



**Advocates**  
It's the right thing for us to do

**Pragmatists**  
It's the most efficient and affordable way

**Protectors**  
It's required by the law and government

**Service Providers**  
It's what my customers want

**Advocate Themes**

It's our turn to be first



Source: City of Fort Collins, CO

**Advocate Themes**

It's about the children



Walking school bus in Glendale, CA  
Source: www.creativecommunities.org

**Advocate Themes**


Try new things



Buffered bike lane in San Francisco, CA  
Source: nextcityfrancisco.org

**Protector Themes**

Follow the rules  
Obey the process  
Nobody gets hurt



```

    graph TD
      A[Prepare Project Study Report] --> B[Secure Project Programming]
      B --> C[Prepare Draft Project Report]
      C --> D[Perform Environmental Studies]
      D --> E[Secure Project Approval]
      E --> F1[Obtain Approvals, Agreements & Permits]
      E --> F2[Prepare PS & E]
      E --> F3[Acquire Rights of Way]
      F1 --> G[Prepare & Advertise Contract]
      F2 --> G
      F3 --> G
      G --> H[Conduct & Complete Construction Project]
      H --> I[Project Close-out]
  
```

**Protector Themes**

Safety First



**Hit at 40mph**  
There is an 80% chance I'll die.

**Hit at 30mph**  
There is an 80% chance I'll live.

It's 30 for a reason.

## Protector Themes

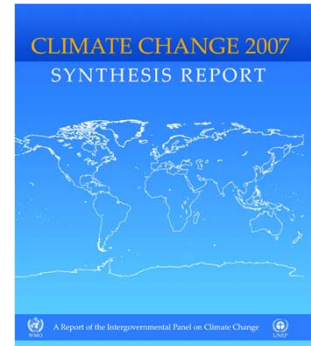
Safety First



Source: Cheyenne, Wyoming, Tom Mason, via Transportation for America

## Protector Themes

We will burn if we don't change

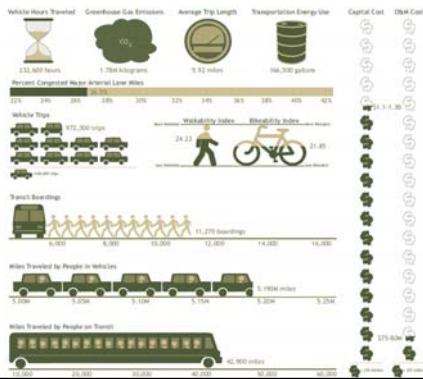


Source: Intergovernmental Panel on Climate Change

## Pragmatist Themes

Model Scenarios

Calculate trade offs

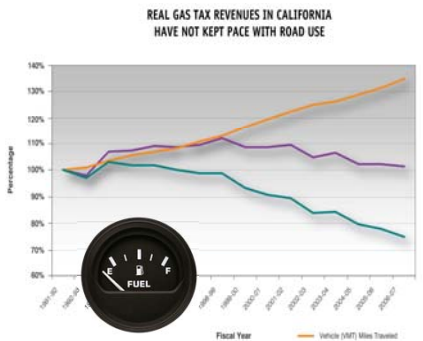


## Pragmatist Themes



## Pragmatist Themes

Only build what you can afford to own, maintain, and sustain

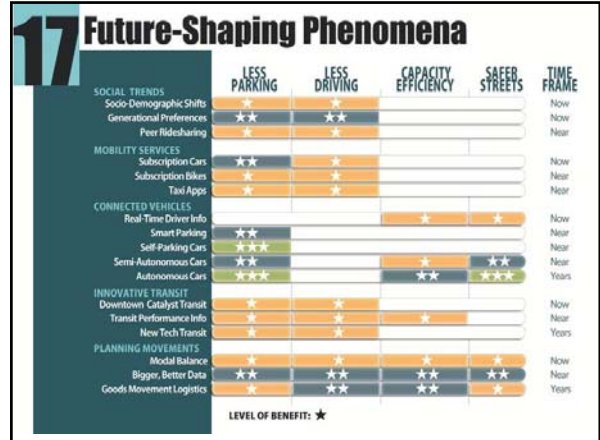
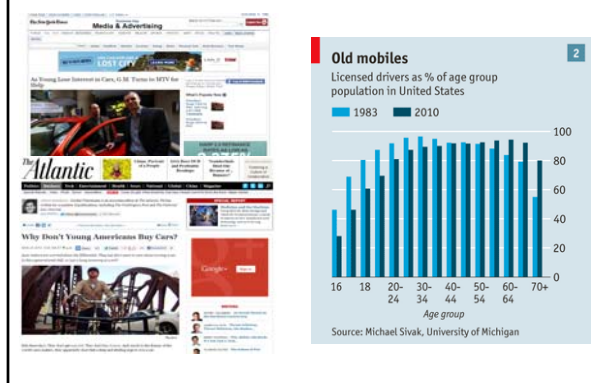


