

form-based codes to enable urbanism

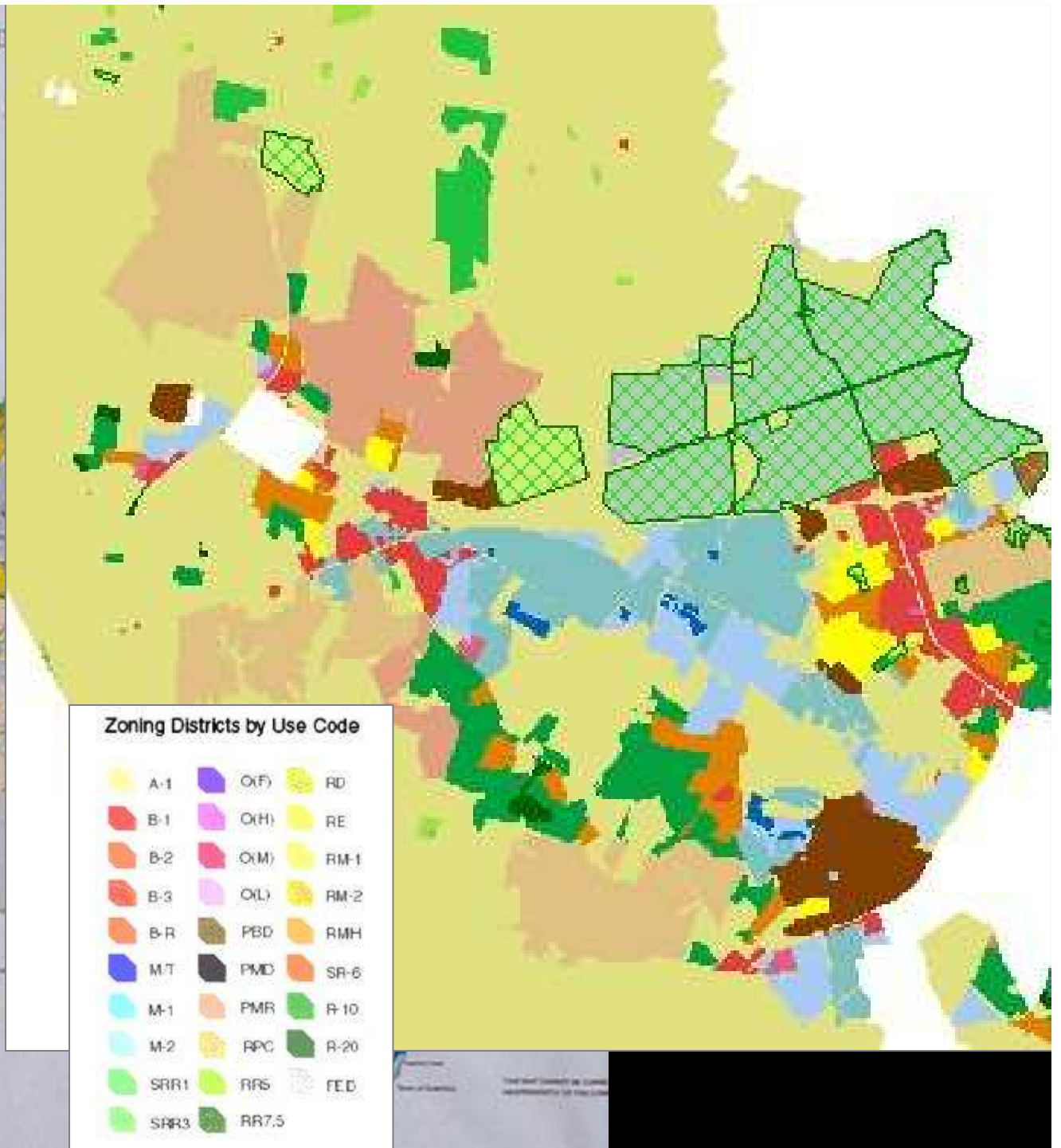
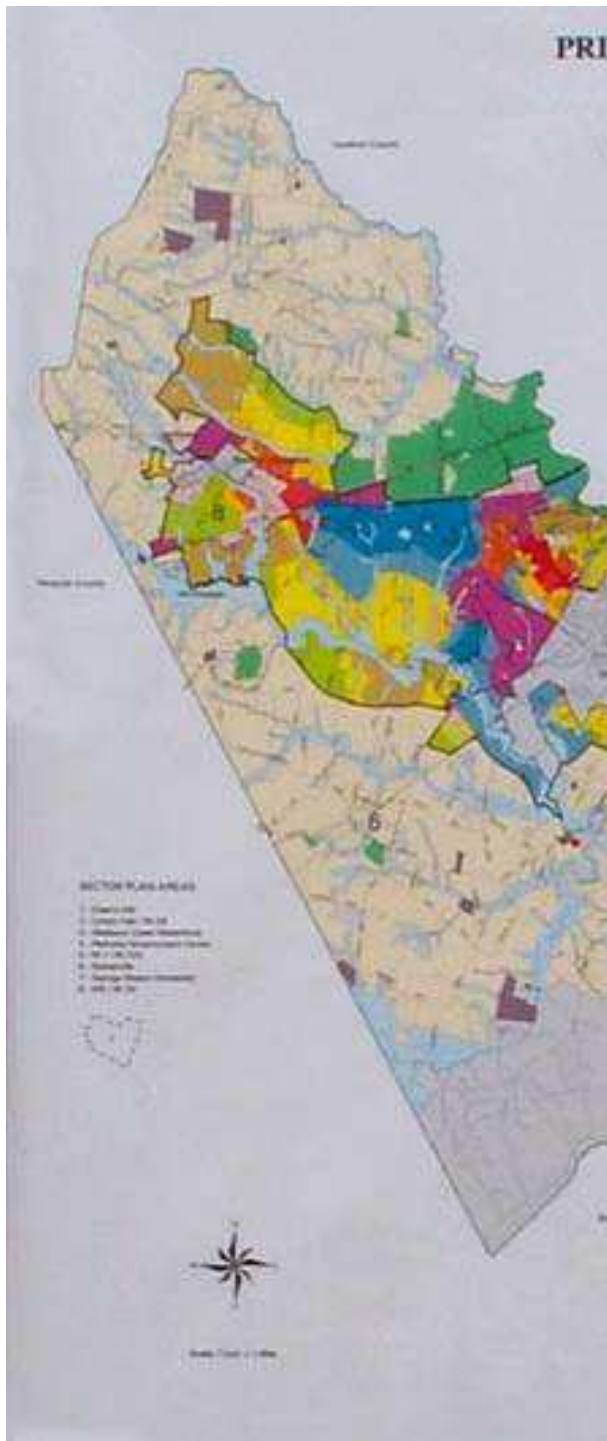


the public realm



the public realm?





it's red on maps



this is **red** on maps, too



typical zoning:

LAND USE
DENSITY / F.A.R.
SETBACKS
PARKING

form-based codes:

**categories for design
relation of building / lot to street
build-to-lines
street standards**

form-based codes are

...municipal development regulations that go beyond the conventional zoning controls of segregating and regulating land use types and defining building envelopes by setback requirements and height limits. Form-based codes instead address the details of relationships between buildings and the public realm of the street, the form and mass of buildings in relation to one another, and the scale and type of streets and blocks. Form-based codes are based on specific urban design outcomes desired by the community, that may be identified through an inclusive, design-focused public participation process. The regulations in form-based codes are applied to property through "regulating plans" that map the community with geographic designations that are based on the scale, character, intensity, and form of development rather than differences in land uses.

(Crawford)

form-based codes are

...Form-based codes...address the details of relationships between buildings and the public realm of the street...map the form of development rather than differences in land uses.

(Crawford)

The regulations in form-based codes are applied to property through "regulating plans" that map the community with geographic designations that are based on the scale, character, intensity, and form of development rather than differences in land uses.

(Crawford)

form-based codes are

...a type of development regulation whose intent is to create a predictable public realm through the physical definition of urban form.

(Duany)

...A technique for regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by regulation of physical form primarily (and land use secondarily) according to the timeless principles of traditional urbanism.

(Ferrell, Parolek, Price, Dover et al)

La CIUDAD de SANTIAGO de los CABALLEROS de GUATEMALA

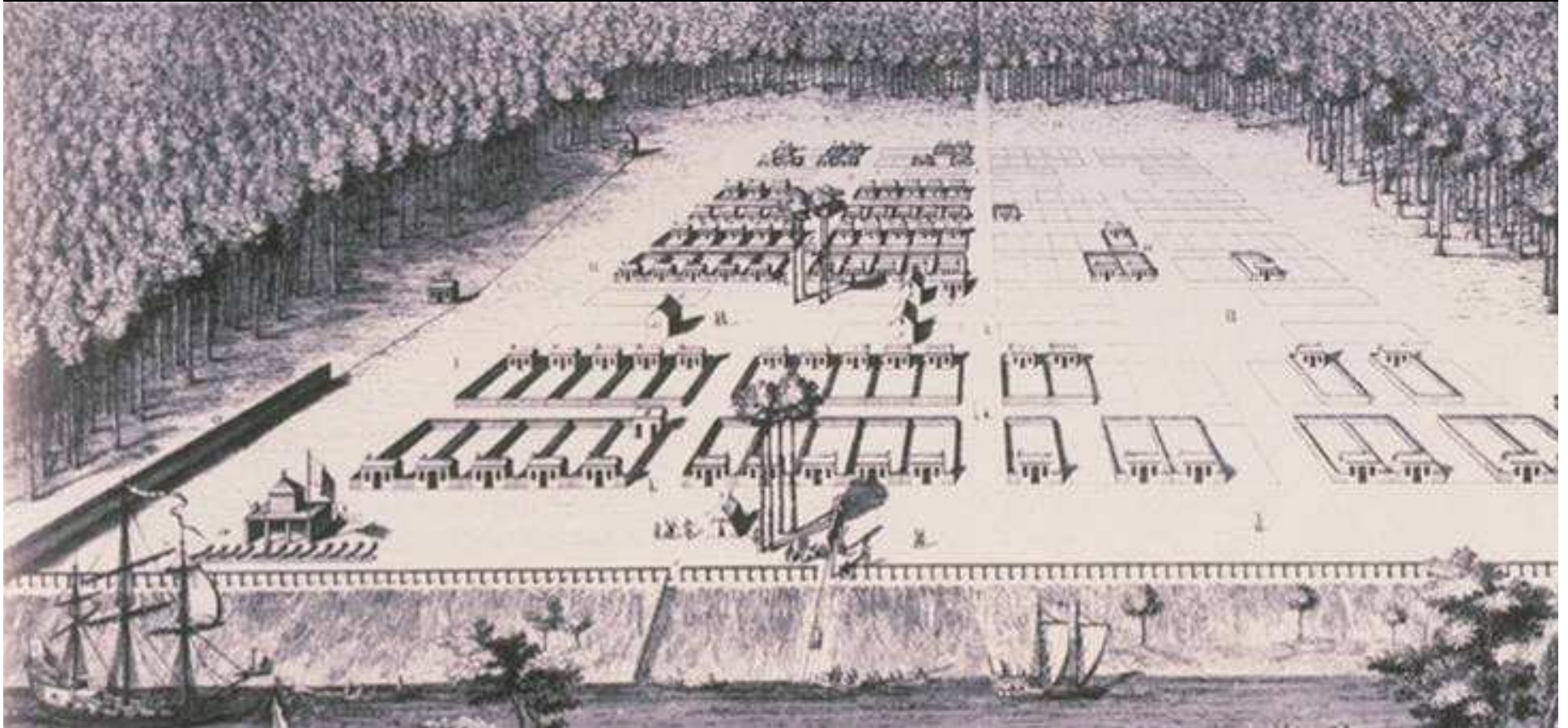
ANTIGUA GUATEMALA
1543-1773



- 1 PLAZA REAL
- 2 PALACIO
- 3 AYUNTAMIENTO
- 4 CATEDRAL
- 5 UNIVERSIDAD DE SAN CARLOS
- 6 SEMINARIO TRIDENTINO
- 7 SAN PEDRO APÓSTOL
- 8 ALAMEDA DEL CALVARIO
- 9 ALAMEDA DE SANTA ROSA
- 10 ALAMEDA DE SANTA LUCÍA

- CASAS -
- A CHAMBRRO
- B PORENDE
- C VASQUEZ
- D CAMPANAS
- E LEONES
- F RODIL
- G RTO. PENSATIVO
- H CAMPOSQUE
- I TO. NAZAR
- J O. SAN SEBASTIAN
- K LANGUAR
- L NAVARRETE

precedent: Savannah





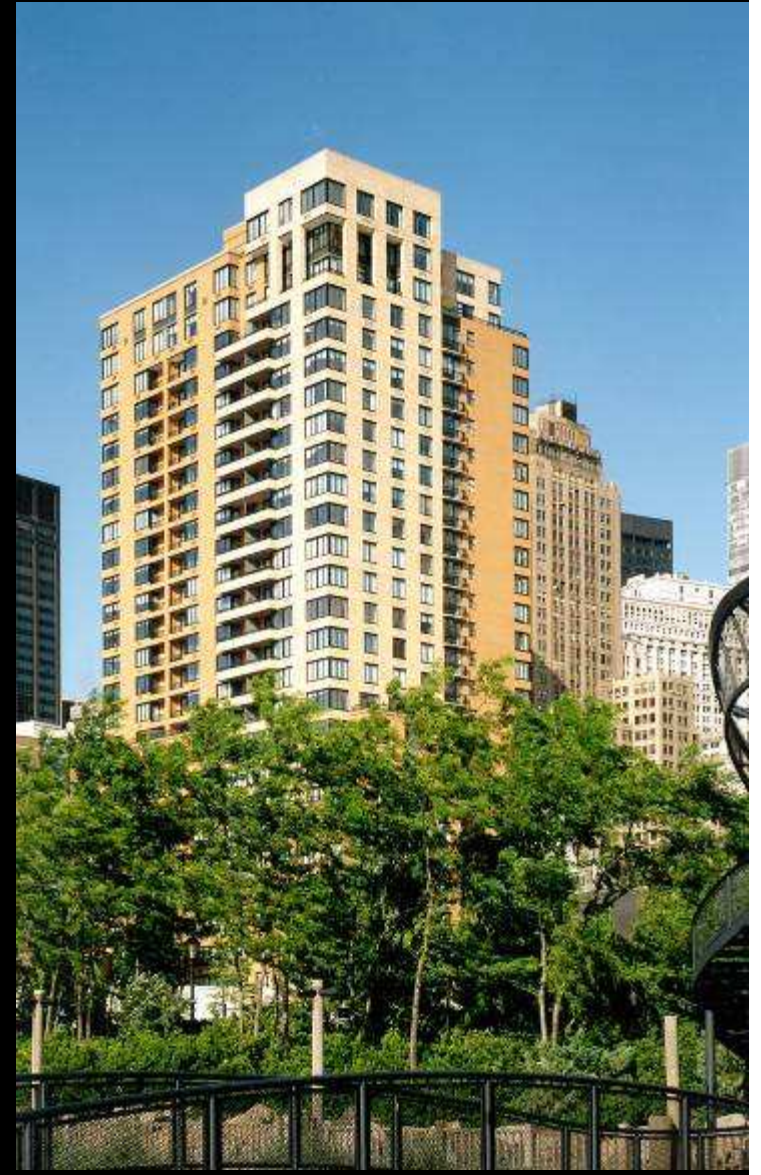
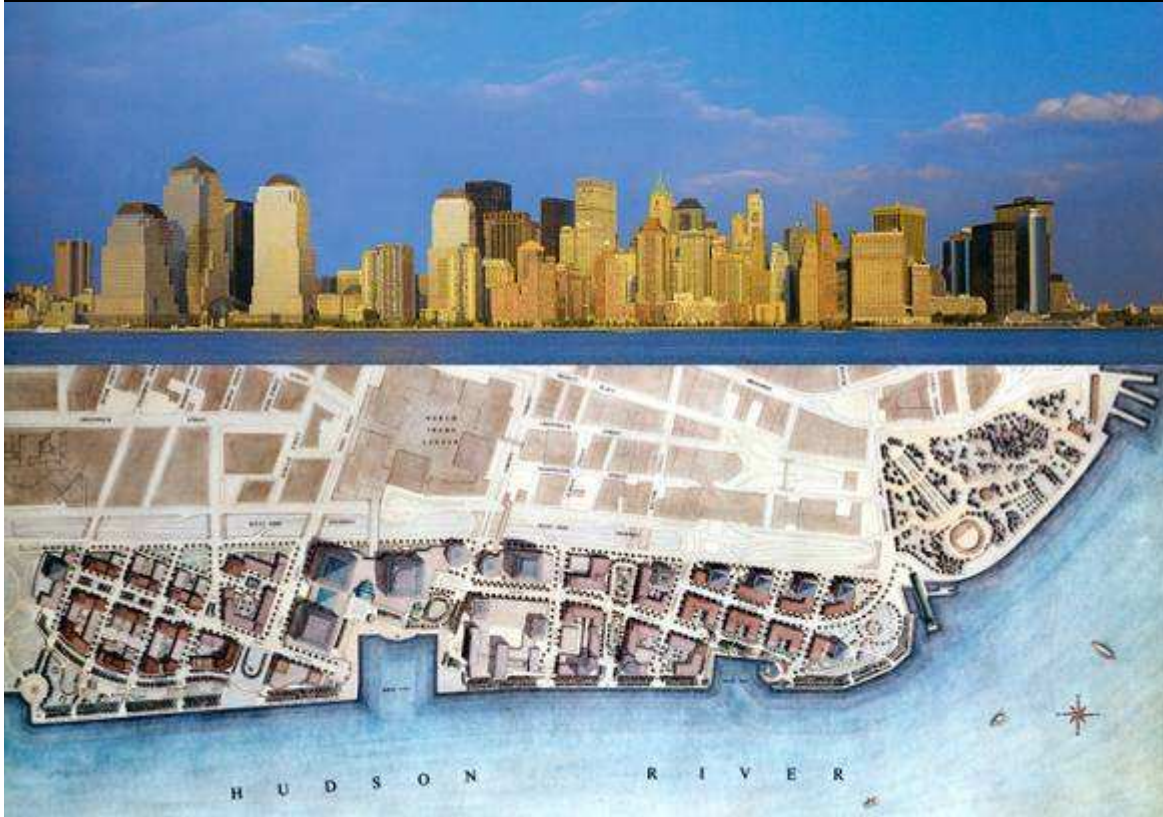
precedent: Alexandria



