



City of Statesboro ULDC
Steering Committee Meeting Summary
September 2, 2010
Statesboro City Hall

Attendees:

Steering Committee Members

Jim Anderson

Phil Boyum

Chandra Brown

Pearl Brown

Teresa Concannon

Will Fell

Todd Manack

Joey Maxwell

Allen Muldrew

Frank Parker

Wesley Parker

Councilman John Riggs

City Staff & Consultants

Christian Lentz, Community Dev. Director

Jason Boyles

Robert Cheshire

Mandi Cody

Brad Deal

Martin Laws

Marcos Trejo

Denise Grabowski, Lott + Barber

Demetri Baches, MetroCology

Whitney Shephard, RS&H

This was the fourth meeting of the Statesboro Unified Land Development Code (ULDC) Steering Committee. The purpose of the meeting was to present and review the proposed approach for the land use regulations and transportation framework, including a discussion of form-based codes. The meeting was framed by PowerPoint presentations (attached) and accompanied by open discussion.

Land Use

Uses will remain governed by zoning districts while the development standards, such as setbacks, lot sizes, etc. will move from the zoning districts into planning areas defined by overlay districts in order to promote development that is compatible with the surrounding context. One of the planning areas will be the urban core of Statesboro. A significant portion of this area will be addressed through a form-based code, as presented during the meeting.

Transportation

Currently, roadways in Statesboro are classified by functional class, such as arterial, collector, local, etc., as a measurement of the amount of traffic they support. This classification does not consider adjacent land uses or the context of the area. The proposed approach will move the city towards thoroughfare types, which address the relationship between the roadway and adjacent land uses, as well as consider anticipated future conditions.

As the process moves forward, the thoroughfare map and planning area map will be developed concurrently in order to consider transportation and land use issues in relation to one another. From both a land use and transportation standpoint, all three presentations included increasing alternatives for pedestrians and alternative modes of transportation.

Discussion Points

- *Why are we assuming the car will go away?*
The approaches described in this meeting do not presume that people will not continue to travel by automobile. What we are aiming to do is to increase choices of how to move about. Most recent development is designed for the automobile at the exclusion of pedestrians and cyclists; the proposed approach will level the playing field by creating places that are equally accessible by car, on foot, or by alternative transportation.
- *Will parking requirements be reduced?*
One of the benefits of compact, mixed-use development is the potential for shared parking resources, thus reducing the overall number of spaces needed. Accommodating multiple transportation choices also reduces the number of spaces needed, as people can arrive on foot or bike as well as by car.
- *The typical street cross-sections show curb and gutter. Will swales (for water quality management) be allowed?*
Swales may be allowed in some areas, where appropriate. Curb breaks may also be an option to allow for stormwater to drain into bioretention areas and/or swales.
- *Does a form-based code hinder economic development?*
Many of the areas hardest hit by the recent economic recession are those communities dominated by suburban development patterns. Single-use building types do not have the flexibility to readily adapt to changing market conditions as mixed-use communities do. The use of form-based codes is increasing rapidly and this approach to land use regulations has been well-established and tested.
- *How will the ULDC guide decision-makers to steer growth to the city rather than investing in infrastructure that supports development in undeveloped areas?*
The ULDC itself does not provide guidance regarding where or how the city should expand its infrastructure – that guidance is found in the comprehensive plan. The ULDC will, however, promote development which maximizes return on investment in many ways, including


connectivity (reducing the need for roadway widening), transportation choice (reducing wear and tear on streets and maintenance costs), and compatible mixed use (encouraging reinvestment in areas as businesses and market conditions change).

- While many of the examples provided during this meeting were urban in nature, the intent is not to “over-urbanize” Statesboro, but instead to create a framework which jointly considers land use and transportation and provide the right type of development in the right place.

Next Steps

The form-based code workshop for downtown is scheduled for the week of October 18th. Steering Committee members and the public will be invited to actively participate. More information will be provided soon.

This is a draft of the meeting summary. Comments should be provided no later than September 15. After this date, this meeting summary will be considered final. Thank you.


ULDC Steering Committee
 September 2, 2010

Statesboro, GA


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Agenda

- Planning Areas
 - Denise Grabowski, Lott + Barber
- Form-Based Codes
 - Demetri Baches, MetroCology
- Thoroughfares
 - Whitney Shepherd, RS&H
- Wrap-Up & Next Steps

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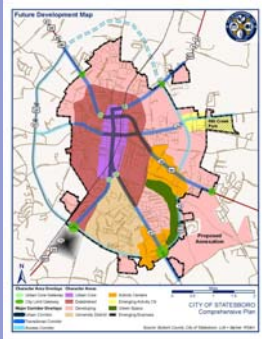

Relationship to Comprehensive Plan

- *Vision Statement*
 - Develop and implement a balanced and **forward thinking land use policy** that provides for a sustainable community of thriving neighborhoods, business areas, and civic places that comprise an **outstanding quality of life and physical environment**.
- *Future Development Map*
 - ... provides specific information regarding the **vision** and preferred **development strategies** for each character area on the future development map, including appropriate land uses and **implementation measures** to achieve the desired vision.