## Service Provider Themes

My customers are changing



## Service Provider Themes

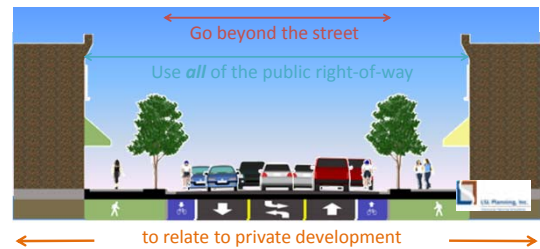


## Service Provider Themes



## Smart Streets: Using the Public Realm

Treat roadways as public spaces that influence urban environments.







## Applying a Form Based Code to the Hamilton Street Corridor Spokane, WA


Nikole Coleman-Porter, AICP  
City of Des Moines  
October 3, 2013

### The Basics

- Hamilton Corridor ADT ~30,000
- N/S corridor may not ever be finished

### The Basics



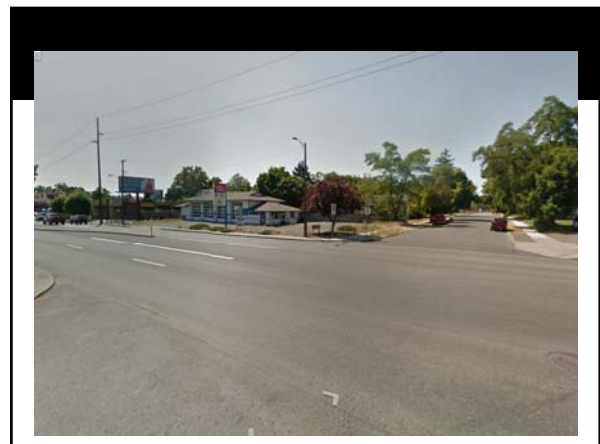

### The Basics

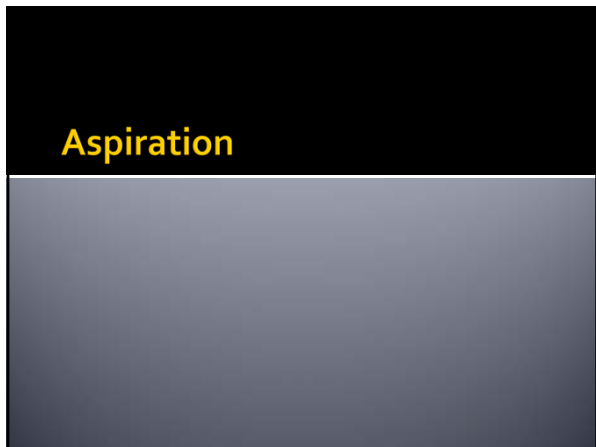
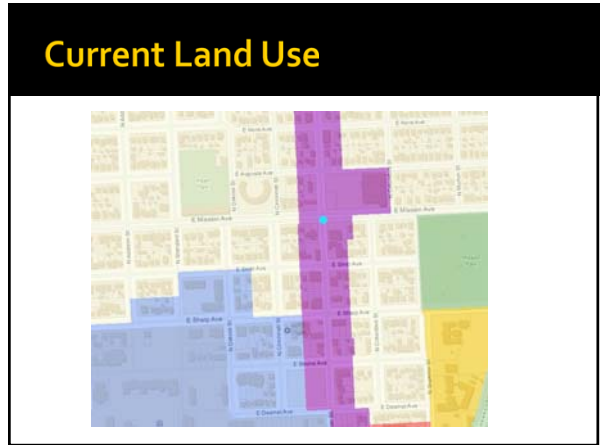
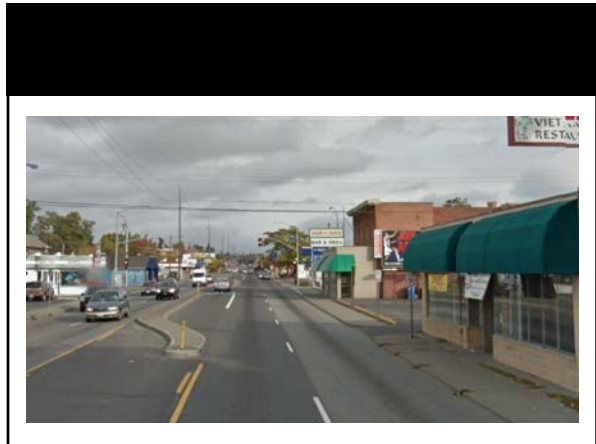
- Gonzaga University
- University District
- Transportation Plan Overhaul 2013-2014



