

TOWN OF SHELBURNE, VERMONT

REPORT FOR

SHELBURNE ROAD - THE NEXT STEP: DEMONSTRATION PROJECT



APRIL 30, 2012

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PROCESS & PRODUCT OF 'THE NEXT STEP'



The character of Shelburne exists clearly in the Village



Rt 7 north of the Village shows little of the feeling of Shelburne

SHELBURNE'S VISION FOR SHELBURNE ROAD

Based on the recommendations of the 2011 SDAT "A Vision for 7", it is clear that the Town's vision is to reinvent the corridor (Route 7, also known as Shelburne Road) from being zoned as a strip commercial corridor to a sustainable place that reflects the community's values. By taking 'ownership' of Route 7, the Town can create a strong positive identity that includes a healthy mix of uses, preservation of historic landscapes and buildings. One of the keys to implementing this vision is deciding what zoning regulations and design guidelines are needed to be adopted to insure the desired outcome.

The chart to the right shows the process this Demonstration Project followed, and should also be the process used if Shelburne decides to complete this work.

This booklet documents this process. The project began with the gathering of base information, which was followed by analysis, relevant examples, neat ideas, public involvement, landowner input, and the experience of being in the actual place.

The culmination of the process is the creation of a Vision Plan, which is based on the communities wishes and hopes for the future look of the Town. Instead of developments that meet the letter of the existing code, will missing the spirit of Shelburne. Instead of singular buildings that don't relate to the street or other buildings, this community can have an objective code where individual buildings add up to a greater whole.

Finally, the actual new code would be technical process, that creates a tool for understanding Shelburne's character and allowing, requiring and encouraging development that contributes to that special character.

DOCUMENTING CHARACTER

Analyze what makes Shelburne special, look for similar good examples and review existing roads, land and codes for issues and opportunities.



EDUCATION

Making sure that citizens understand the effect existing zoning has on what they see developed and how that could change with Form-Based Codes.



PUBLIC INVOLVEMENT

Through workshops and individual meetings, collect all ideas and issues, testing this information through design.



VISION PLAN

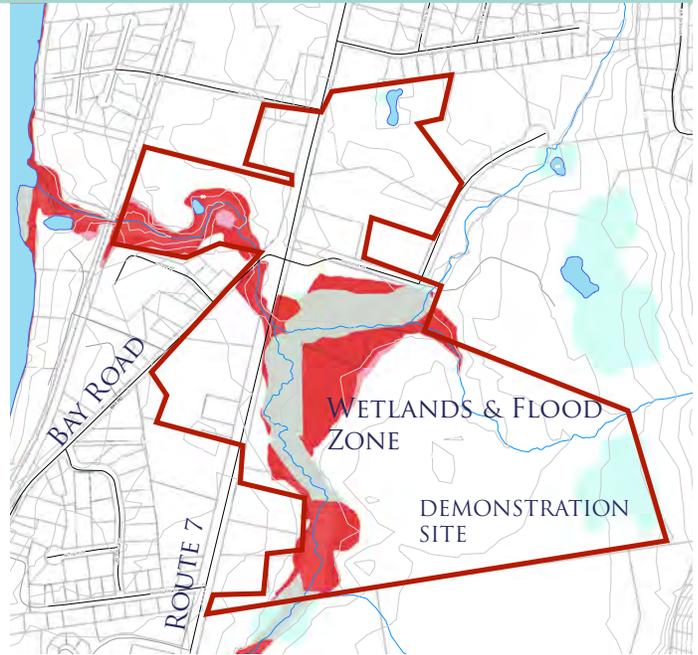
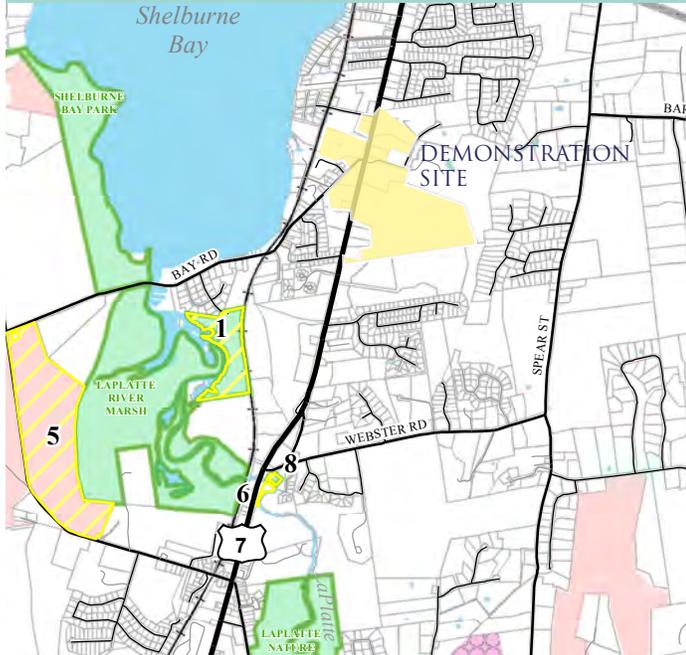
After refinement, draw a vision plan incorporating what is possible and desired by the community. Illustrate with perspective views so the image of the place is clear.



FORM-BASED CODE

A FBC can be crafted around the qualities expressed by the Vision Plan. Objective graphic standards can be inserted in the existing code in a number of possible ways.

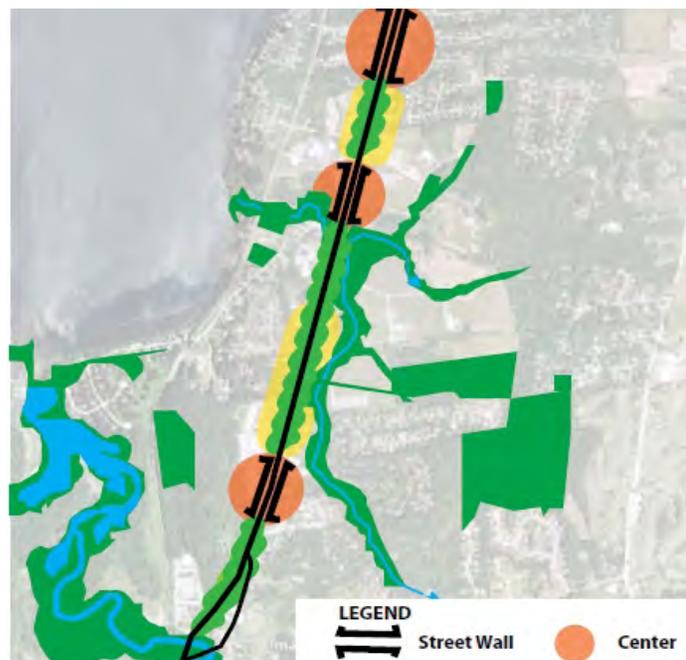
EXISTING LAND CONDITIONS



OVERALL GREEN SPACE NETWORK

The first task of design with any particular site is to see how it connects to larger systems. One of the most important connections is the natural systems that we depend on for drainage, water health, and flora and fauna protection. The map above shows the existing official open space network that is protected through land trusts and other means.

As you can see, there is no town protected area in the demonstration site and no connection to other areas.



WHERE NOT TO BUILD

The map above indicates the area that reflects Federal, State, and local regulations on the demonstration site. There are wetlands areas and flood zones that are clearly not areas to build.

However, they should not be thought of 'unusable' and left-over space. Any buildings and streets should take advantage of these spaces to increase the public use and visual character they provide.

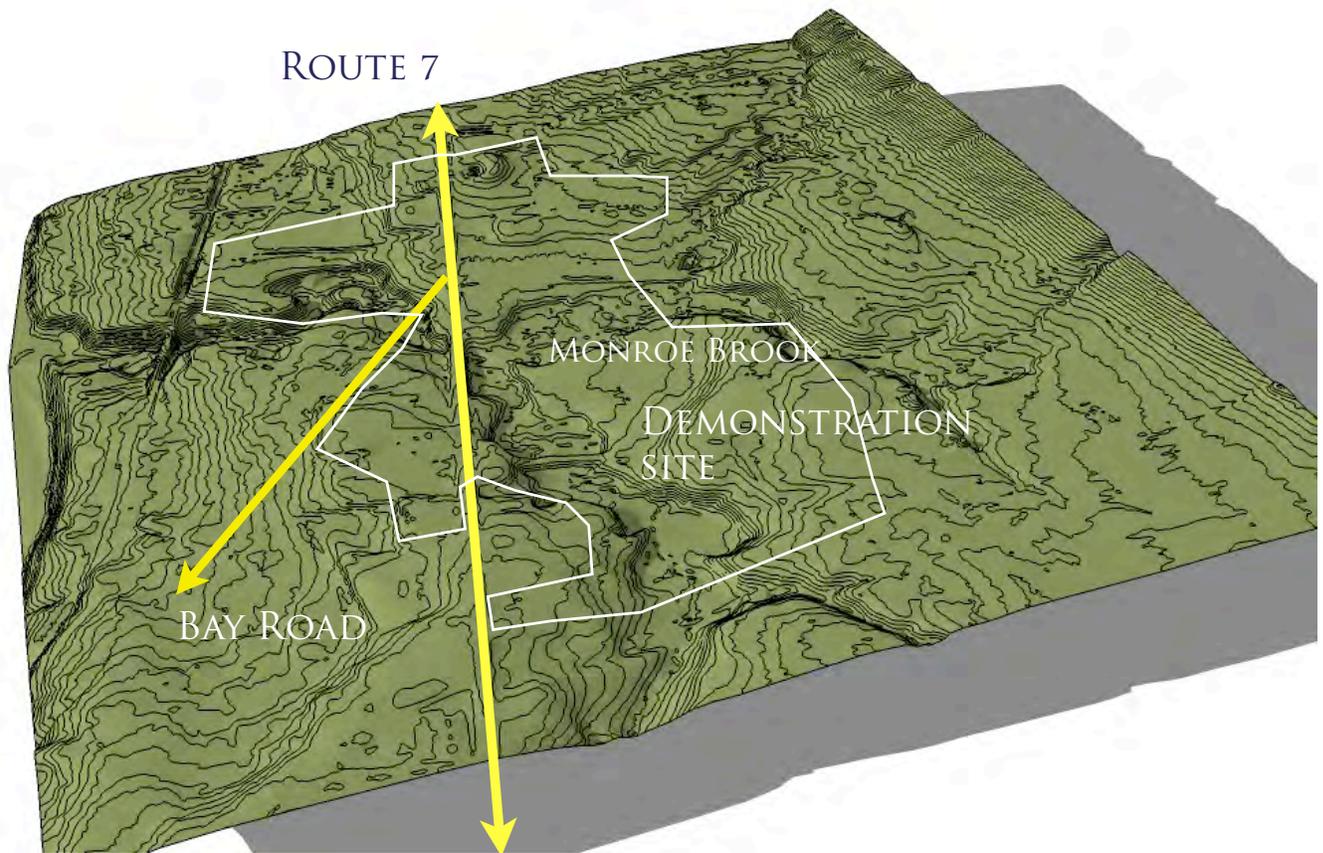
Pathways, streambeds, agriculture zones and other natural indicators show where and how to connect to the larger system, increasing public use lands from Monroe Brook to the Bay and the LaPlatte.

CENTERS, STREET WALLS AND CORRIDOR

The SDAT plan to the left indicates potential centers, with one located at the intersection of Bay Road and Route 7. It also indicates green space connections and green and lack of street walls inbetween the centers.

The difficulty of making that diagram a reality is the amount of wetlands at the center, and the existing commercial zoning that exists all along the corridor.

