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.

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

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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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)
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.
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.
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 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.