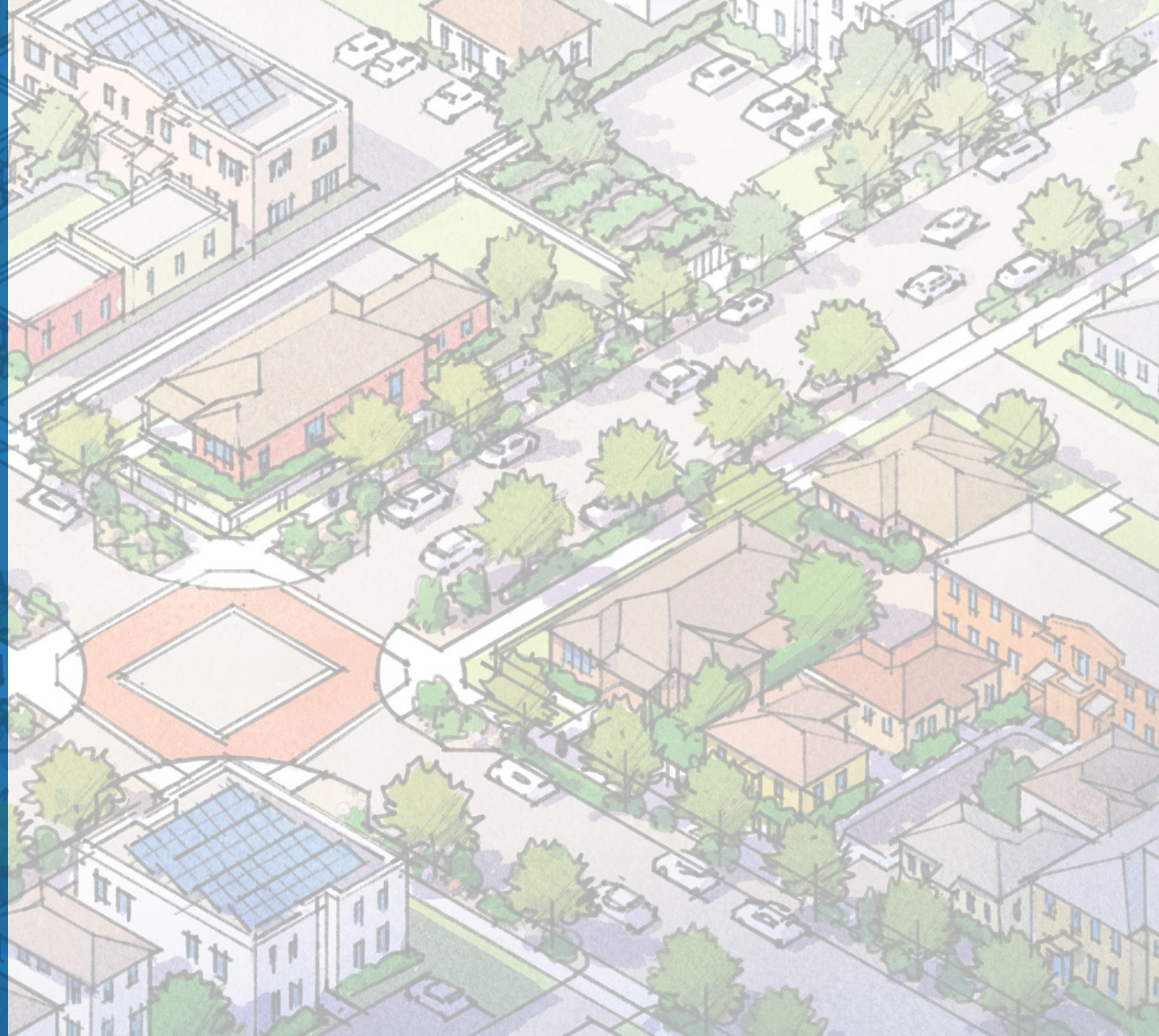
CAN YOUR ZONING HACK IT?

TESTING YOUR CODE TO ENSURE INTENDED OUTCOMES

APA NPC Denver

March 30, 2025



SESSION BREAKDOWN

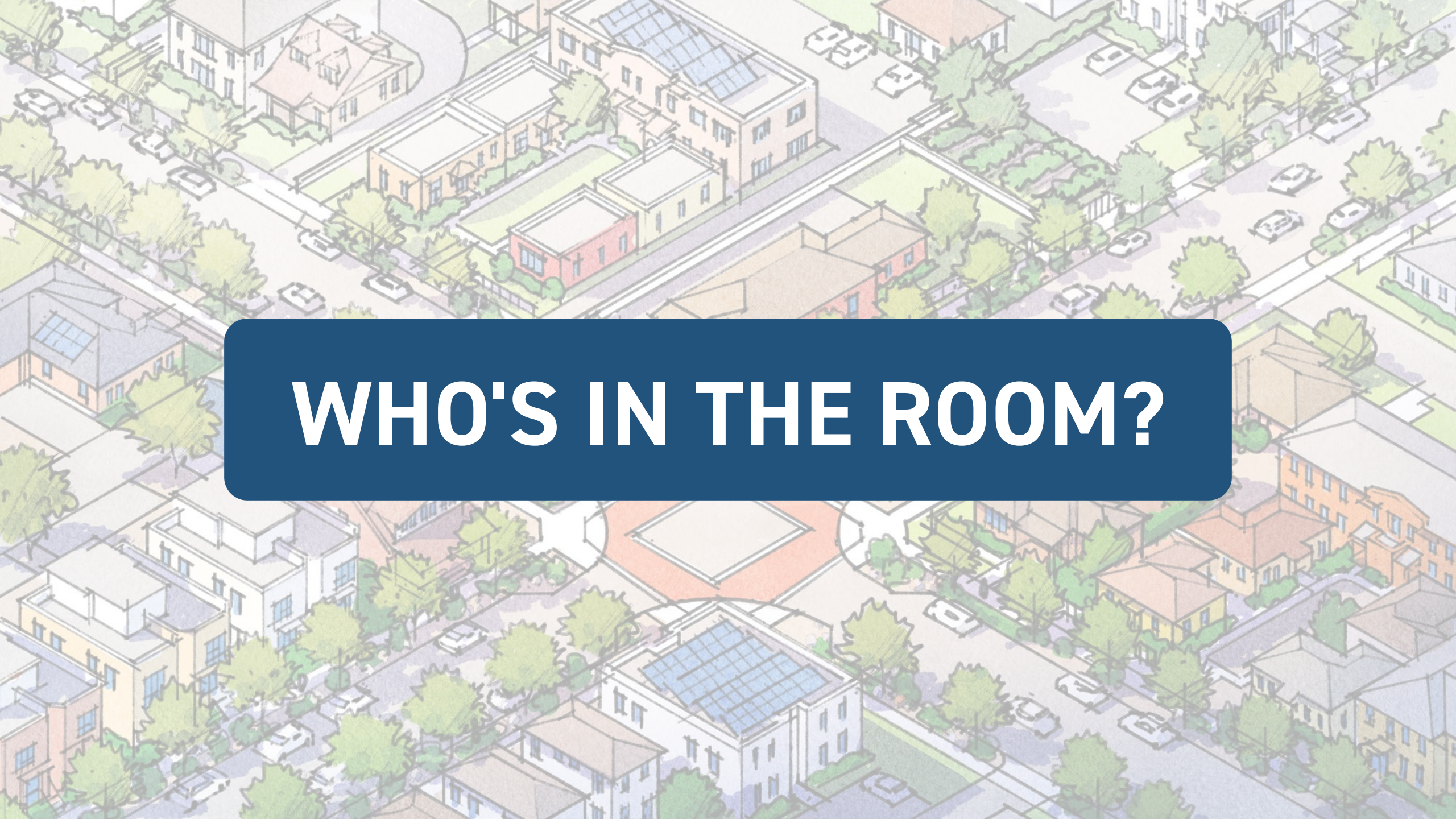
PART 1 **INTRODUCTION** (5 MIN)

PART 2 **WELCOME TO POMONA, CA** (10 MIN)

PART 3 **WELCOME TO GREENVILLE, SC** (10 MIN)

PART 4 **CODE HACK EXERCISE** (50 MIN)

PART 5 **DISCUSSION, Q&A** (15 MIN)


WHO'S IN THE ROOM?

INTRODUCTIONS

CHRISTY DODSON, AICP (she/her)

Associate Principal
Code Studio

ALINA BARRON (she/her)

Senior Planner
Development Services Department
City of Pomona, CA

MAX PASTORE (they/them)

Associate Planner
Development Services Department
City of Pomona, CA

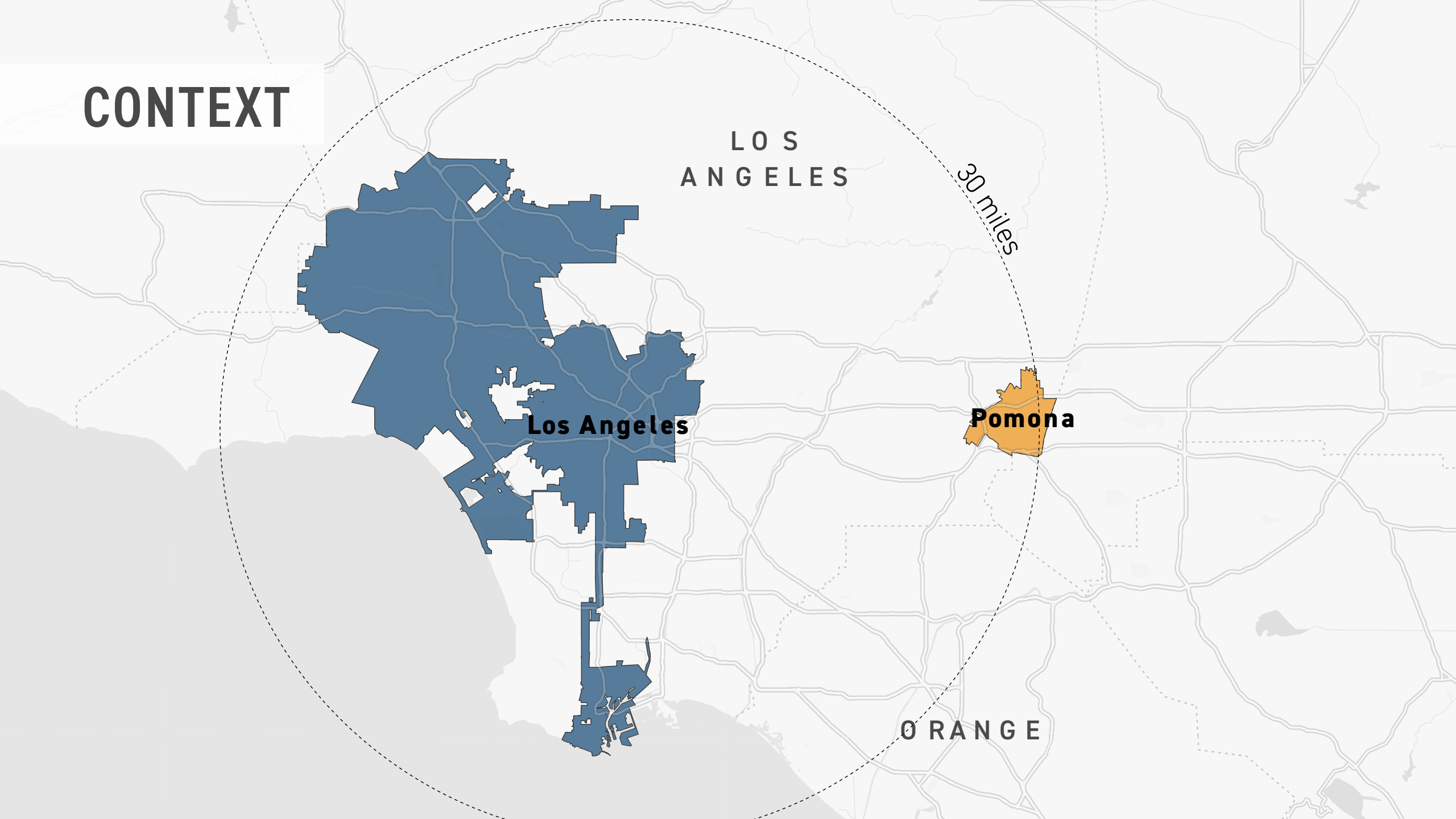
MICHAEL FRIXEN, AICP (he/him)