EXISTING LAND CONDITIONS

**THE SHAPE OF THE LAND**

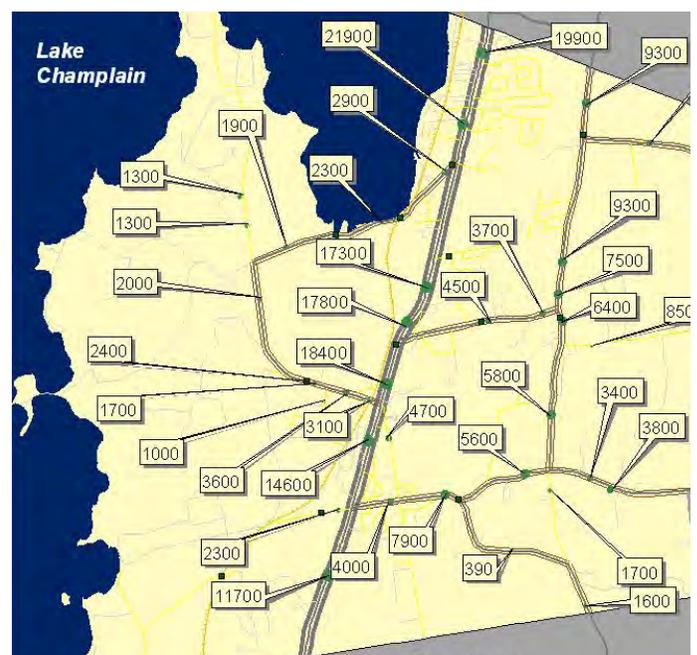
Planning exists in more than two dimension. Kinesthetic observation, or human awareness of our environment in three dimensions, is often overlooked in working with aerial maps and plans.

And yet it how we experience the world - at eye level and in perspective. This is one reason existing zoning often fails, because it doesn't reflect what we see and feel.

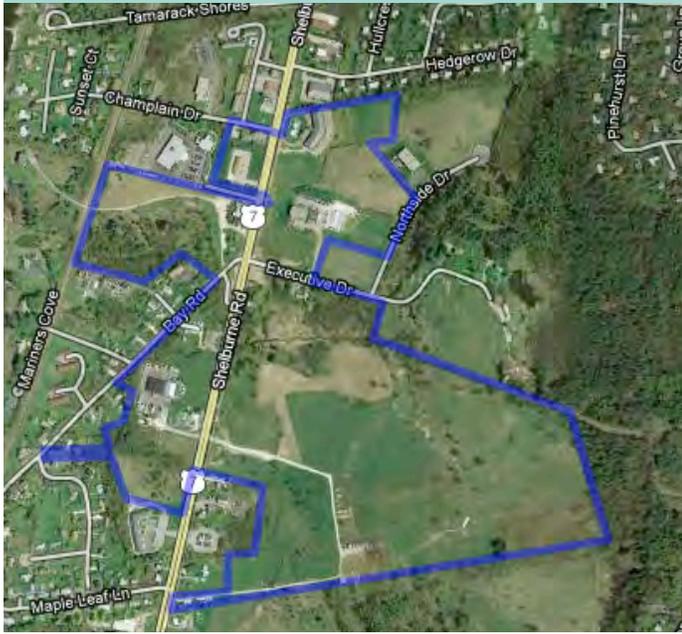
The 3D model above shows more clearly the overall pattern of the shape of the land and its relation to the main roads, which is the vantage point most people will perceive the land.

EXISTING INFRASTRUCTURE

Infrastructure includes roads and utilities that effect the character of Route 7. The map to the right shows the daily traffic counts. The counts near the site indicate that there were other options for the type and width of the road that was recently reconstructed. If the counts go down in the future (which is a trend) then traffic calming treatments could be applied, at least in the new centers.

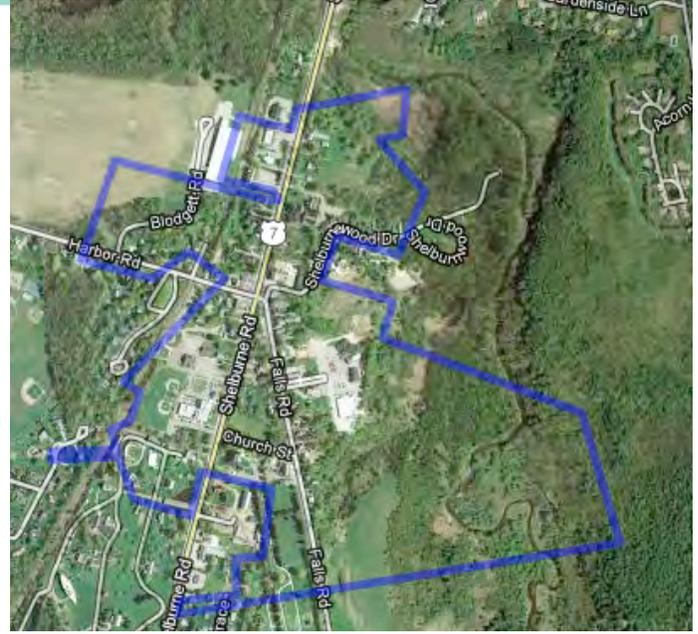


SIMILAR SCALE TOWNS



DEMONSTRATION AREA

RT 7



SHELBURNE

VILLAGE

EXEMPLARY TOWN EXAMPLES

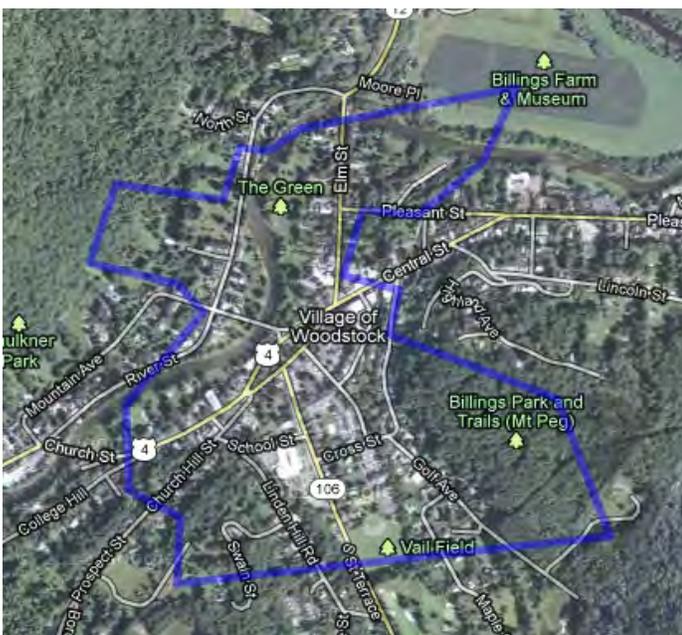
The demonstration area represents about 160 acres and is bisected by a half mile of Route 7. This dimension is similar to the size of successful towns and neighborhoods established throughout human history.

The first comparison can be made to Shelburne Village, which has a strong character, but in a surprisingly small area. The memorable parts of Shelburne Village could be easily fit within

the demonstration site with space left over.

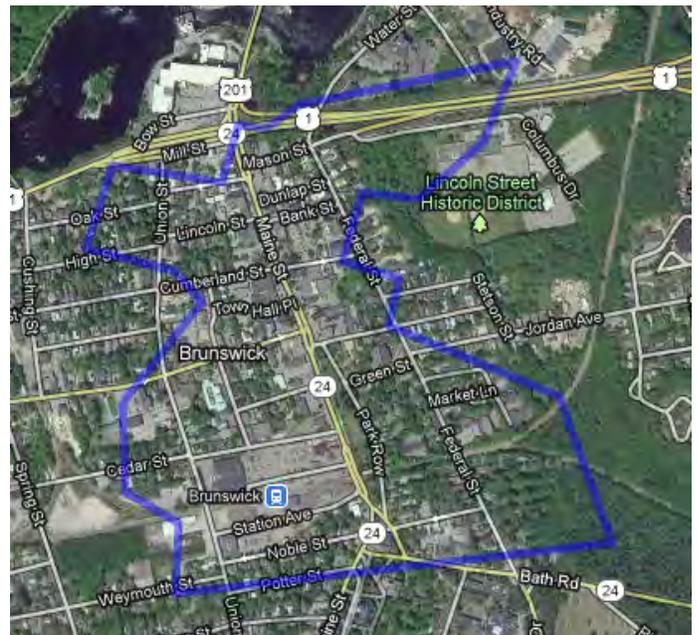
Woodstock Vermont is famous for its eye-shaped green and vibrant Main Street. The size of this green is just several hundred feet long. Something similar could be placed adjacent to Route 7 on the test site. It also has a great parking lot hidden behind hedges at the Woodstock Inn.

Brunswick Maine is a larger town than Shelburne, but provides an example of a particularly wide Main Street that is still well defined by buildings and safe to cross. In addition, there is a



WOODSTOCK

VERMONT



BRUNSWICK

MAINE

USEFUL ELEMENTS FROM OTHER TOWNS



CRAFTSBURY COMMON

VERMONT



CRAFTSBURY COMMON

VERMONT



RESTRIPING FOUR LANES FOR PARKING

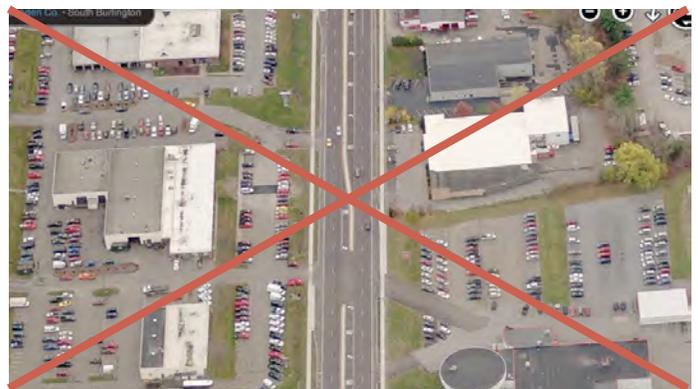
ICONIC IMAGES

A tradition of many New England villages, and Vermont towns in particular, is the Village Green or Common. Shelburne Village embraces this tradition, however there is one element that it doesn't use that might be helpful in establishing new greens along the corridor - that of white fences. These tend to be post and rail fences, or just post and chain as in Craftsbury Common above. White attracts and holds the eye, giving definition to a space or streetwall, often as a placeholder until buildings and trees fill in the edge more vigorously.

The image to the left is a way of changing a 4 lane highway to a parkway that responds to the rural nature of parts of Shelburne. This is something that can be done with re-striping, and adding on street parking, at least at certain times of the day in the new centers. This would require approval and co-ordination with the Vermont Agency of Transportation and would be subject to relevant policy at the State level.

WHAT NOT TO DO

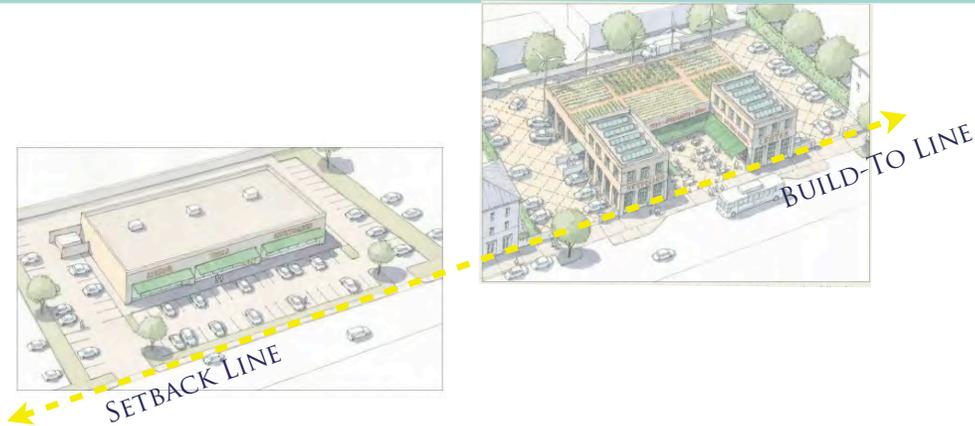
The new Route 7 street section is one that works well with typical suburban development. The temptation to give the character of Shelburne over to this suburban development should be resisted. Examples of that path exist very close to Shelburne. Parking lots in front of buildings, large setbacks, 'car first - pedestrian last' planning are all elements to be avoided. Shelburne is not fated for that dreary future, but rather has a CHOICE as to what it looks and feels like as it develops.



