

Rural to Urban, Village-City County: Advanced Form-Based Coding Coast to Coast

- Jane Lafleur, Friends of Maine Executive Director
- Paul Dreher, City of Newport, Vermont Director of Planning & Zoning
- Jason King, Dover Kohl & Partners Project Director
- Daniel Parolek, Founding Principal, Opticos Design



FBC Definition

Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. They are regulations, not mere guidelines. They are adopted into city or county law. Form-based codes are an alternative to conventional zoning



Rural to Urban, Village-City-County: Advanced Form-Based Coding

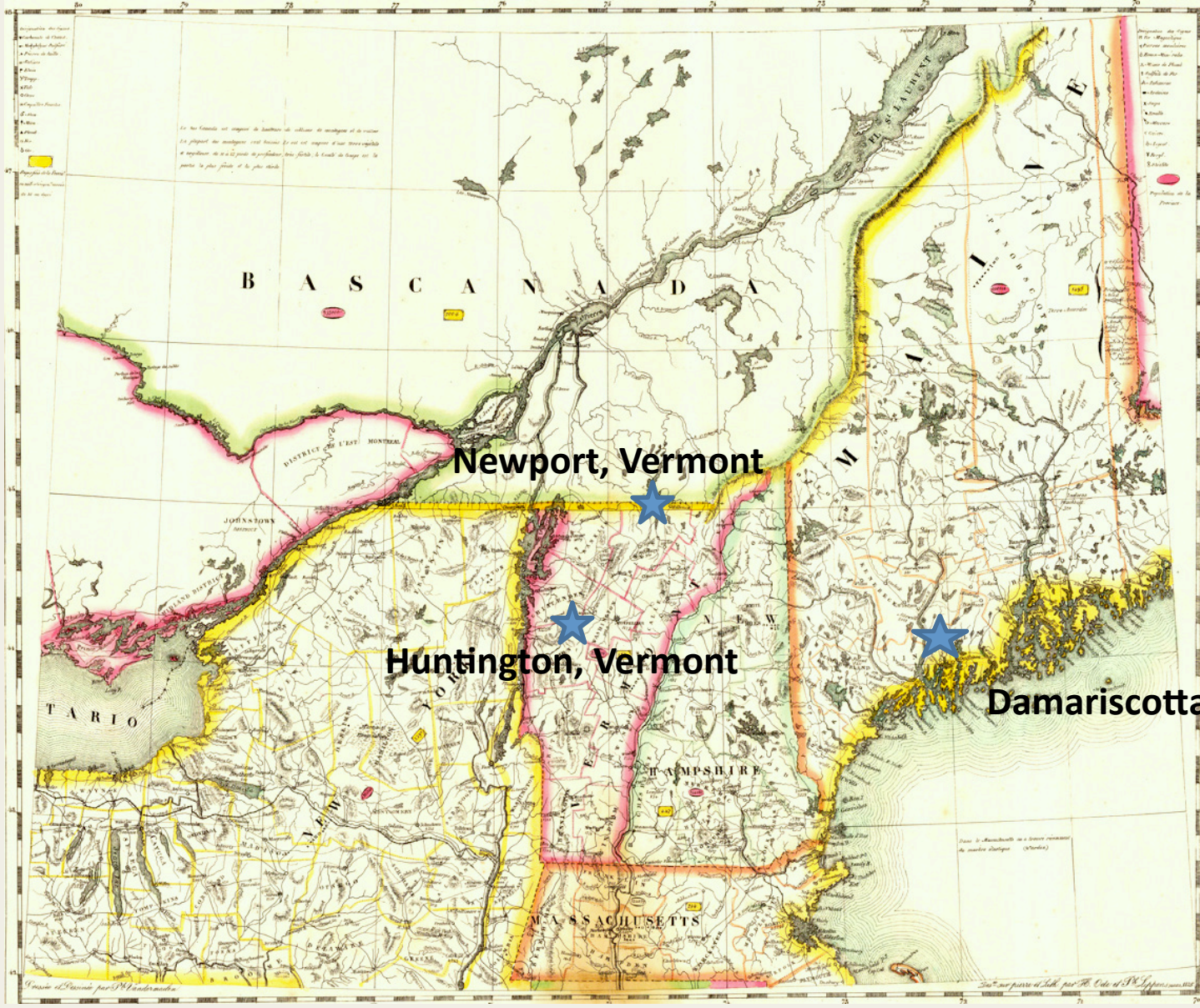


Damariscotta, Maine and Newport and Huntington, Vermont

Jane Lafleur, Executive Director, Friends of Midcoast Maine

Paul Dreher, Zoning Administrator, Newport City, Vermont

Small Community Lessons



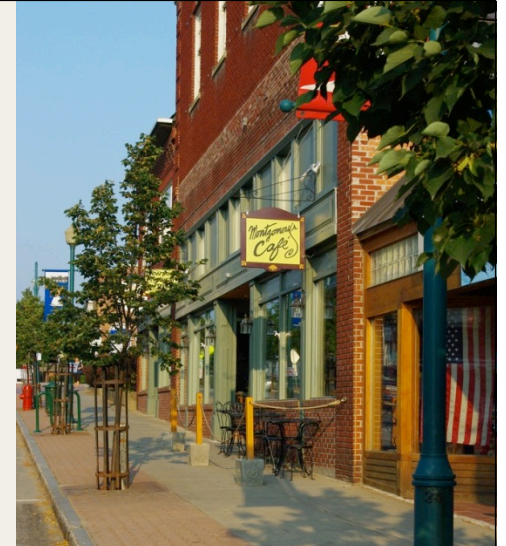
Newport, Vermont

Huntington, Vermont

Damariscotta, Maine

Three Communities

- Newport City, Vermont
- Damariscotta, Maine
- Huntington, Vermont:
code in progress