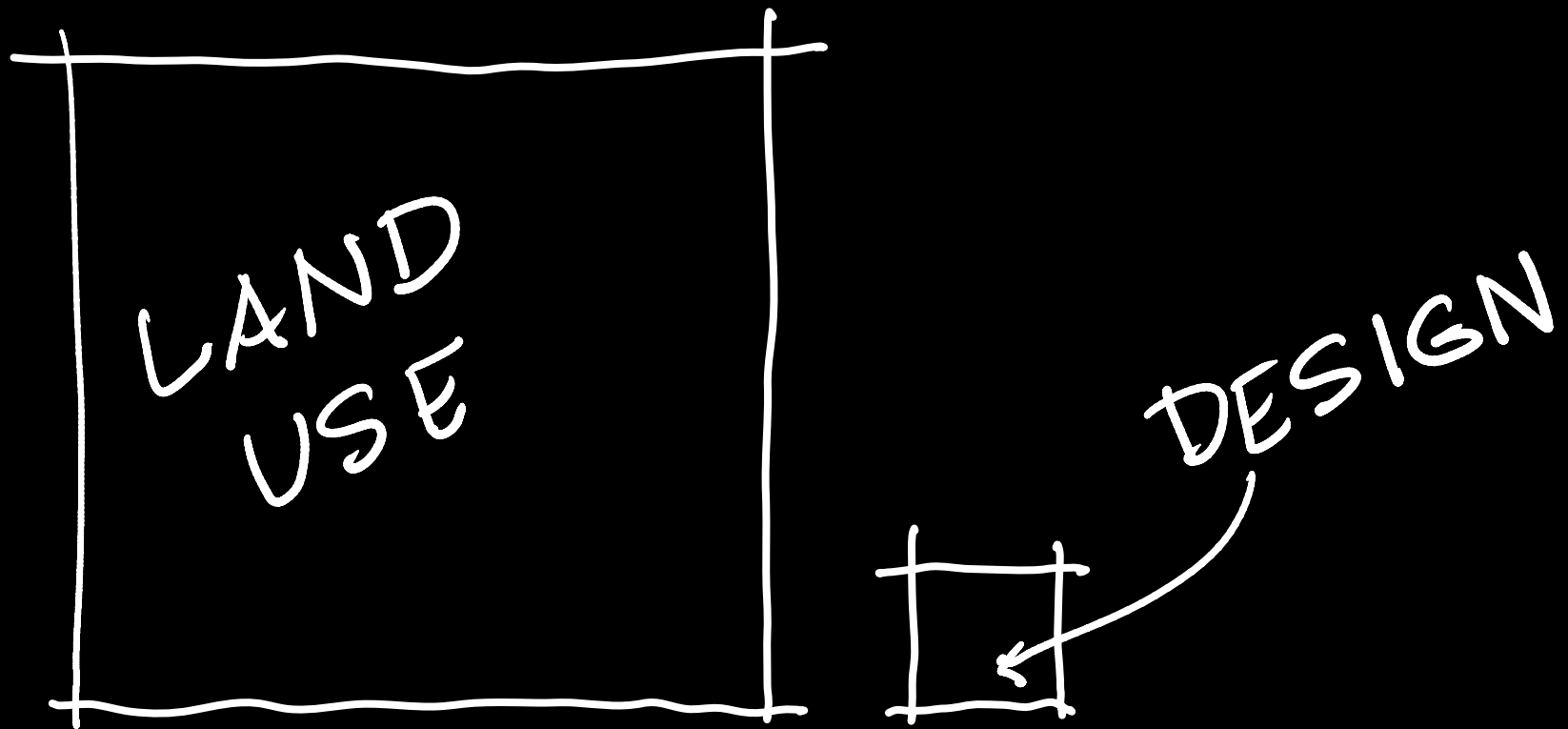
precedent: Alexandria



precedent: Battery Park City, NYC



typical zoning:



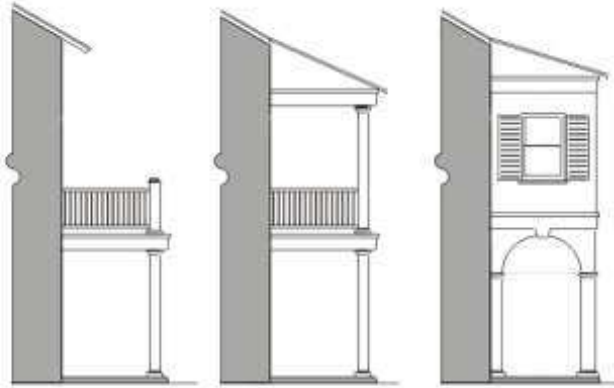
form-based codes:

LAND
USE

DESIGN

enabling, illustrating

C. Colonnades / Arcades:



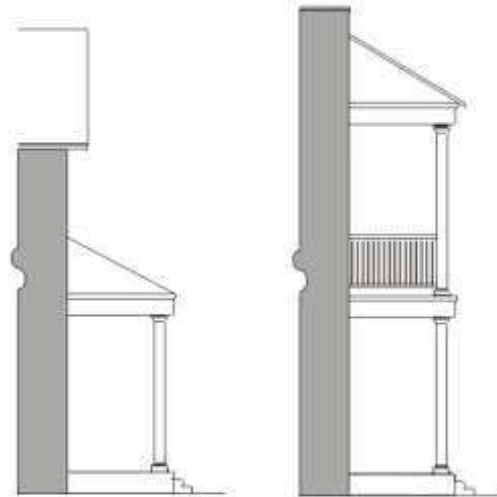
Depth= 10 ft minimum from the build-to line to the inside column face.
Height= 10 ft minimum clear.
Length= 75-100% of Building Front.

Open multi-story verandas, awnings, balconies, and enclosed useable space shall be permitted above the colonnade.

Colonnades shall only be constructed where the minimum depth can be obtained. Colonnades shall occur forward of the Build-to Line and may encroach within the right-of-way, but shall not extend past the curb line.

On corners, colonnades may wrap around the side of the building facing the side street.

D. Front Porches:



Depth= 8 ft minimum.
Length= 25% to 100% of Building Front.

Front Porches may have multi-story verandas and/or balconies above.

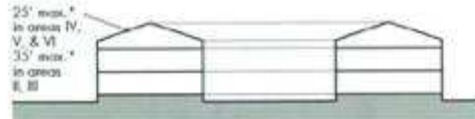
Front Porches shall occur forward of the Build-to Line. Porches shall not extend into the right-of-way.

Front Porches are required to be open, un-airconditioned parts of the buildings. More than 25% of the floor area of a porch shall not be screened if the porch extends forward of the Build-to Line.

Type B: Courtyard

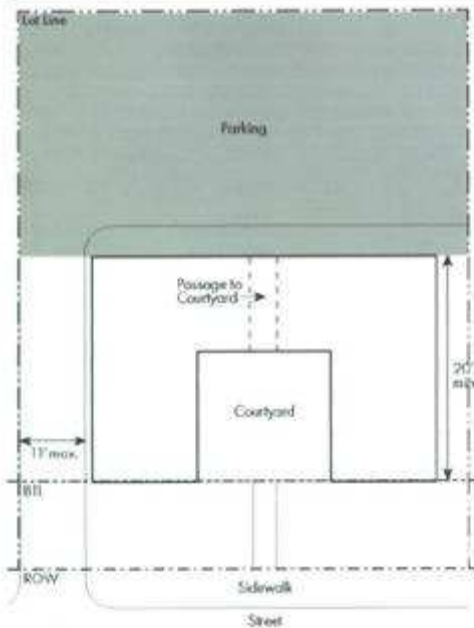
Application: Areas II, III, IV, V, VI

III. Height



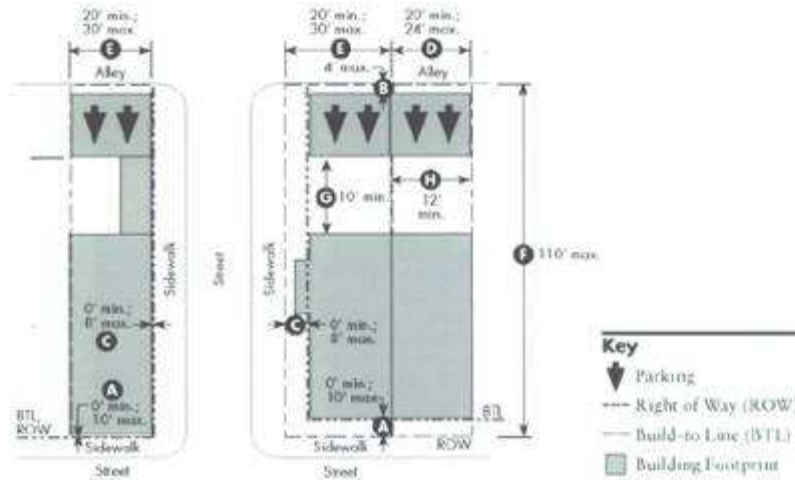
- The height must not to exceed an average height of 25' height as established in the Local Coastal Plan.
- The finished floor at the ground floor shall be raised at least 6" above the courtyard level.
- The height of window sills on the ground floor shall be 5'-6" min.
- No less than 80% of all floors shall have at least 8'-6" clear ceiling height.

IV. Parking Placement



- Driveways shall be 11' wide max. Maximum of one drive per 180' of street frontage.
- Parking shall be at least 20' from the BTL and screened with programmed space (except for completely underground parking).
- Passage from parking area to courtyard area is required on lots greater than 70' in width.
- Malibu-Drive is recommended.
- Bicycle parking shall be provided in a secure area that is not visible from the street.
- Parking areas can be shared between adjacent properties.
- Parking may be provided off-site.
- Parking requirements:
 - 2 spaces per 3 bedroom (plus 1.5 spaces for every additional 2 bedrooms)
 - 1.5 spaces per 2 bedroom apartment
 - 1.0 spaces per 1 bedroom apartment
 - .6 spaces per studio apartments

Type IIa: Townhouse



Building Placement		
Setbacks (to BTL)		
Front	0' min.; 10' max.; 16' max. with front porch	A
Rear	4' max.	B
Side	0'	
Street Side, Corner Lot	0' min.; 8' max.	C
Lot Width		
Minimum	20'	D E
Maximum	24'	D
Maximum, Corner Lot	30'	E
Lot Depth		
Minimum	None	
Maximum	110'	F
Lot Size		
Typical	24' x 100'	

Notes	
Townhouses within one block of single-family houses must be no more than 4 units wide.	
10' min. distance between main body of house and garage.	G
12' min. backyard width.	H
Corner Lots	
Facade edge of garage and main body of house must be aligned along the corner elevation.	

Woodford County, KY specific districts

Woodford County, Kentucky

DESIGN FOR TOMORROW



Dover Kohl and Partners with Ferrell Rutherford Associates

WOODFORD COUNTY: DESIGN FOR TOMORROW

THE NEW
WOODFORD COUNTY
URBAN CODE

REGULATING PLANS
BUILDING PLACEMENT STANDARDS
ARCHITECTURAL STANDARDS
STREETSCAPE STANDARDS
APPROVAL PROCESS

GOVERNING CONSTRUCTION WITHIN THE CITIES, TOWNS, AND VILLAGES OF WOODFORD COUNTY

www.formbasedcodes.org



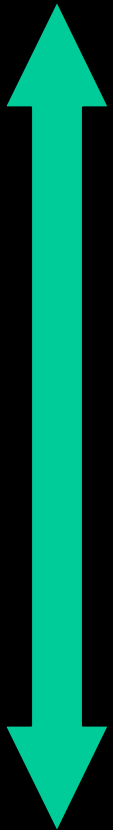
form-based code reform: applications

bug fixes: setbacks, mixed use, parking

CC&Rs: greenfield / infill neighborhoods

splices: overlays, special area plans

citywide: SmartCode etc



revival of form-based codes

FLORIDA
HYPOTHETICAL ROOF PLAN

2 KENDALL

The Miami Herald

South Miami is emerging from cocoon



Developments,
future plans
changing city

By CHARLES RABIN
Herald Staff Writer

City officials in South Miami peek out their windows and see the Art Deco renaissance of South Beach, the international flair of Coral Gables and tourist-happy Coconut Grove.

Millions of dollars a year pour into those communities from companies that have relocated their headquarters and tourists and locals willing to drive just a few miles to dance and dine.

Now it's our turn, say administrators in the small town of 11,500 that straddles traffic-infested South Dixie Highway roughly between Coral Gables

revival of form-based codes



components

1. regulating plan(s)

2. urban standards

3. architectural standards (usually)

4. street standards

the official map



Port Royal, South Carolina

the official map



Town of Port Royal, SC



TRADITIONAL TOWN OVERLAY DISTRICT CODE

Adopted by the Town Council of the Town of Port Royal, South Carolina, _____, 19__.

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518.1

INTENT:

Port Royal seeks to promote and control preservation, infill development and revitalization in its traditional town core. History demonstrates that a few traditional urban design conventions will generate building types and neighborhood forms which allow profitable, positive infill and change, which strengthen property values and appearance, and which offer a high quality of life. These conventions are derived from a number of sources in planning literature including: *Civic Art* by Hegemann and Peets, *Great Streets* by Allan B. Jacobs, *The New Urbanism* by Peter Katz and *AIA Graphic Standards*, 9th edition.

For Port Royal these conventions have been applied at the neighborhood scale in the Master Plan; this Code applies those lessons at the scale of the individual building. This Code establishes new standards for land development in order to:

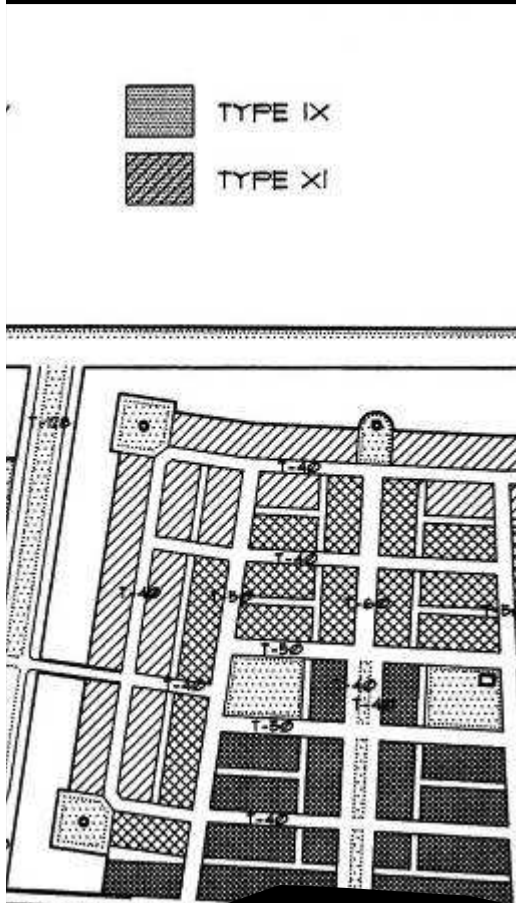
1. Preserve and extend the historic neighborhood character through the design and placement of building types and public spaces.
2. Create high-quality street spaces by using buildings to form an interesting and safe environment that works for pedestrians, bicyclists and motorists.
3. Enhance the viability of local businesses and reduce travel demand by focusing growth in appropriate locations.
4. Provide a measure of predictability to property owners and occupants about what may be built on their land or that of their neighbors, yet allow for a market-driven mixture of land uses.
5. Encourage a wide range of building types and sizes that will offer a measure of self-sufficiency and sustainability, and which will adapt gracefully to change over time.

In the case of conflict between these standards and any other local land development regulation, these standards shall apply.

organizing: variations

- a. coding by building type
- b. coding by street type
- c. coding by transect zone
- d. combinations of the above

coding by building type



Type XI Workplace Building Sites

Height	
Siting	
Elements	
Uses	

Type IX Shopfront Building Sites

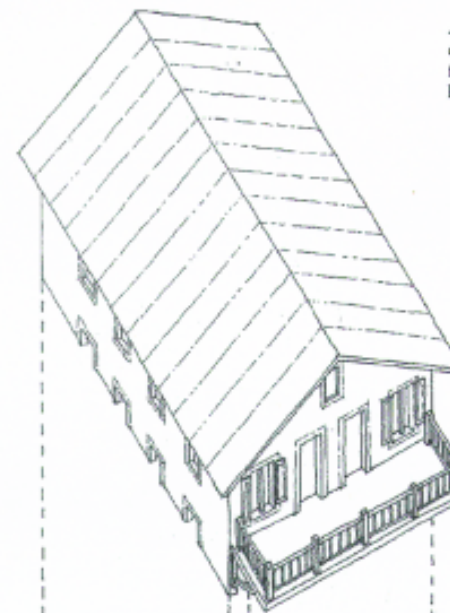
The building shall be between 2 (2) and 4 Storeys in Height

Height	
Siting	
Elements	
Uses	

Type VII Townhouse Building Sites

Height		<p>The building shall be between 2 and 4 Storeys in Height where a Greater noted on the Regulating Plan. Any Parking Structure within the Block shall not exceed height of any building within 75 feet.</p> <p>Any subunit Require 4 Building Line (RBL) or Corner shall have a Street Wall built along it, between 6 feet heights.</p> <p>The first storey finished floor elevation, of any reside be between 36 and 60 inches above the standing side.</p> <p>The first storey shall have at least 6 feet 0 inches in.</p>
Siting		<p>The Street Front shall be 200-70 to the Required Building Line (RBL) within 75 feet of any Building Corner, and no of the RBL overall. There are no required side setbacks.</p> <p>Any subunit RBL or Corner on Lot Line shall have a height, between 6 feet and 15 feet in height.</p> <p>If a garage, parking for vehicles (autos, trailers, boat at least 20 feet from any RBL (excepting basement) parking access shall be from a designated Garage In.</p> <p>The lot width shall be between 30 and 32 feet of 3 units shall be contiguous a single building. 75 to 10 ft gap between multiple townhouse buildings.</p> <p>*Except where otherwise designated on the Regulating Plan.</p>
Elements		<p>A Storey, not more than 5 ft deep and 6 ft wide (the permitted format of the Required Building Line (RBL) & Front Yard Fence, 30 to 40 inches in height in per the Lot Frontage and along the Common Lot Lines Yard.)</p> <p>Fenestration shall be no less than 20% for all RBLs measured for each storey and storey between 3 and the finished floor. Maximum length of wall greater than are possible.</p> <p>Privacy Fencing, between 6 and 8 feet in height, shall be any subunit rear and Corner Lot Lines.</p> <p>Upper Storeys shall be exclusively Residential Use.</p> <p>The Ground Floor may in addition to Residential Use professional office, hold the lobby, but the ground floor shall be.</p>

“playbook”



518.6(k) CORNER STORE

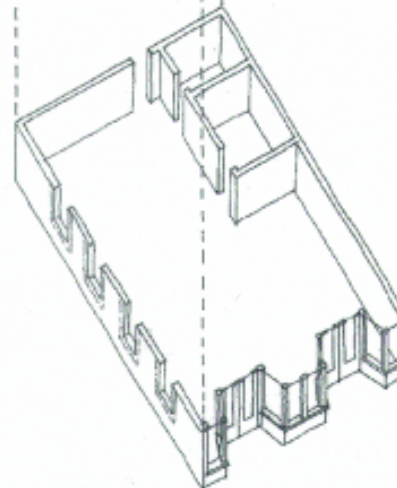
A corner store is well suited for intimate neighborhood center commercial applications. It is pushed to the front of its lot and features a ground floor roughly level with the sidewalk and a highly transparent ground floor facade.