SOUTH BURLINGTON

VERMONT

EXISTING ZONING



ISSUES WITH SHELBURNE'S EXISTING ZONING

The existing zoning for Shelburne is mostly the use-based type that makes it difficult to create mixed-use centers. Recently, a mixed-use zone has been created that applies to the Route 7 corridor, as well as other locations. This is an improvement, but is still not clear as to the look, the form and the position of buildings.

For example, the illustration above shows the difference between a setback line, which is in the present code, and a build-to line, part of a Form-Based Code. The first allows the building to be set back anywhere behind that line, even with parking in the front, and the latter requires a certain amount of the building to come up to the line, helping to enclose street space.

TOO MANY PROJECTS GO TO PUD PROCESS

Any project over 2 acres has to go to the PUD process. Even if that process is considered not too onerous, there is a lot of uncertainty and subjective judgement in the process.

A Form-based Code could be used instead of the PUD process, using simplified objective standards to make what is desired by the Town clear, as well as streamline submissions.

TOO MUCH IS CONDITIONAL USE

The complex web of regulations that don't recognize traditional mixed use and traditional land patterns makes some proposals have to seek a conditional use for their property. While there is some mixed use allowed, and the added review is minimal, the regulations could still be improved.

A Form-base Code allows for a greater range of uses as well as having metrics for the lot that are based on sizes and forms that can be found in the local community.



EXISTING ZONING PROCESS

SUBJECTIVE STANDARDS

Both the existing mixed-use code and the PUD section offers substantial guidance as to what is desired, but the language is often very subjective and vague (what is 'human scale?'). By listing requirements only in words, there is too much room for interpretation.



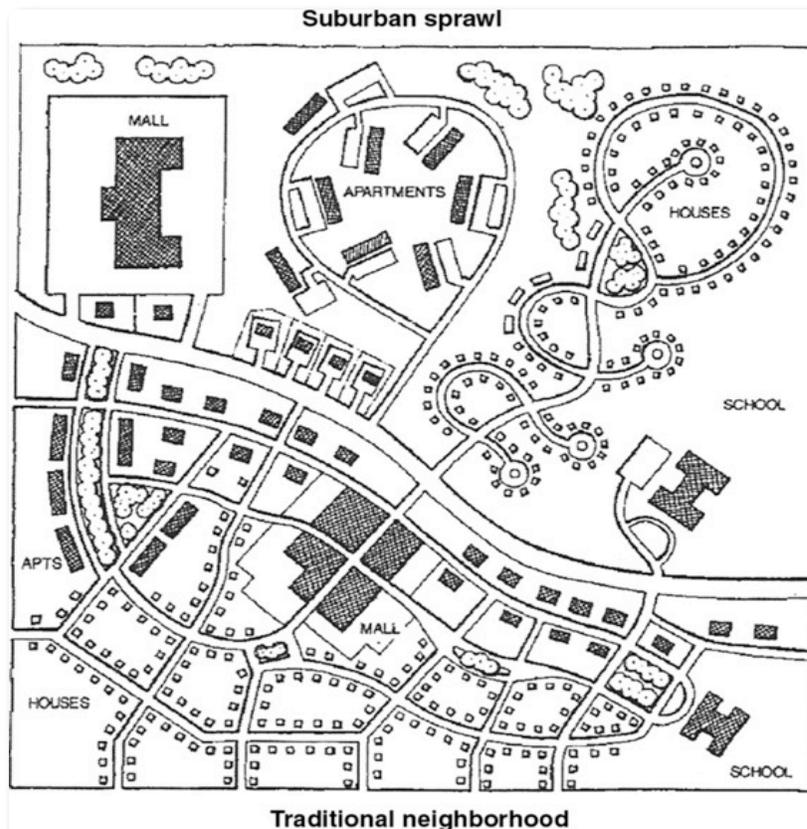
WHAT IS DESIRED IS NOT CLEARLY SHOWN

In a Form-based Code, requirements are graphically illustrated, with diagrams, photographs and perspectives objectively showing what is desired by the community.

BASED ON SEPARATION OF USES

The diagram below shows the difference between conventional Use-based Codes (on the top) and Form-based Code (below). A code based on separation of uses tends to produce a more suburban environment. A Form-based Code helps to create traditional neighborhoods.

Trying to change the genetic material of the existing code is possible, but very difficult, because you are fighting the nature of the auto-dependent system. Sometimes it is better to change the operating system.



RESULT OF FORM-BASED-ZONING

RESULT OF CONVENTIONAL ZONING

APPROPRIATE CHARACTER WORTH EMULATING



SHADE TREES

Shade trees are ecological powerhouses - they absorb pollution, reduce solar gain on roads and sidewalks, filter runoff water, provide habitat for wildlife, and perhaps most importantly, make it pleasant to walk and bike.

Many Vermont rural areas have the great tradition of rows of maples lining country lanes. Shelburne should make sure that the trees planted along sidewalks are generally SHADE trees and not small ornamentals, and be vigilant about maintenance.

ORCHARD TREES

The corridor of Route 7 should not be planted in a relentlessly continuous manner - it is not a boulevard in Paris. The experience should be episodic, with areas of regular shade trees (especially in the centers), groupings of a mix of trees, and groves of orchard trees (hopefully productive fruit trees, not just ornamentals).

Orchard trees will continue the agrarian tradition of Shelburne.



THE AGRARIAN LANDSCAPE

Farm buildings set within the rural landscape is another iconic view of Vermont. There are opportunities all along the corridor to create long views, sometimes by clearing out some trees and undergrowth, and preserving agricultural landscapes.

As part of this preservation, development can be allowed, but should be required to be in the FORM of agricultural compounds, generally to be seen in the background, with a foreground of fields and orchards.

GREENS AND COMMONS

As seen in previous pages, greens and commons are a signature element of New England towns. As it may be difficult to create a 'Main Street' urbanism on both sides of Route 7, due to the width, one solution for creating place is to encourage greens that occur on one side of the corridor.

Like this shopping center from the 1940's in Stony Brook, NY, the green allows for two chances to enter the area by car, and gives the viewer a clear image of a memorable place by the array of buildings around the green.



PROBLEMATIC LOCAL CONDITIONS



SEPARATE ENTRANCES

This view at the north end of the demonstration site (Day's Inn is to the left), shows both the difficulty of entering some businesses from Route 7 because of the new medians, and the lack of connection between businesses.

To the right shows the beginning of access lanes to the rear of the properties. This should be encouraged to allow vehicular travel between businesses without overloading Route 7.

OH DEAR, THE POOR TREES!

Many elements of the new Route 7 street section are good: a green median (at least for some of the way), bike lanes, sidewalks, planting strips and street trees. But the trees are haphazardly planted, ill-chosen for pedestrians, and poorly maintained.

Where there are no overhead utilities, shade trees such as maples and oaks should be planted at regular intervals. Ornaments can be planted under utilities in groves. The rule that mature trees can be no larger than 3 1/2" in caliper in medians **MUST** be changed.



HELLO, OVER THERE!

While not in the demonstration site, the Jelly Mill Common project illustrates the problem with the past and present setback regulations, as well as access from Route 7. In spite of well done architecture, the full success of this project is limited by its distance from the road and the attachment of its common to the buildings, requiring one to park and then walk across it.

A fix for this would be to allow additional buildings on either side of a green come closer to the road, and two access points that would loop around the green.

NOT THE BRIGHTEST BULB

The idea of the rural to urban transect creates character zones, in which each zone has its own types of streets, sidewalks, building types, plantings and yes, lightposts.

This is a lightpost that says this is a suburban highway zone.

As Shelburne goes forward in creating new centers, they should require light standards that reflect the character they are hoping to achieve.



C FORM-BASED CODES

WHAT ARE FORM-BASED CODES?



FORM-BASED CODES :

USE **PHYSICAL FORM** (RATHER THAN SEPARATION OF USES)
AS THE ORGANIZING PRINCIPLE FOR THE CODE.

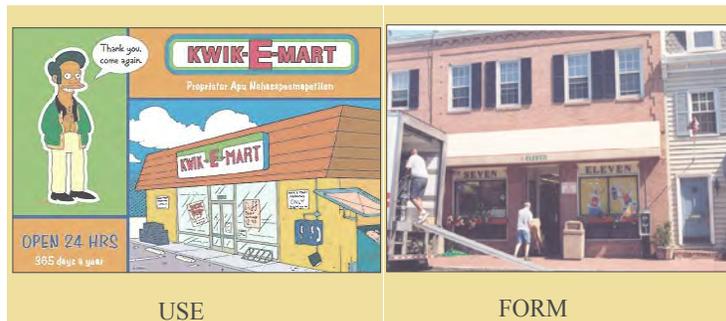
ARE **REGULATIONS**, NOT MERE GUIDELINES, ADOPTED INTO TOWN LAW.

ADDRESS THE **RELATIONSHIP** BETWEEN
BUILDING FACADES AND THE PUBLIC REALM,
THE FORM AND MASS OF BUILDINGS IN RELATION TO ONE ANOTHER,
AND THE SCALE AND TYPES OF STREETS AND BLOCKS.

ARE PRESENTED IN BOTH WORDS AND
CLEARLY DRAWN DIAGRAMMS AND OTHER **VISUALS**.

KEYED TO A **REGULATING PLAN** THAT DESIGNATES THE APPROPRIATE FORM
AND SCALE (AND THEREFORE, CHARACTER) OF DEVELOPMENT,
RATHER THAN ONLY DISTINCTIONS IN LAND-USE TYPES.

ARE A **TOOL**; THE QUALITY OF DEVELOPMENT OUTCOMES DEPENDS
ON THE QUALITY AND OBJECTIVES OF THE **COMMUNITY PLAN**
THAT A CODE IMPLEMENTS.



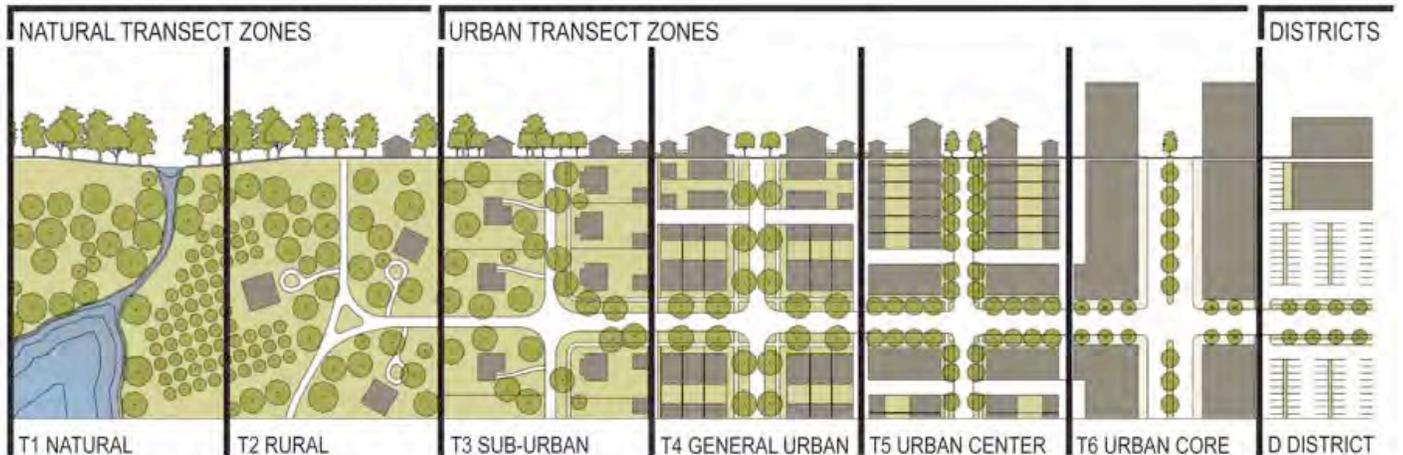
Use Based codes can result in the building above as it remains silent on form, parking location and multiple uses.