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Future Development Map




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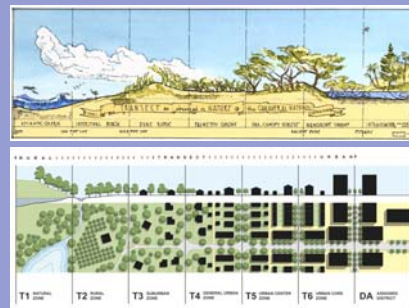
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ULDC Framework

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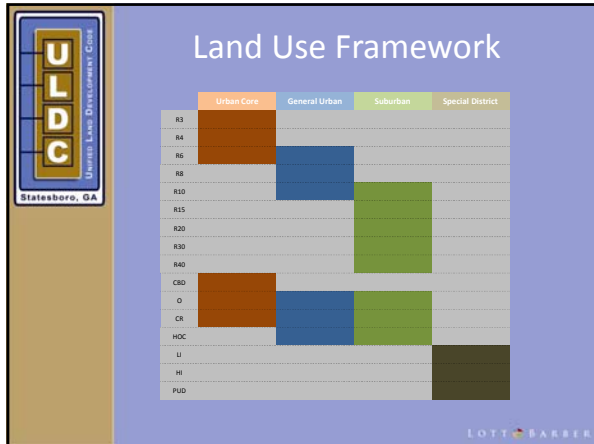
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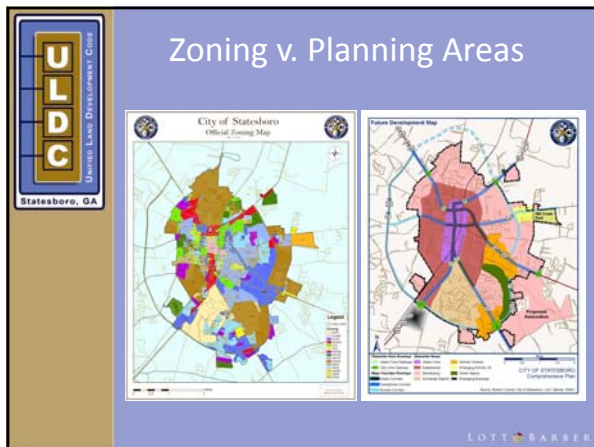
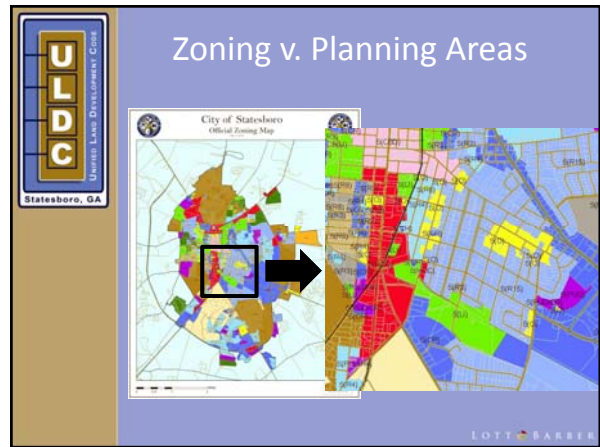
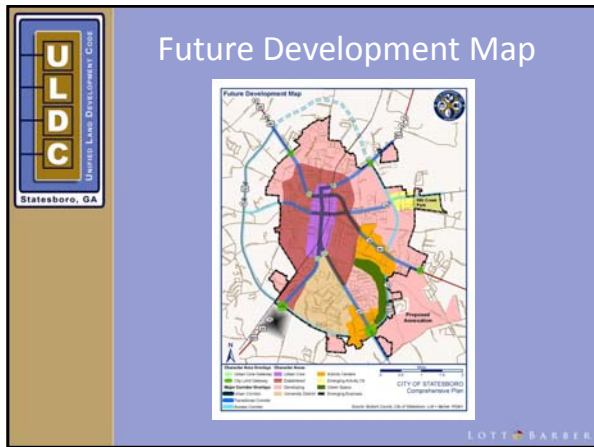


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- ### Future Development Map
- How is character defined?*
- Buildings & Lots
 - Scale and massing
 - Setbacks
 - Fenestration
 - Materials
 - Streetscape
 - Landscaping
 - Trees
 - Hardscape (Lights, benches, textures, etc)
 - Parking
 - Placement
 - Arrangement
 - Pedestrian Elements
 - Sidewalks
 - Scale



- ### Zoning v. Planning Areas
- | | |
|--|---|
| <h4>Zoning</h4> <ul style="list-style-type: none"> • Based on use • Parcel-based • Little to no relationship to adjacent development • Piecemeal approach • Subject to political pressure | <h4>Planning Areas</h4> <ul style="list-style-type: none"> • Based on <ul style="list-style-type: none"> – Character – Geographic areas • Primary consideration is form • Promote compatible development • Linked to the comp plan |
|--|---|

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University Lane Discussion Group

Implementation

Require Comp plan amendment

Require Zoning amendment

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Design Standards

	General Urban	Suburban
Building Placement	Build-to line	Setback line
Parking	On-street, side/rear of buildings	Front, side, and/or rear of buildings
Lot size	Smaller minimum	Larger minimum
Building coverage	Higher percentage	Lower percentage
Density	Higher (Minimum density)	Lower (Maximum density)

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Multi-Family

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Multi-Family

Suburban

- Development buffered from public street
- No on-street parking
- Parking lots located in front of buildings

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Multi-Family

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Multi-Family

General Urban


- Buildings line the street
- On-street parking
- Parking lots located to the side and/or rear of buildings

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University of Georgia

Multi-Family



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Multi-Family

General Urban

- Building lines the street
- Parking located to the side of the building
- Building form