Form Based Codes in small towns

“Setting the stage and then preparing for the actors, the script, the audience...and the reviews...”

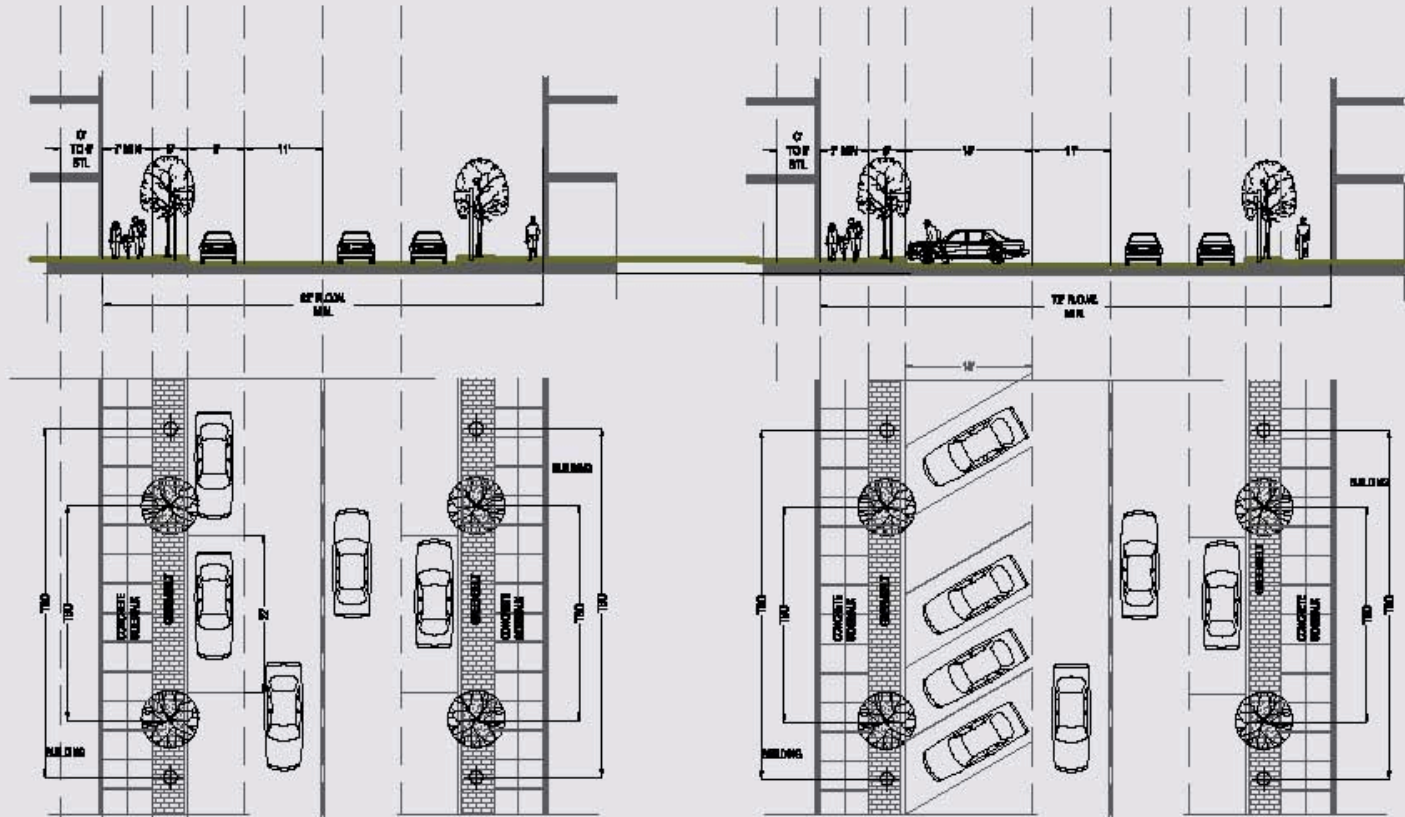


Setting the stage...