Form Based codes with the SAME use result in the above but requiring form, parking location and allowing mix use.

WHY FORM-BASED CODES?



RURAL ||||| TRANSECT ||||| URBAN



The transect is a geographical cross-section that reveals a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their urban character, in a continuum ranging from rural to urban. This range, rural to urban, provides a rational basis for organizing the components of the built work: buildings, lots, land use, open space, streets, all elements of the human habitat. Form-based coding describes the desired volume of buildings and their interaction with public space.

Duany Plater-Zyberk, from Miami21

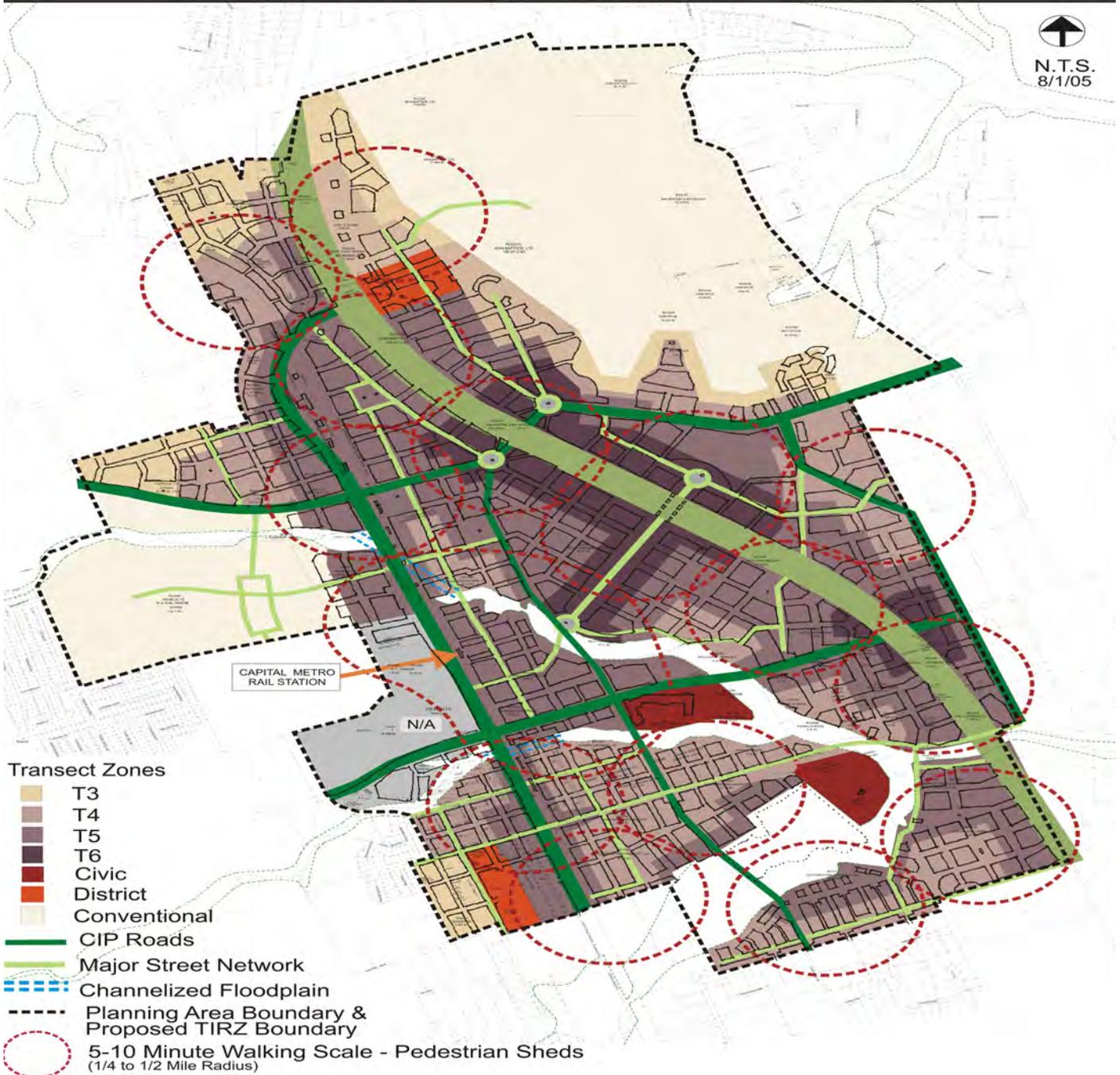
RURAL TO URBAN TRANSECT
OR
CHARACTER ZONES

A tool to understand and organize Form-Based Codes is the rural to urban transect. This can also be thought of as Character Zones, such as Village Center, Village General, and Village Edge. These categories are useful for deciding what level of mixed use, building types, street types, landscape and a host of other elements that give a particular place its unique character.

C FORM-BASED CODES

REQUIRED ELEMENT

REGULATING PLAN



REGULATING PLAN

The different Transect Zones are presented more as gradations, rather than 'Iron Curtain' divisions between uses. There should be some degree of overlap between zones. The Regulating Plan is the key to how to develop on each lot, with requirements for build-to lines, location of parking, form of building and connections to other lots and streets.

Large undeveloped parcels can have a 'Illustrative Regulating Plan' to give guidance for eventual development, following the general requirements of each zone.

PUBLIC SPACE STANDARDS

REQUIRED ELEMENT



STREET TYPES

Form-Based Codes connect the character of the building to the character of the street. This is not hard to do in new developments, where someone is creating the streets.

In existing places, this can be more difficult, because it often means adapting the streets to the character of the place that is desired, and these two things are often at odds.

DETAILS OF PUBLIC SPACE STANDARDS

One way to both create, as well as change, street standards that support desired character zones, is to be explicit about details that are appropriate. These can include the dimensions of the street section and plan, as seen above, and the public frontage standards seen on the right.

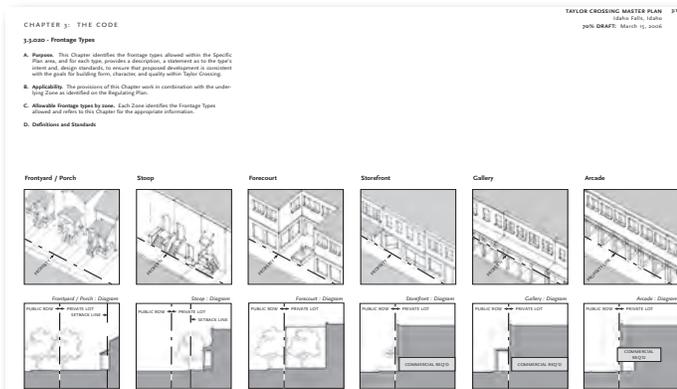
Curbs, walkways, planting strips and landscape are just some of the basic components that should be illustrated.

LEANDER 6*STANDARDS & TABLES SMARTCODE

TABLE 8B • PUBLIC FRONTAGE ASSEMBLIES

Public Frontage: That layer of the thoroughfare that is between the vehicular lanes and the property line. The elements of Public Frontages shall be generally designed as follows:

Transect Zone	TRANSECT					
	RURAL T1 T2 T3	T1 T2 T3	T4	T4 T5	T5 T6	URBAN T5 T6
Type	HW R.R.	R.R. SR	RS	RS SS AV	RS CS AV BV	CS AV BV
a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape.						
Total Width	16-24 feet	12-21 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Radius	10-30 feet	10-30 feet	5-20 feet	5-20 feet	5-20 feet	5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type	Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	N/A	4-8 feet	4-8 feet	4-8 feet	12-20 feet	12-30 feet
d. Planter: The layer which accommodates street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Species	Multiple	Multiple	Alternating	Single	Single	Single
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well
Planter Width	8-16 feet	8-16 feet	8-12 feet	8-12 feet	4-6 feet	4-6 feet
e. Landscape: The recommended plant species.						
Trees						
Understory						



FRONTAGE TYPES

The illustrations to the left can be useful to describe the allowed and encouraged frontages, both within the public space and the front (publicly viewable) private space.

This can include arcades, porches, courtyards, patios, and the definition of these spaces through the use of fences, low masonry walls, hedges and building walls.

B: DEVELOPMENT STANDARDS

2: URBAN AND USE STANDARDS: NEIGHBORHOOD CENTER

NC

The Neighborhood Center is a where many uses and activities occur for a several neighborhoods, rather than the whole town. It is usually at a central location, within walking distance of the surrounding, primarily residential, areas. Retail, office, and multifamily housing occur in this area.

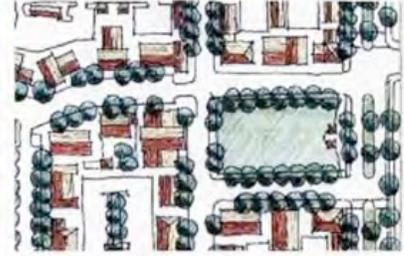
The Neighborhood Center is located adjacent to San Antonio Boulevard just west of Sprechin Boulevard. The plan requires a neighborhood green surrounded by residential, retail, office, and civic buildings that are a minimum of two stories high and are located up to the property line at the sidewalk to create an enclosed public space.

Parking is provided for predominately on the street, around the green as well as behind the main buildings, accessed through alleyways. The landscape of the neighborhood green is somewhat formal: trees aligned at the edges, grass in the middle, simple pathways, with a small pavilion on axis to the main civic use at the north.

The perspective shows these characteristics with a sense of appropriate materials - stucco on the lower floors, board and batten or lap siding above, a mix of hip and gable roofs, and a variety of balconies, arcades and awnings to shade the sidewalk.



NEIGHBORHOOD CENTER SQUARE AND STREETSCAPE



NEIGHBORHOOD CENTER PLAN AT SQUARE

USES and ARCHITECTURAL TYPES	BUILDING PLACEMENT	BUILDING FRONTAGE	PARKING PLACEMENT	BUILDING HEIGHT and PROFILE
<p>PRINCIPAL PERMITTED USES</p> <ul style="list-style-type: none"> Civic Multifamily Residential Office Personal Services Retail Single Family Residential Townhouses Temporary Offices <p>ARCHITECTURAL TYPES ALLOWED and REQUIRED PERCENTAGE MIX *</p> <ul style="list-style-type: none"> Flex Buildings (20% min - 40% max) Courtyard Apartments (20% min - 25% max) Townhouses (10% min - 15% max) Achulela Lane Homes (10% min - 15% max) Cottages (0% min - 25% max) <p>* Percentage mix shall be calculated by net developable area per zone. Zones on each side of Sprechin Road shall be calculated separately.</p>	<p>SETBACKS Buildings shall be placed within the shaded area as shown in the above diagram.</p> <p>Front Setback: 0' min - 5' max for 25% of building facade Side Street Setback: 0' min - 10' max Sideyard Setback: 0' min - 10' max Rear Setback: 5' min</p> <p>Interior side setback may be eliminated for lots less than 25' wide.</p>	<p>ENCROACHMENTS ALLOWED: Arcades, Awnings, Balconies may encroach on the public ROW as shown in the shaded area (min 8' wide, 8' high clear walkway between building face and column/post and min 4' between curb face and column/post)</p> <p>FRONTAGE TYPES ALLOWED: Colony & Arcade, Shopfront & Awning, Balcony, Steep, Forecourt, Display / Lightroom, Porch (height for fences and walls: max 45" - min 24")</p>	<p>PARKING REQUIREMENTS On-site parking is allowed only in the shaded area as shown. Vehicular access is permitted only from the alley or side street. A maximum of 2 cars is allowed in front of Flex Buildings and Courtyard Apartments, with access from the street.</p> <p>1 space per 200 sq ft of retail or office (located on-site or on-street, directly in front or to the side of the lot, or in shaded parking facility within 100 ft) 1 covered on-site space per residential unit, plus 1 space located on-site or on-street. For each additional bedroom per unit over 1 bedroom.</p>	<p>MAX HEIGHT: 47' LOBBY MAX HEIGHT: 3 FLOORS</p> <p>MAXIMUM HEIGHT AND PROFILE</p> <p>ALLOWABLE ENCROACHMENT PUBLIC ROW SEPARATE LOT MAX FRONT SETBACK</p> <p>HEIGHT Building height shall be measured in number of stories, above a maximum 5' raised first floor. Installed awnings with columns and gable-end windows shall not be counted as a story.</p> <p>Minimum 2 stories Maximum 4 stories</p>
				<p>KEY PLAN - 1/8" SCALE</p>

BUILDING FORM STANDARDS

The shape of a building, where it sits on the lot in relation to the street and where the parking goes, is among the most important elements of a Form-Based Code. This is what is responsible for the creation of street space, increment of development, and character.

