How it works
Understanding the logic behind the analysis

In a typical comprehensive plan or code update, if documentation occurs, it is at the microscale. In updating a code, documenting the micro-elements is critical for the code to be successful in regulating development in character with the community. These microscale details will directly inform and become the content for many of the regulations within the various components of the code, such as Building Form Standards. The primary elements to document include:

- Thoroughfares
- Buildings (form, placement, frontages, types, and use)
- Lots and blocks
- Civic spaces

Because Auto-oriented suburban patterns are regulated appropriately through conventional use-based standards, the Microscale analysis is focused on the Walkable urban and Transitional patterns.

**Microscale Documentation Process**

1. **Define Sample Areas and Samples**
   It is unrealistic to assume that every Microscale condition can be documented, nor is it necessary. The best approach is to sample typical conditions over a full spectrum of Walkable Urban and Transitional neighborhoods.

2. **Collect Data from Sample areas**
   Samples are taken through on-site visits and map analysis. This includes gathering background documentation of the area, creating base figure ground maps, and documenting samples through photos, notes, and site measurements.

3. **Organize and Analyze Data**
   Data is collected and organized in order to be readable and presentable. The information is then analyzed and summarized. This summary becomes the predraft of the content of the code regulations.

4. **Apply Lessons to Zoning Code Update**
   By the end of this process the team will have a thorough understanding of the physical parameters of the community. This will represent a wealth of information that is representative of the DNA of the community. It will eventually become the foundation for the content of the updated Code.

**Documentation**

**What we document and why**

- Overall physical character of neighborhood
- Detached or attached buildings
- Lot widths and depths
- Building footprint (main building and accessory structure)
- Building setbacks from ROW (front, side, rear)
- Building height (number of stories, to eave, overall for main building and accessory structure)
- Ground floor height and ceiling
- Upper floor ceiling height
- Frontages
- Encroachments (frontage, steps to building, architectural features, driveways/walkways, landscaping, fences)
- Streetscape (trees and sidewalk type)
- Parking (number, location, access)
- Building types
- Use Types (residential, services, recreation/education/public assembly, industry/manufacturing/processing, agriculture, transportation/communications/infrastructure, accessory units)

**Logic behind sample choices and locations**

The documentation sites are selected by identifying sites that contain positive and appealing characteristics in order to inform the development standards to be updated in the Zoning Code. In addition, documentation sites are selected from the Walkable Urban and the Transitional development patterns (see Existing Development Patterns for further explanation). This is because these two patterns are where form-based zoning will be applied. Conventional zoning applies to the Auto-Oriented development pattern and does not need to be examined in the same way that the Walkable Urban and the Transitional patterns must be examined.
Existing Development Patterns

Mapping Current and Potential Walkable Areas

The identification of areas in any of three categories is one of several planning tools used to understand an area and its walkable features, or lack thereof. Walkability is a product of several layers including, not only the presence, but the quality of bike/pedestrian facilities and proximity to everyday amenities.

- **Walkable Urban** refers to areas that are pedestrian-oriented in nature and contain services, retail, or restaurants within a short walking distance from residential neighborhoods, such as in historic neighborhoods and the downtown.

- **Transitional** This pattern has many of the characteristics of the Walkable Urban pattern but lacks key characteristics such as locations for retail, restaurants and services within a short walking distance, bike facilities, and continuous sidewalks. This pattern can be transformed to the Walkable Urban pattern by adding the missing characteristics. Alternatively, this pattern can be transformed to the Auto-oriented Suburban pattern by adding the missing characteristics of that pattern.

- **Auto-Oriented Suburban** refers to areas that are more auto-dependent in nature and where it is possible, but not likely, that people will walk to the nearest services, retail, or restaurants due primarily to the longer distances needed to reach those destinations.

**Civic Spaces** occur within the Walkable, Transitional and Auto-Oriented Suburban development patterns. Civic spaces in Walkable Urban development patterns tend to be dispersed throughout neighborhoods, varied in size and function. Civic spaces in Transitional and Auto-Oriented Suburban development patterns tend to be concentrated into large parks that are often oriented to sports.

Community Elements

**Neighborhoods.** In town planning terms a ‘neighborhood’ is typically defined as an area with an optimal five-minute walking radius (1/4 mile); a clearly defined center and edge; a mix of housing types, uses and activities; a network of integrated streets; and in the more urban neighborhoods, a prominent location for civic and public buildings.

**Corridors.** Corridors do not solely cater to the needs of automobiles. In town planning terms, a corridor provides housing, retail, services, mobility and connectivity for pedestrians and bicyclists, as well as providing definition to neighborhoods and districts within the community. Certain corridors can also serve as an activity node or segment.

**Districts.** An area of land to be used for a single purpose and cannot be of residential use. There are two types of districts: single-use and incompatible-use districts. Single-use districts that are essential to a walkable community include educational campuses and civic spaces. Incompatible-use districts require separation from walkable areas and include airports, harbors, and heavy industrial and manufacturing.