



# Woodland District Form-Based Code Organization

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## Introduction to Form-Based Codes (FBCs)

### What is an FBC?

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According to the Form-Based Code Institute (FBCI), a form-based code is a land development regulation that fosters 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. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

*For more information see <http://formbasedcodes.org>*

### Advantages of a Form-Based Code

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By focusing on what the community wants, the form-based code promotes the vision established by the community. A form-based code is easier to understand and easier to administer, and regulations are tailored to fit a specific place.

Form-based codes are being used and they are effective. According to the FBCI, since 1981, more than 400 FBCs have been prepared. Of those, more than 250 have been adopted. 80% of FBC adoptions have taken place since 2000.

Form-based codes are the result of public design process, which creates a clear vision for a defined district or neighborhood. The Woodland District Hybrid Form-Based Code (FBC) is based on the Woodland District Strategic Plan, adopted by the City of Lacey on 2013.

The Woodland District FBC is called a “hybrid” form-based code because it is integrated with the City of Lacey’s Municipal Code, meaning it uses many of the same review procedures, definitions and development standards.



2013 Woodland District Strategic Plan

## Section 1 | Sub-districts and General Standards

This section addresses standards that apply by sub-district as well as general standards that apply to all areas. It begins with the regulating plan for sub-districts, followed by definitions, uses and general standards. The general standards include information about the master plan requirements and **proportional compliance** and other adjustments.

### **Proportional Compliance**

*Each sub-district has customized regulations that support the distinct character and personality of that sub-district. The FBC acknowledges that in some sub-districts, because of property ownership patterns, development may occur incrementally over time. Therefore, the form-based code requirements permit a gradual compliance over time, “proportional” to the investment made at the time of approval. Development is permitted to come into compliance gradually over time.*

### Section Outline

- » Regulating Plan, Sub-districts
- » Definitions (general)
- » Uses
- » General Standards Required for all Development
  - › Master Plan Requirements
    - › Connectivity Master Plan
    - › Detailed Master Plan
  - › Adjustments
    - › Proportional Compliance Adjustments
    - › Development Standards Flexibility Adjustment
    - › Site Plan Review Committee Adjustment
  - › New and Existing Streets and Through Connections
    - › Improvement Responsibilities
  - › Environmental Performance
    - › District-Wide Development Standards

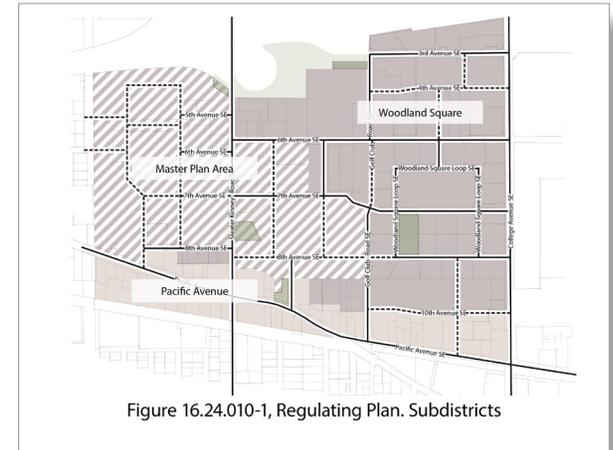


Figure 16.24.010-1, Regulating Plan. Subdistricts

### Regulating Plan, Subdistricts

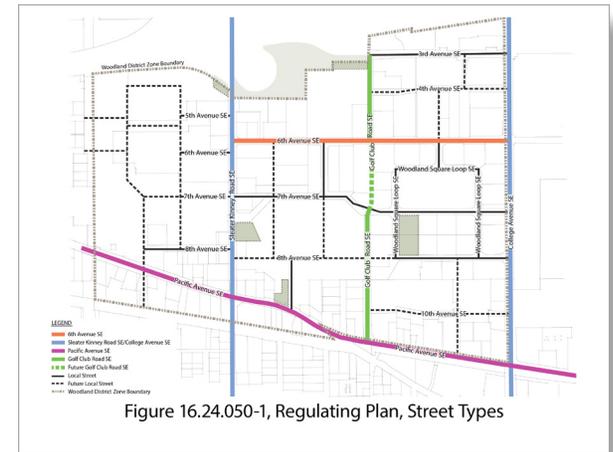
## Section 2 | Streets and Through Connections