Principal Development Planner
Planning & Development Services Department
City of Greenville, SC

PART 2

WELCOME TO POMONA, CALIFORNIA

CONTEXT



SOME POLICY CONTEXT FOR TODAYS SESSION

POLICY COMES FIRST

ZONING MUST ALWAYS FOLLOW THE DIRECTION OF **POLICY**

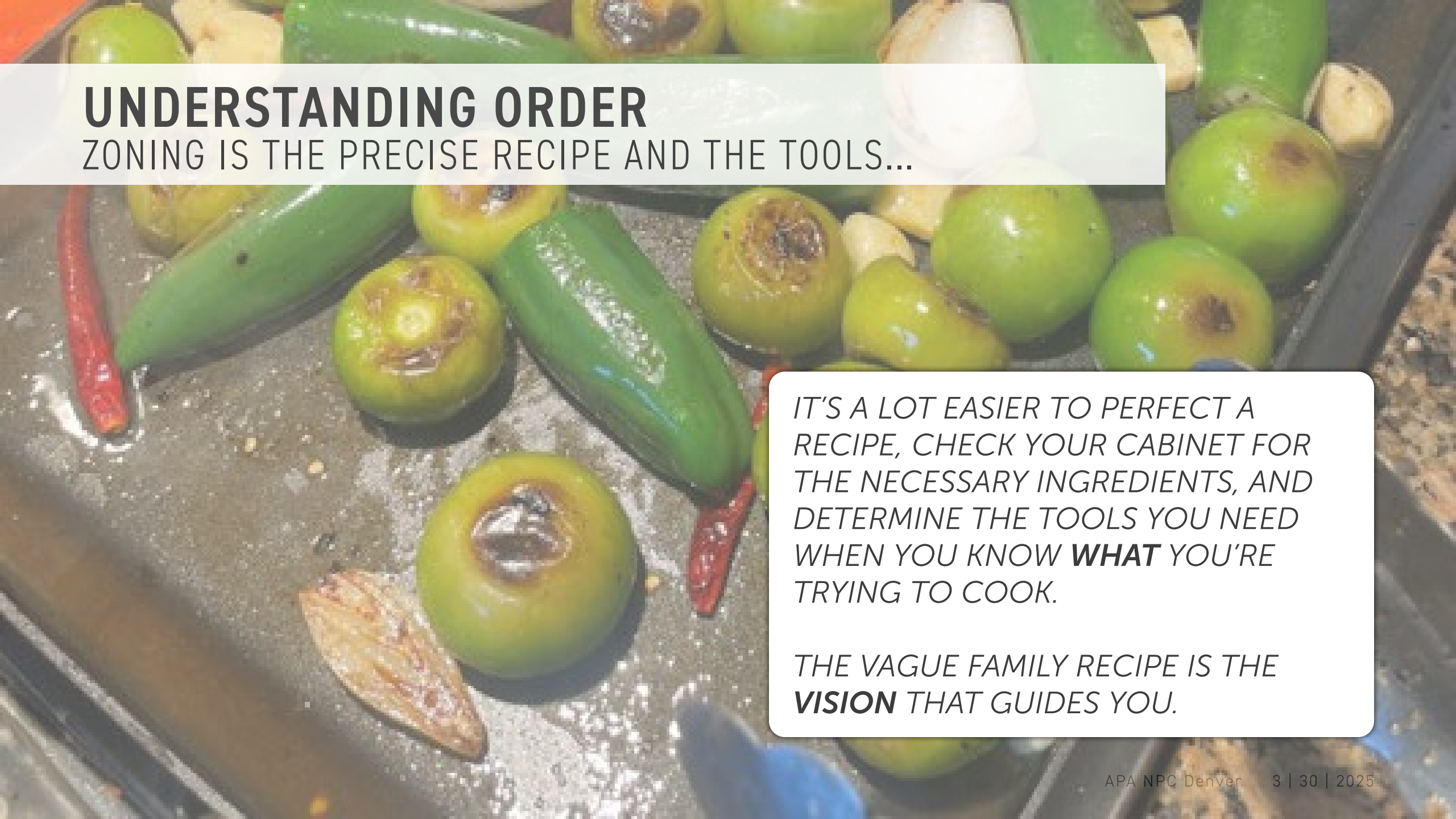
UNDERSTANDING ORDER

POLICY IS LIKE A FAMILY RECIPE...

YOU KNOW WHAT YOU WANT TO ACHIEVE, YOU HAVE THE VISION SET OUT, BUT HOW DO YOU CREATE IT WHEN THERE IS NO EXACT RECIPE?

UNDERSTANDING ORDER

ZONING IS THE PRECISE RECIPE AND THE TOOLS...



*IT'S A LOT EASIER TO PERFECT A RECIPE, CHECK YOUR CABINET FOR THE NECESSARY INGREDIENTS, AND DETERMINE THE TOOLS YOU NEED WHEN YOU KNOW **WHAT** YOU'RE TRYING TO COOK.*

*THE VAGUE FAMILY RECIPE IS THE **VISION** THAT GUIDES YOU.*

UNDERSTANDING ORDER

ZONING IS THE PRECISE RECIPE AND THE TOOLS...

THE SAME TOOLS CAN WORK TO CREATE DIFFERENT THINGS

T A
T FOR
S, AND
*DETERMINE THE TOOLS YOU NEED WHEN YOU KNOW **WHAT** YOU'RE TRYING TO COOK.*

*THE VAGUE FAMILY RECIPE IS THE **VISION** THAT GUIDES YOU.*

FORM-BASED CODES CAN STILL REGULATE USE

Use	Use Module															Reference
	R1	RX1	CX1	CX2	CX3	CX4	CX5	IX1	I1	I2	I3	P1	P2	OS1	OS2	
Media Production:																
Backlot/Outdoor Facility	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Indoor Support Facility	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Soundstage	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Research and Development	-	-	-	-	-	-	-	P*	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Pallet Yard	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
DISTRIBUTION-ORIENTED INDUSTRIAL																
Product Distribution	-	-	-	-	-	-	-	-	P	P	P	-	FD	-	-	
Cold Storage	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
FULFILLMENT-ORIENTED INDUSTRIAL																
Microbusiness	-	-	-	-	-	-	-	-	P	P	P	-	FD	-	-	
Product Fulfillment	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Product Transportation	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
WASTE-ORIENTED INDUSTRIAL																
Automobile Dismantling Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Waste:																
Construction and Demolition Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Electronic Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Food Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Green Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Hazardous Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Medical Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Solid Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Waste Transfer Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	

CALIFORNIA IN THE LAST 10 YEARS

Some California Realities

+ Contending with State housing legislation.
+ Infilling single-family neighborhoods.
+ Design guidelines for housing don't hold legal weight anymore.
+ General Plans hold more legal weight than ever.

DEFINING THE PROBLEM

BROKEN ZONING SYSTEM

- 1-size-fits-all districts
- Neighborhoods treated the same
- Implementing outdated ideas
- Inconsistent with best practices
- Specific plans are zoning band-aids
- Vague yet too wordy

MISALIGNMENT WITH GENERAL PLAN

- Not nuanced enough to implement the General Plan (2014)
- Does not appropriately deal with recent State laws

DEFINING THE SOLUTION

REFRESHED ZONING CODE

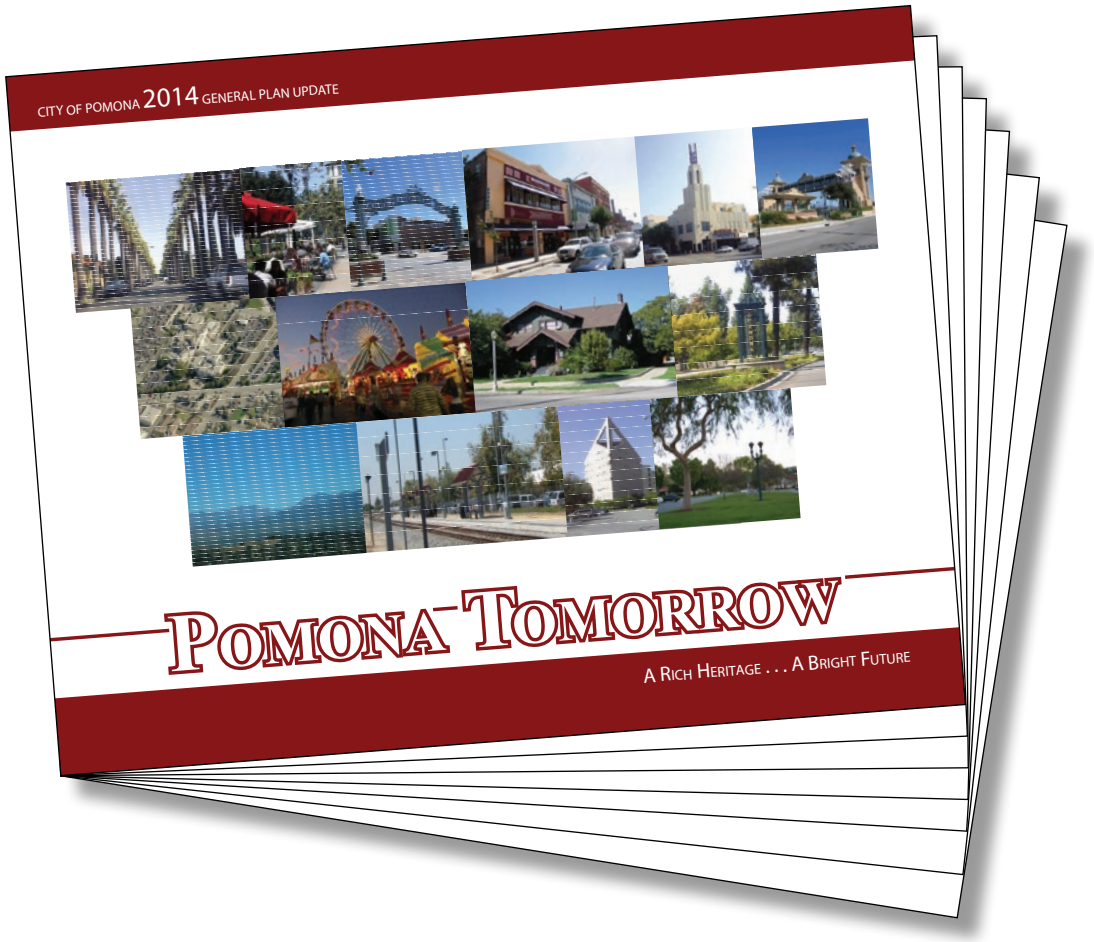
- Replaces outdated rules with contextually appropriate best practices
- Measurable and objective standards
- Introduces graphics and user-friendly navigation