Building Placement:

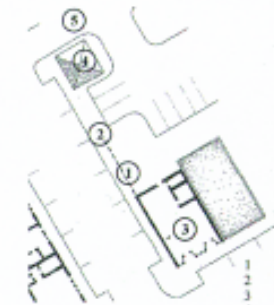
Lot Widths	25 ft minimum 200 ft maximum
Build-to-Line locations	Corner lots: 0 ft from front Property Line 0 ft from side street Prop. Line Interior Lots: 0 ft from front Property Line
Side Setback	none
Building Frontage	70% to 100% of lot frontage
Building Coverage	80 % maximum
Height:	
Maximum Height	58 ft above grade
Minimum Height	2 Stories
1st Floor Elevation	none

Note:

1. Appurtenances may extend beyond the height limit.
2. Building fronts are required to have at least one of the following: front porch, arcade, colonnade, 2nd floor balcony, marquee, or awning.

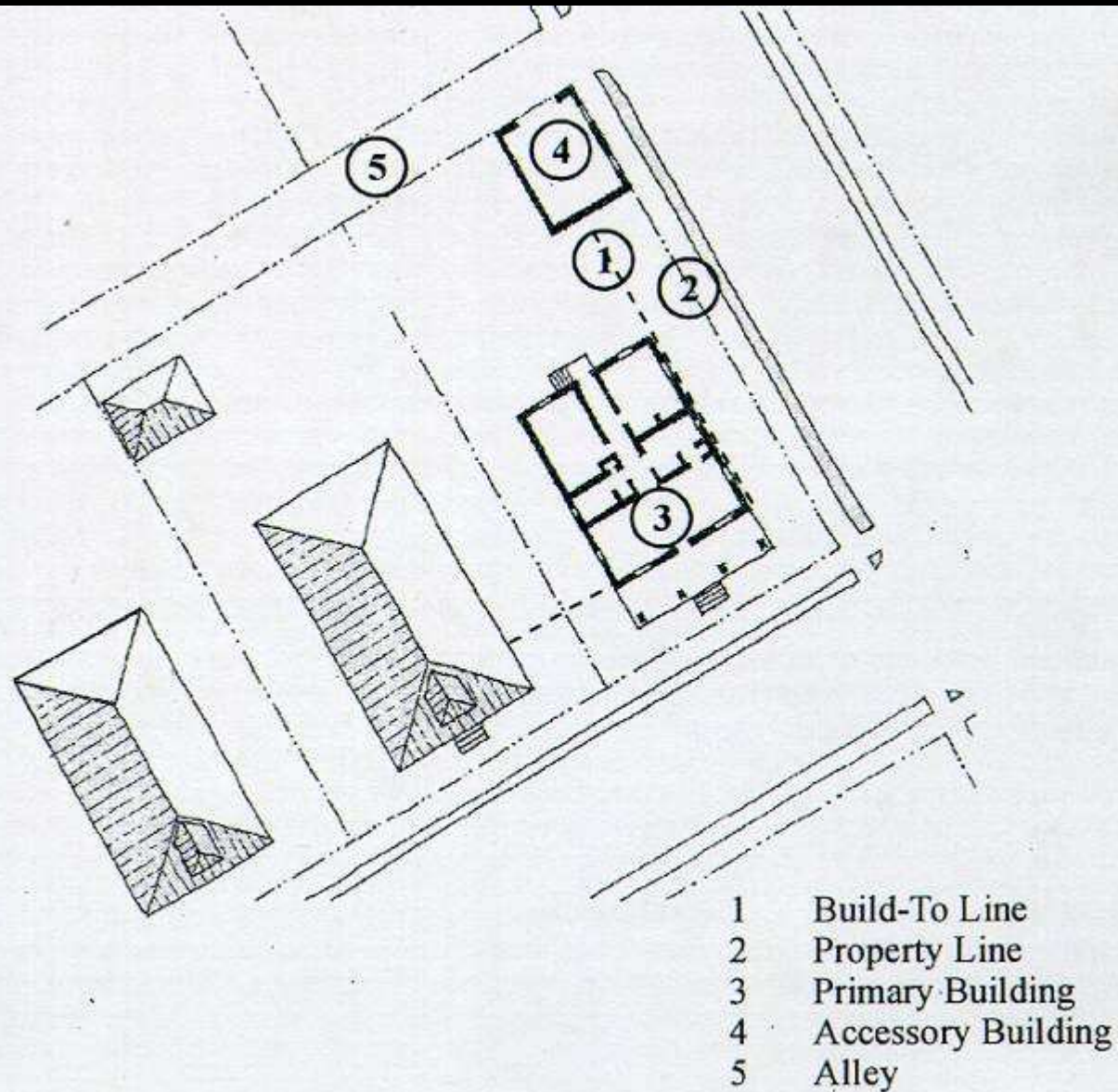


Example



- 1 Build-To Line
- 2 Property Line
- 3 Primary Building
- 4 Accessory Building
- 5 Alley

“playbook”



Genetic Code for Growing the Town: Port Royal, SC

coding by building type

518.6(e)

HOUSE

A house is a single residential unit with yard on all four sides, suited to small and medium sized lots.

Building Placement:

Lot Widths: 30 ft minimum
75 ft maximum

Build-to-Line locations: Corner lots:
5 ft - 15 ft from front Property Line
5 ft - 15 ft from side street Prop. Line
Interior Lots:
10 ft to 20 ft from front Property Line

Side Setback: 5 ft for primary structure
0 ft for accessory structure

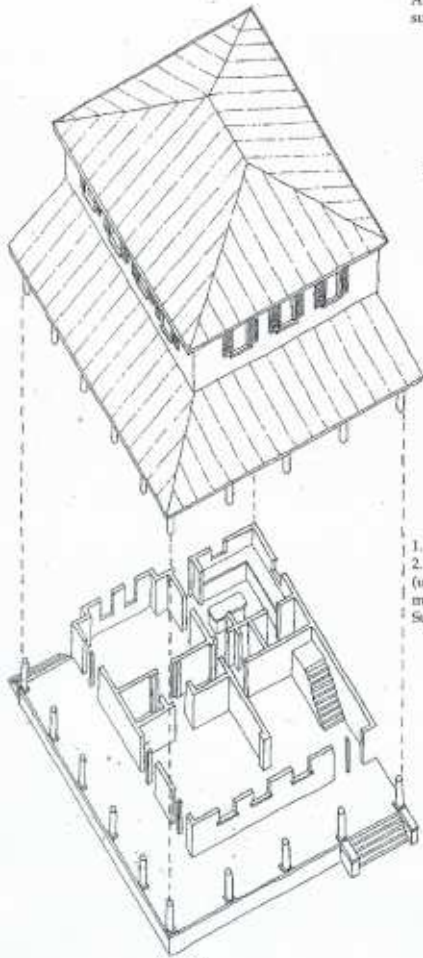
Building Frontage: 30% to 70% of lot frontage
Building Coverage: 50% maximum

Height

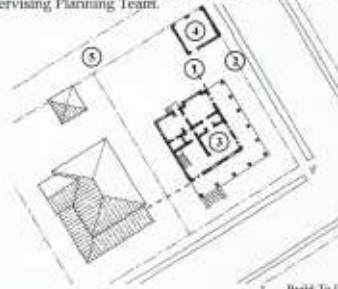
Maximum Height: 48 ft above grade
1st Floor Elevation: 2 ft above grade, minimum

Note:

1. Appurtenances may extend beyond the height limit.
2. Buildings are required to have either a front or side porch (unless waived by the Supervising Planning Team). A stoop may be substituted for a front porch if approved by the Supervising Planning Team.



Example



- 1 Build-To Line
- 2 Property Line
- 3 Primary Building
- 4 Accessory Building
- 5 Alley

Traditional Town Overlay District Code

Page 15

This Page Revised 13 August 2005

BUILDING TYPES

for:

The Town of Port Royal, South Carolina



Genetic Code for Growing the Town: Port Royal, SC

coding by building type



Genetic Code for Growing the Town: Port Royal, SC

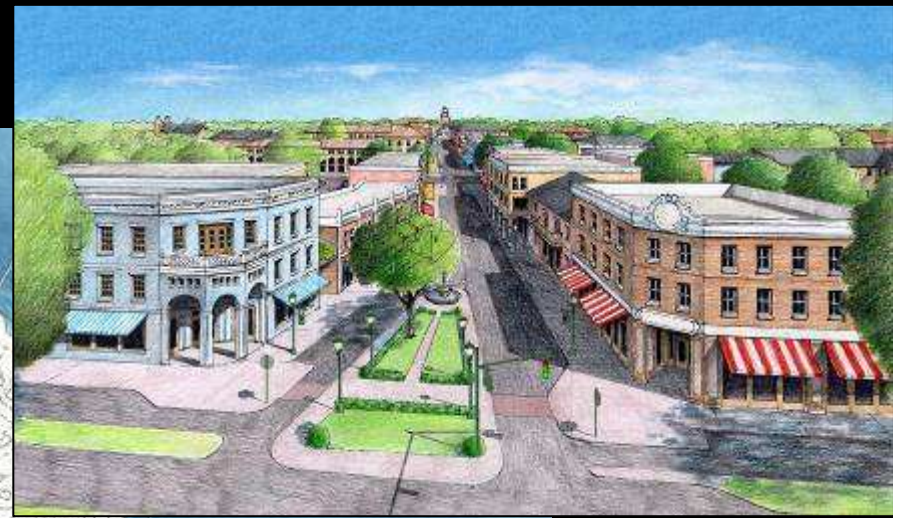
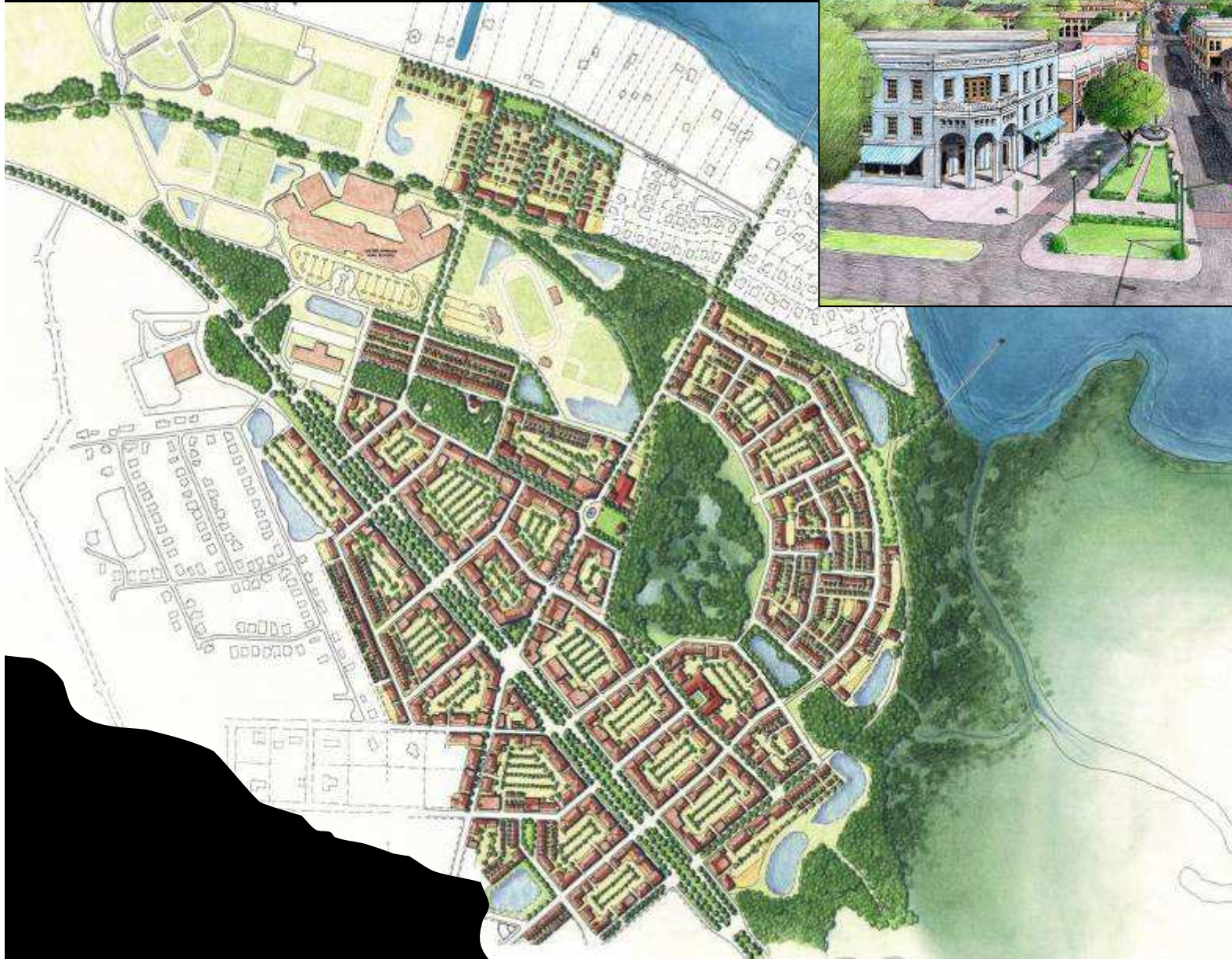
coding by building type



coding by building type



coding by street type



Winter Springs Town Center

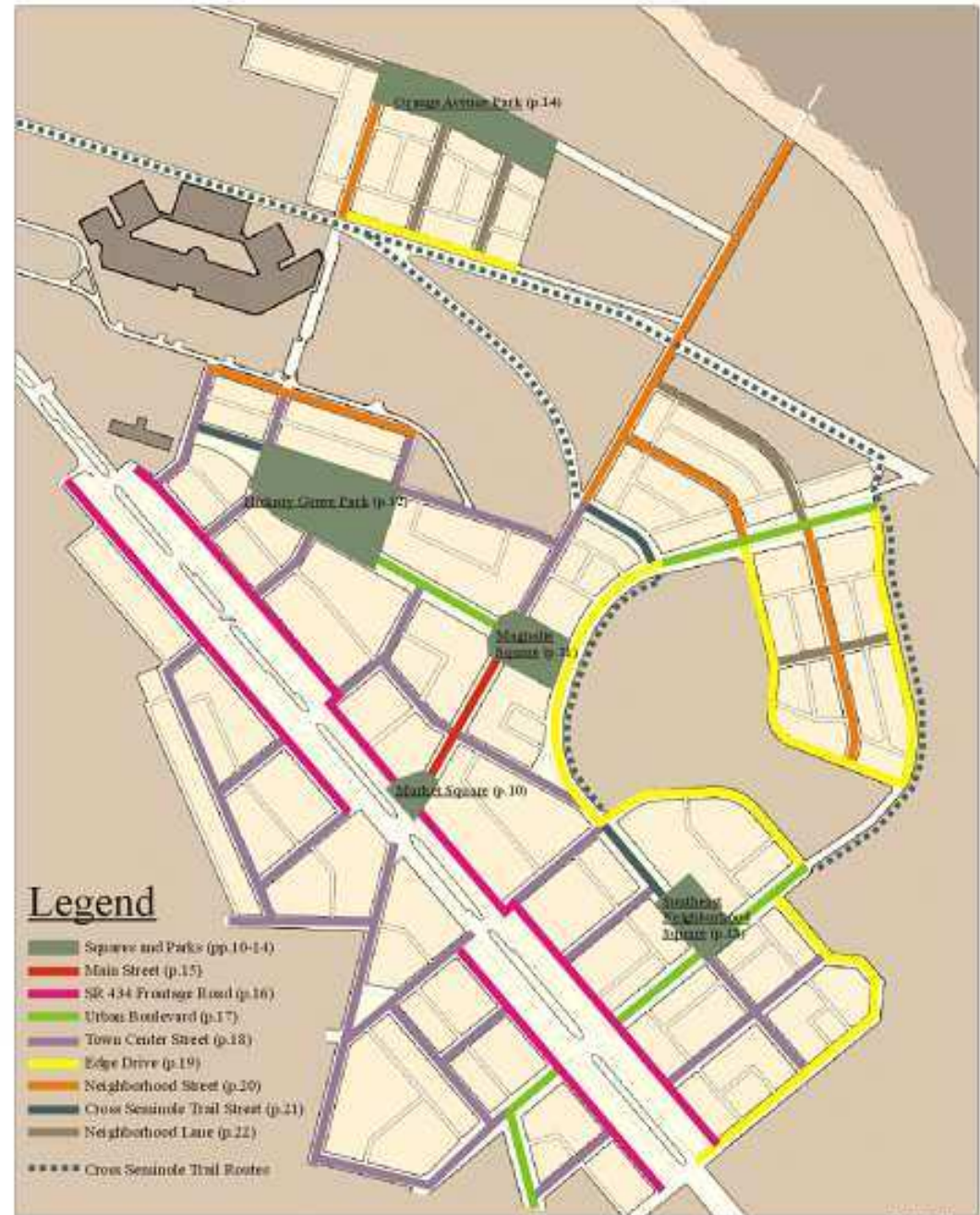
Dover, Kohl & Partners & Gibbs Planning Group

categorized by
type of
public space:

streets,
parks,
squares

Town Center, Winter Springs

C. Squares, Parks and Streets Map



2. Magnolia Square

Magnolia Square is the formal gathering space in the town center. A focal fountain terminates the main streets into the square. Angled parking on the north and south sides of the square supports retail uses.

a. Lot Configuration:

Lot Widths	16 ft. minimum 100 ft. maximum
Lot Depths	100 ft. minimum 200 ft. maximum

b. Building Placement:

Build-to-line location	0 ft. from property line
Side or rear setback	none required

c. Building Volume:

Building Frontage	100% of lot frontage
Height	2 stories minimum 4 stories maximum 50 ft. maximum



d. Notes:

1. Apartments may extend beyond the height limit.
2. Building fronts are required to provide shelter to the sidewalk by means of at least one of the following: arcade, colonnade, marquee, awning, or 2nd floor balcony.
3. All permitted uses are allowed on all floors.