This section addresses street types, **through connections**, sidewalks and spacing. It begins with the regulating plan for street types. This is followed by the development standards table for connections and connection spacing which regulates block length, block perimeter and **through connections**. This is followed by an overview table listing all streets and **through connection** types. The overview table specifies which streets are primary and which streets are secondary. Primary streets are those streets where the character and quality of the building façade is a high priority. The overview table includes other physical form requirements that are regulated by street type such as right-of-way width, the building and landscape frontage types that are permitted and required sidewalk widths. Each street type and **through connection** is shown in plan and section and has an accompanying table with specific dimensions.

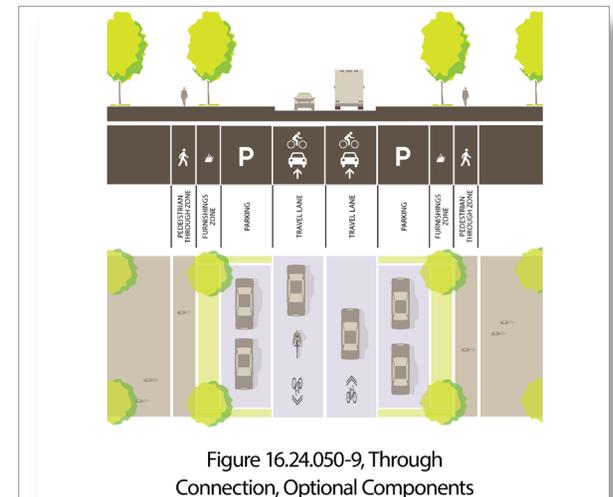
*A **Through Connection** is a grade level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block and may include a pedestrian walkway, a street, or an access route through public or private land.*

### Section Outline

- » Regulating Plan, Street Types
  - › Connections and Connection Spacing Development Standards Table
- » Overview of Streets and Through Connection Types Table
  - › 6th Avenue Requirements
    - › Plan/Section
    - › Sidewalk Improvements
  - › Golf Club Road Requirements
    - › Plan/Section
    - › Sidewalk Improvements
  - › Pacific Avenue Requirements
    - › Plan/Section
    - › Sidewalk Improvements
  - › Through Connection Requirements
    - › Plan/Section
    - › Sidewalk Improvements



Regulating Plan, Street Types



Through Connection Plan/Section

## Section 3 | Building Form, Siting and Site Design

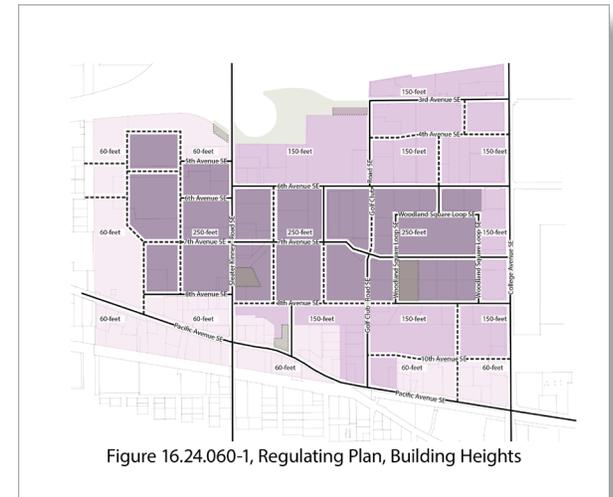
This section regulates building heights, **step backs**, setbacks and **build-to lines**. In addition to overall building massing, this section details the building and landscape frontage types. It begins with the regulating plan for building heights, followed by the development standards table for building form, siting and massing. This section includes alternative standards for small footprint buildings to meet the minimum height requirements. The site design and landscape standards table itemizes each requirement for the landscaped edge of surface parking lots. There are four building frontage types and three landscape frontage types. Illustrations call out each detail and an accompanying table lists each dimensional standard.