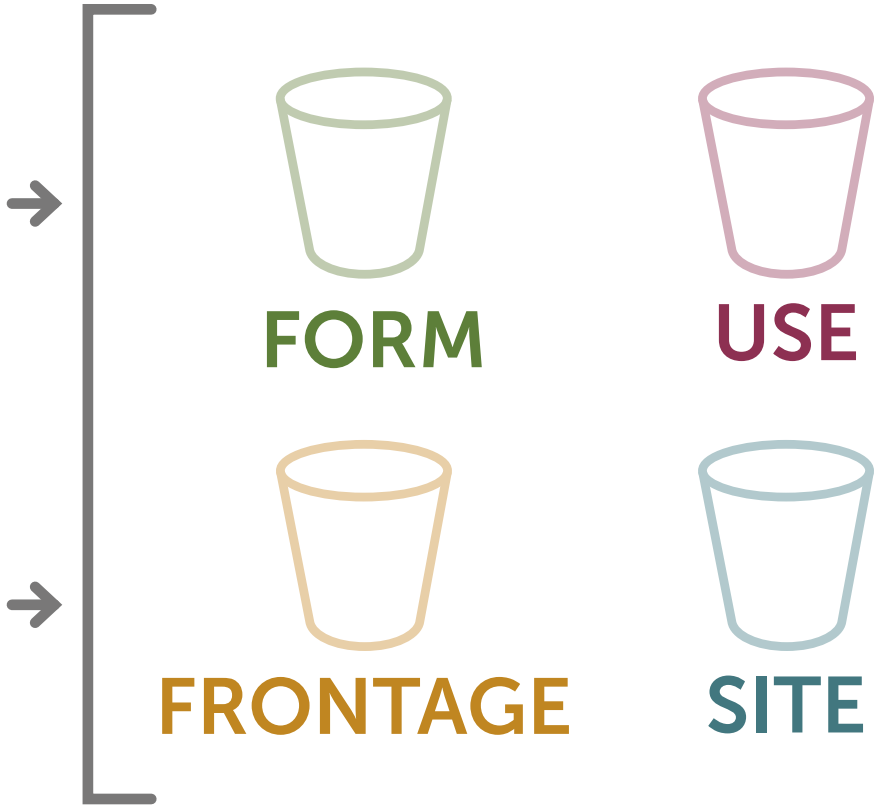
MODULAR ZONING CODE

- Aligns zoning with General Plan (2014)
- Addresses recent State bills
- Flexible system can implement nuanced standards to implement future planning policies

TRANSLATING GENERAL PLAN INTO ZONING

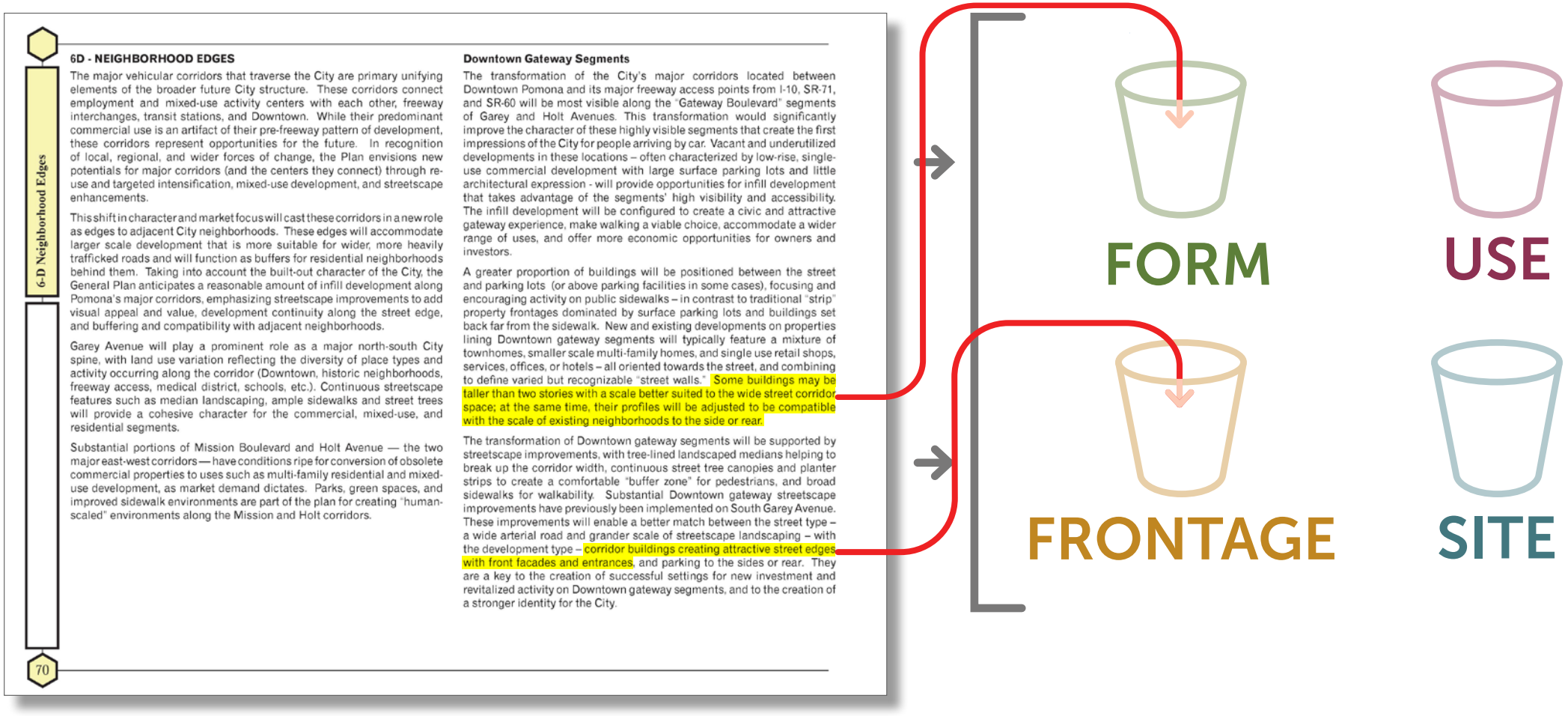
SORTING PLACETYPE RECOMMENDATIONS INTO ZONING RULES





TRANSLATING GENERAL PLAN INTO ZONING

SORTING PLACETYPE RECOMMENDATIONS INTO ZONING RULES



6-D Neighborhood Edges

6D - NEIGHBORHOOD EDGES

The major vehicular corridors that traverse the City are primary unifying elements of the broader future City structure. These corridors connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations, and Downtown. While their predominant commercial use is an artifact of their pre-freeway pattern of development, these corridors represent opportunities for the future. In recognition of local, regional, and wider forces of change, the Plan envisions new potentials for major corridors (and the centers they connect) through re-use and targeted intensification, mixed-use development, and streetscape enhancements.

This shift in character and market focus will cast these corridors in a new role as edges to adjacent City neighborhoods. These edges will accommodate larger scale development that is more suitable for wider, more heavily trafficked roads and will function as buffers for residential neighborhoods behind them. Taking into account the built-out character of the City, the General Plan anticipates a reasonable amount of infill development along Pomona's major corridors, emphasizing streetscape improvements to add visual appeal and value, development continuity along the street edge, and buffering and compatibility with adjacent neighborhoods.

Garey Avenue will play a prominent role as a major north-south City spine, with land use variation reflecting the diversity of place types and activity occurring along the corridor (Downtown, historic neighborhoods, freeway access, medical district, schools, etc.). Continuous streetscape features such as median landscaping, ample sidewalks and street trees will provide a cohesive character for the commercial, mixed-use, and residential segments.

Substantial portions of Mission Boulevard and Holt Avenue — the two major east-west corridors — have conditions ripe for conversion of obsolete commercial properties to uses such as multi-family residential and mixed-use development, as market demand dictates. Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human-scaled" environments along the Mission and Holt corridors.

Downtown Gateway Segments

The transformation of the City's major corridors located between Downtown Pomona and its major freeway access points from I-10, SR-71, and SR-60 will be most visible along the "Gateway Boulevard" segments of Garey and Holt Avenues. This transformation would significantly improve the character of these highly visible segments that create the first impressions of the City for people arriving by car. Vacant and underutilized developments in these locations – often characterized by low-rise, single-use commercial development with large surface parking lots and little architectural expression - will provide opportunities for infill development that takes advantage of the segments' high visibility and accessibility. The infill development will be configured to create a civic and attractive gateway experience, make walking a viable choice, accommodate a wider range of uses, and offer more economic opportunities for owners and investors.

A greater proportion of buildings will be positioned between the street and parking lots (or above parking facilities in some cases), focusing and encouraging activity on public sidewalks – in contrast to traditional "strip" property frontages dominated by surface parking lots and buildings set back far from the sidewalk. New and existing developments on properties lining Downtown gateway segments will typically feature a mixture of townhomes, smaller scale multi-family homes, and single use retail shops, services, offices, or hotels – all oriented towards the street, and combining to define varied but recognizable "street walls." Some buildings may be taller than two stories with a scale better suited to the wide street corridor space; at the same time, their profiles will be adjusted to be compatible with the scale of existing neighborhoods to the side or rear.