- Visioning and capacity building
- Community code writing
- Community building and place-making



FORM BASED CODES

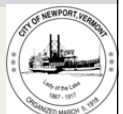
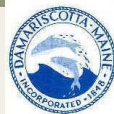


PRIMARY PUBLIC STREET TYPE 1

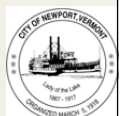
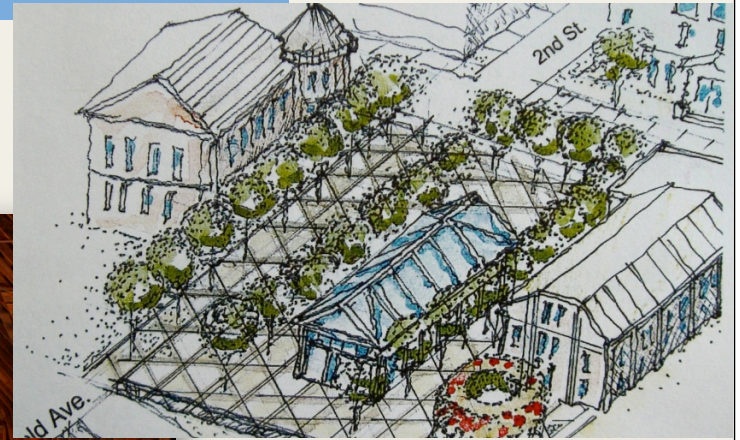
PRIMARY PUBLIC STREET TYPE 2

“Allowing communities to decide what they want to “be” rather than allowing developers to determine what they should become.”

The Beginnings - Sleeper Place



Developing a Community Vision: The Charrette & AIA R/UDAT Processes





A concept for Downtown

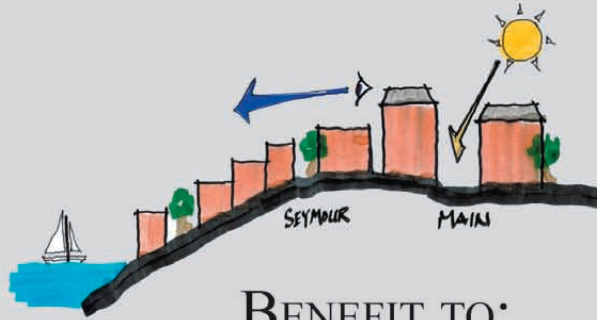
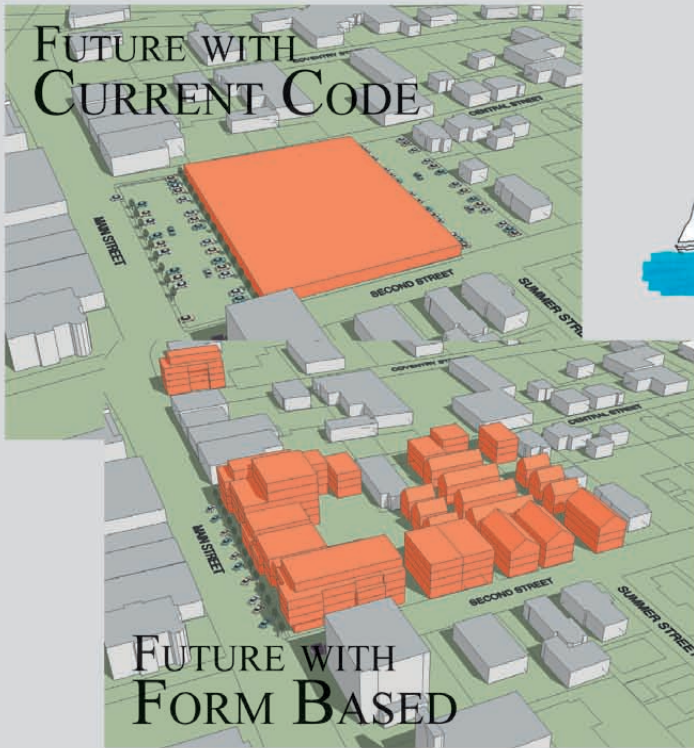


A concept for Piper Common



A concept for Business Route 1

Could it work here?

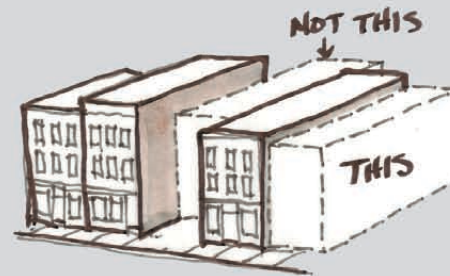
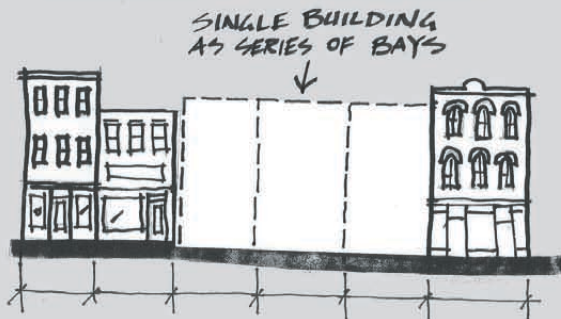


BENEFIT TO:

- COMMUNITY
- MUNICIPALITY
- BUSINESSES

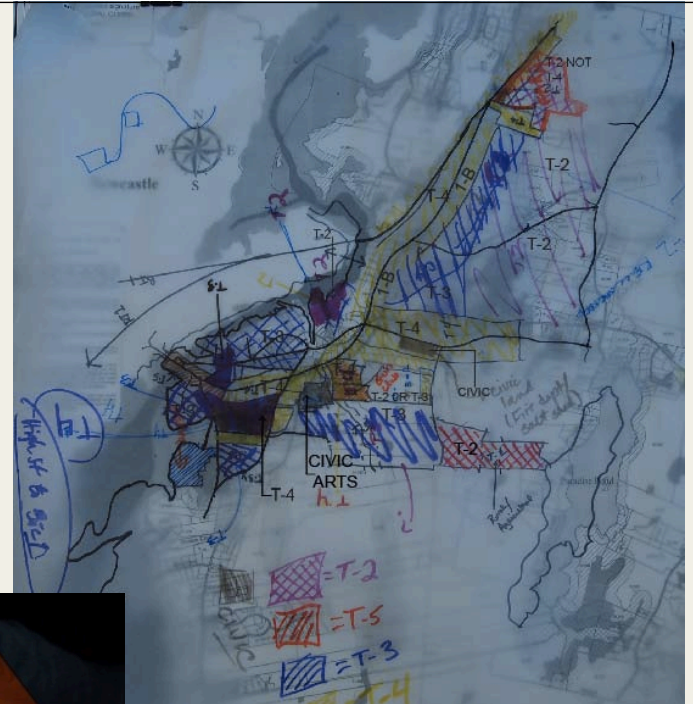
CREATE A FRAMEWORK FOR:

- MULTI-PURPOSE/
MULTI-USE
DESTINATIONS
- BETTER
PEDESTRIAN
EXPERIENCE
- REINFORCING
HISTORIC FABRIC
- GREAT
PLACEMAKING



A new model: Empowering the community

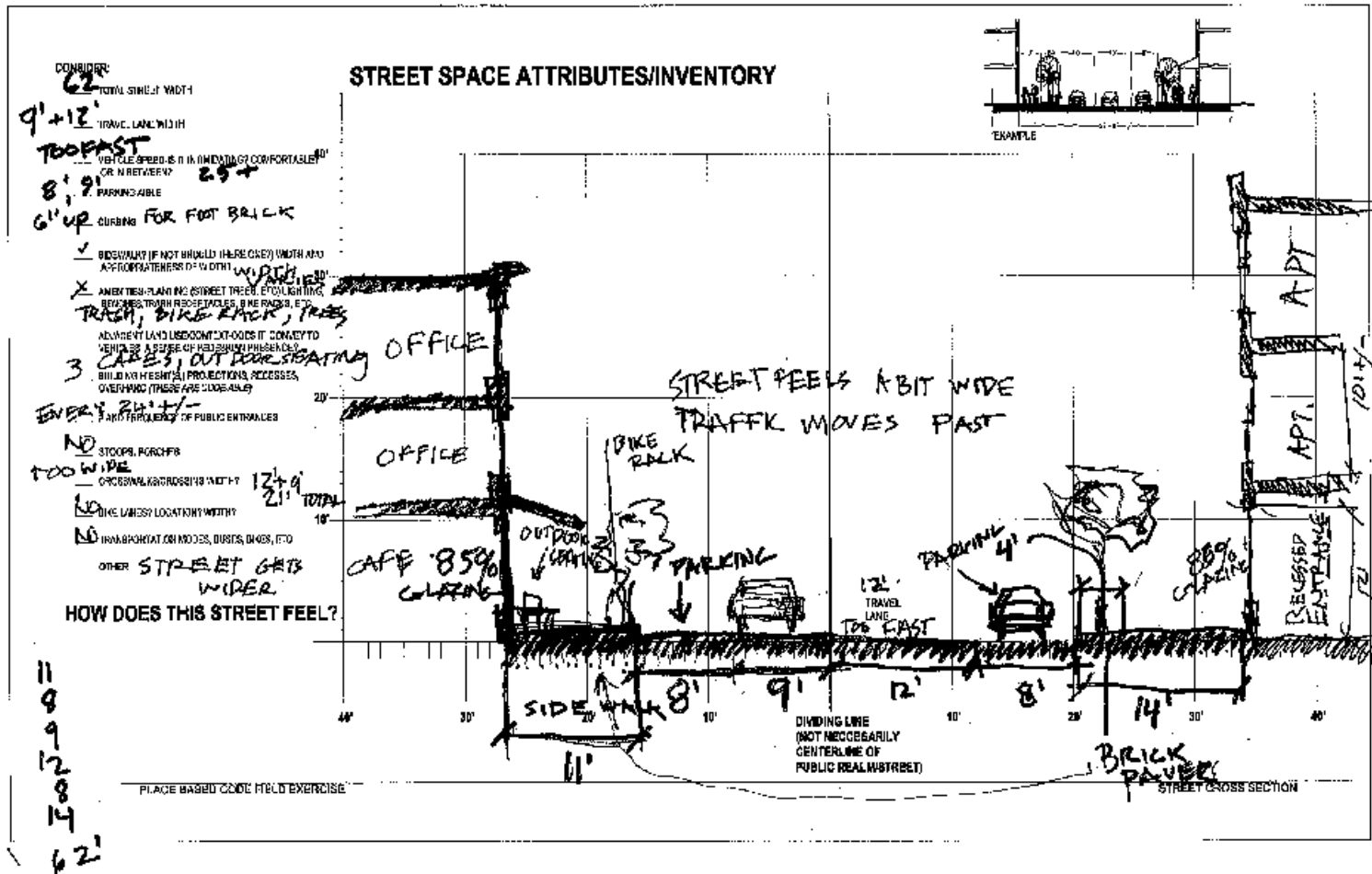
The power of the pen in the hands of the community...



