

Downtown Midland Planning

September 11, 2018



Focus Articles

- 1. Road Diets | A Livability Fact Sheet** by AARP
- 2. Form-Based Codes Defined** by Form Based Codes Institute (a program of Smart Growth America)

Form-Based Codes Defined

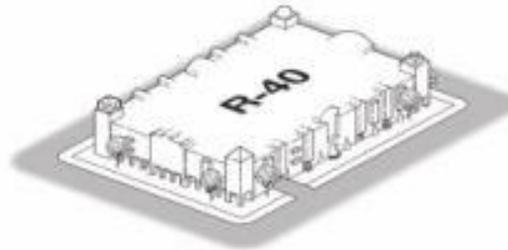
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



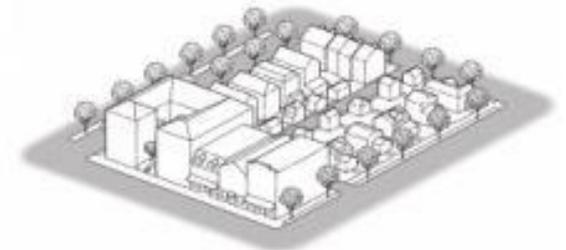
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



Form-Based Codes

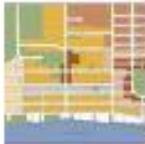
Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



Five Main Elements of Form-Based Codes

1. Regulating Plan

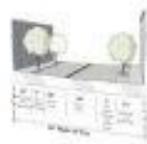
A plan or map of the regulated area designating the locations where different building form standards apply.



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2. Public Standards

Specifies elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.



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3. Building Standards

Regulations controlling the features, configurations, and functions of buildings that define and shape the public realm.



4. Administration

A clearly defined and streamlined application and project review process.



5. Definitions

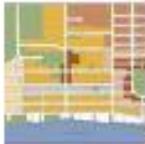
A glossary to ensure the precise use of technical terms.



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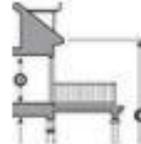
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Current Downtown Midland Planning Policies