The transformation of Downtown gateway segments will be supported by streetscape improvements, with tree-lined landscaped medians helping to break up the corridor width, continuous street tree canopies and planter strips to create a comfortable "buffer zone" for pedestrians, and broad sidewalks for walkability. Substantial Downtown gateway streetscape improvements have previously been implemented on South Garey Avenue. These improvements will enable a better match between the street type – a wide arterial road and grander scale of streetscape landscaping – with the development type – corridor buildings creating attractive street edges with front facades and entrances, and parking to the sides or rear. They are a key to the creation of successful settings for new investment and revitalized activity on Downtown gateway segments, and to the creation of a stronger identity for the City.

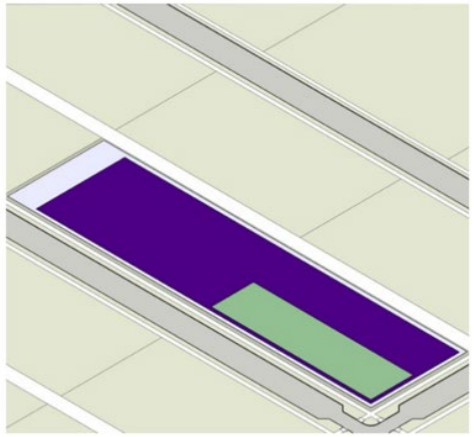
70

TRANSLATING GENERAL PLAN INTO ZONING

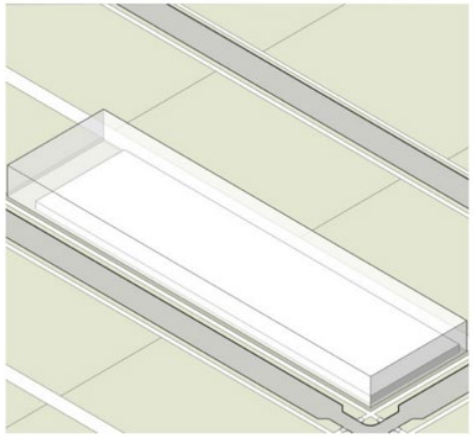
CALIBRATING STANDARDS TO MEET POLICY GOALS

E. Low-Rise Broad 1 (LB1)

1. BUILDING PLACEMENT



2. BUILDING FORM

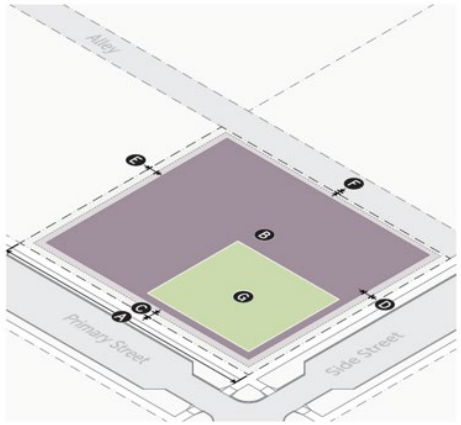


LOT SIZE	Sec. 3C.360.
Ⓐ Width	
Front access (min)	n/a
Side/alley access (min)	n/a
COVERAGE	*Sec. 3C.370.*
Impervious coverage (max)	85%
Ⓑ Building coverage (max)	80%
Building setbacks	
Ⓒ Primary street lot line (min)	5'
Ⓓ Side street lot line (min)	5'
Ⓔ Side lot line (min)	0' or 5'
Ⓕ Rear lot line (min)	20'
Ⓖ Alley lot line (min)	2' or 20'
AMENITY	*Sec. 3C.380.*
Ⓗ Outdoor amenity space (min)	20%

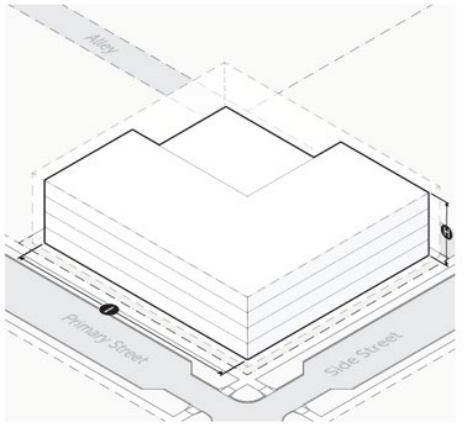
BUILDING	Sec. 3C.390.
Building height	
Ⓘ Base (max stories/feet)	1/40'
Bonus (max stories/feet)	n/a
Ⓙ Building width (max)	500'
Building break (min)	n/a
FENCES & WALLS	*Sec. 7B.720.E.*
Front yard height (max)	See frontage
Side/rear yard height (max)	Type VII | 10'
REQUIRED PARKING	*Sec. 7B.710.C.3.a.*
Residential	
1-3 dwelling units (min)	Not required
4+ dwelling units (min)	1 parking space per dwelling unit required after 3rd dwelling unit

330.D. Low-Rise Medium 4 (LM4)

1. BUILDING PLACEMENT



2. BUILDING FORM



LOT SIZE	Sec. 360.
Lot Area (min)	n/a
Ⓐ Lot Width	
Front access (min)	100'
Side/alley access (min)	80'
COVERAGE	*Sec. 370.*
Impervious coverage (max)	80%
Ⓑ Building coverage (max)	75%
Building setbacks	
Ⓒ Primary street lot line (min)	5'
Ⓓ Side street lot line (min)	5'
Ⓔ Side lot line (min)	0' or 5'
Rear lot line (min)	20'
Alley setbacks	

BUILDING	Sec. 390.
Ⓗ Building height (max stories/feet)	4/55'
Bonus (max stories/feet)	n/a
Ⓘ Building width (max)	150'
Building break (min)	n/a
Ⓙ Building depth (max)	150'
FENCES AND WALLS	*Sec. 620.E*
Front yard type	See Frontage Module
Side/rear yard type	Type VI

TRANSLATING GENERAL PLAN INTO ZONING

CALIBRATING STANDARDS TO MEET POLICY GOALS

TRANSLATING GENERAL PLAN INTO ZONING

CALIBRATING STANDARDS TO MEET POLICY GOALS

CODE HACK APPLICATIONS

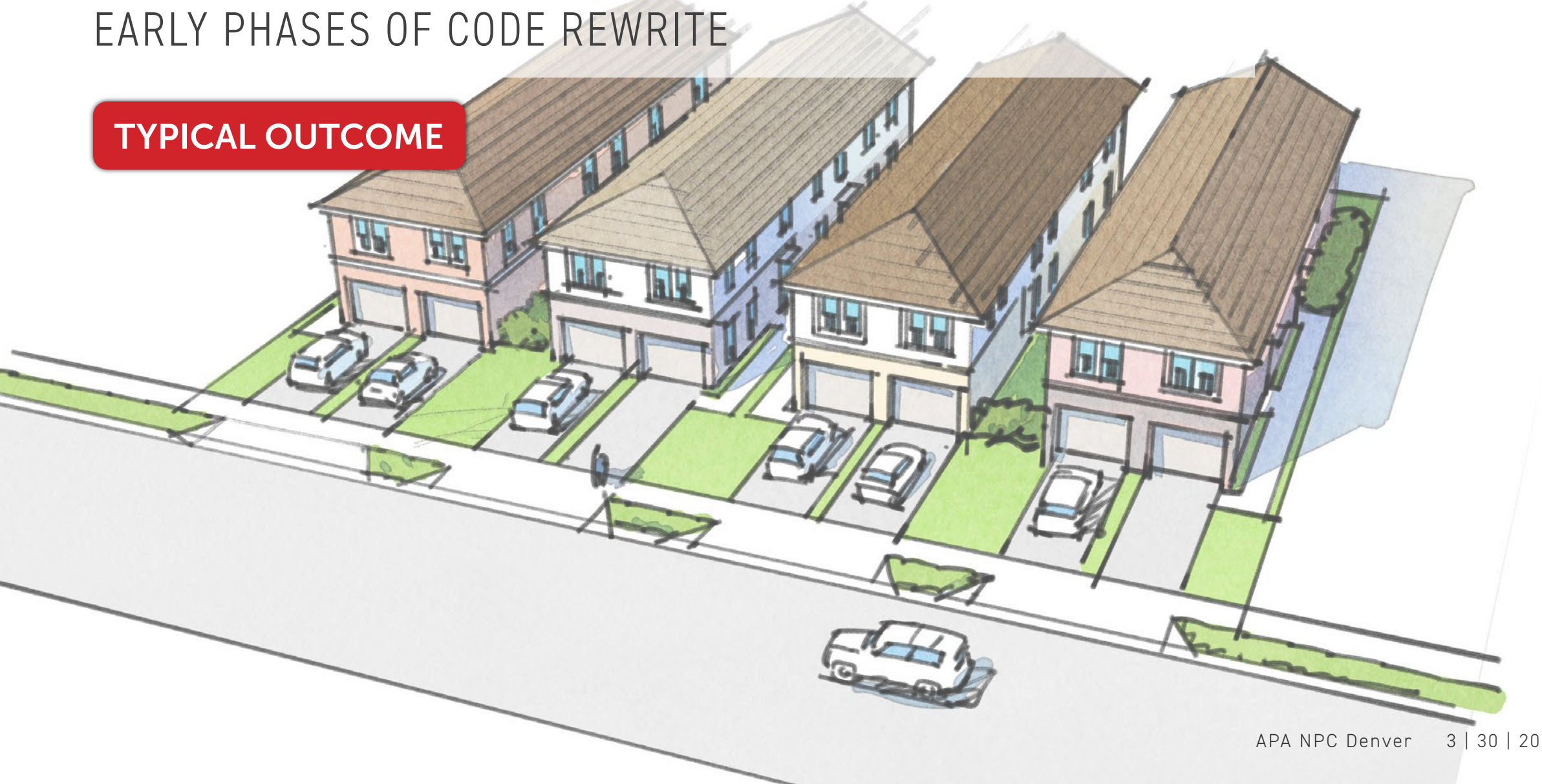
WHY? WHEN?