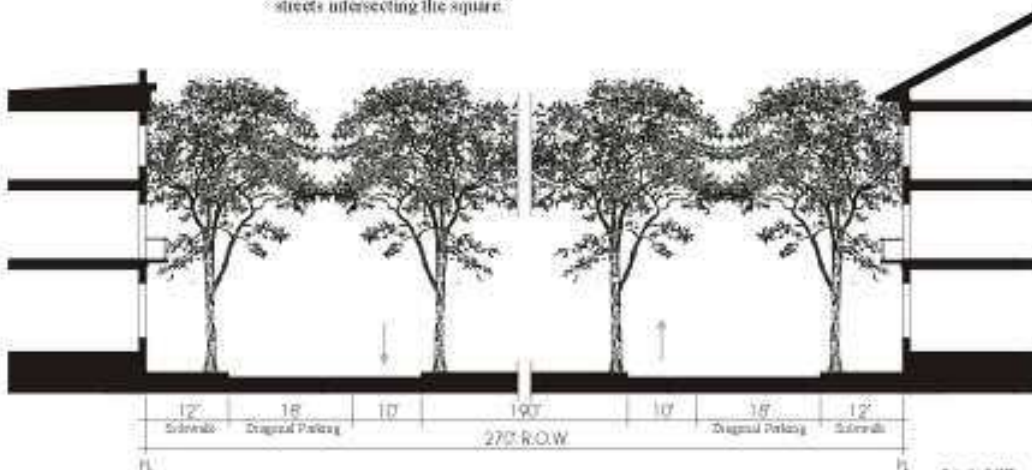


Civic sites

A focal fountain terminates streets intersecting the square.



This illustration depicts the character intended for Magnolia Square.



Town Center District Design Code

September 8, 2012
Page 11

example: Magnolia Square

Town Center, Winter Springs

Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike, Arlington



involving people



The “pin-up” review at the end of the hands-on session

Columbia Pike, Arlington



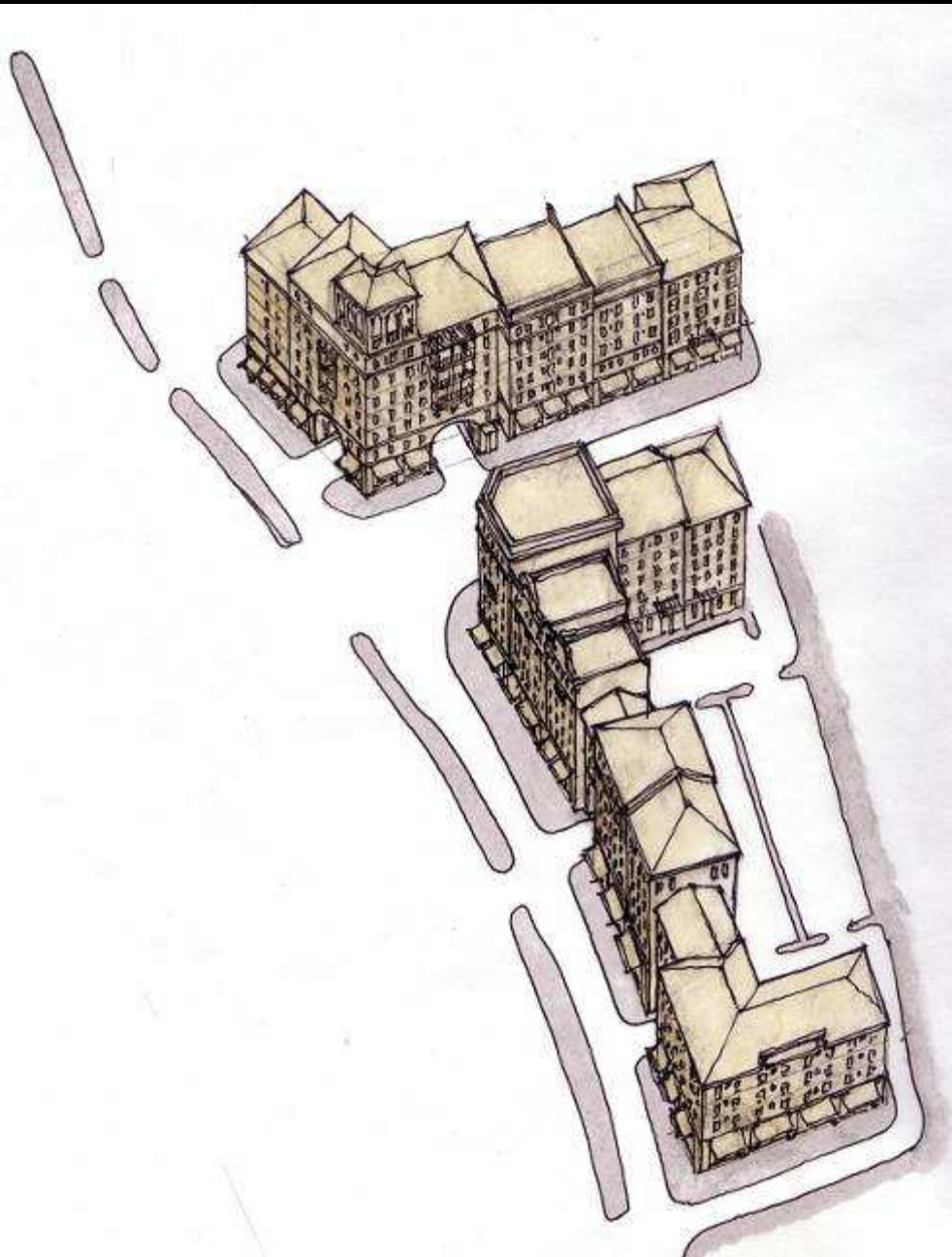
Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike, Arlington



Columbia Pike Arlington VA parallel code

contract signed
October 2002

code adopted
February 2003

Staff Draft 4

The Columbia Pike Special Revitalization District Form Based Code

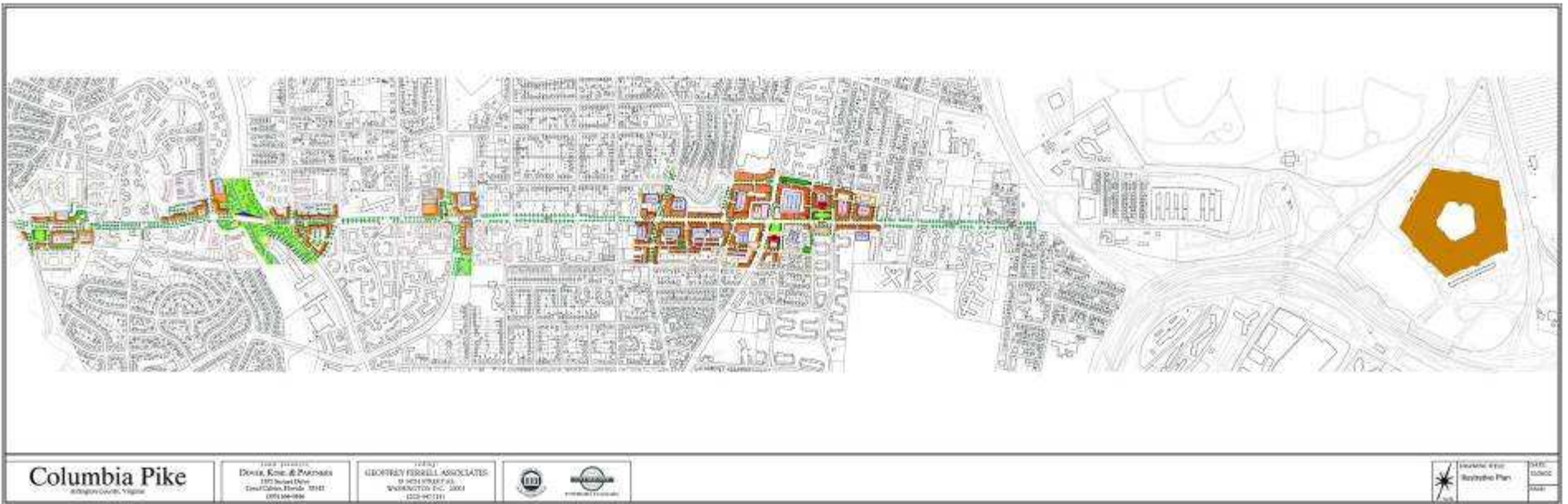
Proposed Section 20 (Appendix A) of the Zoning Ordinance,
"CP-FBC" Columbia Pike - Form Based Code Districts

Principles and Regulations
Regulating Plans
Building Envelope Standards
Streetscape Standards
Architectural Standards



February 18, 2003

Columbia Pike

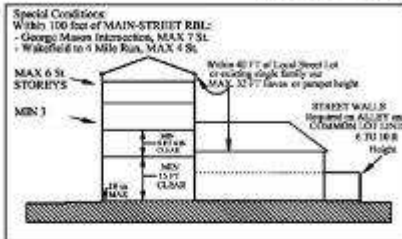


3.5 Mile Corridor

coding by street-segment type

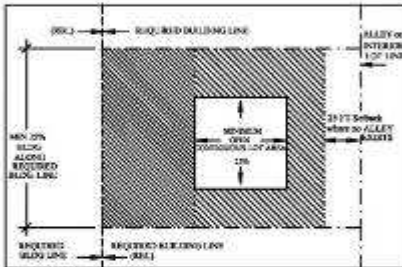
Columbia Pike Revitalization Building Envelope Standards Main-Street Sites

Height



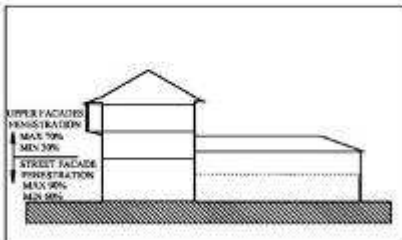
The building shall be between 3 and 6 STOREYS in height, except where otherwise noted here or on the REGULATING PLAN.
Any parking structure within the block shall not exceed the eave height of any building (built after 2002) within 50 feet.
Any UNBUILT ALLEY and/or COMMON LOT LINE frontage shall have a STREET WALL built along it, between 6 feet and 10 feet in height.
The GROUND STOREY floor elevation shall be between 0 inches and 18 inches above the fronting sidewalk elevation.
No less than 60% of the ground floor shall have at least 15 feet clear height.
No less than 80% of the upper STOREYS shall each have at least 8 feet 4 inches clear height.

Siting



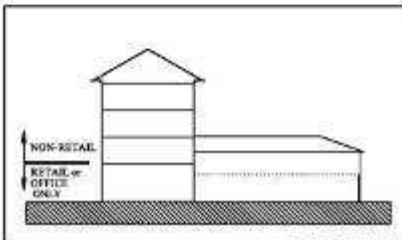
The STREET facade shall be Built-To the REQUIRED BUILDING LINE (RBL) within 30 feet of any BUILDING CORNER, and Built-To not less than 75% of the overall RBL. There are no required side lot line setbacks unless shared with an existing single family house where a 10ft setback is required.
Any unbuilt RBL and or COMMON LOT LINE shall have a STREET WALL along it, between 6 feet and 10 feet in height.
On sites with no ALLEY access there shall be a 25 foot setback from the rear lot line.
Garage/parking entrances shall be no closer than 50 feet from any BUILDING CORNER or 100 feet from any BLOCK CORNER (except where otherwise designated on the REGULATING PLAN).

Elements



The GROUND FLOOR facade shall have between 60% and 90% FENESTRATION (measured between 2 and 10 feet above the fronting sidewalk). Awnings and overhangs are encouraged (except where otherwise designated on the REGULATING PLAN).
Upper STOREY facades shall have between 30% and 70% FENESTRATION (measured for each STOREY between 3 and 10 feet above the finished floor).
ARCADES are permitted on some streets, if designed and constructed in contiguous STREET FRONTAGES of at least 200 feet (or any complete RBL fronting a SQUARE or CMC GREEN), consult the PERMITTING.

Uses



The GROUND FLOOR shall house only retail or office uses (also lobby and access for upper storey uses).
Retail uses are not permitted on the upper storeys (except those of less than 900 Sq Ft and/or second storeys as an extension of the GROUND STOREY use and with direct Columbia Pike frontage). Second storey restaurants do not violate this rule.
There shall be functioning entry door(s) along the STREET facade at intervals not greater than 60 feet.
Any garage (parking for vehicles a/tos, trailers, boats, etc.) shall be set back at least 25 feet from any RBL (except for basement garages). Except where otherwise designated on the REGULATING PLAN.

Columbia Pike, Arlington



Columbia Pike, Arlington



results

+\$300 Million Projects in the works or already approved

1. Georgelas
2. Ethiopian Community Development Corporation (ECDC)
3. Adams Square
4. Safeway
5. Capstone
6. George Mason/Columbia Pike

Outside the District – F-BC used at citizen initiative

7. Alcova Row townhouses
8. Monterey Apts & Condominiums

REAL ESTATE

F
For more
Real Estate news,
Section G

SATURDAY, SEPTEMBER 13, 2003

W9.95

Putting Main St. On the Map

*Arlington Sharpens Its Focus
To Revitalize Columbia Pike*

By DANIELA DEANE
Washington Post Staff Writer

People ambling down wide sidewalks, window-shopping, stopping to dine at outdoor restaurants. Streets lined with stores—big chains as well as mom-and-pop shops—with apartments and offices upstairs. Outdoor plazas where neighbors bump into



Urban Land

REPRINTED FROM JUNE 2003

Developments

New Planning Tool Adopted

Arlington County, located in northern Virginia just across the Potomac from Washington, D.C., joined a small group of cities that have adopted a new type of community design planning tool, form-based code, that has the potential to revitalize key community areas. Arlington plans to apply form-based code to revitalize the 3.5-mile Columbia Pike corridor of residential, office, and retail space that has seen little growth in 40 years, representing one of the first times the tool will

be used for an older suburban commercial

plan approval process, which is unpredictable and costly, and can take up to one year to complete. Once considered a potential route for the Washington Metropolitan Area Transit Authority's subway, Columbia Pike was the focus of land speculation in the 1960s. But when the area was bypassed, development



The first mixed-use development project in the Columbia Pike corridor of Arlington, Virginia, in more than 40 years will use form-based code to help revitalize the older suburban commercial strip.