“Begin with the map and end with the map..”



Empowering the Community



The Public Process: The Community as Expert



Forming Partnerships

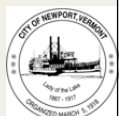


DAMARISCOTTA
REGION
CHAMBER of COMMERCE
www.damariscottaregion.com



Damariscotta Region
Business Alliance

The Lincoln County News



Using Illustrative Tools



Existing Conditions:
Hannaford Area

Hannaford Area:
With Form Based Codes





Using Illustrative Tools



Spates Block Infill (Current Codes) - View from West (April 15 1:30 pm)

CLIENT
Newport City Planning & Zoning

PROJECT
Core 1 Form Code

ISSUE
04.15.10

harry hunt ARCHITECTS



Spates Block Infill - View from West (April 15 1:30 pm)

CLIENT
Newport City Planning & Zoning

PROJECT
Core 1 Form Code

ISSUE
04.07.10

harry hunt ARCHITECTS

04

Using the Media

The Damariscotta SmartCode



A Community Built Code

Why Form Based Codes?

Thoughtful, community-based planning is now a hallmark of Damariscotta. Over the past five years the Town has been engaged in a very open, active public process to chart our own future. Through the retail size cap vote in 2005, citizens determined that they needed to be fully engaged in the land use planning and economic development of the Town. In response, the Damariscotta Planning Advisory Committee (DPAC) was formed and authorized by the municipality in 2007 to engage the community in work to better steer Damariscotta's course into the future.

The Orton Family Foundation's planning grant to Damariscotta to conduct the Heart & Soul Community Planning Project ignited energy and commitment about the Town's future. The Heart & Soul project was a two-year intensive process, involving the Damariscotta community through discussions about our future. We also incorporated a week-long, community-based planning charrette process to identify and illustrate a town vision. More recently a series of 30+ community workshops were held to gather public input to inform the form-based code writing process to reflect the Town's vision, called the Damariscotta SmartCode.

The Damariscotta SmartCode (also known as a Form Based Code) has been constructed by the community to help implement the spirit and vision of the Charrette. It is a regulatory plan that will replace portions of the current zoning regulations. The Town's current traditional use-based zoning promotes the kind of sprawl that is not only expensive to maintain, but detracts from the Town's vision of its future. Simply put, Damariscotta SmartCode will address the Town's concerns regarding the preservation of the unique character of the Downtown, while repairing aspects of the Rt.1B corridor, and guiding future growth and development throughout Damariscotta to better reflect its own values.



Upholding Community Values

The proposed Damariscotta SmartCode affirms the community values identified by the citizens of Damariscotta during the Heart & Soul project. We value:

- Working locally
- Living locally
- Having access to culture and nature in close proximity
- Being an involved community
- Having a strong sense of community
- Being an accessible community

The proposed SmartCode works to build community places, encourage close-knit neighborhoods, allow for jobs to be developed locally to keep young people here, and maintain open spaces in the rural areas to allow denser development closer to the downtown where service and utilities are available or can easily be extended. The "smart" part about this code is that it protects what the Town values and ensures that future growth will happen in accordance with these values.

Building Neighborhoods, The Economy and Connecting the Community

Damariscotta's proposed SmartCode works to build neighborhoods that complement our existing neighborhoods like Elm Street and Water Street. The code will protect our vibrant Downtown by allowing the form of it to continue and new businesses to locate here on the ground level as well as upper levels. The code works to build pedestrian friendly development on Route 1B and better alternative connections throughout street networks, paths and trail systems. The auto-oriented nature of Rt.1B will change over time with slower car traffic, more sidewalks, reserved open space, walking and biking corridors and safer connections between the buildings.

Creating Opportunities through the Code

The Damariscotta SmartCode will help to build a public realm and work to ensure that the users of the public places are accommodated, whether they are pedestrians, cyclists, or drivers. The vision expressed in the Charrette process was a vision of connectedness and access. The SmartCode will help to bring this vision to reality. The code addresses the built form and the street form—where the public exists, where we meet and how we interact, where we drive, walk and bicycle; it includes the design of streets and spaces and how they relate to people, not how they relate to cars.

A SmartCode encourages walking as well as safe, alternative forms of transportation. The goal is to create a place for ourselves, our children and seniors so they can walk to the store or to school without danger or worry. The code addresses connectivity, interconnected streets, walkability, and multiple ways to get around our towns are important to the fabric of a community. The code supports a vibrant Main Street as we know it.

The code encourages economic opportunities through smaller setbacks and the use of a "build to" line, allowing smaller lots and allowing and promoting mixed uses.