### Considerations

- In general, slower vehicular speeds provide increased pedestrian safety and comfort, improving the viability of development types sought by the City and Neighborhood.
- Slower-paced traffic generally allows greater vehicle density, smoothing flow and offering higher per-lane capacity.
- Quality of experience plays a role in the perception of travel, with motorists less attuned to time of passage (speed) given smooth flow and greater visual interest.







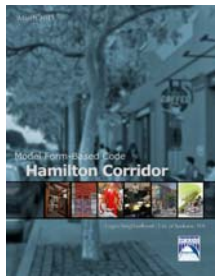
## Planning Process

### Logan Neighborhood Planning

- City Council designated \$21,000 to Logan in 2007 for Neighborhood Planning
  - Identity Plan
  - Model FBC
- Began Planning in Spring 2012
- Hired Studio Cascade in August 2012

### Consultant Assignment

- Model form based code
- Hamilton corridor focus
- Neighborhood involvement



## FBC - What Is It?

- Focus on placement
- Focus on scale
- Focus on treatment
- Focus on public realm



## Process Timeline

- Stakeholder Interviews - September 2012
- Charrette - October 13, 2012
- City Direction Meeting - December 14, 2012
- City Review of Initial Concepts - January 7, 2013
- Stakeholder Presentation - January 23, 2013
- Neighborhood Open House - February 6, 2013
- City Council Study Session - February 28, 2013
- Neighborhood Council Presentation - March 19, 2013

## Process Timeline

- Consultant Final Product Delivery - March 28, 2013
- Logan Neighborhood Council - May 21, 2013
  - Study Area Mailing Goes Out
  - Opens Comment Period Until June 2, 2013
- Plan Commission Workshop - May 22, 2013
- Final Neighborhood Stakeholder Meeting - June 26, 2013
- January 2014 – Zoning Code Amendment to City Council

## Charrette



## Open House



## Components of the Code



## FBC Model Objectives

1. Transforming the built character of the corridor to make it more attractive.
2. Stimulating new retail activity on ground-floor storefronts.
3. Accommodating higher-intensity development, including residential uses on upper floors.
4. Increasing the safety and attractiveness of the pedestrian environment, particularly on Hamilton.
5. Retaining or providing space for historic uses in the district, especially those serving the needs of the surrounding residential areas and Gonzaga students.

