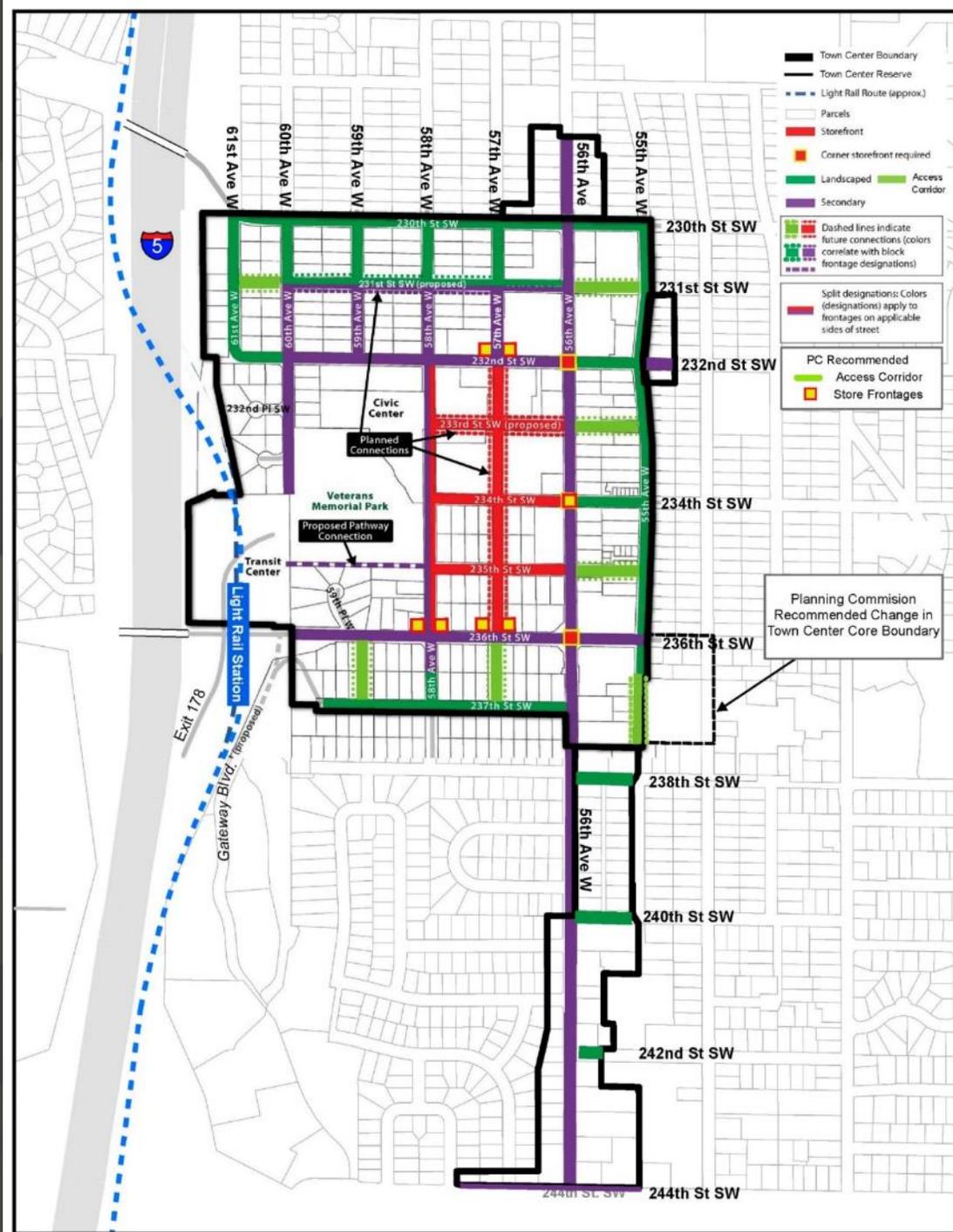
58th Ave W

234th St SW

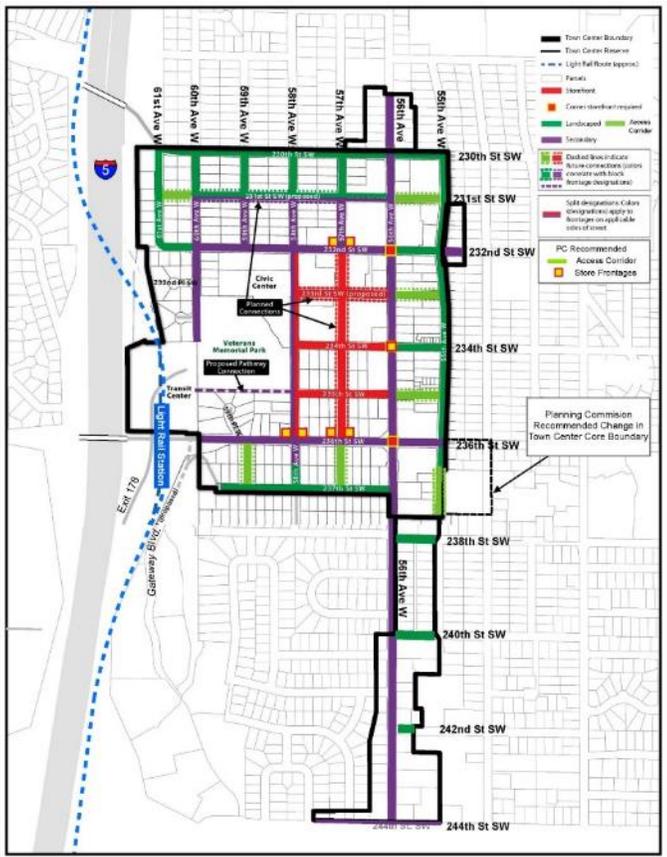
235th St SW

Park at Rice

Mountlake Terrace Town Center



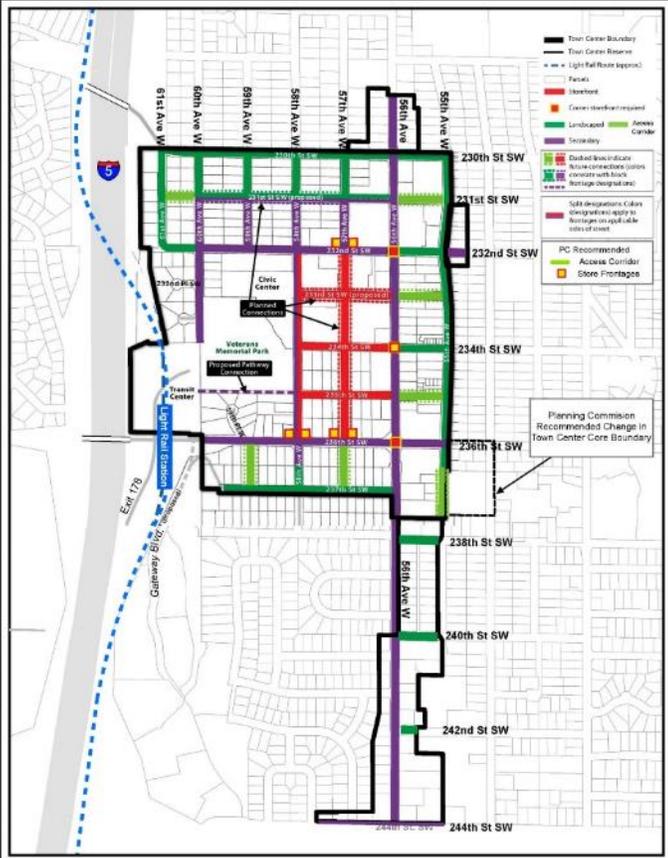
Storefronts



Mixed



OR