The sheet above puts all of the requirements for the Neighborhood Center Zone on one sheet: an image from ground level that illustrates the character, a section of the neighborhood in plan, uses, building placement, building frontage, parking placement and building height and profile. This graphic format makes it easy to understand what is desired and easy to administer, as it contains objective standards.

There are many formats for Form-Based Codes, however, they should all be largely graphic, as short as possible, and easy to use.

LEANDER

SMARTCODE

ARTICLE I
GENERAL TO ALL PLANS

I. I AUTHORITY

- | | |
|--|---|
| <p>I. I. 1 The action of Leander, Texas in the adoption of this Code is authorized under the City Charter of the City; Chp. 211 of the Local Govt. Code; Art. II, Sec. 5 of the Texas Constitution; and General laws of the State of Texas.</p> <p>I. I. 2 This Unified Development Code (“Code”), as land development regulation, providing both zoning and subdivision standards, is adopted as one of the instruments of implementation of the public purposes and objectives of the Comprehensive Plan. This Code shall apply to, and be in full force and effect only within the boundaries of this Transit-Oriented Development Sector (“TOD Sector”). The Community Plan created under this Code defines the TOD Sector as represented in the TOD Transect Map, as amended. This Code and the Transect Map are declared to be in accord with the Comprehensive Plan and ordinances of the City.</p> <p>I. I. 3 This Code and Transect Map were adopted by vote of the Leander City Council.</p> | <p>infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.</p> <p>b. That growth strategies should encourage infill and redevelopment in parity with new communities.</p> <p>c. That development contiguous to urban areas should be structured in the neighborhood pattern and be integrated with the existing urban pattern.</p> <p>d. That the pattern of development should respect historical precedents.</p> <p>e. That transportation corridors shall be planned and reserved in coordination with land use and as directed by the CIP Roads and Major Street Network in the Transect Map.</p> <p>f. Green corridors and flood plain shall be used to define and connect the neighborhoods within the Transect Map and the surrounding urbanized areas of the area.</p> <p>g. That the area should include a framework of transit, pedestrian, and</p> |
|--|---|

ADMINISTRATION & LEGAL REQUIREMENTS

As these codes are law, enforceable through local and state statutes, there will be a requirement for certain language and administrative format. The intent of a Form-Based Code is to keep this basic ‘housekeeping’ as simple as possible, and not clutter up the graphic illustrations of the character that is desired by the community.

This is usually information that tells under what ordinance the code is administered, and how it connects to all land use ordinances, both local and state.

The administration section can also clearly lay out the process and applicant needs to go through for plan review.

LEANDER

SMARTCODE

ARTICLE 7 ★DEFINITIONS★

ACCESSORY UNIT: see Ancillary Unit.

ALLEE: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

ANCILLARY UNIT: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations for parking (see Tables 11 and 14).

APARTMENT: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums upon compliance with state law and applicable building and fire codes.

APPLICANT: Developers, landowners, and their authorized agents seeking entitlement under this Code.

AVENUE (AV): a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

BACKBUILDING: a single-story structure connecting a principal building to an outbuilding (see Table 11, Graphic c).

BICYCLE LANE (BL): a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping. This type is permitted within T1, T2, T3 and T4 Zones.

BICYCLE ROUTE (BR): a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds. This type is permitted within T3, T4,

T5 and T6 Zones.

BICYCLE TRAIL (BT): a bicycle way running independently of a high-speed vehicular thoroughfare. This type is permitted within T1, T2 and T3 Zones.

BLOCK: the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

BLOCK FACE: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

BOULEVARD (BV): a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

BROWNFIELD: an area previously used primarily as an industrial site.

BUILDING DISPOSITION: the placement of a building on its lot (see Table 17).

BUILDING FUNCTION: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 12 & 13).

BUILDING HEIGHT: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the fronting thoroughfare (see Table 9).

BUILDING TYPE: a structure category determined by

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DEFINITIONS

A Form-Based Code should be as free of jargon as possible. However, many words and images can be interpreted in more than one way, so the definition section acts as the final authority on meaning.

Also, Form-Based Codes have their own jargon (Form-Based Code, for instance, as well as Transect, Frontage Types, Building Types, Build-To Line, etc).

These definitions should not clutter up the basic graphics, but often this section can be made clearer through the use of an illustrated glossary.

OPTIONAL ELEMENT

DEVELOPMENT CODE: 4.3 - Architectural Style Standards

4.3 - Architectural Style Standards, cont'd

D. Western Victorian

The Western Victorian style is characterized by vertically proportioned masses clad in wood, stone, masonry or metal composed of vertically narrow openings. Original horizontal storefronts provide a more urban grade gesture to the street while the remaining massing is concealed behind a tall facade. Structural elements such as columns, braces, etc., are often the same as the decorative elements. Typically, this style emphasizes a street-facing front with the rest of the building often being very simple in composition and decoration. Roofs are typically hidden behind prominent facades and/or parapets. Where visible, roofs are simple and finished in metal or composition shingles.



1. Base

- a. Exterior walls reach the ground with or without a base.
- b. Where present, the base is described as an applied band of wood, corrugated metal, or cast concrete, stone such as granite.



Raised panel base



Corrugated siding to grade



Wood plank siding to grade

2. Primary Walls

- a. Expressed as single-plane expanses of wood or metal siding. The street-facing facade is typified by decorative elements such as window molding, cornices, lighting, and signage.
- b. Commercial: "stick-frame store-front"; Residential: wood shingle
- c. Primarily horizontal siding or vertical board and batten.
- d. Smooth siding (wood or cementitious; no T-111)



Painted wood



Painted horizontal wood siding



Decorative metal siding

3. Roof-Wall Connections

- a. The front facade is typically articulated as a decorated flat plane capped by a simple cornice supported by decorative brackets. The eave condition of side facade is articulated in a similar manner.
- b. Balcony ceilings will be constructed of wooden rafters and finished in wood planking.
- c. Foam moldings are expressly prohibited.



Parapet with cornice and brackets



Parapet with cornice and brackets



Gable with attic vents and combination of shingle and horizontal siding

4. Roof

- a. Primary roof tends to be hidden by the street-facing parapet.
- b. Can be sloped or flat. Sloped roofs may be clad in metal or wood shingles.



Composition shingle roof



Sloped metal roof



Parapet

5. Drainage

- a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.



Gutter with downspout



Gutter and downspout



Gutter and downspout along column

6. Openings

- a. Windows and doors are framed with wood trim.
- b. Windows are multi-paned and vertical in orientation.
- c. Ground floor primarily glazed with transoms over storefronts; Upper floors glazed with smaller, vertical openings.



Commercial storefront



Parapet detail



Double hung windows on second floor

7. Attached Elements

- a. A number of decorated architectural elements such as porches, balconies, awnings, and bay windows can encroach beyond the primary exterior surface of buildings and into their setbacks.
- b. Arcades and galleries can extend also into the front setback.
- c. Columns are highly articulate, trimmed or capped.



Railing with finial



Arcade with sign



Projecting bay windows

8. Massing

- a. Tend to have one primary facade that faces the street and is articulated as a decorated flat plane.
- b. Can be one- or two-story and tend to have a street-facing architectural bias.



Intersecting columns with corner joint



Two-story eave with ornate middle



Two-story with porch and balcony

9. Site Definition and Landscape

- a. Buildings can situate in a zero-setback, urban condition where landscaping is limited to planted pots.
- b. Buildings can also have a front yard, arcade, forecourt or face a courtyard.



Planter



Forecourt



Informal planters and rain barrels

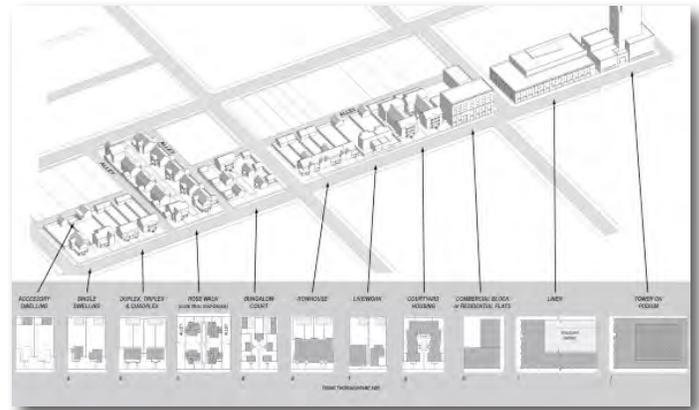
DC65 SANTA ANA RENAISSANCE SPECIFIC PLAN
City of Santa Ana, California
PUBLIC HEARING DRAFT 9 March, 2009

SANTA ANA RENAISSANCE SPECIFIC PLAN DC66
City of Santa Ana, California
PUBLIC HEARING DRAFT 9 March, 2009

ARCHITECTURAL STANDARDS - OPTIONAL

Some municipalities chose not to have architectural standards due to disagreement over which standards or the perceived restriction. Towns that have a strong existing character that they wish to preserve and enhance are encouraged to have at least basic architecture standards that would indicate appropriate material and configurations.

From that base condition, standards can be expanded to include architectural styles (how to do them correctly) and building types (shown on right) that expand the range of buildings forms and densities that make up a real place.