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Post Office

Suburban

- Building setback from the street
- Parking located in front
- No sidewalks
- Building faces parking lot



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Post Office

General Urban

- Building lines the street
- Parallel parking and surface parking
- Wide sidewalk
- Multi-use building




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Grocery Store



RESIDENTIAL NEIGHBORHOOD

GROCERY

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Grocery Store

Suburban

- Large parking lot located in front
- No clear pedestrian walks
- Front on private parking lot rather than public street



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Grocery Store




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Grocery Store

General Urban


- Parking lot incorporated into block structure
- Pedestrian crosswalk
- Front on public street



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Grocery Store




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Grocery Store

General Urban


- Parking lot incorporated into block structure
- Pedestrian crosswalk
- Front on public street



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Civic



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Urbanscape Discussion Group
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CDLU
University Lane Development Corp.

Civic

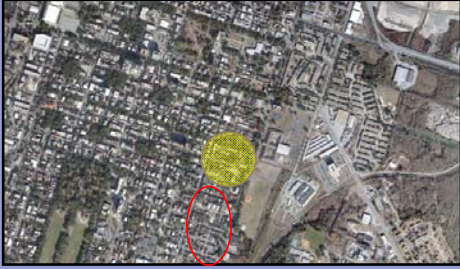


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Civic



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Drugstore



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Drugstore

Suburban

- Building setback from the street
- Parking lots located at the front of the building



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Drugstore




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Drugstore

General Urban

- Building lines the street
- On-street parking
- Large storefront windows
- Awnings



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Drugstore



Statesboro, GA

LOTTE BARBER

Drugstore

General Urban


- Building lines the street
- Parking lots located to the side and rear of building



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Single-Family




Statesboro, GA

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Single-Family

Suburban


- House setback from street
- Front-loaded garage
- Larger lot size
- Open space primarily through individual yards



Statesboro, GA

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Single-Family



Statesboro, GA


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Urban Lane Development Code
Statesboro, GA

Single-Family

General Urban


- Shallow front setback
- Lane access or garage set back from front façade
- Compact lots
- Open space in neighborhood pocket parks



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Urban Lane Development Code
Statesboro, GA

Single-Family




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Urban Lane Development Code
Statesboro, GA