1. **EARLY PHASES OF A CODE REWRITE** → To Visualizing Policy
2. **MID PHASES OF A CODE REWRITE** → To Evaluate Trade-offs
3. **POST ADOPTION** → To Evaluate Results + Identify Potential Amendments

APPLICATION 1: VISUALIZING POLICY

EARLY PHASES OF CODE REWRITE

TYPICAL OUTCOME

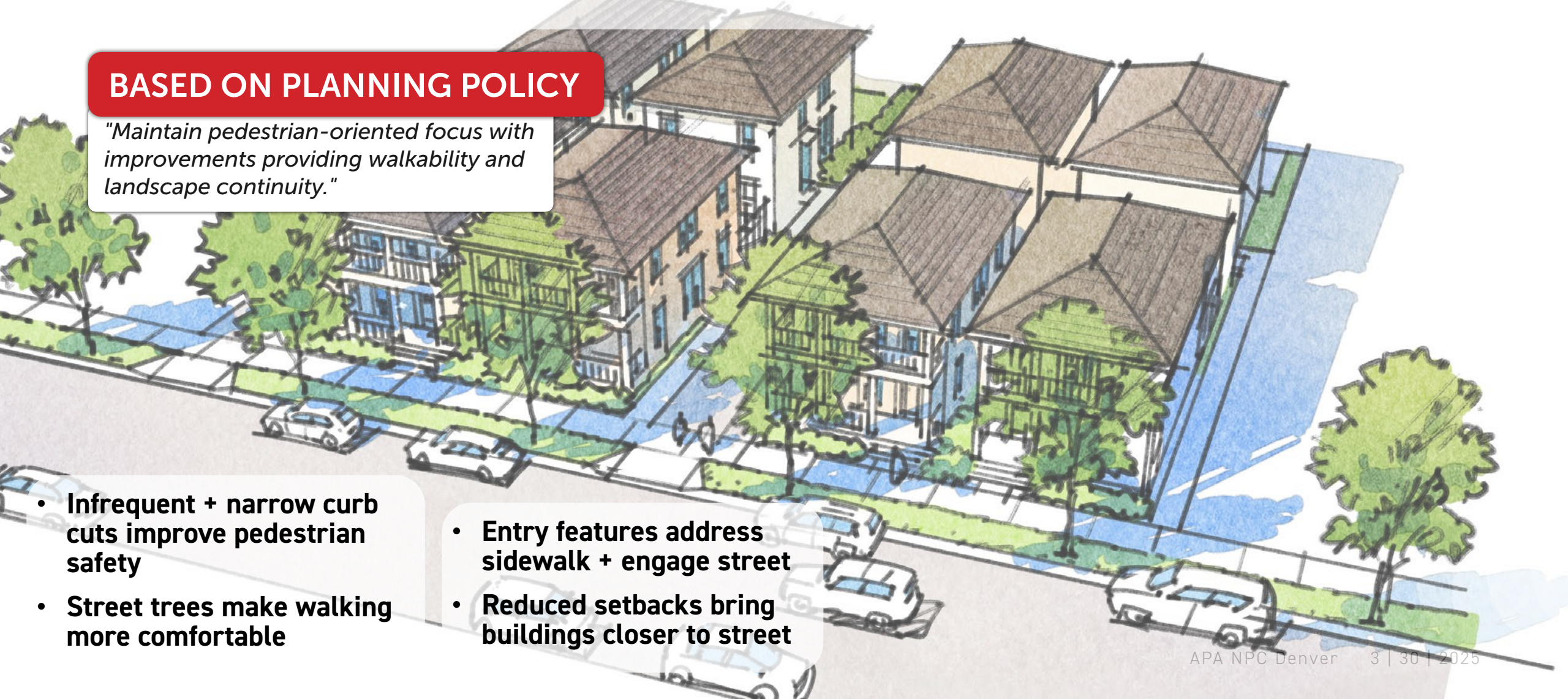


APPLICATION 1: VISUALIZING POLICY

EARLY PHASES OF CODE REWRITE

BASED ON PLANNING POLICY

"Maintain pedestrian-oriented focus with improvements providing walkability and landscape continuity."



- **Infrequent + narrow curb cuts improve pedestrian safety**
- **Street trees make walking more comfortable**
- **Entry features address sidewalk + engage street**
- **Reduced setbacks bring buildings closer to street**

APPLICATION 2: EVALUATING TRADE-OFFS

MID PHASES OF CODE REWRITE

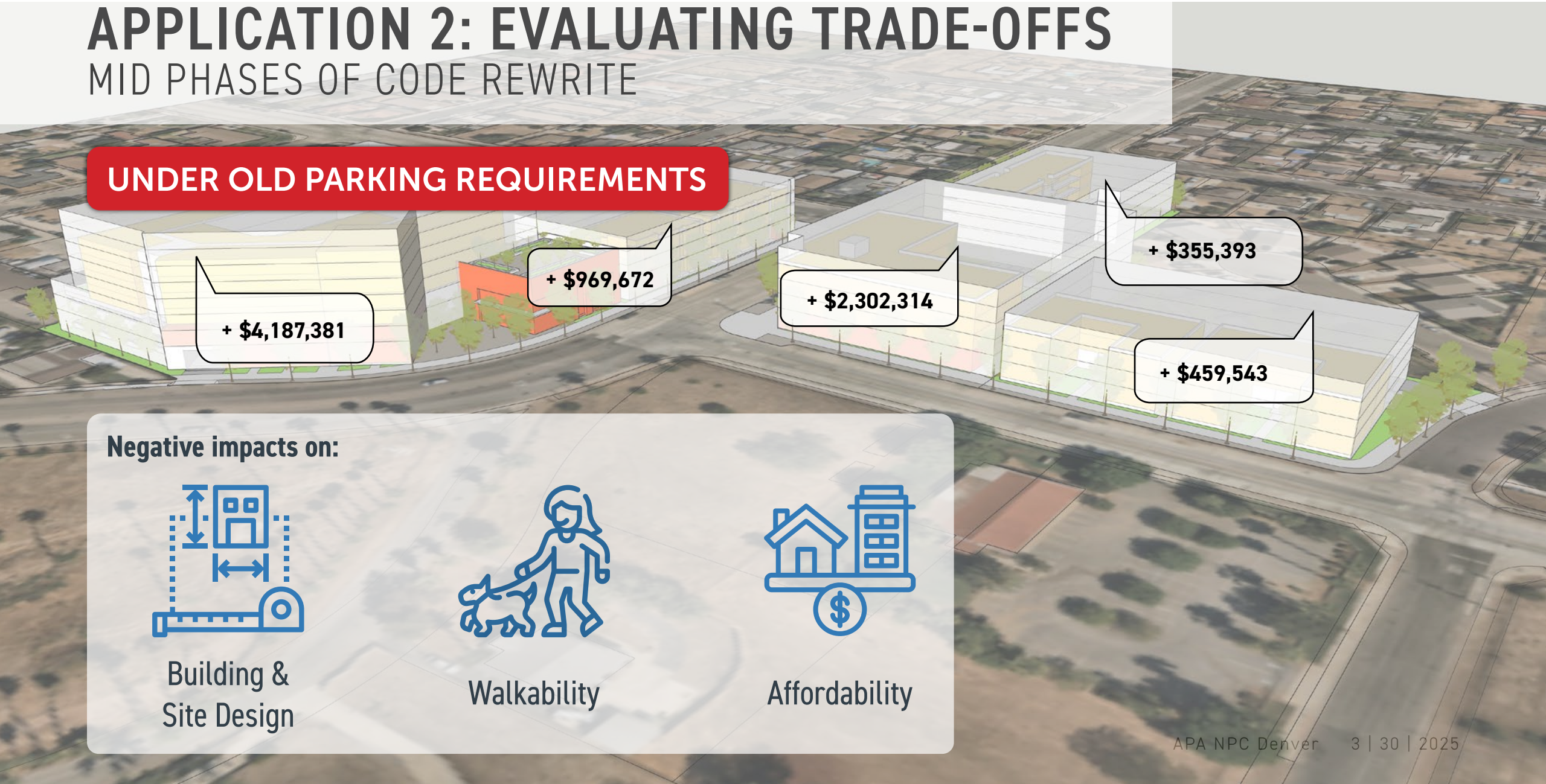
BASED ON PLANNING POLICY

Rendering

APPLICATION 2: EVALUATING TRADE-OFFS

MID PHASES OF CODE REWRITE

UNDER OLD PARKING REQUIREMENTS



Negative impacts on:

- Building & Site Design
- Walkability
- Affordability

APPLICATION 2: EVALUATING TRADE-OFFS
MID PHASES OF CODE REWRITE

ULTIMATE RESULT:

Standards

a. Required Parking

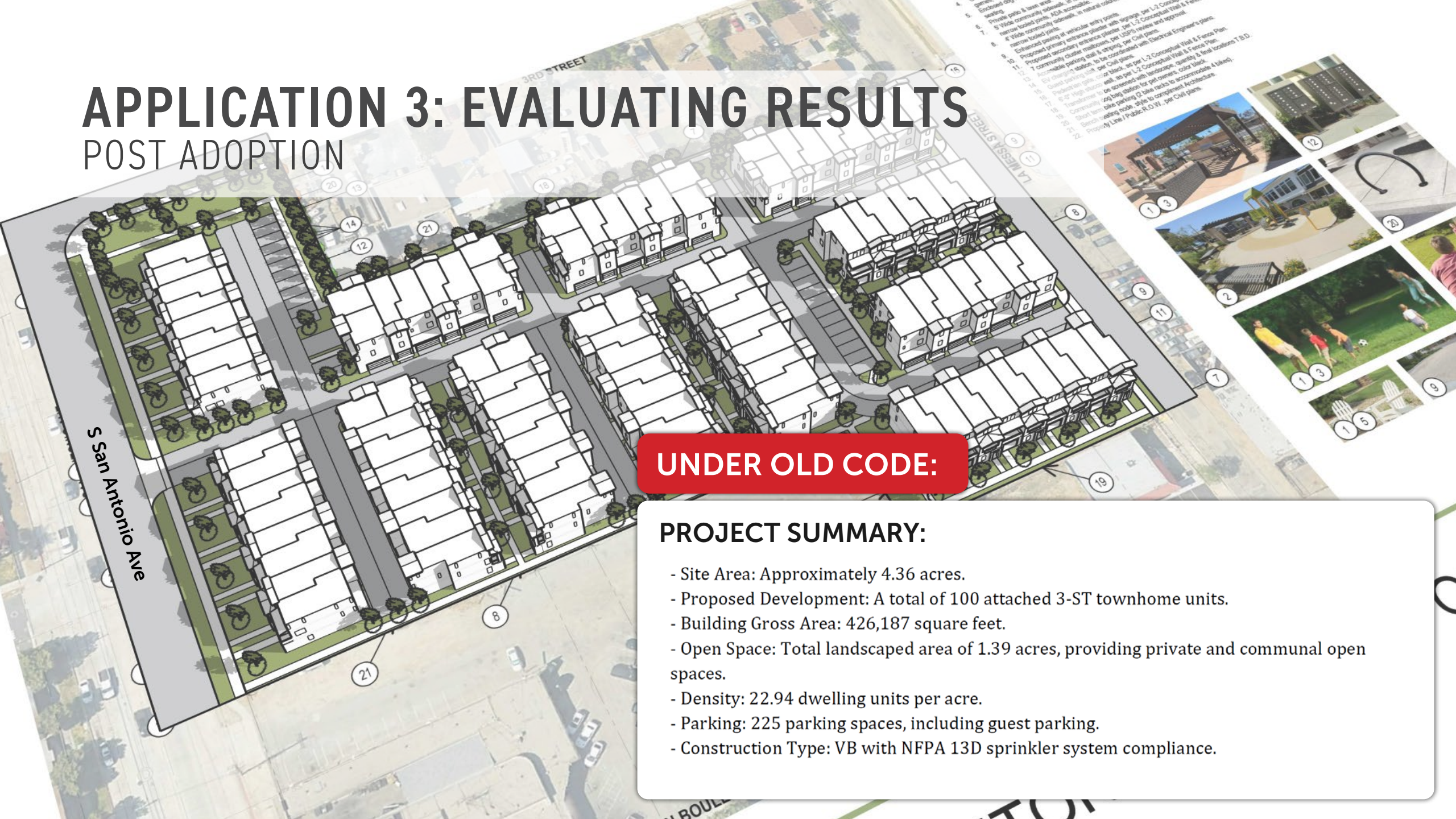
1. General

i. Automobile parking must be provided in accordance with the following table.