SECTION E LANDSCAPE PATTERNS

PLANT PALETTE

	Genus	Species	Common Name	Native (N) Hybrid (H) Intro. (I)	Evergreen (E) Deciduous (D)	Major Landform Regions	
Large Trees for Shade and Street	Acer	rubrum	Red Maple	N	D	Terrace, Lowlands	
	Acer	saccharum	Southern Sugar Maple	N	D	Terrace	
	Carya	aquatica	Water Hickory	N	D	Terrace	
	Magnolia	grandiflora	Southern Magnolia	N	E	Terrace	
	Magnolia	grandiflora DD Blanchard	DD Blanchard Magnolia	H	E	Terrace	
	Magnolia	grandiflora Little Gem	Little Gem Magnolia	N	E	Terrace	
	Nestea	spicata	Lupate Gum	N	D	Lowlands	
	Nyssa	silvatica	Black Gum	N	D	Terrace, Lowlands	
	Pinus	strobus	Spruce Pine	N	E	Terrace	
	Pinus	taeda	Loblolly Pine	N	E	Terrace	
	Quercus	laevis	Southern Red Oak	N	D	Terrace	
	Quercus	laevis x pagodifolia	Cherrybark Oak, Swamp Red Oak	N	D	Terrace, Lowlands	
	Quercus	noveboracensis	Savory Chestnut Oak	N	D	Terrace, Lowlands	
	Quercus	nuttallii	Nuttall Oak	N	D	Terrace	
	Quercus	phellos	Willow Oak	N	D	Lowlands	
	Quercus	shumardii	Shumard Red Oak	N	D	Terrace	
	Quercus	virginiana	Southern Live Oak	N	E	Terrace, Lowlands	
	Sabal	palmetto	Palmetto Palm	N	E	Terrace, Lowlands	
	Taxodium	ascendens	Plant Cypress	N	D	Terrace, Lowlands	
	Thuja	occidentalis	Winged Elm	N	D	Terrace	
Small Trees	Amelanchier	pauciflora	Red Buckeye	N	D	Terrace	
	Cornus	florida	Flowering Dogwood	N	E	Terrace, Lowlands	
	Corylus	corniculata	Pinyon Nutcracker	N	D	Terrace	
	Halesia	stygia	Tanqueray Shadbolt	N	D	Terrace, Lowlands	
	Ilex	vomitoria	Norfolk Yew	N	E	Terrace, Lowlands	
	Lagerströmia	indica	Crape Myrtle	I	D	Terrace	
	Persea	palustris	Swamp Bayberry	N	E	Terrace, Lowlands	
	Putana	chinensis	Flacacho	I	D	Terrace	
	Shrubs	Camellia	jasminifolia	Camellia Seashrub	I	E	Terrace
		Clusia	fl.	Cl.	N	D	Lowlands
Ilex		x affinis/atax East Palmetto	East Palmetto Holly	H	E	Terrace	
Rhus		copallina	Flora Anise	N	E	Terrace, Lowlands	
Ilex		virginica	Swainson	N	D	Terrace, Lowlands	
Leucocorynia		radicans	Coast Leucocorynia	N	E	Terrace, Lowlands	
Munro		sp.	Banana	I	D	Terrace, Lowlands	
Nerita		caroliniana	Southern Silver Nerita	N	E	Terrace	
Quercus		laevis	Sweet Olive, Sea Olive	I	E	Terrace	
Rosa		sp.	Arctic Rose	I	E	Terrace	
Sabal		minor	Dwarf Palmetto	N	E	Terrace, Lowlands	
Viburnum		nudum	Seem's Viburnum	N	E	Terrace, Lowlands	
Vib.		sp.	Cherry Tree	I	D	Terrace	
Ground Covers, Ferns, and Perennials		Aspidistra	sp.	Cast Iron Plant	I	E	Terrace
		Cyperus	sp.	Wax Fern	I	E	Terrace
	Lycopodium	sp.	Wax Fern	I	E	Terrace	
	Ophiopogon	sp.	Monkey Grass	I	D	Terrace	
	Conium	sp.	Conium Lily	I	D	Terrace, Lowlands	
	Geranium	sp.	Geranium	I	D	Terrace, Lowlands	
	Iris	sp.	Iris	N.A.I	E	Terrace, Lowlands	
	Hemerocallis	sp.	Daylily	I	D	Terrace, Lowlands	
	Lantana	sp.	Lantana	N	E	Terrace	
	Vines	Campsis	radicans	Tumpet Vine	N	D	Terrace
Ficus		pumila	Fig Vine	I	E	Terrace, Lowlands	
Sedumum		temporale	Campbell Jasmine	N	E	Terrace	
Rosa	sp.	Arctic rose	I	E	Terrace		
Thalictrum	sp.	Coastal Thalictrum	I	E	Terrace, Lowlands		


















LANDSCAPE STANDARDS - OPTIONAL

Landscape standards have to do with furnishing the public realm with plants. One of the most obvious places for this is in the street right of way as street trees. Different street sections will require different trees and spacings.

Often, inappropriate trees will be selected as street trees. Utility companies and Transportation Departments prefer small trees with short lives, so as to not interfere with their operations. Under existing utility lines, this may be the only option, though the spacing and arrangement of the ornamental trees can be designed to produce a desired quality of street space.

Where there are not utility lines, shade trees (oaks, maples, etc) should be planted, generally in an equally spaced line to eventually provide the arching canopy over the sidewalk and street that is a classic memory of American streets. On the corridor, there should be variety, but done in sections, not all mixed up.

Other plants that are important to indicate are hedges, groundcover, vines, grasses and other native plants that become part of Shelburne's palette of the natural world.

SIGNAGE STANDARDS

OPTIONAL ELEMENT

CHAPTER 4 : THE CODE
4.8 SIGN STANDARDS

4.8.1 Sign Regulations

A. Purpose and Intent

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the Uptown Whittier Specific Plan area, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

1. Avoid traffic safety hazards to pedestrians, bicyclists, and motorists, caused by visual distractions and obstructions;
2. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of the City as a place to live, work, shop, and play;
3. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically proportioned in relation to adjacent structures and the structures to which they are attached; and
4. Safeguard and protect the public health, safety, and general welfare.

4.8.2 Applicability

A. Signs regulated

These sign regulations apply to all signs in all zones established by Section 4.2.1 (Regulating Plan and Zones), except that directional/instructional signs and real estate signs shall instead comply with the requirements of the City of Whittier Municipal Code Title 16 Signs, and Chapter 18.70 Sign Ordinance.

B. Applicability to sign content

The provisions of this Chapter do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.

C. Sign permit requirements

Sign installation within the areas subject to this Code shall require sign permit approval in compliance with the City of Whittier Municipal Code Title 16 Signs, and Chapter 18.70 Sign Ordinance, unless exempted from sign permit requirements.

D. Exempt Signs and Permit Exceptions

See the City of Whittier Municipal Code Section 16.04050 Permit - Exemptions, and Section 18.70.030 Exempt Signs

E. Definitions

Definitions of the specialized terms and phrases used in this are in the City of Whittier Municipal Code, Chapter 18.70 Sign Ordinance, Section 18.70.050 Applicability of Definitions.

4.8.3 Prohibited Signs

All sign types and sizes not expressly allowed by this Chapter shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

- A. Abandoned signs;
- B. Animated and moving signs, including electronic message display signs, and variable intensity, blinking, or flashing signs, or signs that emit a varying intensity of light or color, except time and temperature displays (which are not considered signs), and barber poles;
- C. Exposed cabinet/raceways behind channel letters;
- D. Internally illuminated cabinet (can) signs;
- E. Off-site signs (e.g., billboards, and signs mounted on vehicles);
- F. Obscene signs;
- G. Pole signs and other freestanding signs over six feet in height;
- H. Roof signs;
- I. Because of the City's compelling interest in ensuring traffic safety, signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic;
- J. A sign in the form or shape of a directional arrow, or otherwise displaying a directional arrow, except as approved by the City, or as required for safety and convenience and for control of vehicular and pedestrian traffic within the premises of the subject use;
- K. A sign attached to or suspended from a boat, vehicle, or other movable object that is parked within a public right-of-way, or located on private property so that it is visible from a public right-of-way, except a sign painted directly upon, magnetically affixed to, or permanently affixed to the body or other integral part of a vehicle;
- L. A sign burned, cut, or otherwise marked on or affixed to a rock, tree, or other natural feature;



Projecting Sign



Projecting Sign



Marquee Sign



Window Sign



Window Sign



Projecting Sign



Projecting Sign

16.03 UPTOWN WHITTIER SPECIFIC PLAN City of Whittier, California

SIGNAGE STANDARDS - OPTIONAL

Most zoning codes contain some controls on signage. Often there is more control on signage than anything else. In a Form-Based Code, signage is again displayed graphically, to show the intent and type of sign, as well as the measurements allowed.

Examples of signs that seem appropriate for Shelburne can be documented through photographs and diagrams. Blade signs, window signs, letters and logos on buildings should be as large as reasonable as long as they are beautiful.

Examples should be sought for good 'road' signs. Because buildings will tend to be closer to the road in a Form-Based Code, there may not be as much of a need for signs close to the road that show all the business in a center.

SMARTCODE MODULE **STORMWATER MANAGEMENT**
Municipality *Farr Associates Version 1.0*

Table SU7: Stormwater Management. This table provides methods for on-site stormwater management to minimize post-development increases in stormwater runoff.

	T1	T2	T3	T4	T5	T6	SD
STANDARDS - REGIONAL SCALE (ARTICLE 2), COMMUNITY SCALE (ARTICLE 3, ARTICLE 4) OR MULTIPLE BUILDINGS (ARTICLE 5)							
District Stormwater System Development of a community or portion of a community with a centralized system.							
Runoff Volume: retain this percentage of the change in runoff volume between post-development impervious surface and pre-development land surface for the 2 year event	100%	100%	70%	50%	20%	10%	by Warrant

Slow
Use tree mounds or check dams in medians to attenuate and detain runoff, allowing stormwater a chance to infiltrate during one to ten-year storm events. *Flow Control Devices pp. 150-153*

Spread
Treatment curbs or other curbing strategies to allow water to flow into median LID facilities. *Curb Alternatives pp. 95-97*

Soak
Biograde basins in boulevards to treat stormwater runoff before it enters conventional systems during 10 to 50-year storm events. *Flowover pp. 152-153*

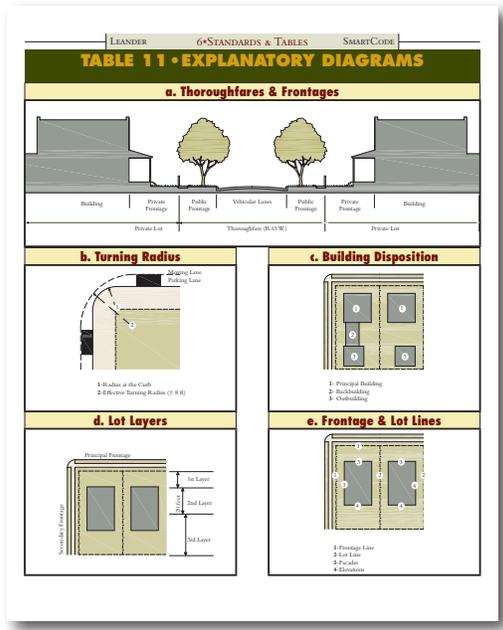
Other labels in diagram: *infiltration*, *treatment*, *back-in angled parking on local streets*.

ENVIRONMENTAL STANDARDS - OPTIONAL

Collecting and treating water has moved from only using big pipes and remote treatment systems to more localized systems. Low Impact Development (LID) is an acceptable means of catching water on site and treating it through natural filters.

However, many guidelines for LID are more appropriate for suburban and rural conditions, where there is sufficient land to create larger filtration areas. A Form-Based Code should calibrate these tools to different urbanisms, using techniques that are more compact and intensive where land is scarce.

Street trees should also be tied to environmental performance standards.



ANNOTATION - OPTIONAL

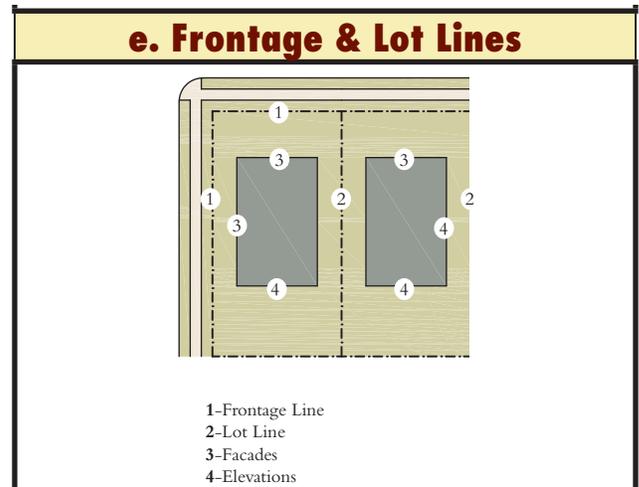
This is similar to illustrating the definitions, but is strictly graphic. Any and all elements that make up a Form-Based Code can be presented in drawings with appropriate note and dimensions.

The page to the left shows clearly a street section for thoroughfares and frontages, and diagrams for turning radius, building disposition, lot layers, and frontage and lot lines.

DIAGRAMS

The diagram to the right is a blow-up of frontage and lot line information that indicates frontage lines, lot lines, and (front) facades for typical lots and corner lots.