Single-Family

General Urban

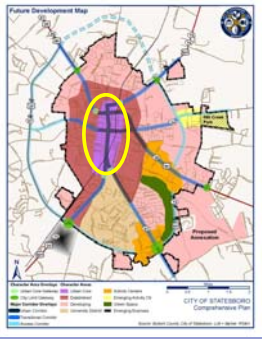
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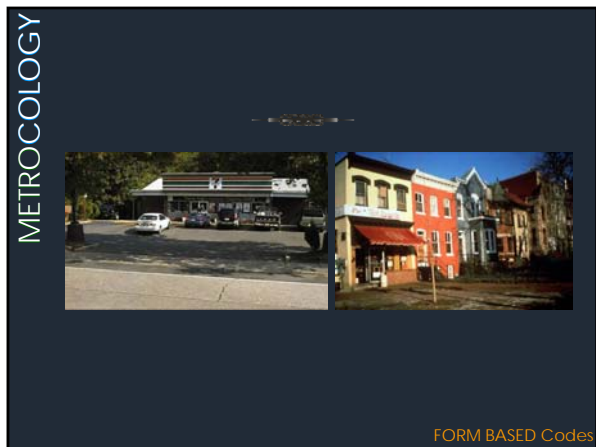
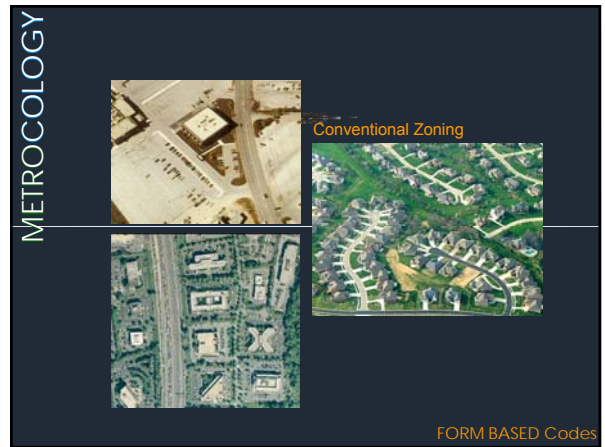
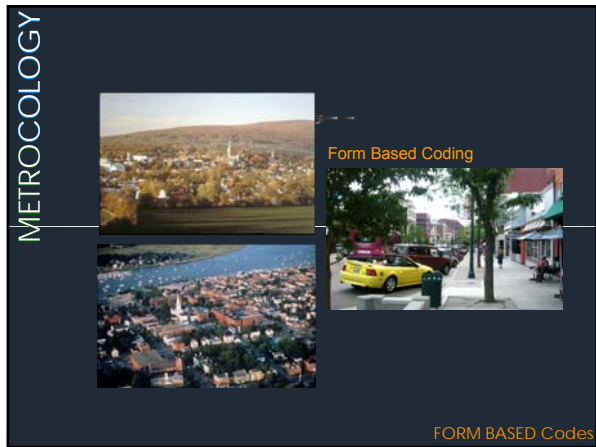
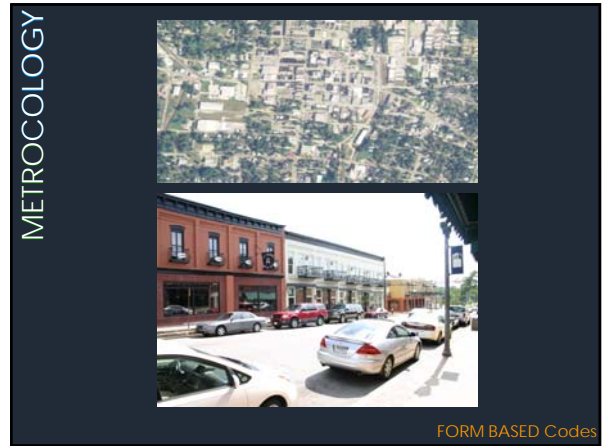
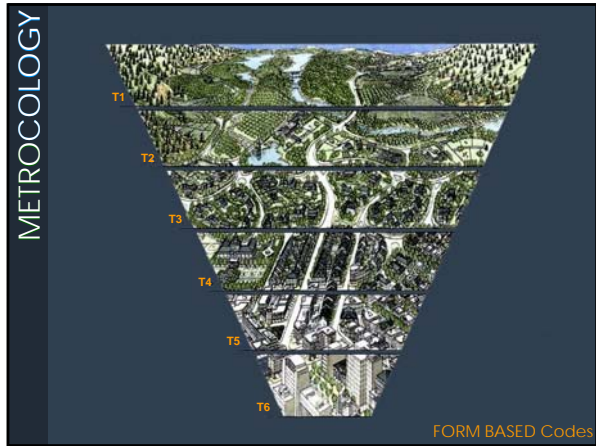
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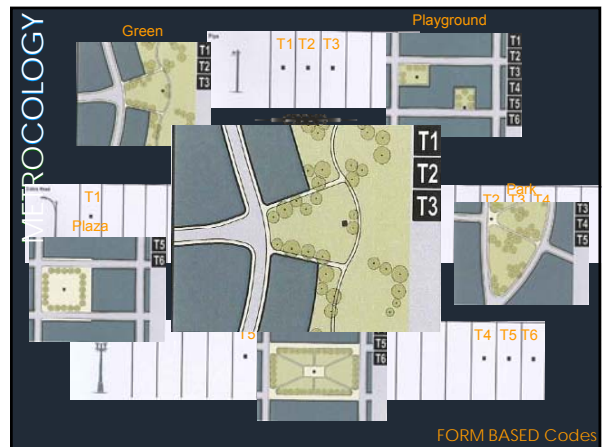
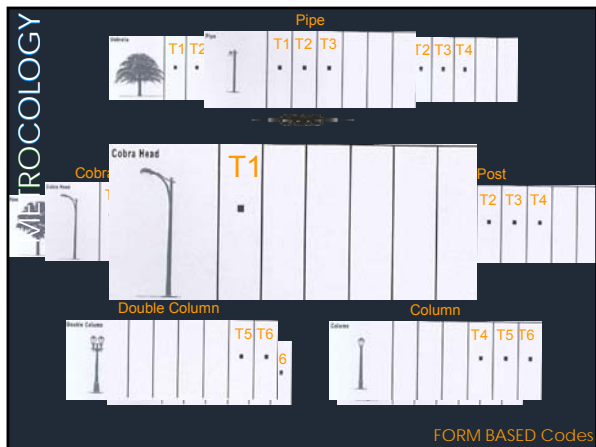
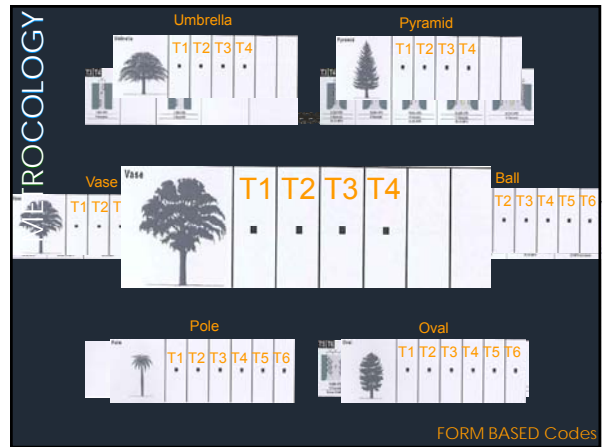
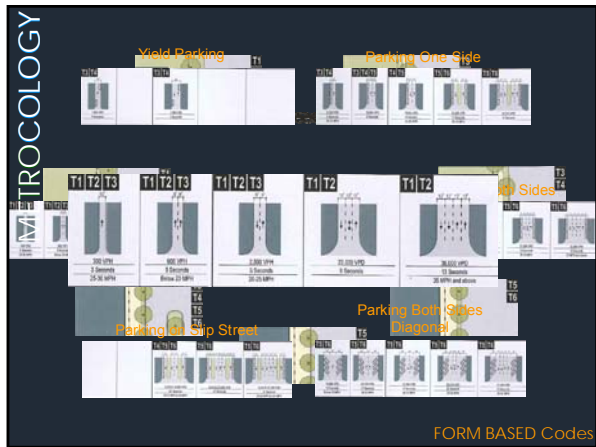
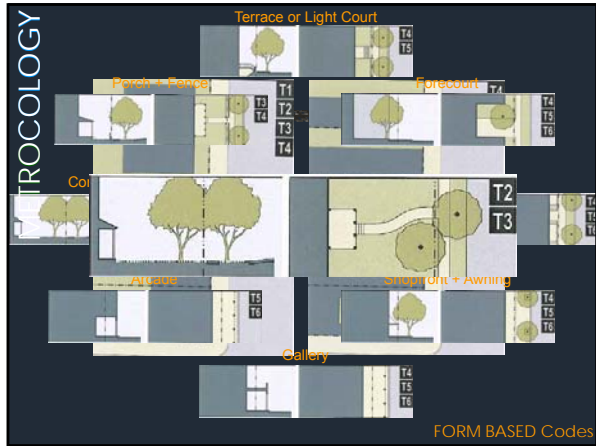
Planning Areas