High Visibility Street Corners

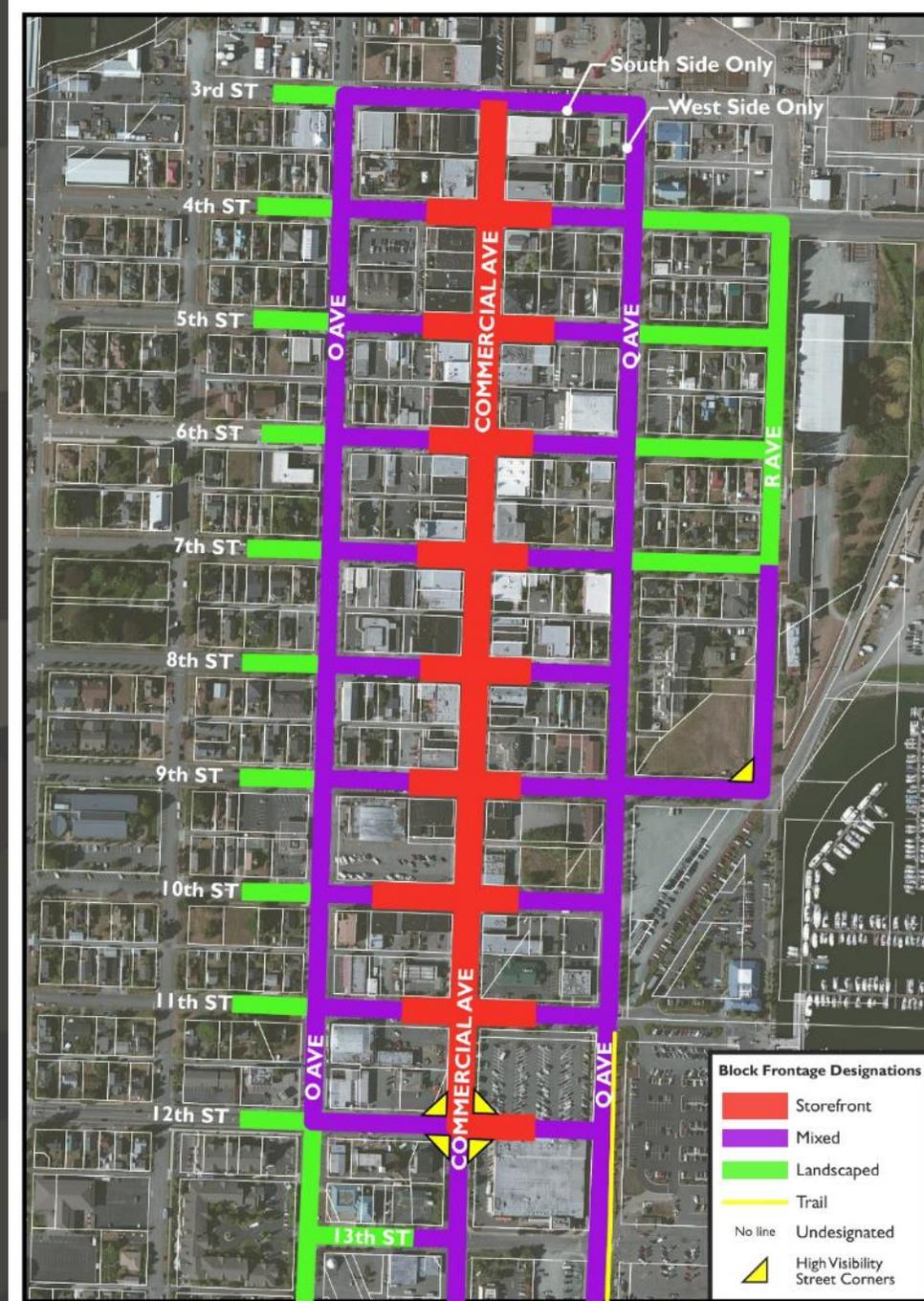


Examples

Anacortes



Downtown



0 500 1,000 Feet Originally exported scale: 1:2,000



Anacortes



South Commercial Ave



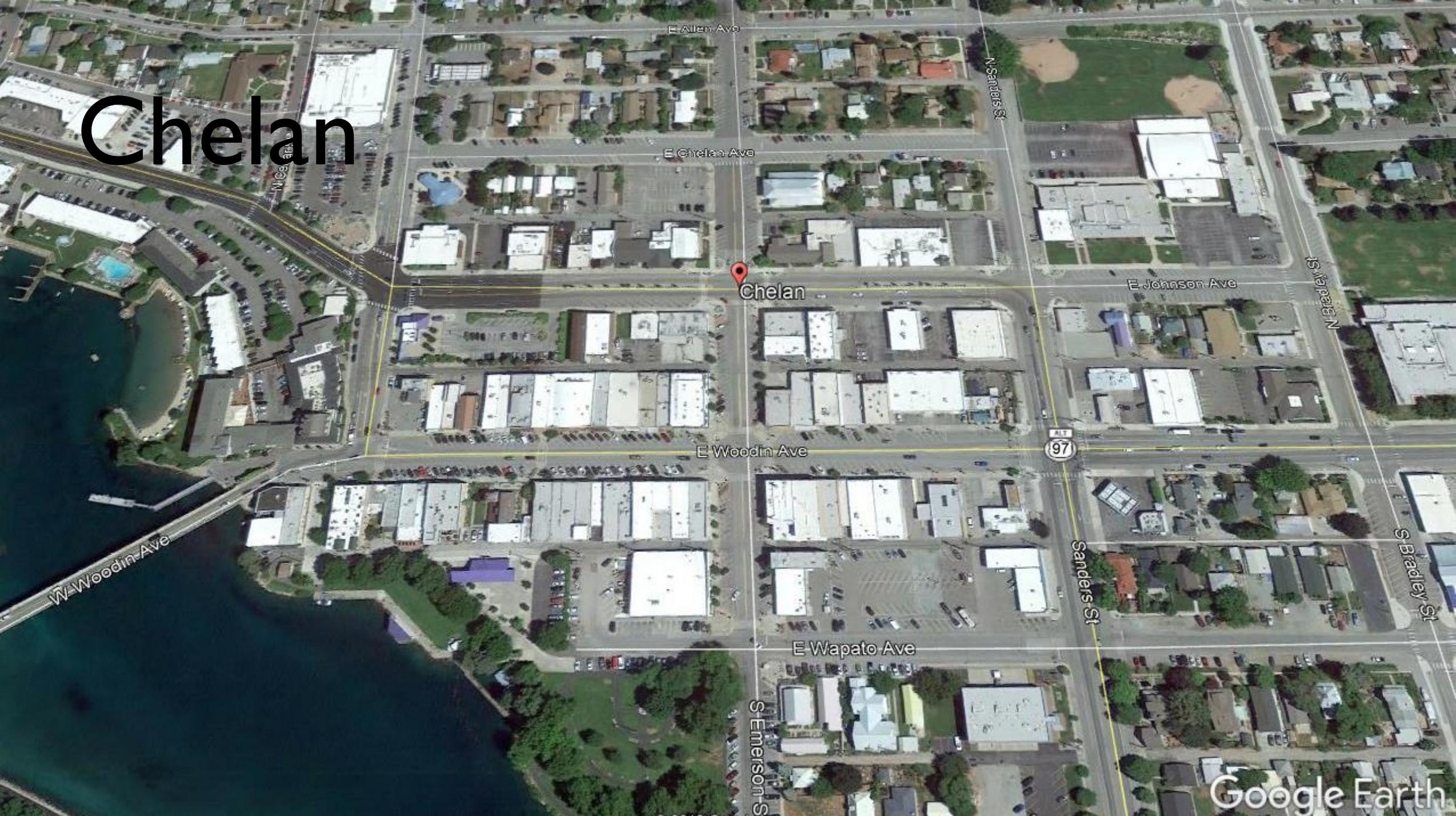