REQUIRED AUTOMOBILE PARKING	
Use	Required Off-Street Parking Spaces (min)
RESIDENTIAL	
All:	
1st 3 dwelling units	none
4th+ dwelling units	1 per 1 du after 3rd du
NONRESIDENTIAL	
All:	
Under 15,000 SF	none
15,000+ SF	subject to a parking study

APPLICATION 3: EVALUATING RESULTS

POST ADOPTION



UNDER OLD CODE:

PROJECT SUMMARY:

- Site Area: Approximately 4.36 acres.
- Proposed Development: A total of 100 attached 3-ST townhome units.
- Building Gross Area: 426,187 square feet.
- Open Space: Total landscaped area of 1.39 acres, providing private and communal open spaces.
- Density: 22.94 dwelling units per acre.
- Parking: 225 parking spaces, including guest parking.
- Construction Type: VB with NFPA 13D sprinkler system compliance.

APPLICATION 3: EVALUATING RESULTS
POST ADOPTION

DOESN'T MEET NEW CODE:

FIRE LANE DESIGN
(SEC. 610.A.6.1)

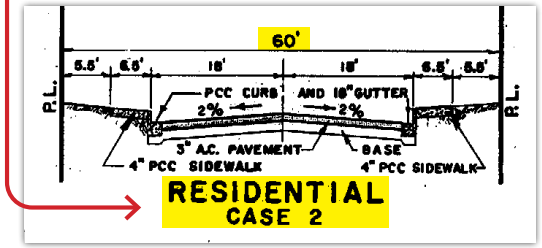
6. **Fire Apparatus Access Road Design**

   a. **Applicability**

   All fire apparatus access roads.

   b. **Standards**

   1. All fire apparatus access roads must meet the design standards of a Residential Case 2 roadway type as defined in the Public Works Department's *Standard Drawings (Std. No. A-1-71-II.)*.
   2. All fire apparatus access roads are considered secondary streets and are subject to the frontage standards of *Part 4, Frontage*.
   3. At the discretion of the LA County Fire Department, a fire apparatus access road may take access from a street or fire apparatus access road located on an adjoining property if a reciprocal easement agreement is established.



FIRE LANE FRONTAGE
(SEC. 610.A.6.2.)

6. **Fire Apparatus Access Road Design**

   a. **Applicability**

   All fire apparatus access roads.

   b. **Standards**

   1. All fire apparatus access roads must meet the design standards of a Residential Case 2 roadway type as defined in the Public Works Department's *Standard Drawings (Std. No. A-1-71-II.)*.
   2. All fire apparatus access roads are considered secondary streets and are subject to the frontage standards of *Part 4, Frontage*.
   3. At the discretion of the LA County Fire Department, a fire apparatus access road may take access from a street or fire apparatus access road located on an adjoining property if a reciprocal easement agreement is established.

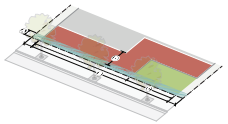
	Primary Street	Side Street
BUILD-TO	*Sec. 470.*	
Applicable stories (min)	All	All
A Build-to depth (max)	10'	10'
B Build-to width (min)	80%	50%
C Pedestrian amenity allowance	30%	20%
D Active depth (min)	15'	10'
PARKING LOCATION	*Sec. 480.*	
Parking between building and street	Not allowed	Not allowed
LANDSCAPING	*Sec. 490.*	
Frontage planting area (min)	30%	30%
Frontage yard fence and wall type allowed	Type A1	Type A2

	Primary Street	Side Street
TRANSPARENCY	*Sec. 4100.*	
E Ground story transparency	50%	35%
F Upper story transparency	25%	25%
G Active wall spacing (max)	25'	25'
ENTRANCES	*Sec. 4110.*	
H Street-facing entrance	Required	Required
I Entrance spacing (max)	75'	100'
Required Entry feature	Required	No
Options	• Stoop • Forecourt • Recessed Entry • Covered Entry • Storefront Bay • Market Stall	
GROUND STORY	*Sec. 4120.*	
J Ground story-height		
Residential (min)	10'	10'
Non-residential (min)	16'	16'
K Ground-story elevation		
Residential (min/max)	0'/5'	0'/5'
Non-residential (min/max)	0'/2'	0'/2'

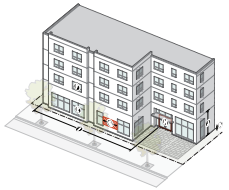
STREET-FACING FRONTAGE
(SEC. 440.A.)

440.A. **General 1 (G1)**

1. **STREET ORIENTATION**



2. **STREET-FACING FACADE**



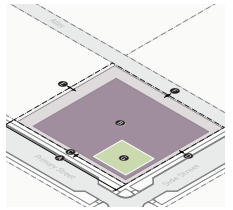
	Primary Street	Side Street
BUILD-TO	*Sec. 470.*	
Applicable stories (min)	All	All
A Build-to depth (max)	10'	10'
B Build-to width (min)	80%	50%
C Pedestrian amenity allowance	30%	20%
D Active depth (min)	15'	10'
PARKING LOCATION	*Sec. 480.*	
Parking between building and street	Not allowed	Not allowed
LANDSCAPING	*Sec. 490.*	
Frontage planting area (min)	30%	30%
Frontage yard fence and wall type allowed	Type A1	Type A2

	Primary Street	Side Street
TRANSPARENCY	*Sec. 4100.*	
E Ground story transparency	50%	35%
F Upper story transparency	25%	25%
G Active wall spacing (max)	25'	25'
ENTRANCES	*Sec. 4110.*	
H Street-facing entrance	Required	Required
I Entrance spacing (max)	75'	100'
Required Entry feature	Required	No
Options	• Stoop • Forecourt • Recessed Entry • Covered Entry • Storefront Bay • Market Stall	
GROUND STORY	*Sec. 4120.*	
J Ground story-height		
Residential (min)	10'	10'
Non-residential (min)	16'	16'
K Ground-story elevation		
Residential (min/max)	0'/5'	0'/5'
Non-residential (min/max)	0'/2'	0'/2'

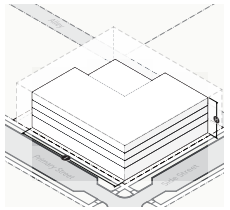
OPEN SPACE DESIGN
(SEC. 380.B.)

330.C. **Low-Rise Medium 3 (LM3)**

1. **BUILDING PLACEMENT**



2. **BUILDING FORM**



LOT SIZE	*Sec. 360.*
Lot Area (min)	
A Lot Width	
Front access	
Side/alley access	
COVERAGE	
Impervious coverage	
B Building coverage	
Building setbacks	
C Primary street lot line	
D Side street lot line	
E Side lot line (min)	
Rear lot line (min)	
Alley setbacks	
F Alley lot line (min)	3' or 20'
Alley centerline (min)	13' or 30'
AMENITY	*Sec. 380.*
G Outdoor amenity space (min)	15%

380.B. **Outdoor Amenity Space Design Standards**

1. **Intent**

   To ensure that amenity spaces provided by projects are sufficient enough to provide spaces which are accessible, usable, and safe to persons of all ages and abilities, and provide adequate access to open space, recreation, and shared amenities.

2. **General**

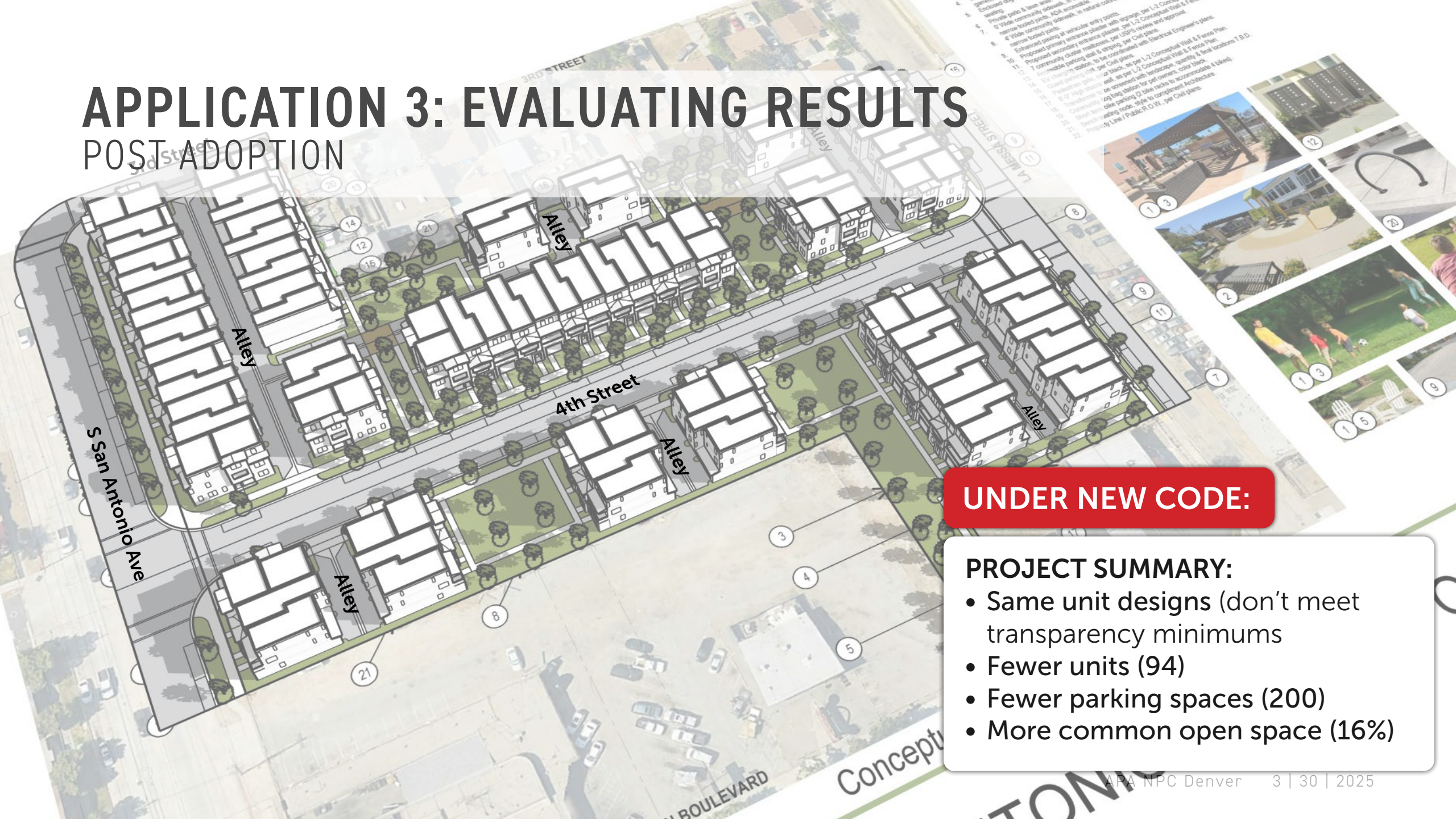
   a. Outdoor amenity space cannot be fully enclosed.