infill development

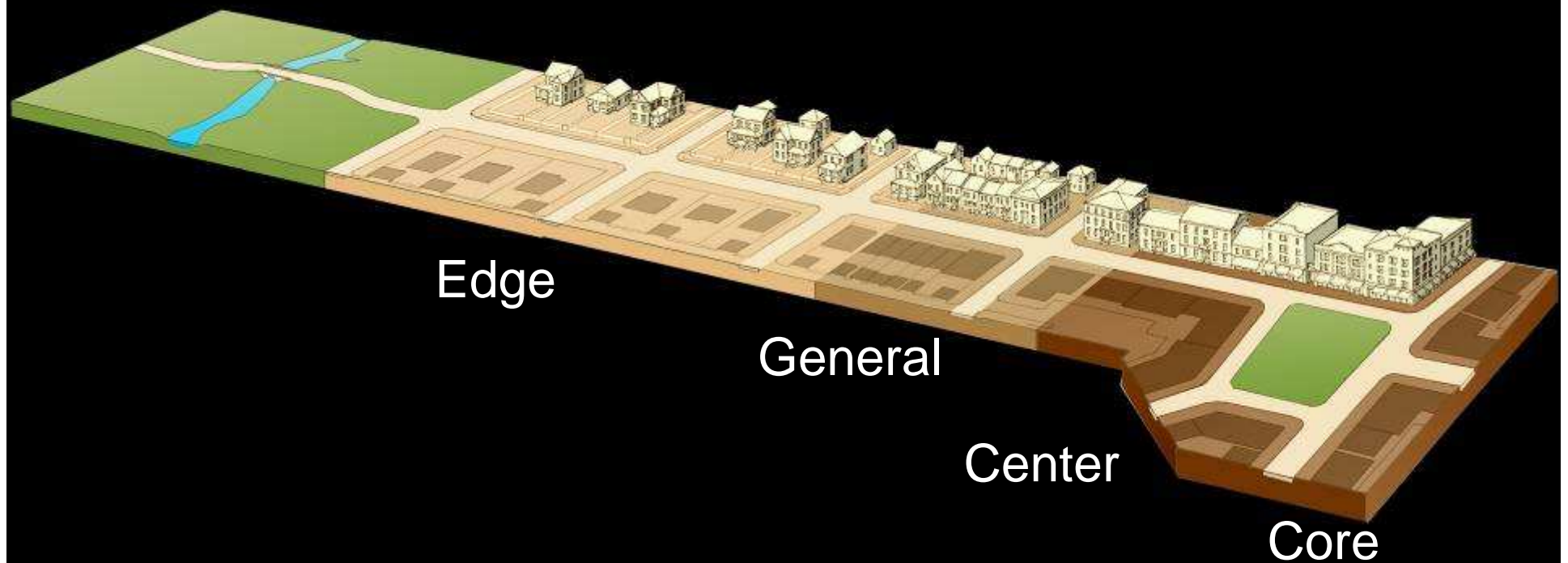


infill development



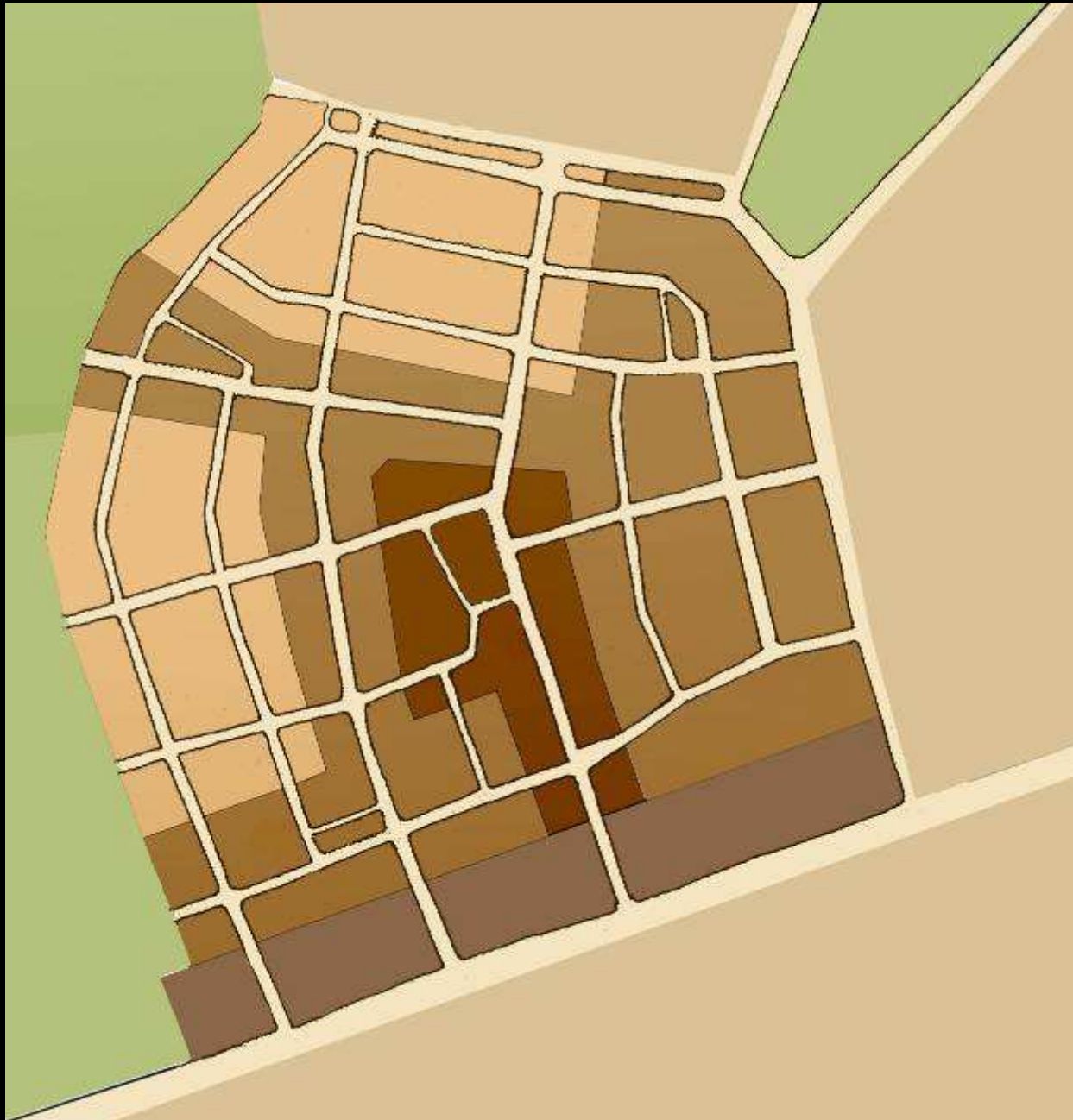
Mixed-use / Townhouses

coding by neighborhood sub-area or transect zone



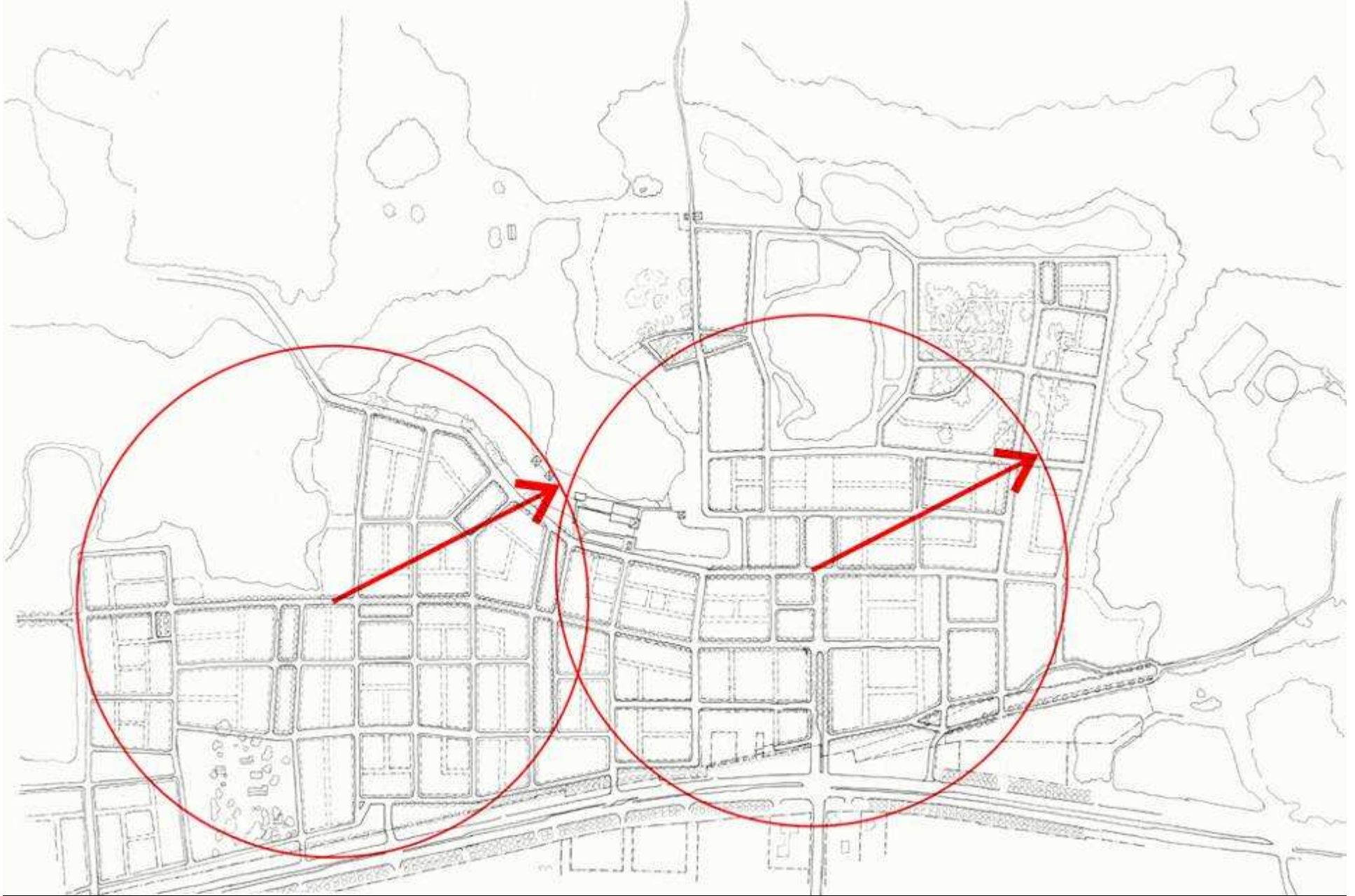
The variety of conditions within the neighborhood

core, center, general, edge





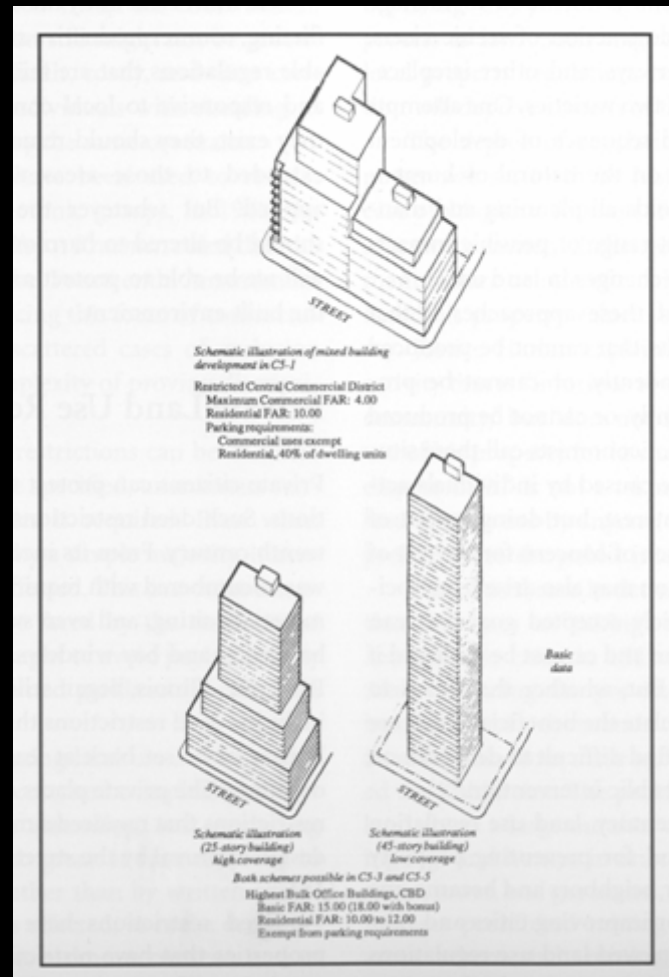
neighborhoods



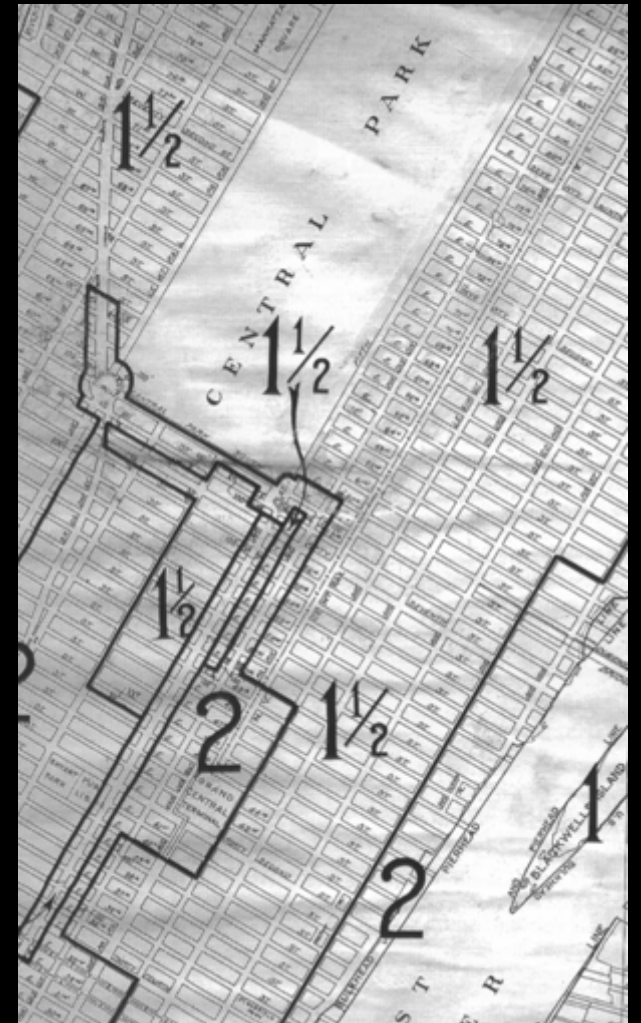
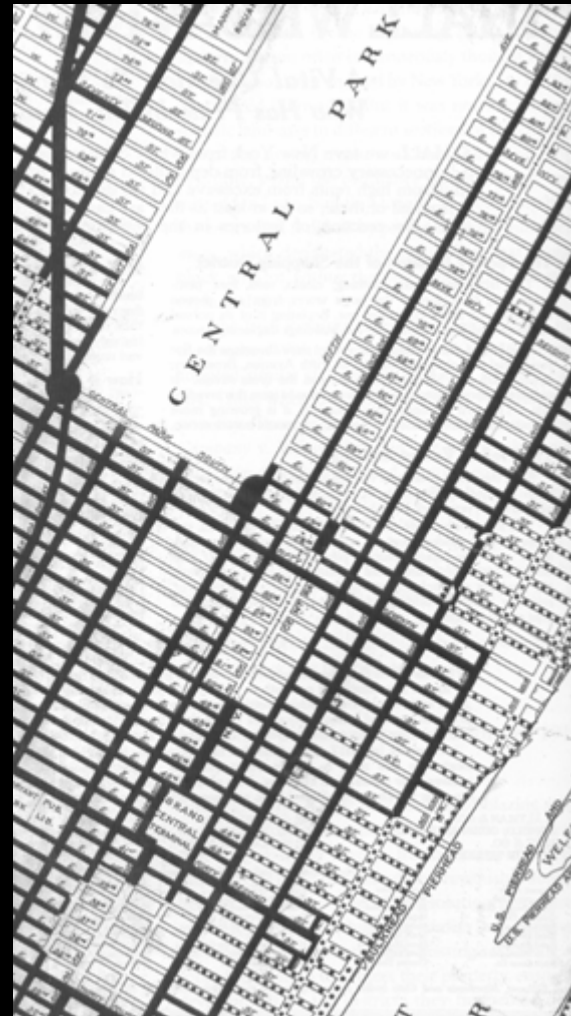
street network



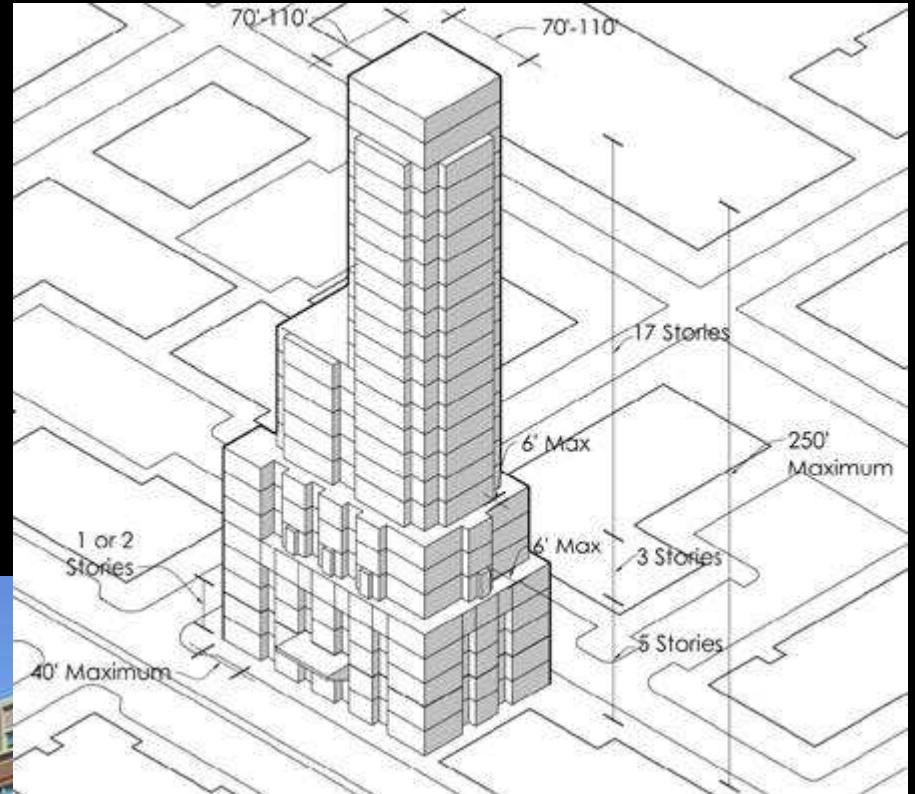
taming the tower



taming the tower



taming the tower

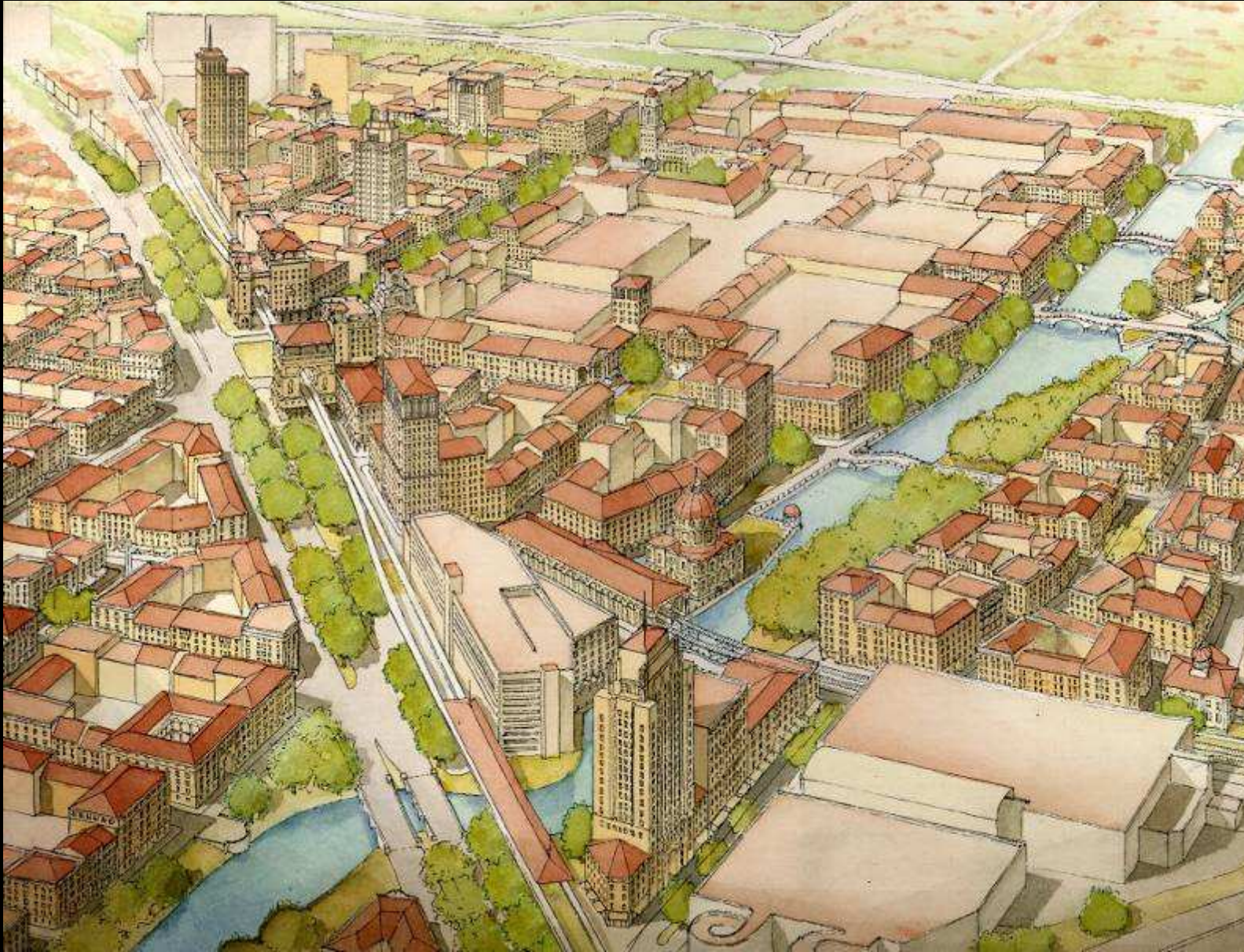


starting with a physical vision



“Dadeland Regional Activity Center”...