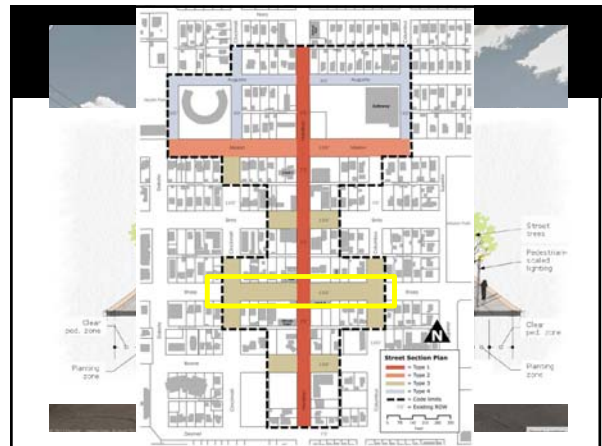
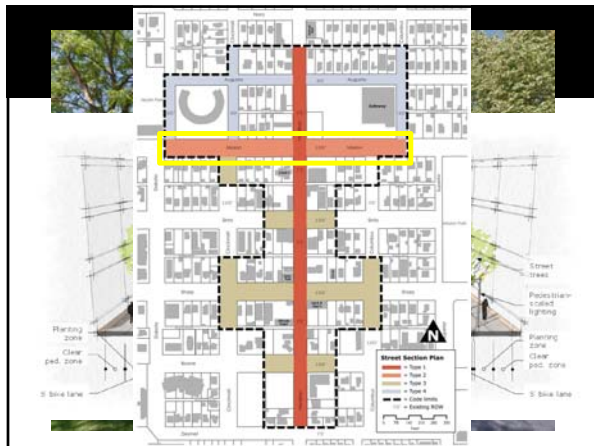
## FBC Model Objectives

6. Establishing clear design guidance to ensure development in the district is consistent with the neighborhood's vision for the area.
7. Helping to streamline development design and permitting, all while providing clear design control.
8. Creating a model process and template that the City can apply to other centers and corridors in Spokane, seamlessly working within the City's existing policy and regulatory framework.

## Overall Intent

- Retain entitlements
- Simplified presentation
- "Shopfront" street requirements
- Vertical mixed use





### Height, Placement, Coverage

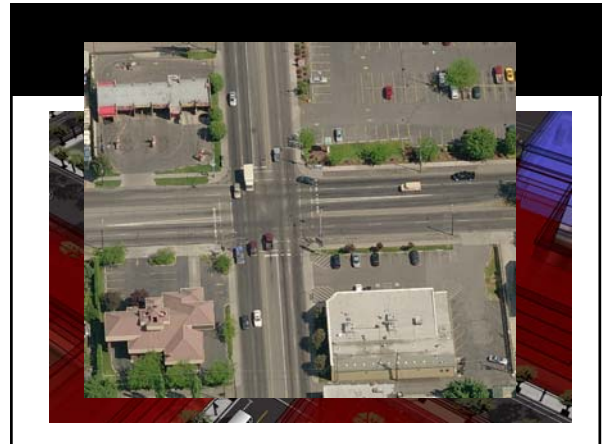
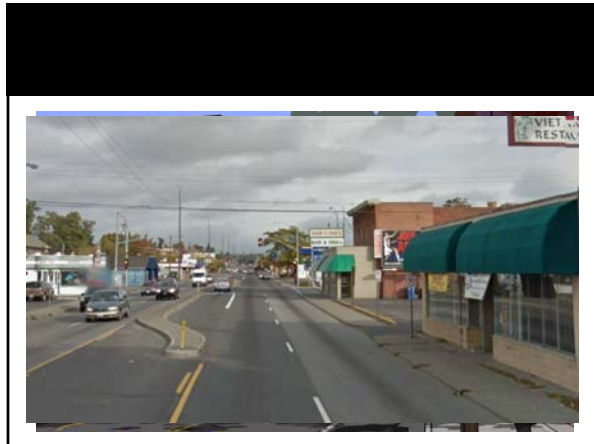
- Provides generalized building-related elements
- Minimum and maximum building heights
- Setbacks and build-to lines
- Minimum building frontage along streets, and lot surface coverage.

### Architectural Requirements

- Adds to the Height, Placement and Coverage Requirements
- Basic Facade Requirements
- Roofline Objectives
- Mechanical Screening
- Material Objectives

### Parking Criteria

- Parking Placement
- Lot Landscaping and Walkways



## Next Steps

- Studio Cascade to work with the neighborhood and finish FBC fall 2013
- Traffic modeling fall 2013
- Goal: adoption winter 2014



**Thank You.**