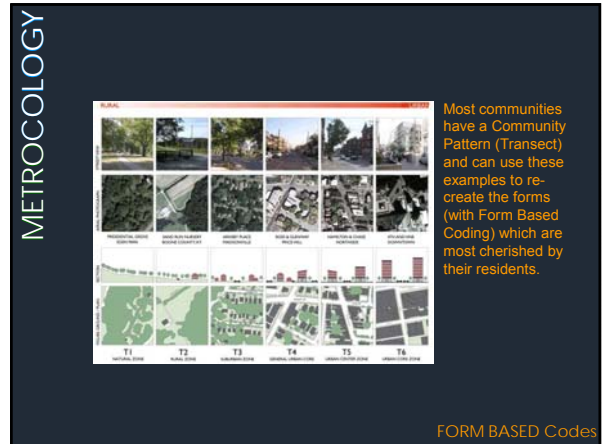


CITY OF STATESBORO
Comprehensive Plan

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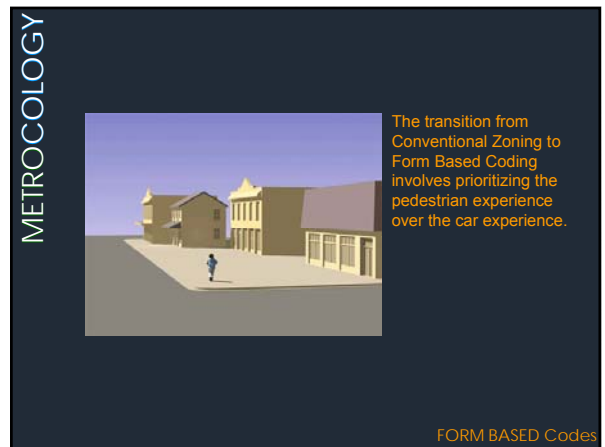
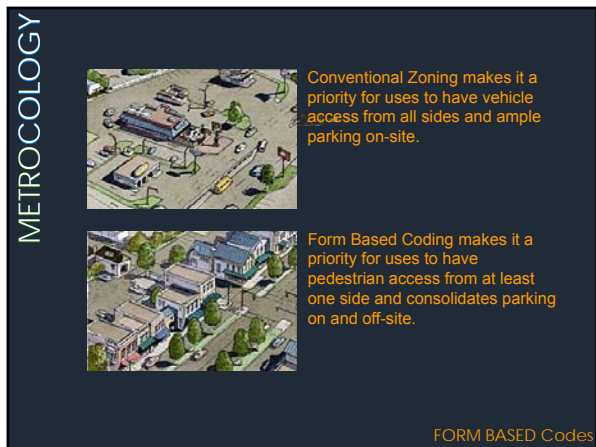
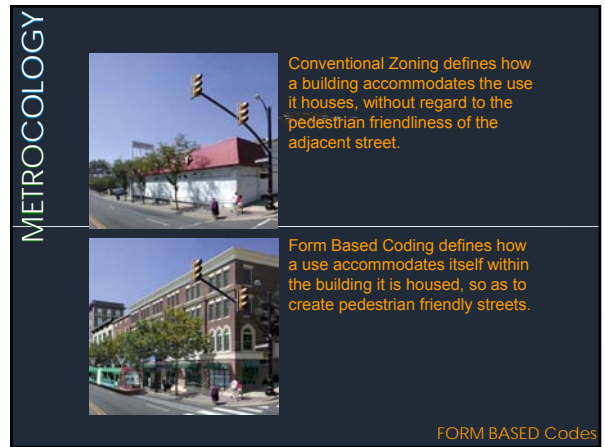




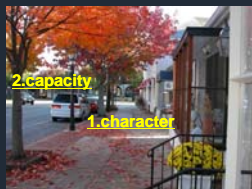
METROCOLOGY

Key Differences	
Conventional Zoning	Form Based Coding
Use-based	De-emphasize use
Districts	Neighborhoods/streets
Emphasis on individual uses of property, rigid use of lot size and property buffering	Emphasis on building relationships, fitting uses within buildings and buildings within their surroundings
Segregation of land uses	Mixed uses
Uniformity in neighborhoods	Diversity in neighborhoods
Limited ability to effect change	Ability to transform or preserve
Limited design standards	Focus on building/site form
Setbacks	Build to lines
Focus on site; little on right-of-way	Attention to street & streetscape

FORM BASED Codes



METROCOLOGY



FORM BASED Codes

METROCOLOGY



FORM BASED Codes

METROCOLOGY



FORM BASED Codes

Thoroughfare Planning and Context Sensitive Solutions

City of Statesboro ULDC

Whitney Shephard, RS&H



Why create a thoroughfare map?