A **step back** is an upper façade of a building that is recessed or set back from the lower façade of the building.

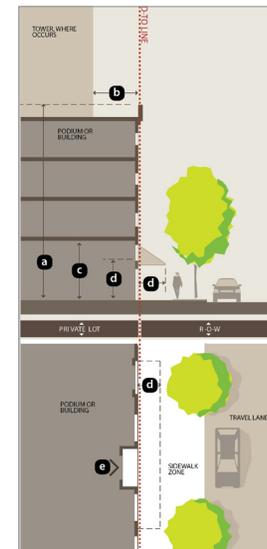
**Build-To Line** means the line up to which buildings or landscaping must be constructed. It is usually parallel to or the same as the property line.

### Section Outline

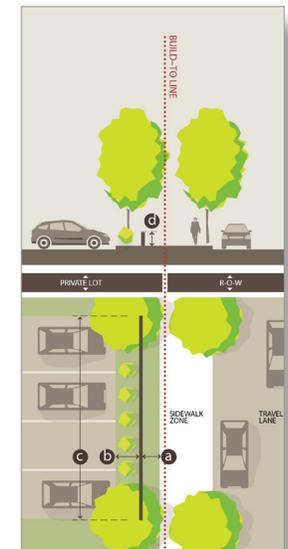
- » Regulating Plan, Building Heights
  - › Building Form, Siting and Massing Development Standards Table
- » Height Options for Small Footprint Buildings
- » Site Design and Landscape Table
- » Building Frontages
  - › Linear
  - › Forecourt
  - › Porch-Stoop-Terrace
  - › Landscape Building
- » Landscape Frontages
  - › Low Wall and Trellis
  - › Urban Fence or Wall
  - › Landscape Setback



Regulating Plan, Building Heights



Building Frontage



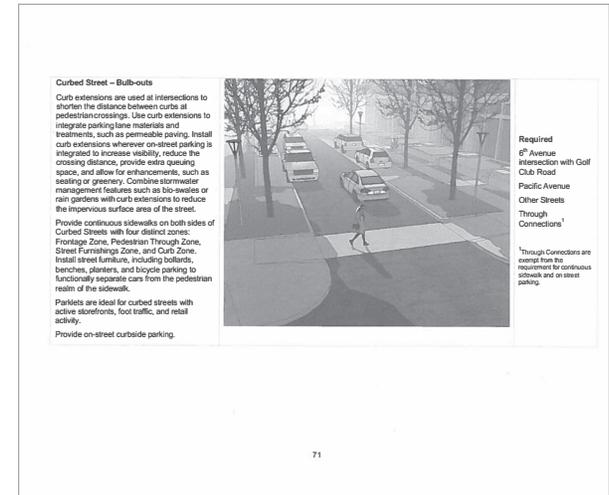
Landscape Frontage

## Section 4 | Design Toolbox

There are three design toolboxes in this section: one for low impact development approaches (LIDA), one for street intersection design, and one for traffic calming design. Each design toolbox illustrates and describes in narrative form several different design approaches which are appropriate for each sub-district character. Some toolbox design approaches are required in certain locations.