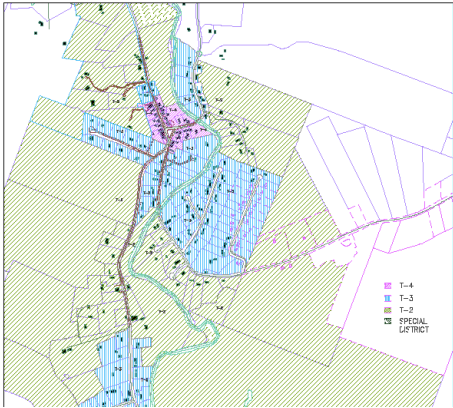
The Community Code Writing Process... hundreds of volunteer hours... invested in democracy....



Be Sure to
VOTE
Tuesday, June 14
Municipal Building
10 am to 8 pm



On the ground... The Code



DAMARISCOTTA SMARTCODE

TABLE 3E. SPECIFIC FUNCTION & USE

TABLE 3E. Specific Function & Use. This table expands the categories of Table 3D to delegate specific functions and uses within Transect Zones. If a use is not listed, it is allowed by a conditional permit.

	T2	T2-O	T3	T3-O	T4	T5	SD		T2	T2-O	T3	T3-O	T4	T5	SD
a. RESIDENTIAL								f. OTHER: AGRICULTURE							
Single Family	■	■	■	■	■	■	■	Grain Storage	■	■	■	■	■	■	■
Two-family (Duplex)	■	■	■	■	■	■	■	Livestock Pen	■	■	■	■	■	■	■
Multi-family	■	■	■	■	■	■	■	Greenhouse	■	■	■	■	■	■	■
Group Homes	■	■	■	■	■	■	■	Stables	■	■	■	■	■	■	■
Accessory Dwelling Unit	■	■	■	■	■	■	■	Kennel	■	■	■	■	■	■	■
Live-Work Unit	■	■	■	■	■	■	■	g. AUTOMOTIVE							
b. LODGING								Gasoline	■	■	■	■	■	■	
Hotel (no room limit)	■	■	■	■	■	■	■	Automobile Service	■	■	■	■	■	■	■
Inn (up to 10 rooms)	■	■	■	■	■	■	■	Truck Maintenance	■	■	■	■	■	■	■
i. & Breakfast (up to 10 rooms)								Drive-Through Facility	■	■	■	■	■	■	
Boarding Houses	■	■	■	■	■	■	■	Roadside Stand	■	■	■	■	■	■	■
School Dormitory	■	■	■	■	■	■	■	Shopping Center	■	■	■	■	■	■	■
c. OFFICE								Shopping Mall	■	■	■	■	■	■	
Home Occupation	■	■	■	■	■	■	■	h. MUNICIPAL ESSENTIAL							
Office	■	■	■	■	■	■	■	Fire Station	■	■	■	■	■	■	■
d. RETAIL								Police Station	■	■	■	■	■	■	
Open-Market Building	■	■	■	■	■	■	■	Cemetery	■	■	■	■	■	■	■
Tattoo Parlor	■	■	■	■	■	■	■	Funeral Home	■	■	■	■	■	■	■
Retail Shop	■	■	■	■	■	■	■	Hospital	■	■	■	■	■	■	■
	■	■	■	■	■	■	■	Medical Clinic	■	■	■	■	■	■	■
	■	■	■	■	■	■	■	i. EDUCATION							
	■	■	■	■	■	■	■								

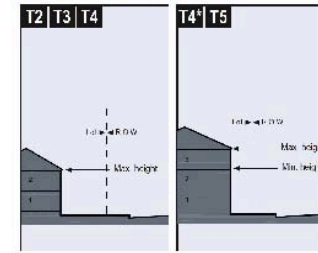
DAMARISCOTTA SMARTCODE TABLE 3B. BUILDING FORM - HEIGHT

TABLE 3B. Building Form - Height. This table shows the maximum building heights for each Transect Zone. The half story shall be contained within a pitched roof, otherwise no half story is allowed. See Section 3.5 for height of each individual story. In T2 and T2O, the buildings in the primary layer along the primary frontage shall have pitched roofs.

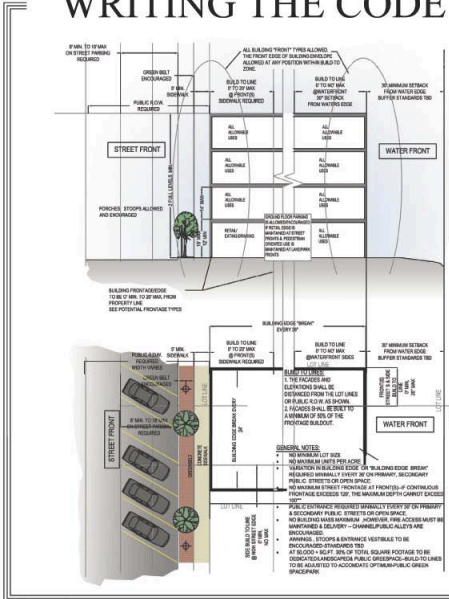
No building shall be higher than 42 feet to the cornice.

There shall be a 2-story minimum in the T4 Village Zone and the T5 Downtown Zone.