- Community vision and goals
- Context sensitive solutions (CSS)
- *Thoroughfare type replaces functional class in planning analysis so that place type (context) and street type are both considerations*
- *Thoroughfare standards include pedestrians, bicycles, and transit*
- *Thoroughfares promote the there there*



Why create a thoroughfare map?

- Consistency in code
- Transparent expectations for infrastructure
- *Thoroughfare type replaces all code references to major roads, arterials, functional class, etc.*
- *Map and standards are publicly available*



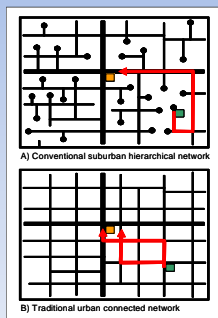
Statesboro Goals

- Network goals 
 - Efficiency
 - Transportation choices
 - Connectivity
 - Alternate routes
- Facility goals 
 - Promote safe and efficient travel for all modes
 - Support land use/community development goals
 - Create sense of place with roadside and context elements



Network Goals: Connectivity

- Disperses traffic
- Reduces impacts on collectors
- Direct routes
- Lower vehicle miles of travel
- Encourages walking and biking
- Transit-friendly
- Block structure provides development flexibility
- Limits width and number of lanes on major thoroughfares



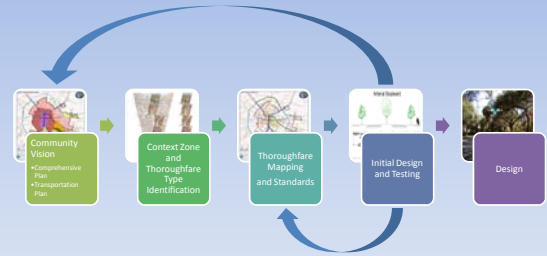
Facility Goals



Facility Goals

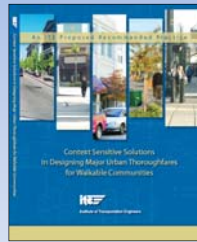


Process



Standards and Guidance

- CSS in Designing Major Urban Thoroughfares for Walkable Communities
 - Institute of Transportation Engineers
 - Congress for New Urbanism
 - Federal Highway Administration
 - US Environmental Protection Agency
- AND example thoroughfare plans and street standards from around the country



Conventional → CSS

- | | |
|---|---|
| <ul style="list-style-type: none"> • Driven by traffic demand and level of service objectives • Usually starts with functional classification and number of lanes • Independent of the surrounding context • Mobility-focused process | <ul style="list-style-type: none"> • Supports the activity generated by the context • Accommodates greater diversity • Supports activities such as on-street parking, bike travel, land access and pedestrian-friendly intersections • Often requires trade-offs between automobile capacity and multimodal design elements |
|---|---|



Context = Planning Areas



Conventional → CSS

- | | |
|---|--|
| <ul style="list-style-type: none"> • Context <ul style="list-style-type: none"> – Rural – Urban | <ul style="list-style-type: none"> • Context – transect <ul style="list-style-type: none"> – (Natural) – (Rural) – Suburban – General urban – Urban center – Urban core – Special districts |
|---|--|

Conventional → CSS

- Design controls
 - Design speed
 - Design vehicle
 - Vehicular LOS
 - Facility capacity
 - Controls are maximized
 - Functional class
- Design controls
 - Target speed
 - Control vehicle
 - All users/other factors¹
 - Network capacity
 - Controls are balanced
 - Thoroughfare type
 - Functional class



1. For example, economic development and historic preservation



Design Vehicle



Design Vehicle?



Design Vehicle



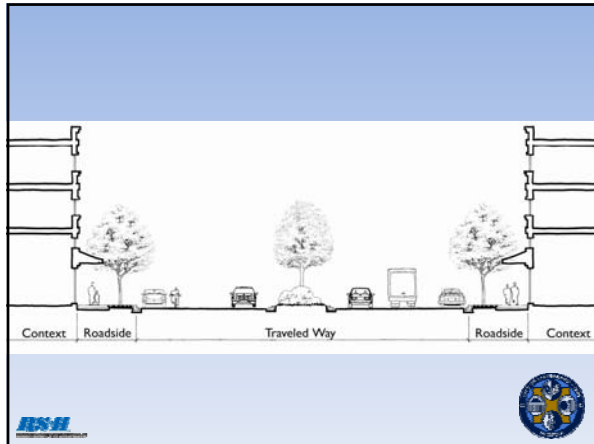
Control Vehicle



Conventional → CSS

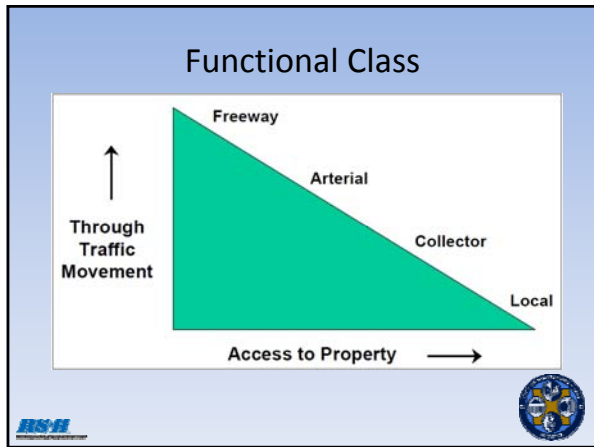
- Parameters for
 - Traveled way
 - number of lanes,
 - medians,
 - bike lanes,
 - on-street parking
- Parameters for
 - Traveled way
 - number of lanes,
 - medians,
 - bike lanes,
 - on-street parking
 - Roadside
 - sidewalks,
 - planting,
 - Intersections