By drawing this information, fewer words are needed to describe the intent of the code.



SITE VISIT



VIEWING THE SITE

The demonstration site is about a half-mile long on either side of Route 7. We spent some time on the first day (and in a previous visit) walking and looking at the character of the site. There are a few issues that were evident:

1. The nature of the newly redone Route 7 negatively effects the quality of the pedestrian experience and retail viability. Noise and speed are contrary to a walking environment.
2. Setbacks of buildings vary from too close to too far. This prevents a sense of enclosure.
3. The quality and variety of tree planting is suspect.
4. Much of the corridor in this section is fronted by wetlands, woods, and farmland.

VIEW FROM THE GROUND

The new building for the Tractor Supply in the photo at right shows obvious care to respond to present guidelines in the code. However, it still seems to miss the mark, partly by doing too much (too many materials as well as inappropriate ones - concrete block should not be allowed) and partly by not being robust enough (the pitched roof sections should pull out further and be more house or barn like). More problematic is the setback line, which is too far back. Some of the building should come up closer to the sidewalk.

This collection of buildings to the right is known as Big House/Little House/Barn and is a common building type in New England. This is a type whose form should be coded, to require larger buildings to be broken down into distinct shapes that are connected, rather than just randomly changing materials.

The signage at Tenneybrook Square to the right looks like it is desperately trying to flag down the speeding traffic. At 40 MPH, it would be very hard to read the individual signs for the stores. Bringing buildings closer to the road would allow larger signs on each store that could be read from the road. Perhaps individual signs spaces along the frontage on a fence or hedge could work.



MEETINGS WITH LAND OWNERS

PRIVATE PROPERTY

Owners and developers of lots in this area are the one who know their land the best and what is required to make their business successful. Shelburne citizens can influence this by establishing objective standards in zoning codes, but these standards must be acceptable to the landowners.

In meetings with the land owners it was clear that the present code had made it challenging to use their land to its best and highest use. Some of the projects that had been proposed and rejected in the past are exactly the kind of project that the community has said they want (closer setbacks, etc.)

The drawing to the right shows the existing buildings in black. This is called a figure/ground drawing, and is a way of seeing how buildings form space. One can see that the pattern of buildings is sparse and random. If this is a desired area for a center, then there is the opportunity for more development that encloses walkable streets, squares and green.



VIEW NEAR THE BAY ROAD CENTER

The view to the left is a long block to the north of Bay Road, looking south on Route 7. The old Harbor Hideaway building is an interesting jumble of roofs and towers and comes up close to the sidewalk (too close). If this is demolished and rebuilt, the new building(s) can take a lesson from the forms of this building with a build-to line of 15' or so.



Looking across the street, one can see the front lawn of Almartin Volvo and the new Kinney Drug store. The need for parking in front of Kinney led to pushing the building further back than the 30' setback (more like 90'). If there was a build to line they, as well as Almartin Volvo, could expand closer to the road. Because of the deep setback along this side, a 'slip lane' (frontage road) with head in parking should be considered to get the pedestrian closer to the buildings.



Just south of the Harbor Hideaway is a small two store brick structure. While not considered of high historic quality, it is certainly a building of character. If possible, this could be renovated, perhaps for a Tourist Center. The relationship to the street of this building should be emulated by new development in this area, around a 15' build-to line with porches allowed to project beyond that.



WORKSHOP PROCESS



PUBLIC WORKSHOP

After talking with land owners, town planners and Steering Committee members, Bill Dennis started off the evening Workshop with a talk about Form-based Codes, how they relate to Shelburne, what is the character of Shelburne that can be encapsulated by a new code, and the observations of the site visit and analysis.

The basic message was to document the desired quality of Shelburne as seen by the community first, and then build a code that will create and enhance that with new development.

A number of ideas were shown to spark conversation, such as the ‘gas backwards’ model of a gas station (shown below) that puts the pumps in the back or side and the convenience store on the street side. Other small elements like the use of fences were offered as a way to define street space.

After the talk, there were a few questions, and then it was time to get down to the audience participation section of the agenda.

DRAWING, NOT TALKING

A necessary step in the translation of desired community values to code is drawing and design. When words are used in to describe ideas, it can create a variety of images in one’s mind. The point of drawing is so that everyone can see and agree (or change) an image that represents their idea.

We grouped ourselves 8-10 people to a table around maps, and made sure that every person had a chance to contribute and idea. Citizens were encouraged to draw over the maps, and there were facilitators to help translate ideas into drawing and diagrams.

At the end of the evening, one citizen from each table summarized all of the ideas from their group. There were a number of similarities of desires for character, as well as some unique ideas.

These ideas become the raw material for the Vision Plan.



POSSIBLE IDEAS



CONNECTIONS

One of the groups explored the idea of more connections between lots and existing roads. Some of these connections might be informal and privately owned, some might be new public roads with additional development potential. A frontage road in front of Kinney Drugs was noted that would connect to other roads and allow movement between lots without having to go back out on Route 7.



PARKING AS PIAZZA

This image of a parking court was shown as an example of re-visioning the idea of parking - that it should be a beautiful space, much like the piazzas of Europe that one happens to be able to park in. This parking lot is considered so great that the space it rented out for wedding (without the cars).

Every parking lot should be looked at as an opportunity to create a multi-use space, as well as looking at ways of integrating permeable pavement and groves of trees.



LINER BUILDINGS

The small building to the left was built as a simple storage building to hide the parking from the street. It was so well liked that it is now being rented out as a shop.

Small, portable, modular buildings should be allowed to help define street space. This works particularly well with existing development and parking lots. If a larger building is built later, these can be relocated.



OVAL-ABOUT

Roundabouts are gaining in popularity as a way to modulate traffic will not reducing capacity. This could be done at some distant point in the future at Bay and Route 7, since the road was just finished.

But the 'oval-about' shown to the left illustrates how these can create a tangible sense of place and civilize the traffic. The idea can be a reminder to use all ideas to traffic calm that intersection.

PUBLIC COMMENT & QUESTIONS

Q: Will the state work with the town to allow development in the right-of-way?

A: It can be difficult, but the town should keep asking. Road design by context is accepted nationally now.

Q: With the form based approach is there any way to provide an incentive to not drive a vehicle or to use other modes of transportation:

A: There are policy issues to resolve, but form based code provides a place worth walking in and walking to, and then hubs can be created for public transit.

Q: What is the estimate of the process and time required to go from the current code to form based code?

A: Shelburne does have a mixed use district and design overlay for the village so there are some good elements in place. There could be a hybrid or overlay type of district. It could take five to six months to change over depending on the motivation of the town.

Q: How do you deal with the transition time and people rushing to develop before the change moratorium?

A: Shelburne has a mixed use zone already. Whatever is already built can be retrofitted. This could be a stimulus for Route 7 north to the South Burlington line as well as other areas.

Q: Is the idea that developers would have a shorter permit process because design is to forms?

A: Often this is the case because the existing system typically is “broken” and if the town can agree on a vision (and the vision is not building by building) then everyone knows what is being sought. The town can see what form based code looks like. Elements include a build-to line and changes to parking lots to include tree plantings at the end of each parking space and delineating roads in the parking lot which creates areas for shops.

Q: By moving the buildings closer to the build-to line what differentiates cars zooming by as is occurring on US1 highway in Florida between Miami and Fort Lauderdale leaving towns mainly as “ghost towns”?

A: There may be cafes and ways to come off the busy road. It is a long evolution. Just putting in a sidewalk and saying it is pedestrian is not enough, but it is a start.

PUBLIC COMMENT

Q: What can be done to Route 7 itself to make the road a pleasant experience for pedestrians?

A: Anything that is done to change the nature of the road would be beneficial. The speed limit could be lowered. Buildings could be brought closer to the street. A roundabout which slows down yet keeps traffic moving could be implemented. The road has to make it better for people traveling so they stop here instead of going elsewhere.

Q: Concern was expressed about other roads taking on traffic that should be on Route 7.

A: The route has to be convenient and pleasant for people to use it.

Q: How receptive are landowners to the 'build-to' concept?

A: The purpose of the build-to line is to set up a pattern. The line does not necessarily have to be straight, but can have deliberate curves to create greens. There is historic design review in the village of Shelburne, but not beyond. Form based code that have architectural standards are optional, but a good idea if there is an established character of the area to be preserved. What is in place with the Shelburne Historic Preservation and Design Review Committee can be built upon, but it must be clear to the developer as to what is expected.

Q: Feedback from property owners?

A: Feedback has been mostly positive. There were tales of projects that did not get built due to zoning. Everyone is excited about the opportunity to do more. It is important to make the guidelines as objective as possible to be clear. Areas in danger of being developed in a way not desired by the town need to be highlighted, such as from the LaPlatte River to the South Burlington boundary line. The entire corridor needs to be included. This will increase the value of all properties.

Q: Parallel codes within the community (use base and form based)?

A: Parallel codes are not typically recommended, but if there is not the political will, then at least there is a choice. Cherry-picking from each should not be allowed.

Q: Cost?

A: The town has to agree on the vision then the cost will be staff time and consultants to draft the text.

There was discussion of the benefits of doing a full charette and writing form based code for the entire Route 7 corridor. Support was expressed for keeping the energy going.

PROPOSED OVERALL PLAN



PROPOSED ELEMENTS

VISION FOR OVERALL PLAN

- A** Possible creation of ‘slip lane’ (frontage road) with angled parking with additional sidewalk close to buildings.
- B** Allow the addition of either private service lanes along property lines or public roads with new development.
- C** Re-make ‘duck prison’ (drainage pond) to hold water below permeable surface with public structure above.
- D** Create a ‘build-to line’ that is closer to the sidewalk - as close as 15’ -with new building forms
- E** Allow additional development on lot that could be cot tage court facing other residential on Bay Road.
- F** Allow small farmstand type buildings up very close to road (within 10’ of sidewalk).

NORTH OF BAY ROAD

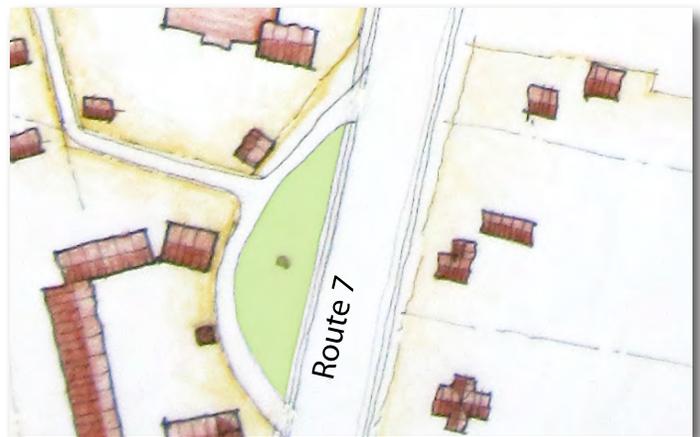
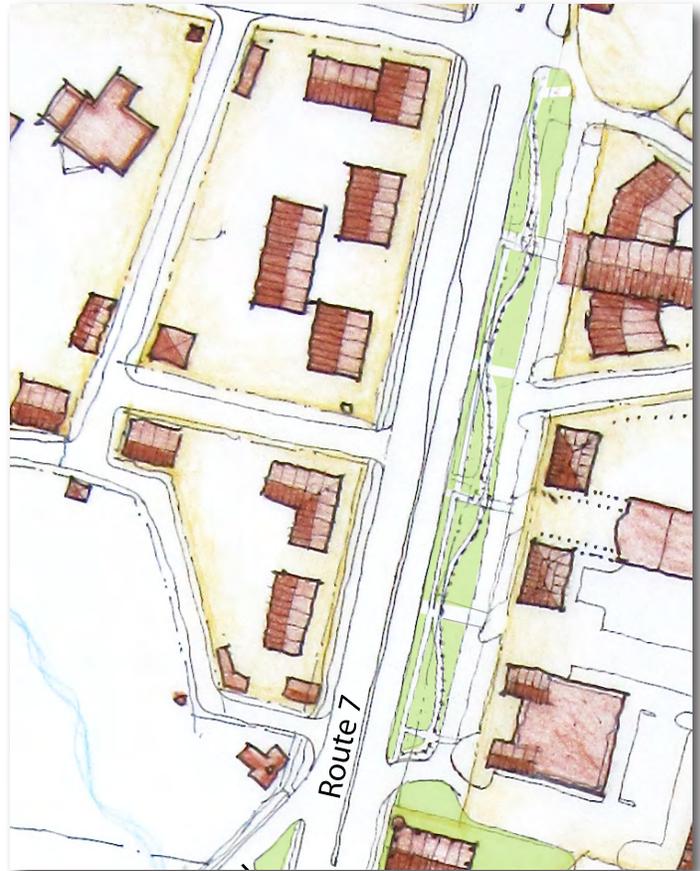
By carefully looking at the lots, it is clear that there is not a ‘one size fits all solution’. The eastern side of Route 7 has deep setbacks and little interconnection, which suggests that a ‘slip road’ may be appropriate, while still requiring a closer build-to line to encourage pedestrian oriented development. On the western side, there is not much space for development due to wetlands, so the build-to line should be very close to the sidewalk (10-15’).