Downtown Planning Policies

Vision/Guide within City's Master Plan

Future Land Use Map

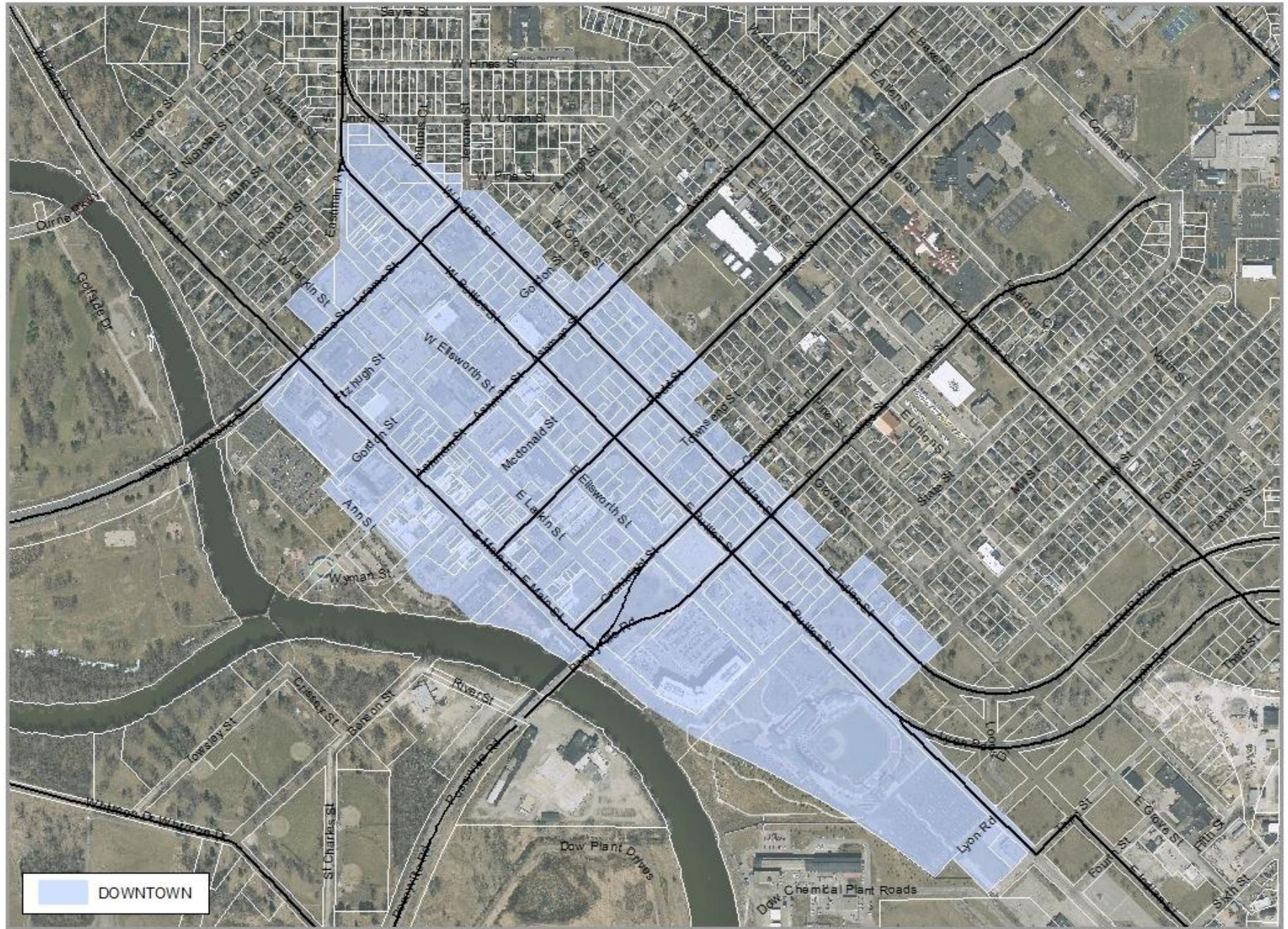
- Downtown designation

Regulation

Downtown Zoning Districts

- D Downtown (Euclidean)
- DNO Downtown Northside Overlay (Form-Based)
- DO Downtown Overlay (Form-Based)

Downtown | FUTURE LAND USE



Downtown Future Land Use (Chapter 5 of MP)

Objective:

The area designated as Downtown on the Future Land Use Map supports the goals of expanding and enhancing the vibrancy of the Downtown by adding density, mixed-uses developments, and expanding to incorporate the ballpark area. The boundaries of this designation provide flexibility for a healthy variety of uses, including mixed-use buildings and developments, without identifying specific properties for each different residential, commercial, office, or civic use.

Downtown Future Land Use (Chapter 5 of MP)

General Character Description (1 of 3):

Downtown development should include high-quality, higher-density design and materials, with building facades that are close to the front lot line and on-site parking, if any, provided away from the street. Outdoor eating areas and other design features that promote interaction between the activity inside the building and on the street should be encouraged.

Downtown Future Land Use (Chapter 5 of MP)

General Character Description (2 of 3):

Coordinated mixed-use developments are an excellent way to provide retail, office, and residential opportunities within the same building or property, and add to the vibrancy of the entire Downtown. As infill and redevelopment occur, streetscape enhancements should be expanded with development.

Downtown Future Land Use (Chapter 5 of MP)

General Character Description (3 of 3):

Additionally, efforts must be made to enhance the connection with the ballpark and expand the Downtown core in the area between Cronkright and State to take advantage of pedestrian traffic headed to and from the ballpark.

Key DNO Overlay District Requirements

- **Form-Based Code**
- *Setbacks 0' – 10' maximum*
- *Two-story and 25 ft. height minimum*
- *Frontage Requirements:*
 - *Building Façade: 40% minimum*
 - *Parking: 40% maximum*

Key D Downtown District Requirements

- *No minimum or maximum parking requirements*





Buttles Road Diet Trial

Road Diets | A Livability Fact Sheet

- Many drivers base speed on feeling
 - Wider the Road = Faster People Tend to Drive
- Road diets are being trailed and implemented across the country
- Road diets work best on streets that have daily traffic volumes of 8,000 – 20,000
 - Buttles has averaged around ~13,000/day since 2000
 - 2018 counts:
 - 13,785 (southeast of Jerome)
 - 13,520 (southeast of State)

Road Diets | A Livability Fact Sheet

- A road diet can improve the performance and efficiency of a street which makes it safer for *all* users.
- Myth-Busting
- How To Get It Right



Isn't it about a bike lane?