* In the T4 Village Zone, Live-Works on lots 28 feet wide or narrower may be 3.5 stories maximum at locations specified in Section 3.4.2.



WRITING THE CODE



URBAN WATER FRONT 1 & 2 HIGH & MEDIUM DENSITY/MIXED USE

NOTE: THIS ZONE HAS 2 DISCREET FRONTS

* URBAN WATER FRONT 2 - MEDIUM DENSITY - MAXIMUM 3 LEVELS

USE TABLE:

1. ADULT EDUCATION, VIDEO, CABINET, SEE DEFINITION	NOT PERMITTED
2. RELIGIOUS/NOT-FUNCTIONAL, SEE DEFINITION	NOT PERMITTED
3. SCHOOLS, SEE DEFINITION	NOT PERMITTED
4. SENIORS RESIDENT, SEE DEFINITION	NOT PERMITTED
5. HATING AND DRIVING, MODIFIED TRAIL	PERMITTED
6. RESIDENTIAL SINGLE & SMALL FAMILY	PERMITTED
7. LODGING	PERMITTED
8. PROFESSIONAL SERVICE/OFFICES	PERMITTED
9. RETAIL/PERSONAL SERVICE	PERMITTED
10. CIVIC	PERMITTED
11. PARKING	PERMITTED

SPECIAL REGULATIONS:
THE PURPOSE OF THIS ZONE IS TO CREATE A STREET-ORIENTED PUBLIC REVENUE THAT ENCOURAGES OPEN/PUBLIC RECREATION SPACES ORIENTED TOWARD THE WATERFRONT. PARKING NOT ALLOWED ON STREET FRONTAGE UNLESS BEHIND A WALL OR HIDDEN FROM THE STREET.

GROUND FLOOR SETBACKS:
A BUILDING SHALL BE SETBACK ON STREETS PUBLIC ENTRANCE. A MAXIMUM OF ONE PER FOOT TO MAXIMIZE PUBLIC ENTRANCE MAY OCCUR AT INTERVALS LESS THAN 20' & SHALL NOT BE LESS THAN 10' OF THE FRONTAGE SHALL BE SETBACK.

ARCHITECTURAL STANDARDS (LINES):
THESE STANDARDS ARE OPTIONAL AND MAY BE UTILIZED BY THE APPLICANT.

PARKING LOCATION STANDARDS:
NEW CONSTRUCTION INCLUDING ADDITIONAL SQUARE FOOTING OR AN INCREASE IN RESIDENTIAL UNITS MUST COMPLY WITH PARKING STANDARDS.

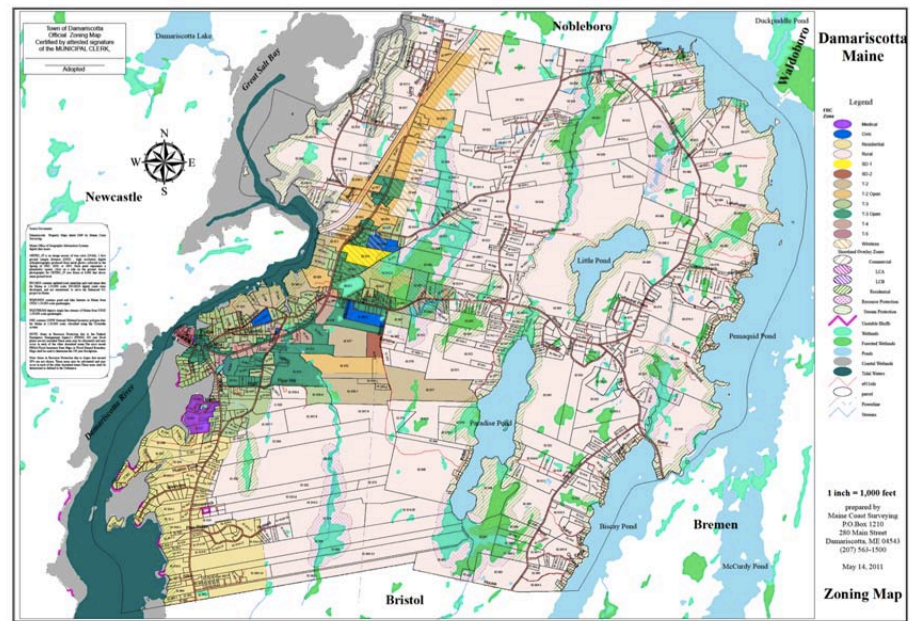
A PARKING SPACE MAY BE LOCATED ON THE CITY OR PRIVATE LANDSCAPE.
B. PARKING SPACES MAY BE SHARED-PAVING IS ENCOURAGED.
C. NEW PARKING SPACES EXCEPT ON STREET PARKING SHALL BE SCREENED FROM THE PUBLIC SPACE (STREET OR PARK).
D. NEW PARKING SPACES STRUCTURE ENCOURAGED (UNDER PARKING TYPES).

STREET FRONTAGE STANDARDS:
ALL BUILDINGS SHALL BE CONSTRUCTED WITHIN A PROJECT. A STREET FRONT SHALL BE MAINTAINED AS A REMINDER OF THE CITY OR CENTER. A DEVELOPED FRONTAGE ALONG THE FRONTAGE SHALL BE MAINTAINED WITH DEVELOPMENT OR OPEN SPACE.