### Section Outline

- » Low Impact Development Approaches (LIDA)
  - › Urban Mixed Use LID Approach
  - › Urban Residential LID Approach
  - › Parking Lot LID Approach
- » Street and Through Connection Crossing Approaches
  - › Urban Plaza Intersection
  - › Urban Corner
  - › Pedestrian Corner
  - › Urban Mid-block Crossing
  - › Mid-block Crossing with Pedestrian Refuge
- » Traffic Calming Approaches
  - › Urban Woonerf
  - › Curbed Street – Bub-outs
  - › Queuing Street (Yield Street)
  - › Chicane Street
  - › Woonerf – Residential



### Traffic Calming Toolbox

Urban Mixed Use LID Approach	Example	Where Permitted
<p><b>Urban Mixed Use Type A</b> For urban sidewalks where there is on-street parking and street furniture. Designed to accommodate frequent pedestrian traffic between parked cars and retail or service commercial. Planted area is confined to a portion of the furnishings zone of the sidewalk, and is limited in length.</p>		<p>6<sup>th</sup> Avenue Golf Club Road Pacific Avenue Other Streets Through Connections Infill Block site area</p>
<p><b>Urban Mixed Use Type B</b> For urban sidewalks which include curb extensions, such as at corner curb ramps.</p>		<p>Golf Club Road Pacific Avenue Other Streets Through Connections Infill Block site area</p>
<p><b>Urban Mixed Use Type C</b> For mixed use and residential courtyards and forecourts.</p>		<p>Infill Block site area</p>

### Low Impact Development Approaches Toolbox

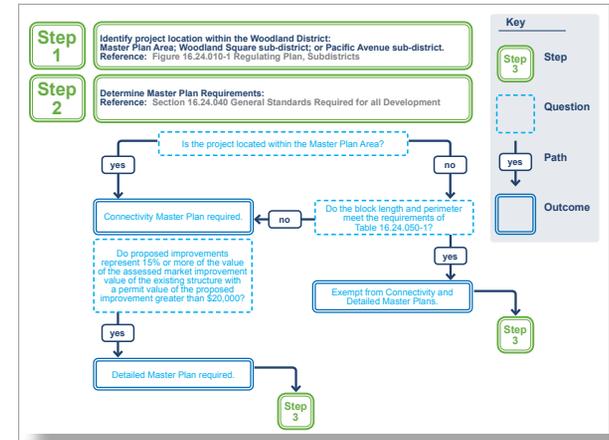
## Section 5 | Form-Based Code Review

The fifth section of the form-based code lays out the review process. Appeals, amendments of an approved development application and submittal requirements are detailed in this section.

## Supplemental Documents

### Woodland District Hybrid Form-Based Code Decision Tree

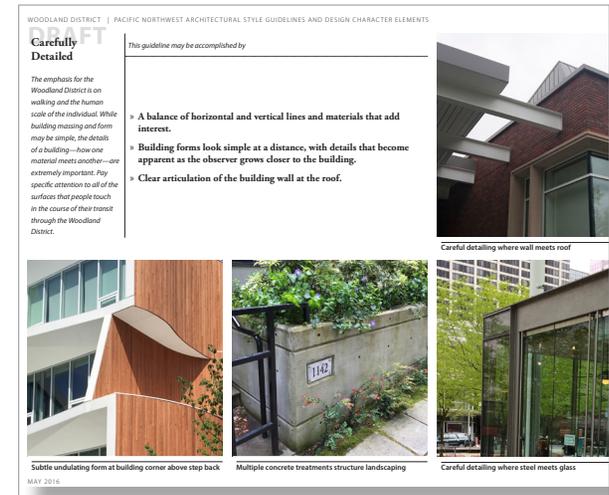
This step-by-step process diagram helps users answer important questions about a proposed development in a certain order in order to maximize efficiency and ease in navigating the sections of the code.



Decision Tree

### Pacific Northwest Architectural Style Guidelines and Design Character Elements

This supplement provides architectural guidelines detailing design characteristics that promote attractive buildings and accessible streetscapes. This user-friendly supplement describes in bulleted principle-type statements those elements that make an attractive building. Photographs provide visual examples of how the principles can be achieved. This section is intended to support the numeric development standards of the form-based code and inspire thoughtful design in a broad Pacific Northwest style.



Pacific Northwest Architectural Style Guidelines and Design Character Elements