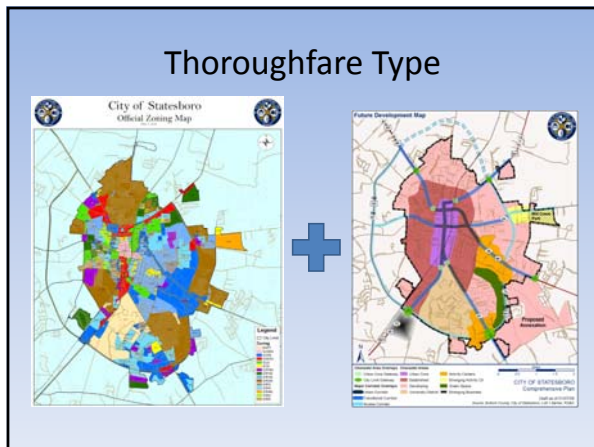
Functional class → Thoroughfare type

- Traffic volume
- Continuity of the thoroughfare
- Length of trip
- Design speed
- Existing conditions
- Context
- Types of activities to be supported
- Existing and future conditions



Functional class → Thoroughfare type

- Traffic volume
- Continuity of the thoroughfare
- Length of trip
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- Existing conditions
- Context
- Types of activities to be supported
- Existing and future conditions



CSS: Bringing Place and Thoroughfare Design Together



114th Corridor - San Leandro, CA Source: Community Design + Architecture

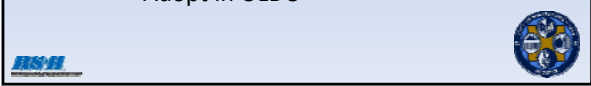
CSS: Bringing Place and Thoroughfare Design Together



114th Corridor - San Leandro, CA Source: Community Design + Architecture

Statesboro Thoroughfare Map

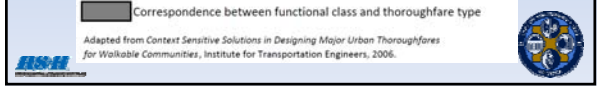
- ➔ Define four major thoroughfare types
- List design parameters for each type
- Map major thoroughfares
- Draft general typical sections
- Draft thoroughfare standards
- Revise map, sections, and standards
- Adopt in ULDC



Draft Thoroughfare Types

GDOT Functional Classification for Urban Facilities	Thoroughfare Types				
	Major			Minor	
	Highway	Boulevard	Avenue	Street	Alley/Rear Lane
Principal Arterial					
Minor Arterial					
Collector					
Local Street					
Unclassified					

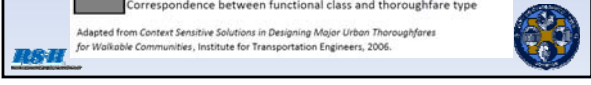
■ Correspondence between functional class and thoroughfare type
 Adapted from Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Institute for Transportation Engineers, 2006.



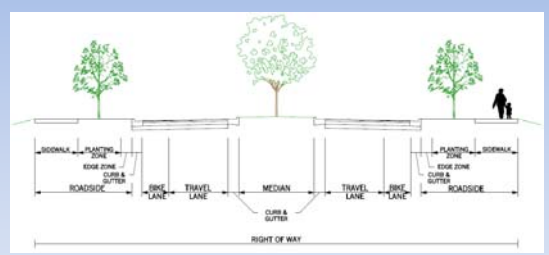
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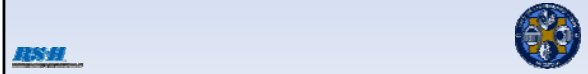
■ Correspondence between functional class and thoroughfare type
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Arterial Highways, Boulevards and Avenues



Arterial Boulevard in General Urban Context



Arterial Highways, Boulevards and Avenues

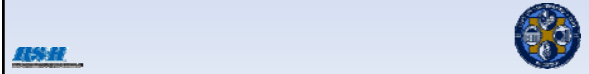
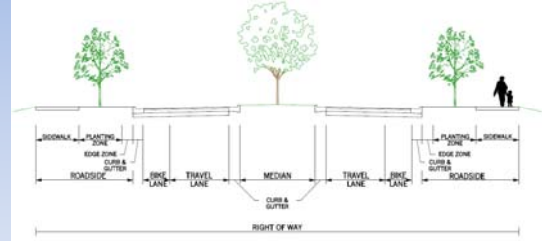
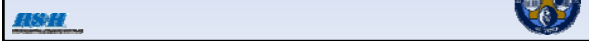