ENCOURAGED STANDARDS TO BE CONSIDERED:
A. STREET FRONTAGE SHALL INCLUDE:
1. SIGNAGE (SEE SECTION 3.4.2)
2. SIGNAGE (SEE SECTION 3.4.2)
3. SIGNAGE (SEE SECTION 3.4.2)

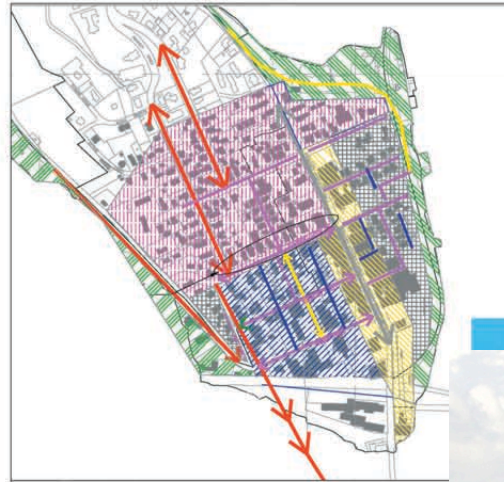
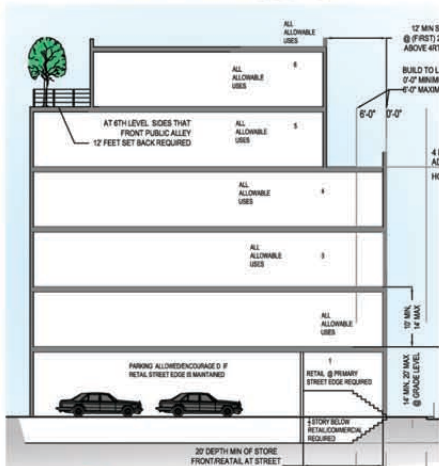
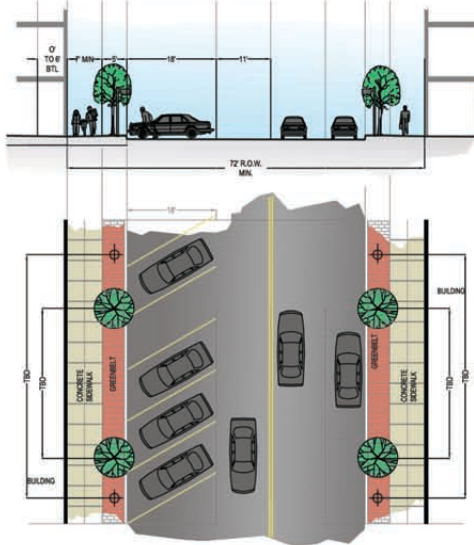
PROJECTS ARE:
1. SIGNAGE (SEE SECTION 3.4.2)
2. SIGNAGE (SEE SECTION 3.4.2)
3. SIGNAGE (SEE SECTION 3.4.2)

FORM BASED CODE THROUGH PARTNERSHIPS:
REFRESHING REAL ESTATE DEVELOPMENT



The code effect

PRIMARY PUBLIC STREET TYPE 2

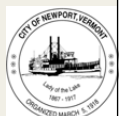


DOWNTOWN REGULATING MAP

- KEY
- CORE 1 (Yellow) T-4, T-4 EQUIVALENT
 - CORE 2 (Blue) T-4, T-4 EQUIVALENT
 - CORE 3 HIGH DENSITY (Purple) T-4 EQUIVALENT
 - URBAN WATERFRONT HIGH DENSITY (Green) T-4 EQUIVALENT
 - URBAN WATERFRONT MEDIUM DENSITY (Light Green) T-3 EQUIVALENT
 - HIGH DENSITY RESIDENTIAL/MIXED USE (Pink) T-4 EQUIVALENT
 - PROPOSED NEW PARK (Dark Green)
 - PRIMARY STREET/PEDESTRIAN & VEHICULAR (Grey)
 - SECONDARY PUBLIC STREETS (Red)
 - PRIMARY TRANSIT STREET (Orange)
 - PROPOSED PUBLIC CORRIDOR-SECONDARY OR TERTIARY (Yellow)
 - PROPOSED PUBLIC ALLEY/MEWS OR DELIVERY CHANNEL (Blue)



BLACK RIVER DESIGN ARCHITECTS



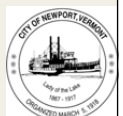
Lessons Learned

- Don't underestimate your community's capacity
- Take time
- Build unlikely allies (property rights people and environmentalists; downtown businesses and home owners, voters and government)
- Focus on transparency and trust
- Build local capacity to talk about the code
- Build community along the way.

Lessons Learned

- No heroic leaders...instead community ownership and shared leadership
- Time and number of workshops
- Code education and a political campaign
- From vision to policy to community building and place making
- Capacity building - community building and the community as the expert

Damariscotta, Maine –
“In the process of creating a code...we built community.”



Newport, Vermont: from “Can’t happen here” to “Anything is possible”.



For more information

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