   b. No portion of an outdoor amenity space can have a clear height of less than 7.5 feet.

   c. Outdoor amenity space that is roofed must have a minimum clear height of 1.5 times the depth of the roofed area.

APPLICATION 3: EVALUATING RESULTS

POST ADOPTION

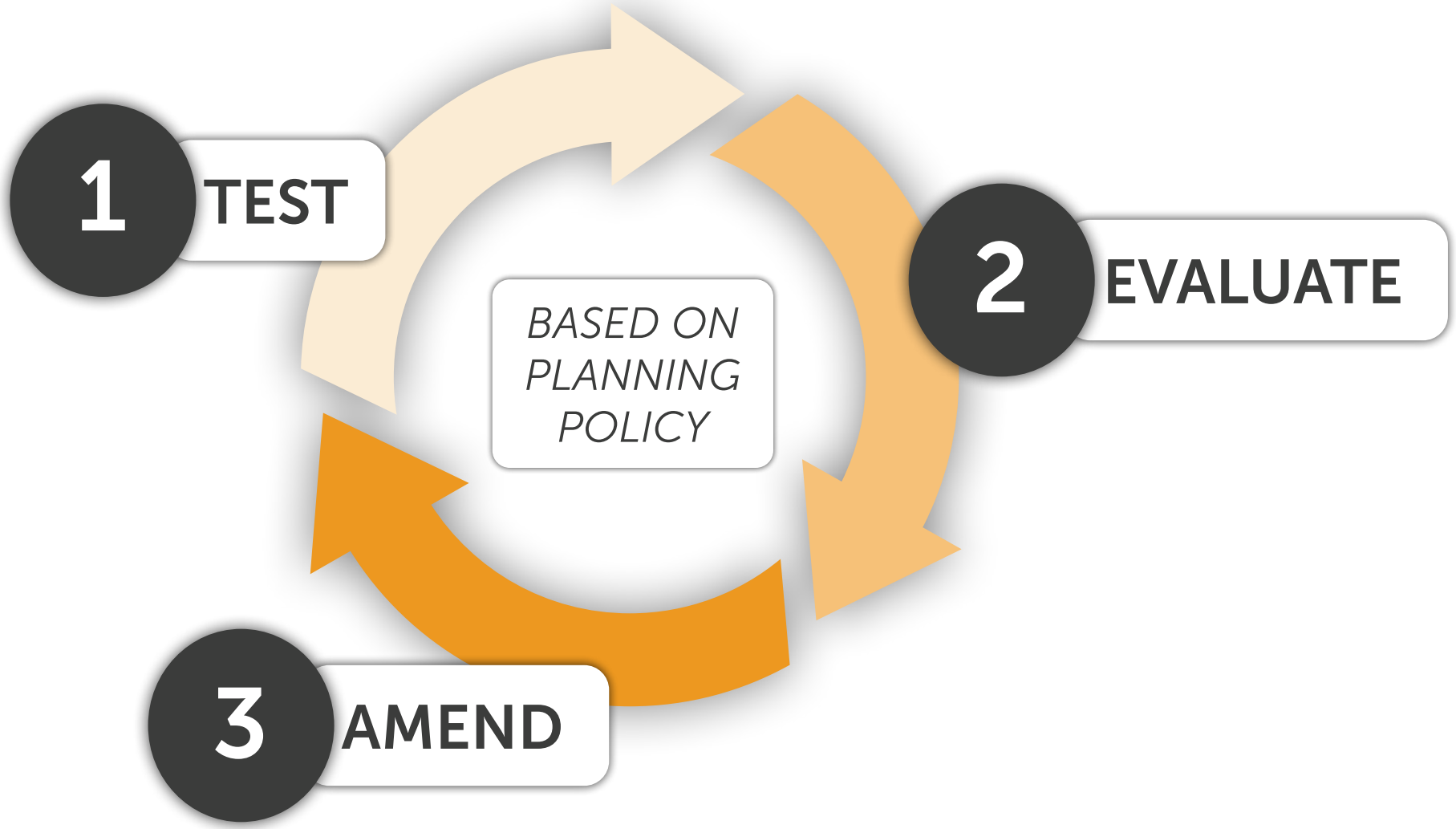


UNDER NEW CODE:

PROJECT SUMMARY:

- **Same unit designs** (don't meet transparency minimums
- Fewer units (94)
- Fewer parking spaces (200)
- More common open space (16%)

CODE HACK LIFECYCLE
POST ADOPTION



FUTURE APPLICATIONS
STREET ZONING

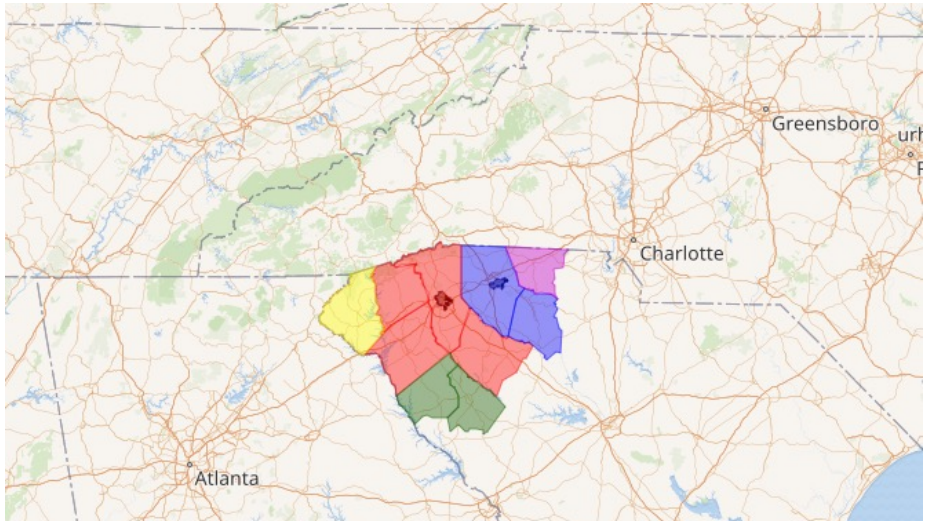
POTENTIAL:

- Marriage of **Public and Private Realms**
- Brings **objectivity and predictability** to the development of city rights of way
- Allows for **accountability** and **transparency** on Active Transportation Plans, Bicycle Plans, etc
- Will tie zones to **measurable GHG reductions**, making Pomona more competitive for grant funding.

PART 3

WELCOME TO GREENVILLE, SOUTH CAROLINA

CITY OF GREENVILLE, SC



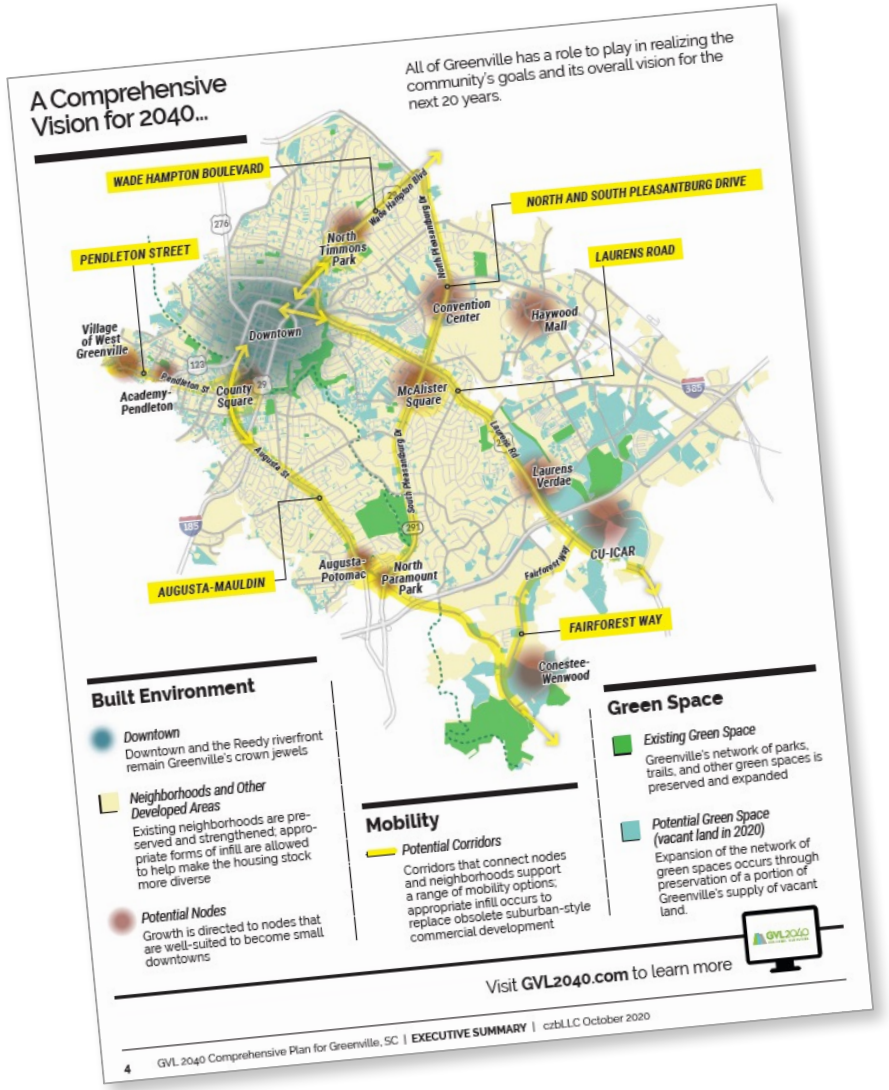
CONTEXT

+ City Population: 78,600
+ MSA Population: +1 Million
+ 31 Square Miles
+ Urban center of Upstate South Carolina