CREATE ‘PLACES’ ON ONE SIDE

Because of the width and character of Route 7, which is unlikely to be changed very much in the short term, it is difficult to create enclosure with buildings on both sides of Route 7. By using a green with buildings arrayed around it, there is a recognizable place that invites one to stop. This means developing a mechanism for creating a flexible build-to line when one or more lot owners want to create a green.

DOWN ON THE FARM

The landscape plan shows one possible development for Dolan Farms that keeps most of the land in agriculture. If the soils designations allow it, there might be a chance to create a walkable neighborhood that still integrates farming and nature, and would be planned under the principles of Form-Based Codes.





THE ISSUE OF FORM / BUILD-TO LINE

The diagrams above show three conditions, looking from two different directions. The ones above are looking from the northwest of the site, and the three to the right are looking from the southwest.

The top diagrams show the buildings that are existing. The setback line is exactly that. Some buildings are further back the 30' line, with a few historic buildings that are too close to the road.

The middle two drawings show 'medium box' buildings that are allowed under present code, but are pulled up to the 30' 'setback' line that would become the build-to line. But the form has not changed and developers can create buildings that look too wide at the street edge.

In the bottom diagrams, the build-to line is set at deliberate distance (10-30' depending on local condition) and the form of the buildings is explicitly illustrated and required. House and barn size and shaped building forms are required at the build-to line, with larger connected parts of buildings set back.

POSSIBLE BUILDING FORM AND STREET FRONTAGE



OLD SETBACK

For many years, the code forced building very far back to minimize the view from the road, however, parking lots were allowed in front.



NEW SETBACK

The present code has a setback of 30', but buildings can still be set further back and parking allowed in front. The building form is not specified.



PROPOSED BUILD-TO & FORM

A new Form-based Code would establish a build-to line, in which a certain percentage of building would be required to be along that line. Form would be specified as well.



PROJECTING INTO BUILD-TO

Usually, porches, arcades and courts are allowed to project into the area between the build-to line and the sidewalk. This is to encourage the building of these amenities.



LANDSCAPE NETWORK PLAN



PROPOSED ELEMENTS

VISION FOR LANDSCAPE PLAN

- A** Add lines of trees along property lines and new service roads to make sense of enclosure
- B** Create new connections from Executive Drive through Dolan Farm. Can be a bike/pathway.
- C** Clear out undergrowth and limb up trees to create long views from the new center to the rural landscape.
- D** Create permeable pathway on west side of Bay Road and connect to Monroe Brook natural paths.
- E** Plan rows of shade trees along Bay Road and any new private or public lanes.
- F** Make new pathways (permeable) to connect all civic greens, natural areas and sidewalks.



MONROE BROOK PARK

Consider adding the wetland and flood area (shown in the photo to the upper right) to the open space network.

BRING THE RURAL TO THE URBAN

The drawing to the upper right shows the wetland area just south of Executive Drive. As the area at this intersection is built up, the trees and undergrowth can be cleaned up to create a long view, especially from a new public pavilion located on the former 'duck prison'.



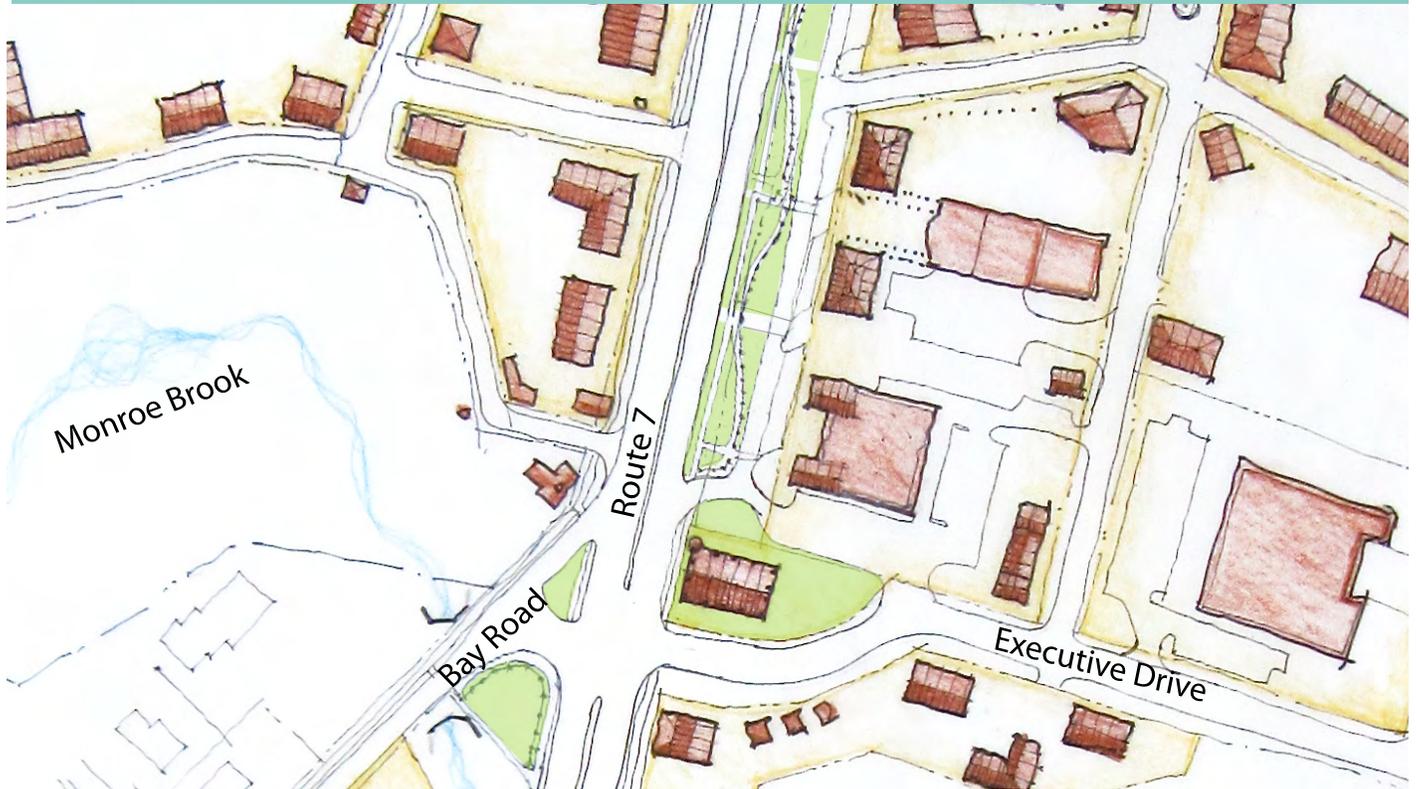
FARM ALLEE

The Dolan Farm area may continue in agriculture, but can be visually enhanced with an allee of maple trees leading to farmhouses. These farmhouses can essentially be large houses on large lots, but with small scale farming on the lots and surrounding.

FARM COMPOUND

Dolan Farm has the opportunity to intensify its operation, creating orchards, greenhouses, compost production, small animal husbandry and other local based farm businesses.





BAY CENTER

At the intersection of Bay Road, Route 7 and Executive Drive, this makes a natural center due to transportation. Natural systems and road standards make this difficult, but this plan indicates one possible solution to making a recognizable place.

As one comes from the north, the 'slip lane' (half boulevard section) on the east side has the effect creating a long green, enhanced with a double or triple row of shade trees.

At the end of this green there would be a public open air pavilion, brought up close (within 5') to the sidewalk to act a terminated vista down Route 7, as well as at the end of Bay Road.

On the western side, the build-to line would be 10-15' behind the sidewalk, giving a strong presence on that side and psychologically slowing the speed of cars down through the center.

VIEW OF ROUTE 7 & BAY CENTER



A VIEW OF BAY CENTER

Looking from the north on Route 7, the public pavilion (in this case shown as an open air barn and silo) attracts the eye and sets the tone for what is to come in Shelburne Village and the surrounding rural areas. The view to the agrarian landscape can be seen through this pavilion by selectively clearing the woods.

To the left is the slip lane with Kinney Drugs set back. A new white fence would lead the pedestrian away from the road and close to the businesses and a parallel sidewalk. Head in parking would be between the fence and a hedge.

To the right shows new buildings within 10-15' of the sidewalk and the sidewalk set back another 6' from existing. The small white 2 story building is the existing building suggested to be a Tourist Center.



GREENS AS PLACES

This plan shows the use of a green in the redevelopment of the Red Apple Motel, in addition to part of Kenworth. This is to illustrate what it would look like if one or several landowners decided to vary from the build-to line and wrap it around a green.

This would give people driving two chances to enter this place, and opens up a view of all of the business arrayed around the common..

This plan also shows connecting lanes (either private or public) to allow movement without overloading Route 7. The top building on the green illustrates the concept of 'gas backwards' - a convenience store in the front and the pumps to the side.

VIEW OF ROUTE 7 GREEN



VIEW OF GREEN

Looking from the north on Route 7, and located just south of Bay Road, this green acts as an organizing civic space that creates a strong ensemble, while allowing the business to and forms to vary.

Several sidewalks and paths invite the passerby to walk to the business, and there are ways to cut through to Bay Road as well.

Head in diagonal parking would be on the business side of the green, with additional parking to the rear.

Techniques like green, trees, fences, mixed-use forms and other elements create an environment of either walking or biking to this center, or parking once and walking to many business.



PROCESS FROM HERE

This demonstration project has given the citizens of Shelburne a taste of the process of documenting their character and turning that into a vision plan that acts as the basis for a Form-Based Code.

There is no shortcut. Analysis of existing conditions and regulations must be thorough. Involvement of the community must be broad and supportive. Landowner along the corridor must be individually interviewed and encouraged to contribute to the making of the code. They are the ones most effected and need to be happy with the change.

Finally, the last step before writing a code is to create the Vision Plan for the corridor. This should be done through an intense 3-5 day charrette, with the community, stakeholders, and technical experts all working together to create a plan and a view of something the feels like Shelburne.



FORM-BASED CODE

This process has hopefully shown the need for some type of Form-Based Code. This could be part of the existing code, a new code, a ‘floating code’, or as part of the PUD ordinance.

The direction of which way to go will be determined partly by the Administrators of the Code (they know the existing code the best and will have to deal with any change every day). Also the Planning Board, Steering Committee and other interested citizens should be involved.

But it important to understand that the actual WRITING of the code is mostly a technical process, after the Town’s desired vision is clear.

Whatever direction the code takes, it should ultimately be simple, graphic, objective, easy to use and understand, and produce buildings that add to the greater beauty of Shelburne.