Anacortes



Central Waterfront



Chelan





Regulating Map

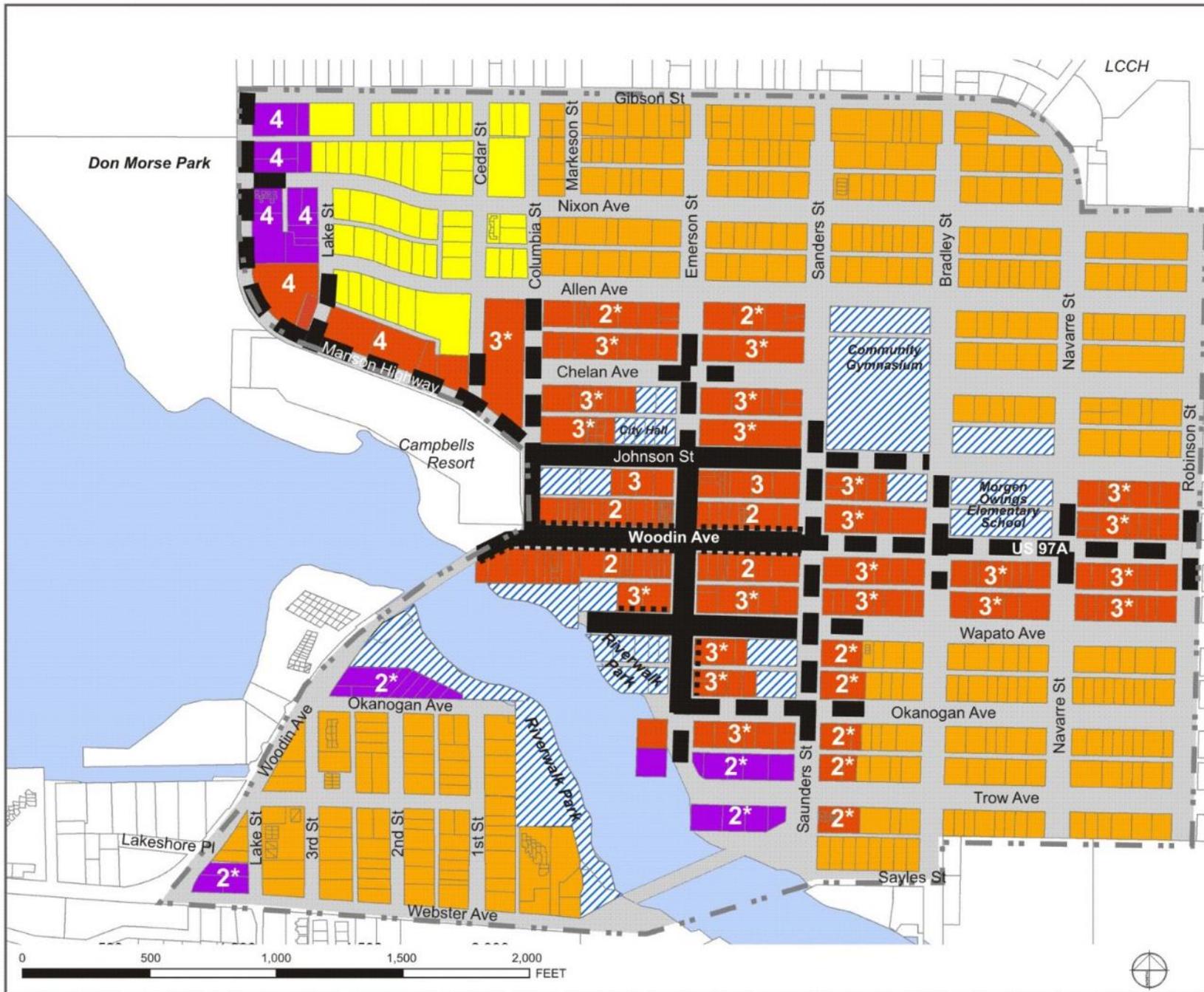
Street Types

-  Storefront Street
-  Storefront Street: Pedestrian/Retail (Pedestrian-oriented retail required on ground floor)
-  Secondary Street
-  Landscape Street

Land Use Districts (and height limits)

-  # Downtown Mixed-Use
-  # Tourist Mixed-Use
-  Downtown Mixed Residential (2-3 story max building height)
-  Downtown Single Family (2-story max building height)
-  Public

* One additional story is allowed provided the facade incorporates an upper level building setback along the street





Partner Exercise
The Water and the Sea:
The Seated Row

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