starting with a physical vision



Downtown Kendall

embedding the physical vision



Figure 1: Illustrative Master Plan

colonnaded or tree-lined streets with wide sidewalks and well-proportioned squares, equitably serving the needs of the pedestrian, the bicycle, public transit and the automobile, with design emphasis given to the pedestrian.

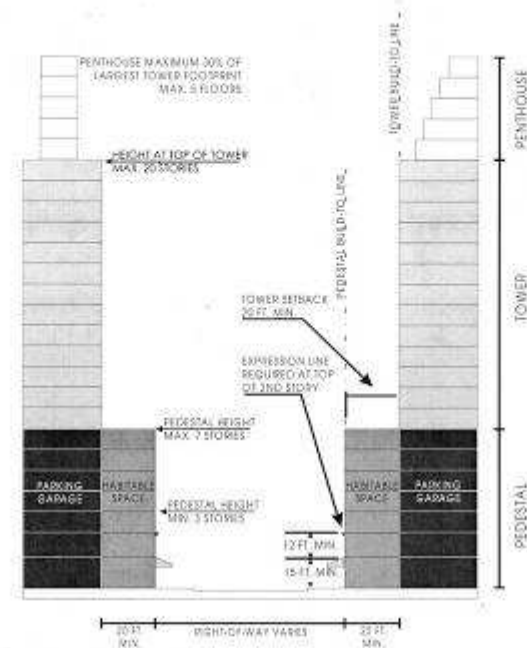
Street frontages will be activated with habitable space such as storefronts, lobbies, courtyards, entries, porches, stoops and the like, to promote pedestrian amenity. Frequently spaced doors and windows facing the street will encourage activity and contribute to public safety.

Private buildings will form a disciplined edge for public space, spatially delineating street and park space and the private block interior.

A high density of uses, mixing retail, commercial and residential activities in close proximity, will be interspersed throughout the area to promote the use of transit.

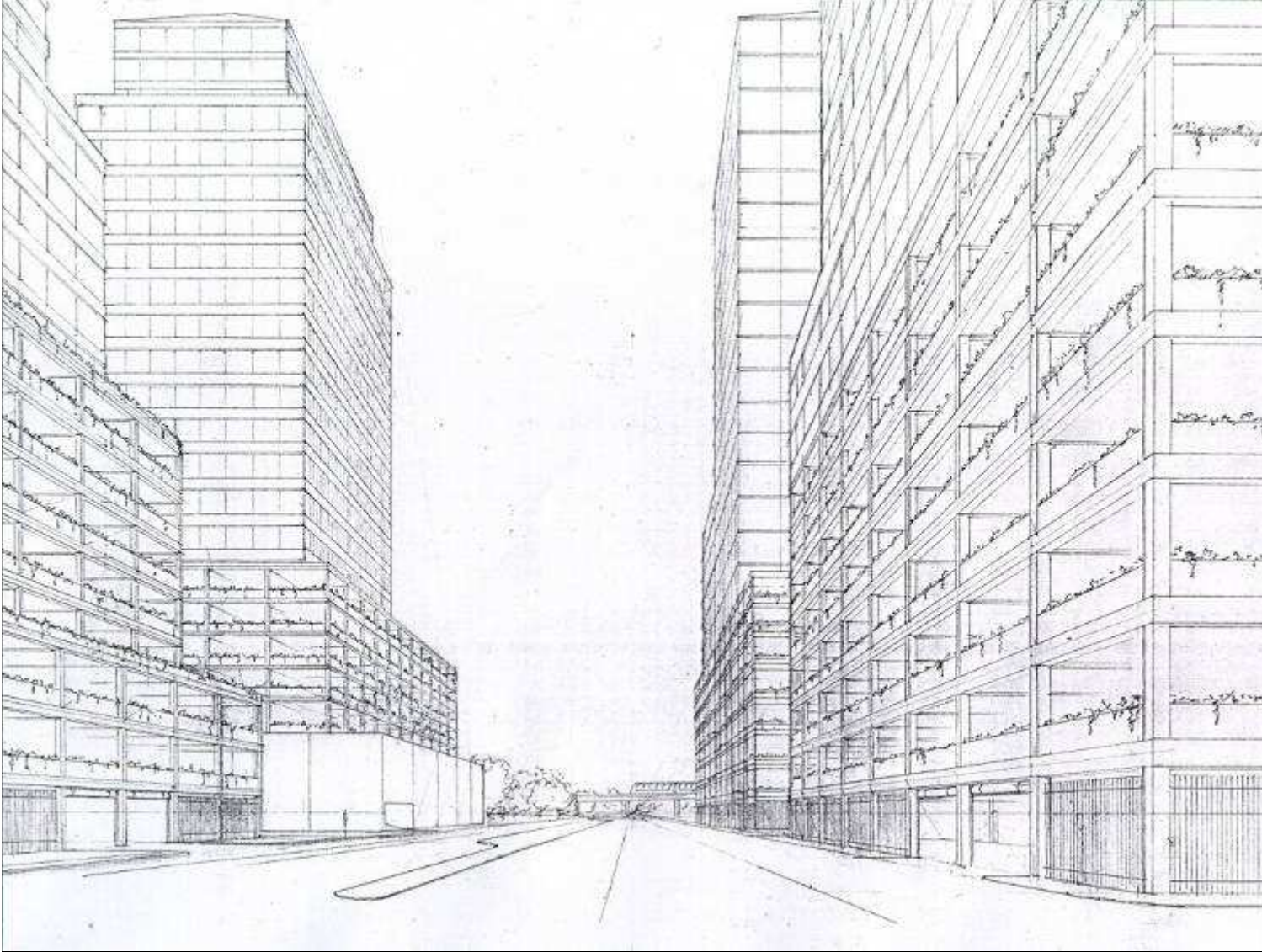
The housing stock will be inclusive, serving a range of income and age groups. The workplace stock will be inclusive, providing

"A" STREET - CORE ZONE



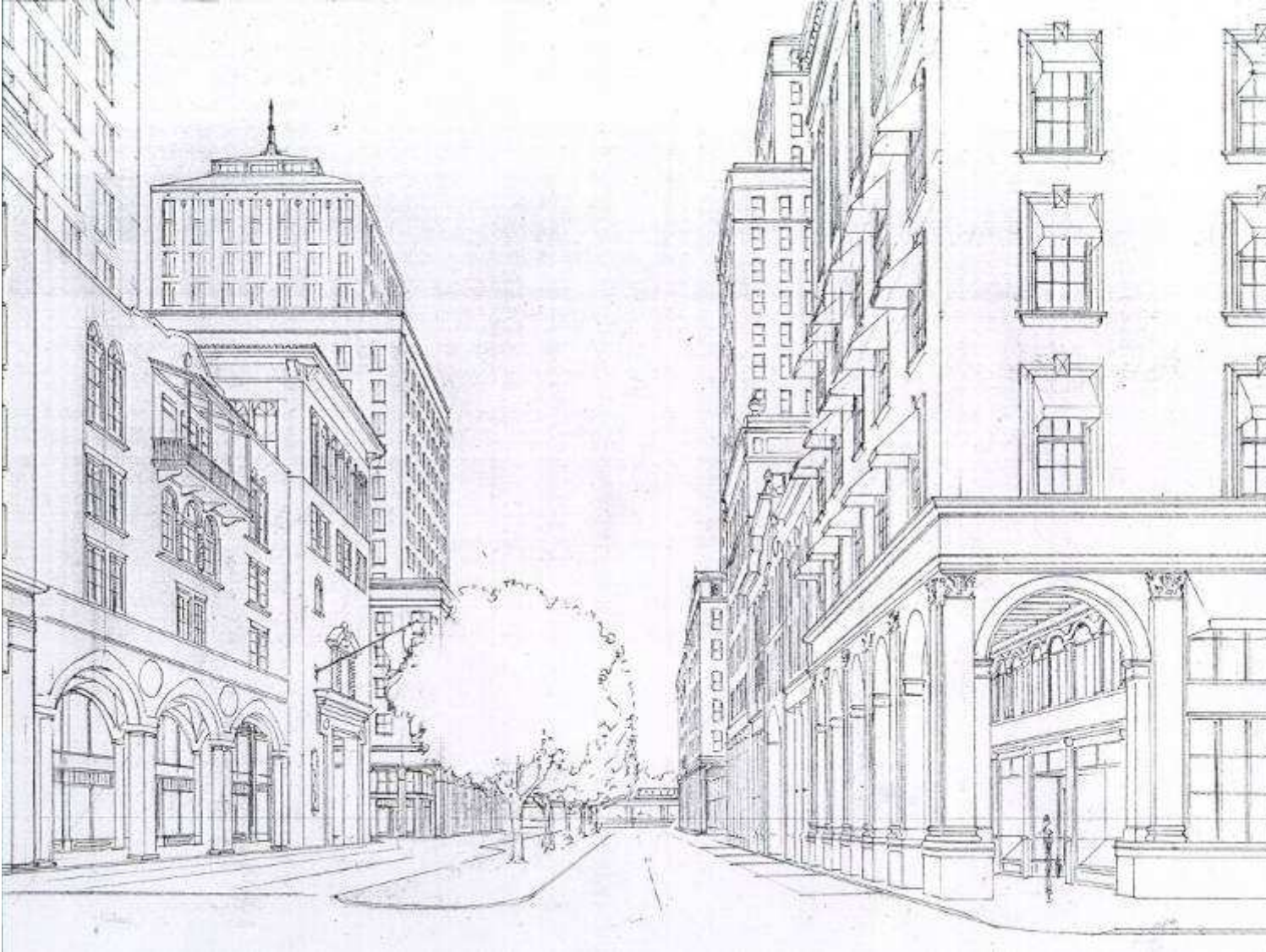
Building Height	Pedestal - At street front 4 stories minimum / 7 stories maximum. Tower - 20 stories maximum, including pedestal. Penthouse - 5 stories additional maximum. Floorplate maximum is 30% of largest tower footprint below.
Building Placement	Front - 0 ft. setback for pedestal / 20 ft. minimum setback for tower. Side / Rear - 0 ft. setback for pedestal / 20 ft. minimum setback for tower. Frontage Length - minimum 80% of lot width.
Streetwalls	Colonnade - two story high for full required frontage at build to line. 15 ft. minimum depth. Colonnade depth shall not exceed colonnade height. Exterior of colonnade shall be no closer than 2ft. from curb line. Interior wall of colonnade shall be a minimum of 70% clear-glazed area except for jewelry stores, which may be a 20% minimum. Vehicular Entries - not permitted. If other frontages do not permit vehicular entries, the maximum vehicular entry width permitted shall be 30 ft. Habitable Space - 20 ft. depth minimum for full height and length of pedestal. Expression Lines - Required at the top of the 3 rd story.
Off-Street Parking	Colonnade Levels - 20 ft. minimum setback from interior wall of colonnade. Other Levels - 20 ft. minimum setback from pedestal build-to-line.

smarter regulations



Old Zoning

smarter regulations



Downtown Kendall Code



The building's sleek and contemporary exterior epitomizes a cosmopolitan look.

Metropolis

With its pre-construction sales going strong, Metropolis at Dadeland has been buzzing with activity in the weeks leading up to 2003 and groundbreaking ceremonies for the development, says a company executive.

More than 97 percent of the condominium residences of Metropolis One are reserved and developer Terra Archiplan is set to close on a

\$41-million corner tower with a lease by later this month.

"We are extremely excited and in preparation for Metropolis One ADI, which is a new ADI. The novelty of the building, services — one."

Metropolis' s

drew interest from nearly 1,000 potential buyers. Since then, the sales of Metropolis' lofts, and one- and two-bedroom condominiums have been brisk and the sales center continues to receive dozens of inquiries about the project every day, says Martin.

The building's sleek and contemporary exterior epitomizes a cosmopolitan look and is the product of the architectural firm of Nichols

Residents and their guests will also be able to use an expansive recreational area with views of the city. The facility will have amenities such as a swimming pool, sun deck, state-of-the-art fitness center, spa and meditation garden.

Plans for the project are on schedule and groundbreaking on Metropolis One is set for the spring of 2003.



directly across the street from the 10th level of the building at Dadeland

plans are available

day through the week and weekends

305-670-2266 or visit our website at www.metropolisone.com.

Metropolis Two to be launched on January

The developer of Metropolis, the first high-rise condominium tower in Dadeland, will follow up the project's initial sales success by launching a second tower on Friday, Jan. 17.

Metropolis One and Metropolis Two will each rise 25 stories. Metropolis will feature an expansive recreation area, which will have a fully-equipped fitness center, a club-room, a business center, a pool and a clubhouse.

Introduced this summer, Metropolis One quickly sold its lofts, one- and two-bedroom units, and penthouses to an eclectic mix of buyers, including empty nesters and young

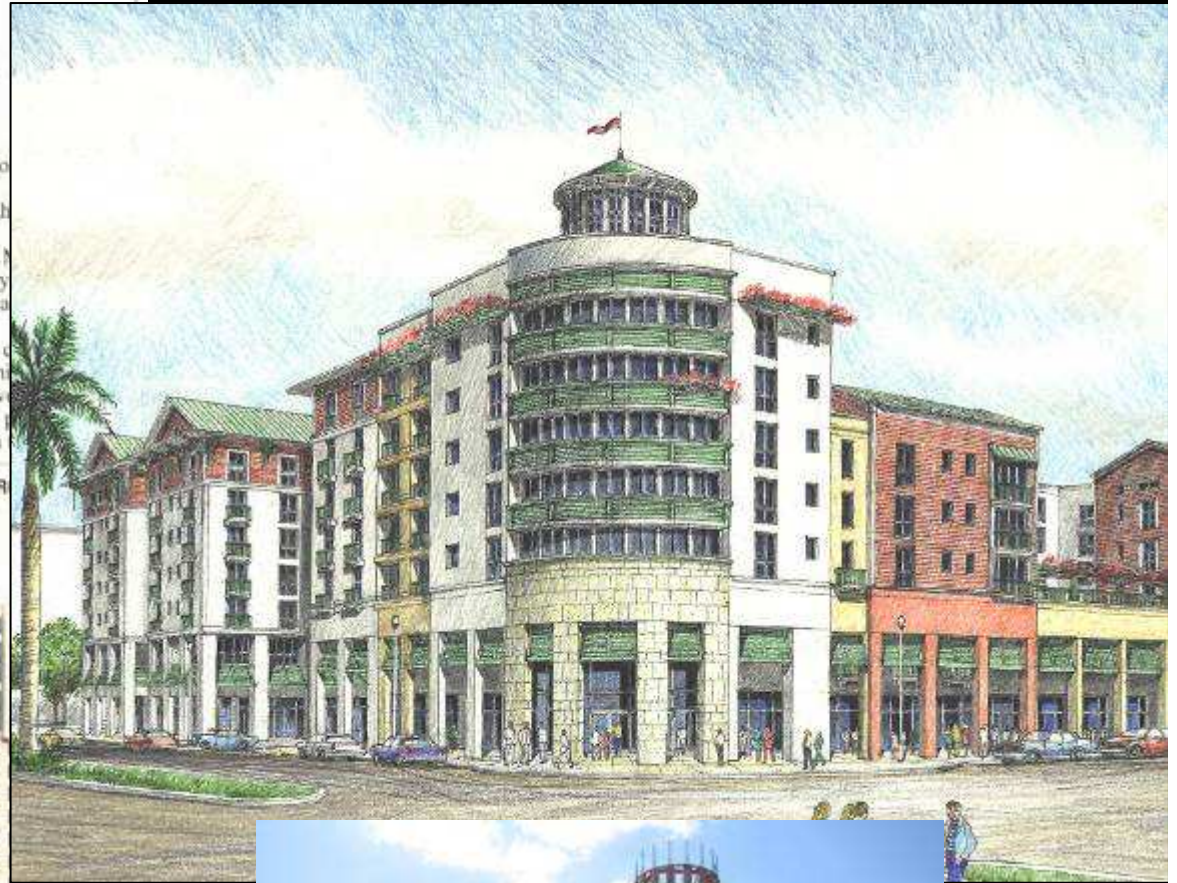
professionals, says a company spokesman.