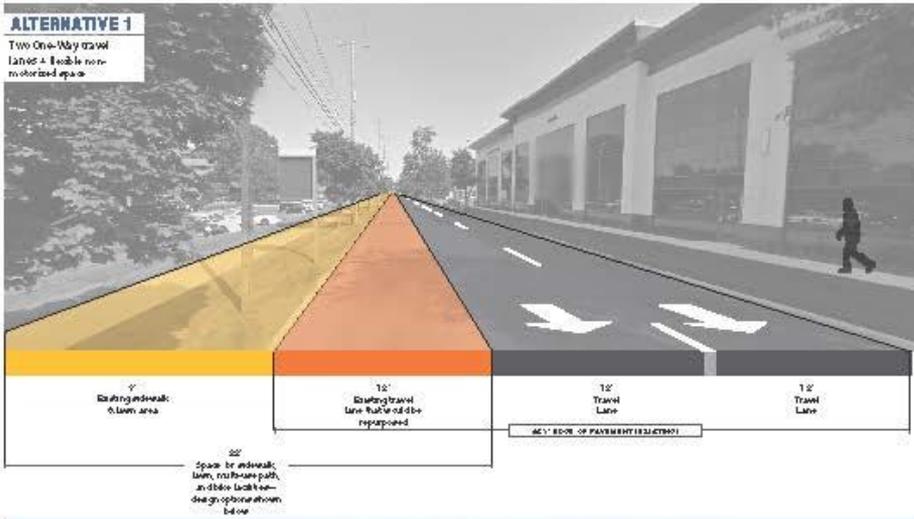
- *Not necessarily*
- **2016 MDOT Corridor Study**
 - Provided Options for Non-Motorized Design



↓ BUTTLES STREET EASTBOUND ↓

ALTERNATIVE 1

Two One-Way travel lanes + 8' wide non-motorized space



BUFFERED MULTI-USE PATH - PLANTED SEPARATOR



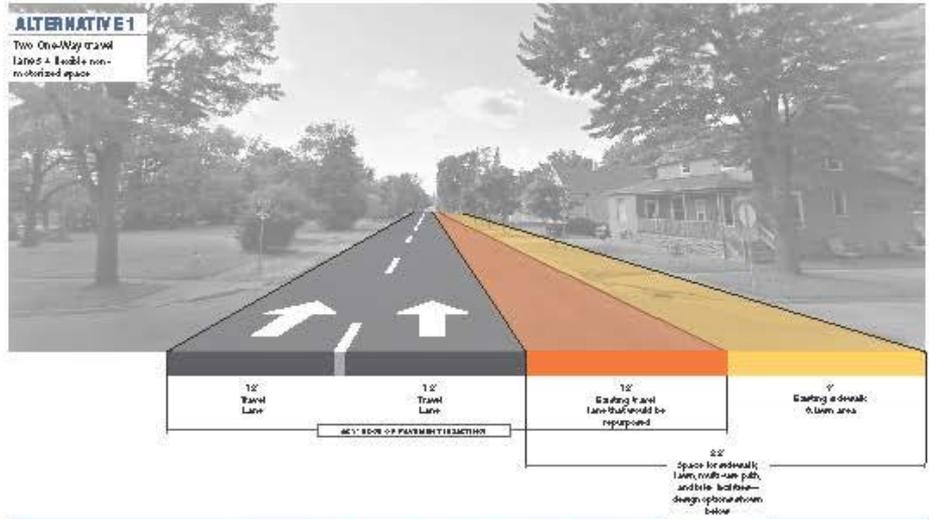
BUFFERED BIKE LANE WITH SIDEWALKS - PHYSICAL SEPARATOR



↑ INDIAN STREET WESTBOUND ↑

ALTERNATIVE 1

Two One-Way travel lanes + 8' wide non-motorized space



BUFFERED BIKE LANE - PAINTED SEPARATOR



BUFFERED BIKE LANE - TWO-WAY BIKE LANE



Buttles Road Diet → Planning Objectives

- Foster a suitable environment for increased development downtown.
- Creating a context that is appropriate for new, denser development.
- Encourage surrounding properties redevelopment to mixed-use.
- Provide an environment that better encourages walking and biking for people of all ages.