Table 6.2 General Parameters for Arterial Thoroughfares

Context	Suburban (C-3)				General Urban (C-6)				Urban Center/Corridor (C-5B)			
	Boulevard	Avenue	Boulevard	Avenue	Boulevard	Avenue	Boulevard	Avenue	Boulevard	Avenue	Boulevard	Avenue
Building Orientation (entrance orientation)	Front, side	Front, side	Front, side	Front, side	Front	Front	Front	Front	Front	Front	Front	Front
Maximum Setback [1]	20 ft.	20 ft.	5 ft.	5 ft.	15 ft.	15 ft.	0 ft.	0 ft.	10 ft.	10 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear	rear	rear	rear
Roadside												
Recommended Roadside Width [2]	14 ft.	12 ft.	14 ft.	15 ft.	15 ft.	12 ft.	12 ft.	18 ft.	21 ft.	15 ft.	21 ft.	15 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]	8 ft.	8 ft.	7 ft. tree well	6 ft. tree well	8 ft. planting strip	8 ft.	8 ft.	7 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting	For all arterial thoroughfares in all context areas, intersection safety lighting, bike street lighting and pedestrian-activated lighting is required. See Chapter 8 (Roadside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).											
Travel Way												
Target Speed (mph)	35	25-30	35	35	35	25-30	35	25-30 [3]	35	25-30	30	25-30 [3]
Design Speed	Design speed should be a maximum of 5 mph over the operating speed. Operating speed is used as a control for certain aesthetic design elements including sight distance and horizontal and vertical alignment.											
Number of Through Lanes [4]	4-6	2-4	4-6	2-4	4-6	2-4	4-6	2-4	4-6	2-4	4-6	2-4
Lane Width [5]	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width [6]	7 ft.	7 ft.	8 ft.	8 ft.	7 ft.	8 ft.	8 ft.	8 ft.	7 ft.	8 ft.	8 ft.	8 ft.
Min. Combined Parking/Dike Lane Width	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [7]	762 ft.	510 ft.	762 ft.	762 ft.	510 ft.	762 ft.	510 ft.	762 ft.	510 ft.	762 ft.	510 ft.	510 ft.
Vertical Alignment												
Medians (which will accommodate single left-turn lanes at intersections) [8]	14-16 ft.	Optional 14 ft.	14-16 ft.	Optional 14 ft.	14-16 ft.	Optional 14 ft.	14-16 ft.	Optional 14 ft.	14-16 ft.	Optional 14 ft.	14-16 ft.	Optional 14 ft.
Bike Lanes (min./preferred width)	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.
Access Management [9]	Medium	Low	High	Medium	Low	High	Medium	Low	High	Low	High	Low
Typical Traffic Volume Range (vd)	20,000-15,000	15,000-20,000	20,000-15,000	15,000-20,000	10,000-20,000	10,000-20,000	15,000-40,000	15,000-40,000	15,000-40,000	10,000-15,000	15,000-40,000	15,000-40,000
Intersections												
Roundabout	Consider urban single-lane roundabouts at intersections on arterial avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.											
Curb Return Radii	Refer to Chapter 11 (Intersection Design Guidelines) for details.											

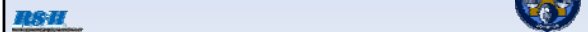
Arterial Boulevard and Avenue

Context	Commercial	
	Boulevard	Avenue
Building Orientation (entrance orientation)	front	front
Maximum Setback [1]	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side
Roadside		
Recommended Roadside Width [2]	19 ft.	16 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [2]	7 ft. tree well	6 ft. tree well

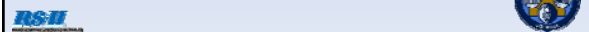
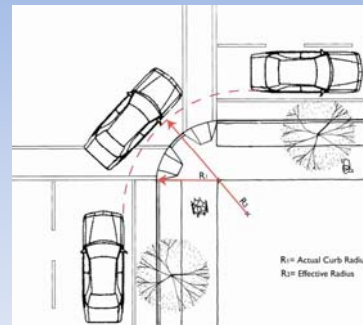


Arterial Boulevard and Avenue

Number of Through Lanes [4]	4-6	2-4
Lane Width [5]	10-12 ft.	10-11 ft.
Parallel On-Street Parking Width [6]	8 ft.	8 ft.
Min. Combined Parking/Dike Lane Width	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [7]	762 ft.	510 ft.
Vertical Alignment	ations of horizontal and vertical	
Medians (which will accommodate single left-turn lanes at intersections) [8]	14-16 ft.	Optional 14 ft.
Bike Lanes (min./preferred width)	5 ft./6 ft.	5 ft./6 ft.
Access Management [9]	High	Low



Arterial Highways, Boulevards and Avenues



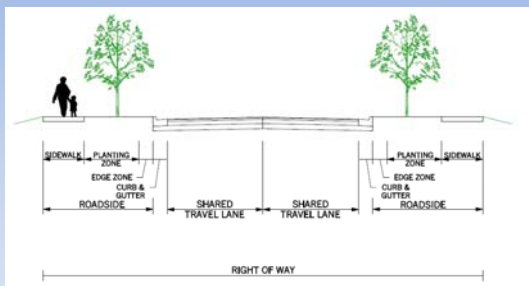
Arterial Boulevard in General Urban Context



Arterial Avenue in Suburban Context



Collector Avenue



Collector Street in Urban Center Context



Statesboro Thoroughfare Map

- ➔ Define four major thoroughfare types
- List design parameters for each type
- ➔ Map major thoroughfares
- Draft general typical sections
- ➔ Draft thoroughfare standards
- Revise map, sections, and standards
- Adopt in ULDC



Implementation

- Standards will be incorporated into the ULDC for each thoroughfare type and planning area
- Subdivisions will reference thoroughfare map
- Zoning districts will reference standards for appropriate thoroughfare types, as applicable