In two months of sales, more than 100 residences were purchased.

According to developer Pedro Terra-Archiplan, the extraordinary pace and high demand led to the launch of Metropolis Two.

"The incredible pricing of our condominiums and the project's proximity to Miami's work and play zones have been our success. We're a fresh, novel concept because there's nothing like us in

► SEE METR



Metropolis One and Metropolis Two will each rise 25 stories in downtown Dadeland.



parking structures

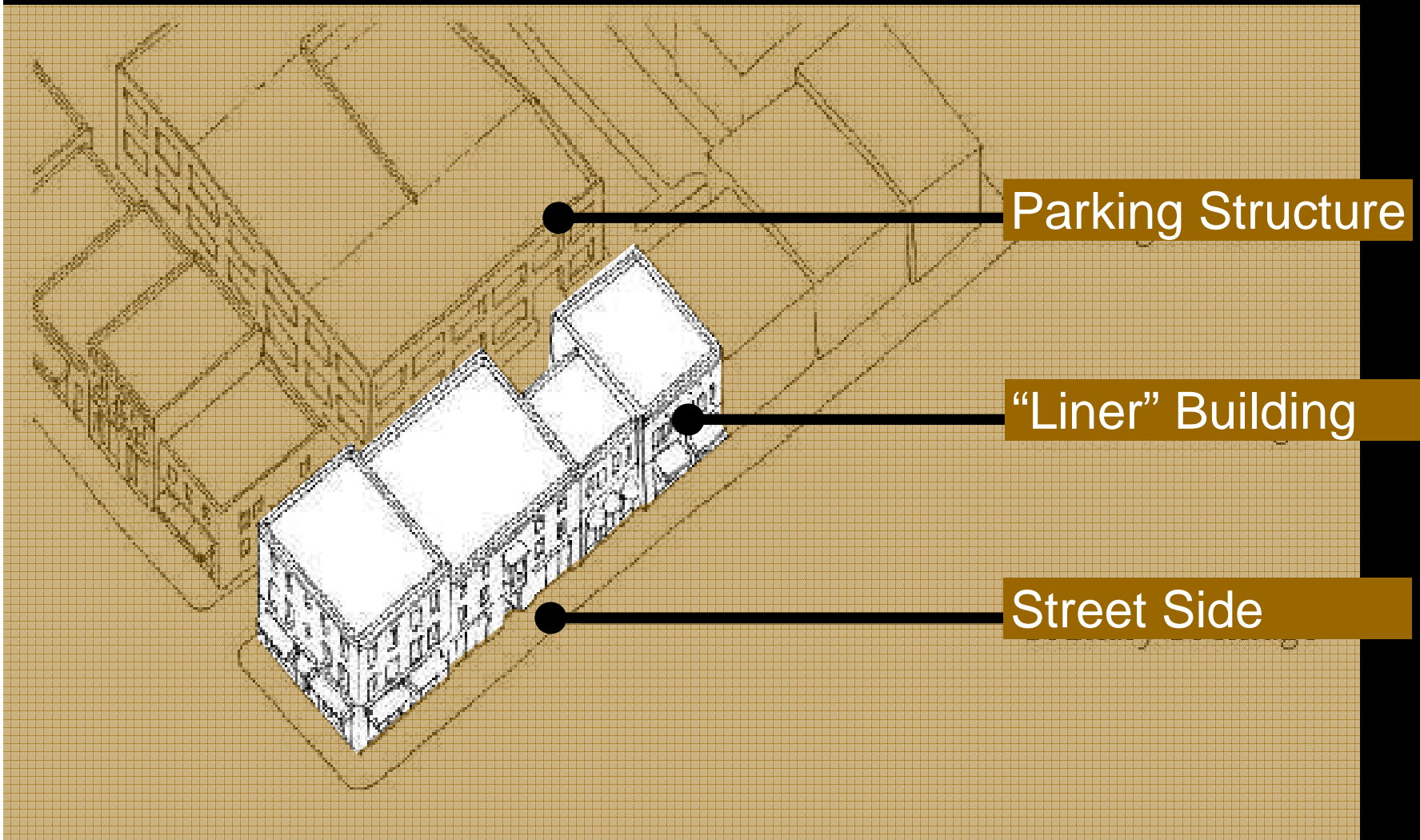


parking structures



The "Liner" Building

parking structures

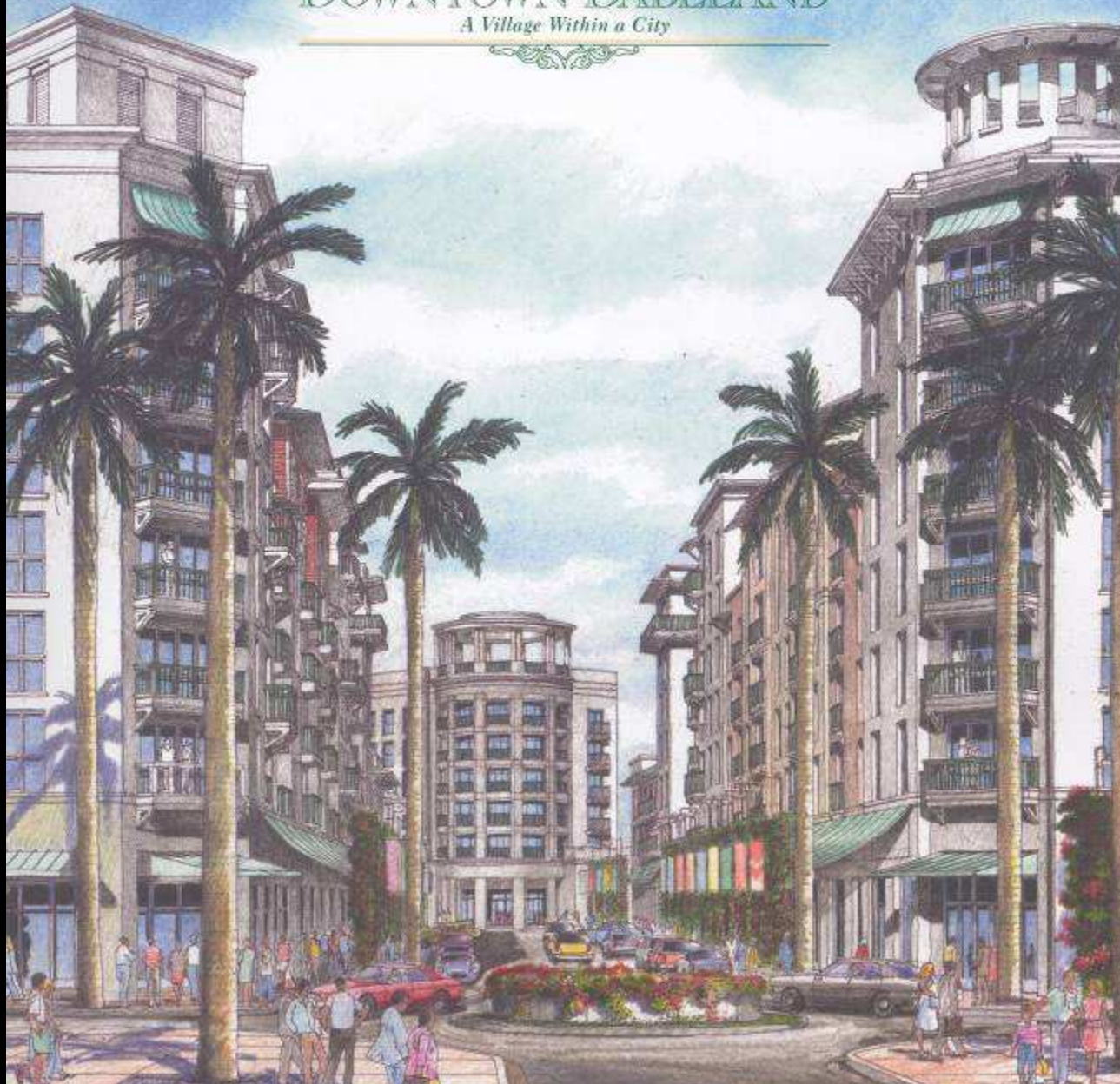


The “Liner” Building

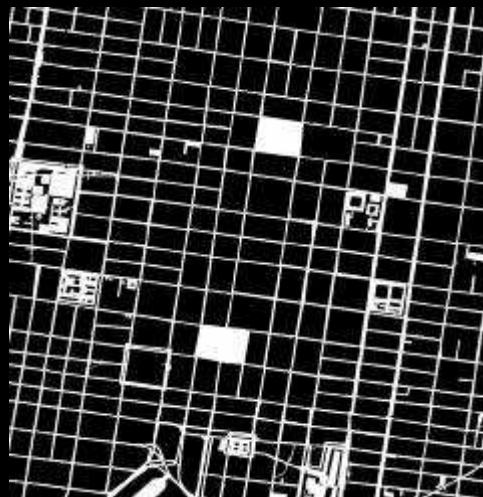
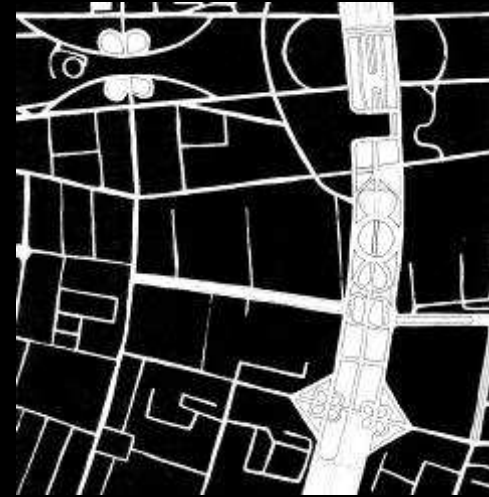
NEWSLETTER | WINTER 2003

DOWNTOWN DADELAND

A Village Within a City

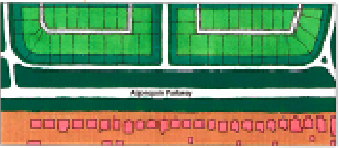


scale comparisons

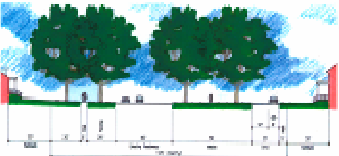


Urban Design Associates: pattern book


PARK DEVELLO PATTERN BOOK



Partial Plan of Algonquin Parkway



Section through Algonquin Parkway



View of Algonquin Parkway looking east

Algonquin Parkway

The alignment of the Parkway as an address – the wide tree lawn and presence of its trees – will be preserved and reinforced through the creation of a residential street front. The traditional-style form of Algonquin Parkway homes (1.5 to 2 stories) will be preserved. Park Drive will provide a general wall of houses from drive to the cross street.

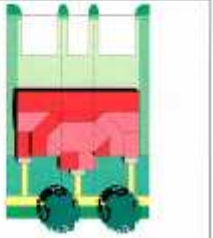
The diagonally striped houses along Algonquin Parkway will present the width of a row of four or six units and will be designed to be consistent with the width of the sidewalk, tree lawn, and road. The use of a variety of materials and colors is encouraged.

The four yard setbacks on 34' foot along Algonquin Parkway front driveway setbacks from the corner drive are preserved. The use of a variety of materials and colors is encouraged.

COMMUNITY PATTERNS Addresses – Algonquin Parkway


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PARK DEVELLO PATTERN BOOK



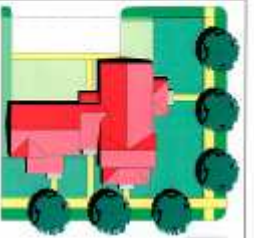
Three Family House

Three (two and one) flat townhouses are designed as a large house, with individual entrances for each unit. Frontal side entry defines the use of the house and creates the effect of a three side porch.



Four Flat Apartment House

Units in the apartment house are arranged in a row across one half of the ground floor. The ground floor townhouses are arranged in a row across the other half. The spacing is designed to be consistent with adjacent town house forms.



Six Flat Apartment House

The spacing (two and two) apartments are arranged across a corner street block. The ground floor apartments are arranged directly from the street. The building is designed to reflect both streets of a corner lot.

ARCHITECTURAL PATTERNS Multi-Unit Buildings

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PARK DEVELLO PATTERN BOOK

Louisville Craftman

This style evolved during the 1920s in the Craftsmen style period prevalent in California and Hawaii – combined with an historic design vocabulary as pattern book housing for Florida, and an eclectic design effort for southern. The craftsman style was then adapted to more modern housing as well as the high end of white neckties in the home. The rich color palette (terracotta, purple, reds, and blues) was used in materials, dress and pattern. The exterior was often done in stucco or brick, with a variety of colors and textures. The interior was often done in a variety of materials and textures, with a variety of colors and textures. The use of a variety of materials and textures is encouraged.



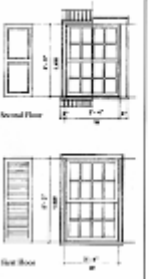

Essential Characteristics

1. Deep eaves, often with exposed, rounded rafters and decorative brackets
2. Unpainted exterior of brick, or stucco with large areas of dark light pattern
3. Deep porches with exposed half columns, wood columns that are often tapered to the base, and solid eaves
4. Simple, rounded-topped chimneys with low steep pitched or gabled roof
5. Craftsmen furniture to be used to furnish, with the overall design consistent with the

ARCHITECTURAL PATTERNS Louisville Craftman – Elements of Style

© 1997 UDA Architects PC


PARK DEVELLO PATTERN BOOK



Standard Windows

Second Floor: 3'-0" x 4'-0"

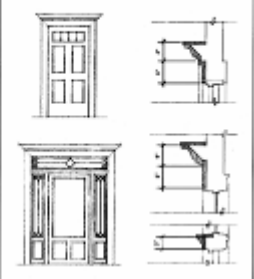
First Floor: 3'-0" x 4'-0"



Window Profile

Cable Window: 3'-0" x 4'-0"

Double Window: 3'-0" x 4'-0"



Doors & Door Profiles

Windows & Doors

Standard windows are either 4 or 6 over 8 or 6 over 6 with wide muntins. Special windows are encouraged as central features or to provide a contrast in scale. Four panel doors with light should be paired with a simplified classical surround. Six light and lanterns are encouraged with rectangular divided light or as an option, more decorative light as allowed.

Window & Door Placement

5 Equal Parts 24'-0" x 36'-0"	3 Equal Parts 24'-0" x 36'-0"	4 Equal Parts 30'-0" x 48'-0"	3 Equal Parts 30'-0" x 48'-0"	4 Equal Parts 40'-0" x 60'-0"	1/2 3 Equal Parts 40'-0" x 60'-0"	3 Equal Parts 40'-0" x 60'-0"	4 Equal Parts 50'-0" x 75'-0"	5 Equal Parts 60'-0" x 90'-0"
----------------------------------	----------------------------------	----------------------------------	----------------------------------	----------------------------------	--------------------------------------	----------------------------------	----------------------------------	----------------------------------

ARCHITECTURAL PATTERNS Colonial Revival – Windows & Doors

© 1997 UDA Architects PC

buildings – UDA pattern book

PARK DUVALLE PATTERN BOOK

Architectural Styles

Research of Louisville's neighborhoods identified three architectural styles to be appropriate for Park Duvalle's Phase Two development: Old Louisville Victorian, Colonial Revival, and Louisville Craftsman.

The character of each address will be determined in part by the mix and range of architectural styles along it. For example, the area along Algona Parkway is a mix of all three architectural styles, which is similar to other Parkway addresses in the city. On the other hand, some of the smaller scaled neighborhood streets offer opportunities to create a unique environment of all Victorian houses, all Craftsman houses, or all Colonial Revival houses.

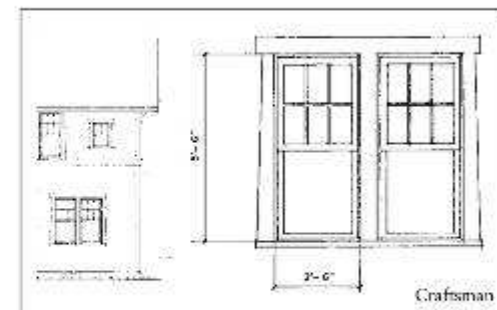
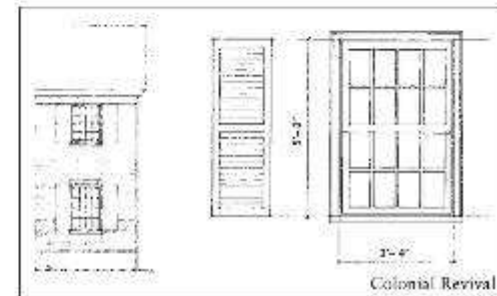
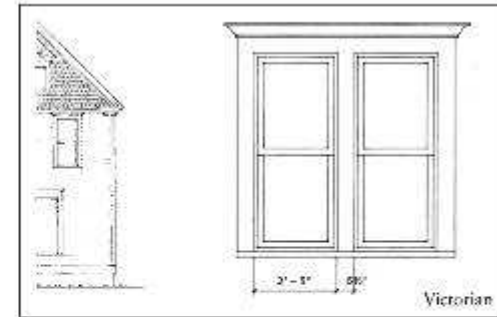
In this way each address will have a different character. The combination of different architectural styles and different building types is intended to create design diversity which enables the mix of subsidized and market rate, rental and homeownership to be "invisible," just as it is in a traditional neighborhood.



Distribution of Architectural Styles

Architectural Styles Key

- Total Mix: Colonial Revival, Craftsman, and Victorian
- Total Mix: Mostly Colonial Revival
- Total Mix: Mostly Craftsman
- All Colonial Revival
- All Craftsman
- Mix: Craftsman and Colonial Revival
- Mix: Colonial Revival and Victorian
- Mostly Victorian with some Craftsman



buildings – UDA pattern book

PARK DUVALLE PATTERN BOOK

Louisville Craftsman

This style evolved during the 1920s as the Craftsman style gained popularity in California and became a national style in house design, available both in pattern book housing for builders, and as custom design offered by architects. The craftsman style was thus adapted to more modest housing as well as the high end of urban markets at the time. The style often displays deep eaves, grouped windows and fanciful trim on windows, doors and porches. The interiors were often distinguished by inventive built-in cabinetry, paneled doors and walls, interior columns and room dividers and the feel of the house as a piece of furniture.

In Louisville, many of the traditional Colonial Revival house bodies were reworked with Craftsman detailing.



Essential Characteristics

1. Deep eaves, often with exposed, molded rafter ends and ornamental brackets
2. Grouped windows in pairs or in threes with upper sashes of divided light patterns
3. Deep porches with ornamental half-timbering, wood columns that are often tapered or on brick piers, and solid railings
4. Simple, straight-forward volume with low slope gabled or hipped roof
5. Continuous horizontal trim band or belt course, at the second floor window sill line

getting streets right



-2.7



+6.8

Community Image Survey

street standards

1. Four Lane Avenue

The Four Lane Avenue is designed for locations where the movement of larger volumes of traffic is desired. Wide sidewalks, on-street parking and doors and windows facing the street make this high traffic street pedestrian friendly as well.

A. Building Placement:

Build-to-line location: 0 to 10ft. from R.O.W. line
(Typical)

Space Between Buildings: 20 ft. maximum

B. Building Volume:

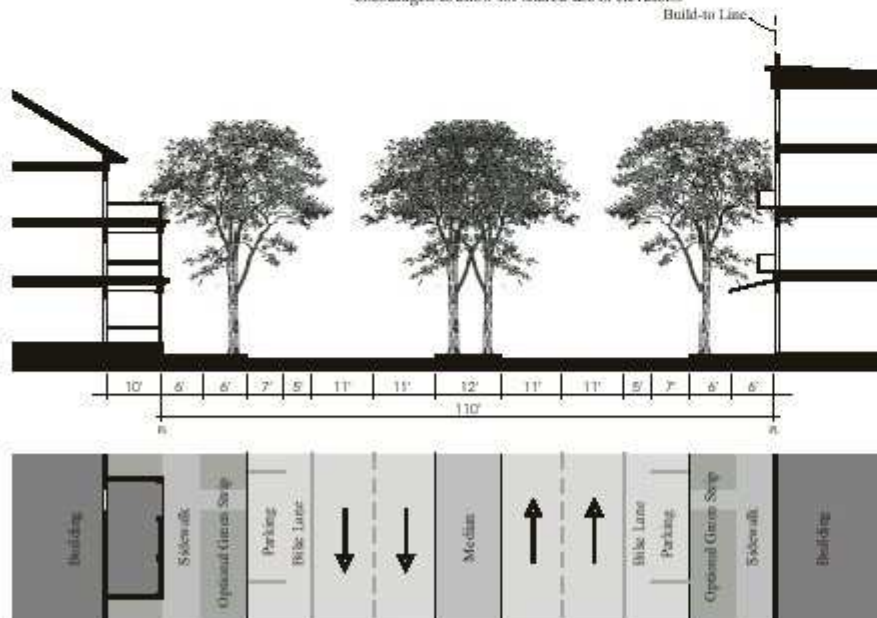
Bldg. Width: 16 ft. minimum
160 ft. maximum

Bldg. Depth: 125 ft. maximum

Bldg. Height: 2 stories minimum
4 stories maximum
55 ft. Maximum
The 1st floor shall be a minimum of twelve (12) feet in height

C. Notes:

1. Appurtenances may extend beyond the height limit.
2. All permitted uses are allowed on all floors.
3. Tree spacing shall be optimized for the species used, in consultation with the City Arborist.
4. The alignment of floor-to-floor heights of abutting buildings is encouraged to allow for shared use of elevators.



DRAFT
19 March, 2001

2. Two Lane Avenue

A wide median and plentiful street trees make the Two Lane Avenue a quiet address especially well suited to residential and office uses.

A. Building Placement:

Build-to-line location: 0 to 10ft. from R.O.W. line
(Typical)

Space Between Buildings: 20 ft. maximum

B. Building Volume:

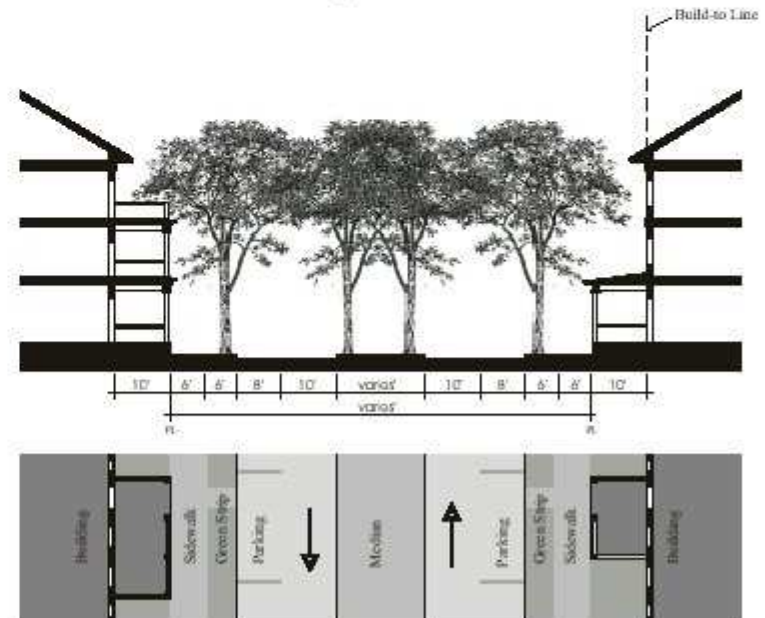
Bldg. Width: 16 ft. minimum
160 ft. maximum

Bldg. Depth: 125 ft. maximum

Bldg. Height: 2 stories minimum
4 stories maximum
55 ft. Maximum
The 1st floor shall be a minimum of twelve (12) feet in height

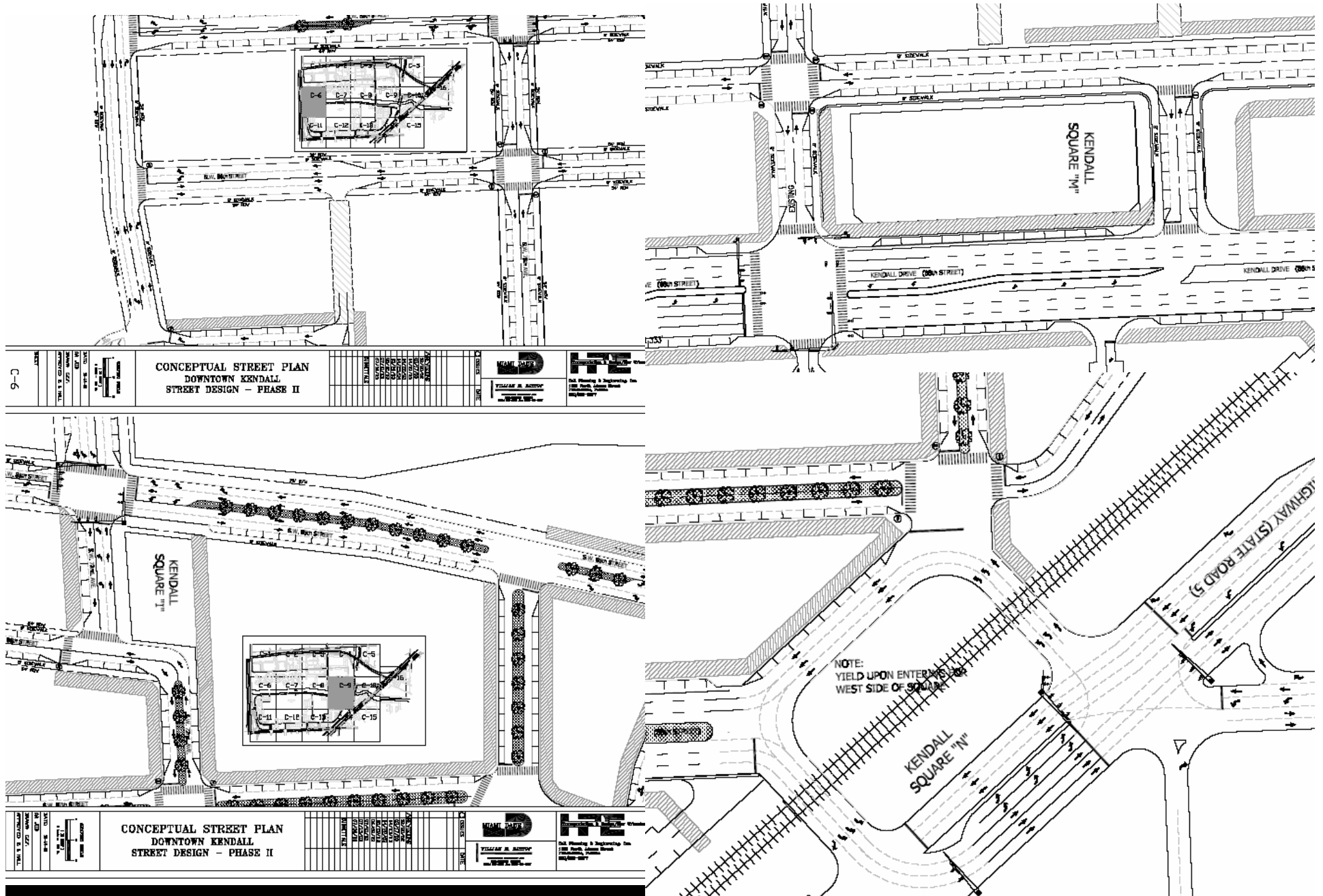
C. Notes:

1. Appurtenances may extend beyond the height limit.
2. All permitted uses are allowed on all floors.
3. Tree spacing shall be optimized for the species used, in consultation with the City Arborist.
4. The alignment of floor-to-floor heights of abutting buildings is encouraged to allow for shared use of elevators.



DRAFT
19 March, 2001

pre-approved street designs



ARTICLE 6: STANDARDS & TABLES

SmartCode

A.11 SUMMARY TABLE

Note: All requirements in the Table are subject to interpretation for local context.

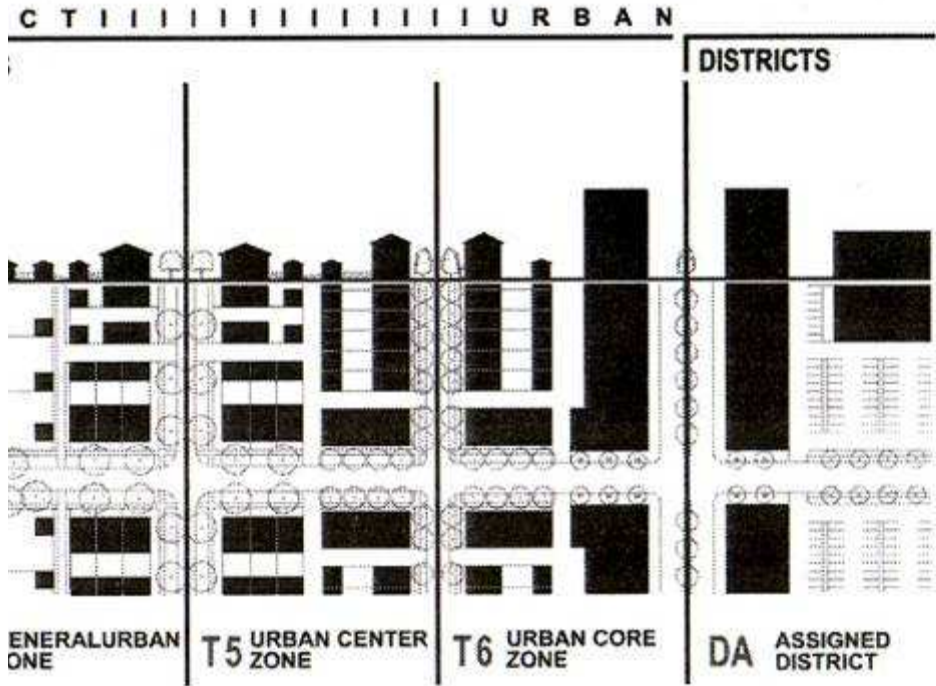


	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUBURBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	DA ASSIGNED DISTRICT
A.11.1 ALLOCATION OF ZONES See section 5.8							
a. Habitat	no minimum	10% min.	10 - 20 %	20 - 40 %	prohibited	prohibited	20 % max.
b. Village	no minimum		10 - 20 %	20 - 40 %	10 - 20 %	prohibited	20 % max.
c. Town Center	no minimum		10 - 20 %	10 - 20 %	20 - 30 %	30 - 50 %	20 % max.
A.11.2 DENSITY ALLOCATION See section 5.8							
a. Housing By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 units / ac. gross	4 units / ac. gross	8 units / ac. gross	12 units / ac. gross	by exception
b. Housing By 100R	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	36 units / ac. gross	
c. Other Functions	by exception		40 - 50 % max.	20 - 30 % max.	20 - 30 % max.	60 - 75 % max.	
A.11.3 BLOCK SIZE See section 5.11a							
a. Block Footprint	no maximum	no maximum	300 ft. max.	200 ft. max.	200 ft. max.	200 ft. max.	by exception
* 200 ft. max. for blocks with shared structural parking							
A.11.4 PUBLIC FRONTAGE See section 5.8							
a. Rural Road	permitted			prohibited			by exception
b. Standard Road	permitted			prohibited	prohibited		
c. Residential Street	permitted		permitted	prohibited	prohibited		
d. Standard Street	permitted		permitted	permitted	prohibited		
e. Commercial Street	permitted			permitted			
f. Arterial	permitted			permitted			
g. Boulevard	permitted	permitted					
h. Rear Lane	permitted				permitted	prohibited	
i. Rear Alley	permitted		permitted	permitted	permitted		
j. Path	permitted				permitted		
k. Passage	permitted		permitted				
l. Bicycle Trail	permitted			prohibited			
m. Bicycle Lane	permitted				permitted		
n. Bicycle Route	permitted						
* permitted within Open Space (see section 5.10)							
A.11.5 OPEN SPACE See section 5.8							
a. Park	permitted			permitted			by exception
b. Green	permitted					permitted	
c. Square	permitted			permitted			
d. Plaza	permitted					permitted	
e. Playground	permitted					permitted	
A.11.6 LOT OCCUPATION See section 5.3 and 5.11a							
a. Lot Area	by exception	min. 20 sq. avg.	10,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. min.	no min.	by exception. See 6.12
b. Lot Coverage	by exception		40% max.	60% max.	60% max.	100% max.	
A.11.7 BUILDING SETBACK See section 5.9 (5.11.1)(5.11.2)(5.11.3)							
a. Front	by exception	10 ft. min.	20 ft. min.	10 ft. min. 20 ft. max.	5 ft. min. 10 ft. max.	5 ft. min. 15 ft. min.	by exception. See 6.12
b. Side	by exception	10 ft. min.	5 ft. min.	10 ft. min. 20 ft. max.	5 ft. min. 20 ft. max.	5 ft. min. 20 ft. max.	
c. Rear	by exception	10 ft. min.	10 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.	
A.11.8 BUILDING DEPTH See section 5.9							
a. Edgeport	permitted			permitted	permitted		by exception
b. Sideway	permitted			permitted		permitted	
c. Rearward	permitted			permitted		permitted	
d. Courtyard	permitted			permitted		permitted	
A.11.9 PERMIT FRONTAGE TYPE See section 5.9							
a. Common Lawn	not applicable	permitted			permitted		by exception
b. Porch & Fence	not applicable	permitted	permitted		permitted		
c. Terrace or L.C.	not applicable	permitted			permitted	permitted	
d. Porchway	not applicable	permitted			permitted		
e. Stair	not applicable	permitted			permitted		
f. Staircase & Landing	not applicable	permitted			permitted		
g. Gallery	not applicable	permitted			permitted		
h. Arcade	not applicable	permitted			permitted		
A.11.10 BUILDING HEIGHT See section 5.9							
a. Principal Building	not applicable	2 stories max.		3 stories max.	4 stories max. 2 min.	10 stories max.	by exception
b. Outbuilding	not applicable	2 stories max.		2 stories max.	2 stories max.	not applicable	
A.11.11 BUILDING FUNCTION See section 5.6							
a. Residential	permitted	restricted use		restricted use	restricted use	open use	by exception
b. Lodging	permitted	restricted use		restricted use	restricted use	open use	
c. Office	permitted	restricted use	restricted use	restricted use	restricted use	open use	
d. Retail	permitted	restricted use	restricted use	restricted use	restricted use	open use	

ALLOCATION
 APPEARANCE
 CODE
 OCCUPATION
 CONFIGURATION
 FUNCTION

INFILE ONLY
GREENFIELD & INFLU

SmartCode



0 %	prohibited	prohibited	20 % max
10 %	10 - 30 %	prohibited	20 % max
10 %	10 - 30 %	20 - 50 %	20 % max

units / ac. gross	6 units / ac. gross	12 units / ac. gross	by exception
units / ac. gross	24 units / ac. gross	96 units / ac. gross	
10 % min	30 - 50 % min	50 - 70 % min	

ALLOCATION

ft. max	2000 ft. max	2000 ft. max *	by exception
		* 3000 ft. max. for blocks with internal structures parking	

prohibited			by exception
prohibited			
	prohibited		
prohibited	prohibited		

STREETScape



form-based codes let you emulate the places you admire and avoid replicating the ones you don't.



formbasedcodes.org

doverkohl.com

geoffreyferrell.com

dpz.com

eekarchitects.com

opticosdesign.com

spikowski.com