CURRENT ISSUES

+ Suburban and Urban development patterns
+ Significant population growth and housing demand since 2020

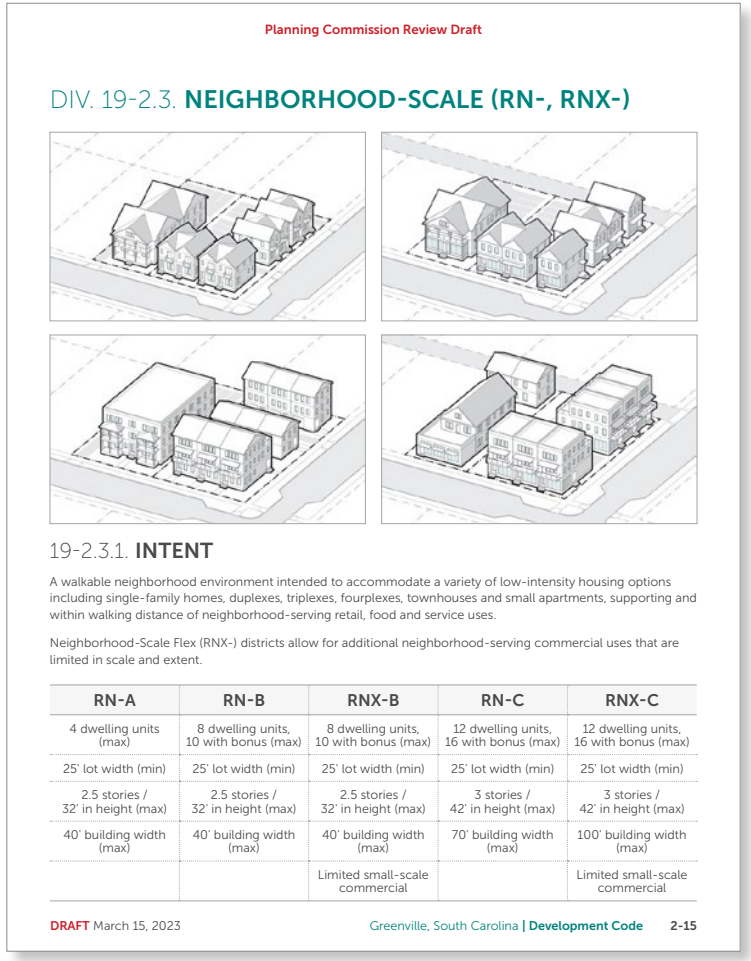
A NEW DEVELOPMENT CODE FOR GREENVILLE



PROJECT GOALS

+ Implement the GVL 2040 Comprehensive Plan, adopted early 2021
+ Easy-to-use, highly illustrated document
+ Form-based code
+ Incorporate zoning incentives for open space and affordable housing
+ Transitions between commercial areas and residential neighborhoods
+ Gentle density with Missing Middle housing options and ADUs

THE CODE: RIGHT-SIZED DISTRICTS



Planning Commission Review Draft

DIV. 19-2.3. **NEIGHBORHOOD-SCALE (RN-, RNX-)**

19-2.3.1. **INTENT**

A walkable neighborhood environment intended to accommodate a variety of low-intensity housing options including single-family homes, duplexes, triplexes, fourplexes, townhouses and small apartments, supporting and within walking distance of neighborhood-serving retail, food and service uses.

Neighborhood-Scale Flex (RNX-) districts allow for additional neighborhood-serving commercial uses that are limited in scale and extent.

RN-A	RN-B	RNX-B	RN-C	RNX-C
4 dwelling units (max)	8 dwelling units, 10 with bonus (max)	8 dwelling units, 10 with bonus (max)	12 dwelling units, 16 with bonus (max)	12 dwelling units, 16 with bonus (max)
25' lot width (min)	25' lot width (min)	25' lot width (min)	25' lot width (min)	25' lot width (min)
2.5 stories / 32' in height (max)	2.5 stories / 32' in height (max)	2.5 stories / 32' in height (max)	3 stories / 42' in height (max)	3 stories / 42' in height (max)
40' building width (max)	40' building width (max)	40' building width (max)	70' building width (max)	100' building width (max)
		Limited small-scale commercial		Limited small-scale commercial

DRAFT March 15, 2023 Greenville, South Carolina | Development Code 2-15

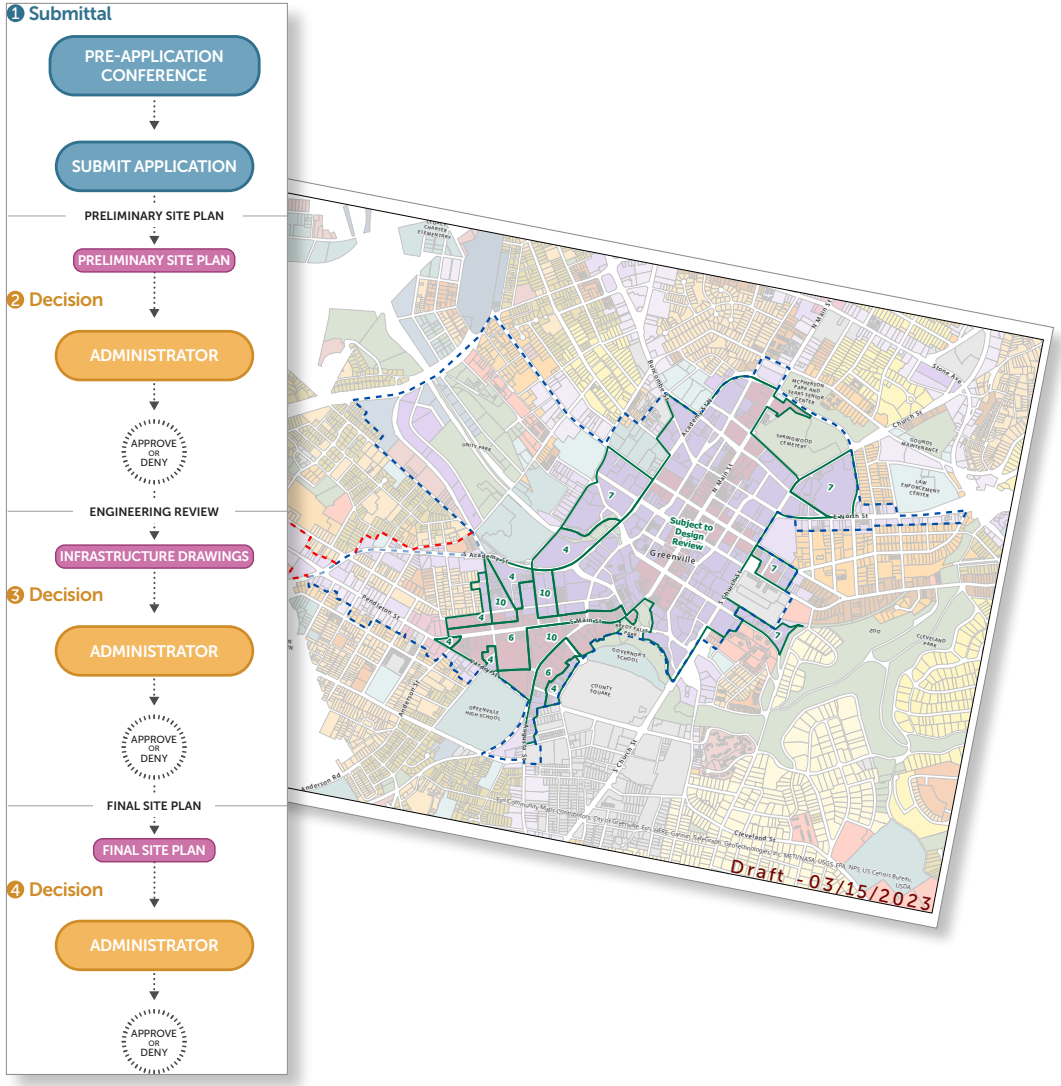
EXISTING DISTRICTS

+ No allowance for ADUs
+ Large-lot single family or large-scale multifamily districts
+ Controlled for units / acre

NEW DISTRICTS

+ All single-family districts allow for ADUs (attached or detached)
+ New neighborhood-scale districts
  - Flexible housing options
  - Some allowance for commercial uses
+ New mixed use districts
  - No density limits
+ Bonus density and height for affordable units and open space

THE CODE: BY-RIGHT PROCESS



BY-RIGHT REVIEW

+ Design Review limited to Downtown and Historic Overlays
+ Streamline Subdivision and Site Plan review

REVISIT + REVISE

+ Committed to evaluating standards in 6 months and annually

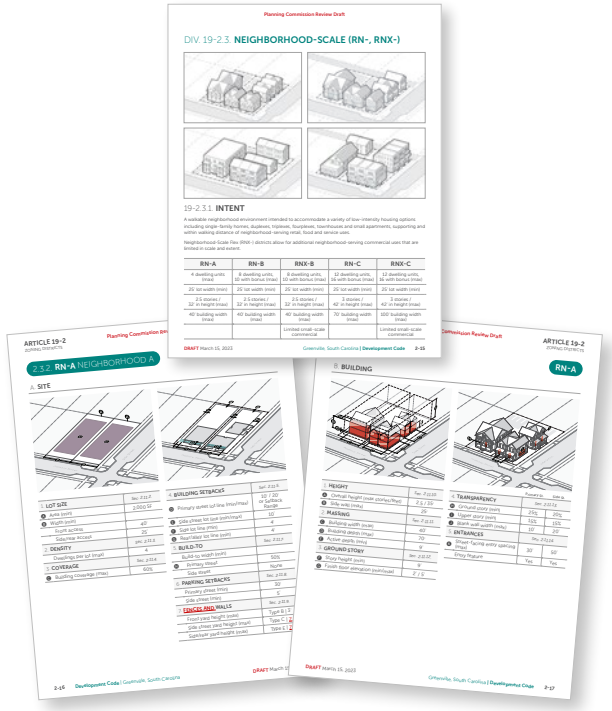
THE PROCESS

1

Seamless transition from Comprehensive Plan

2

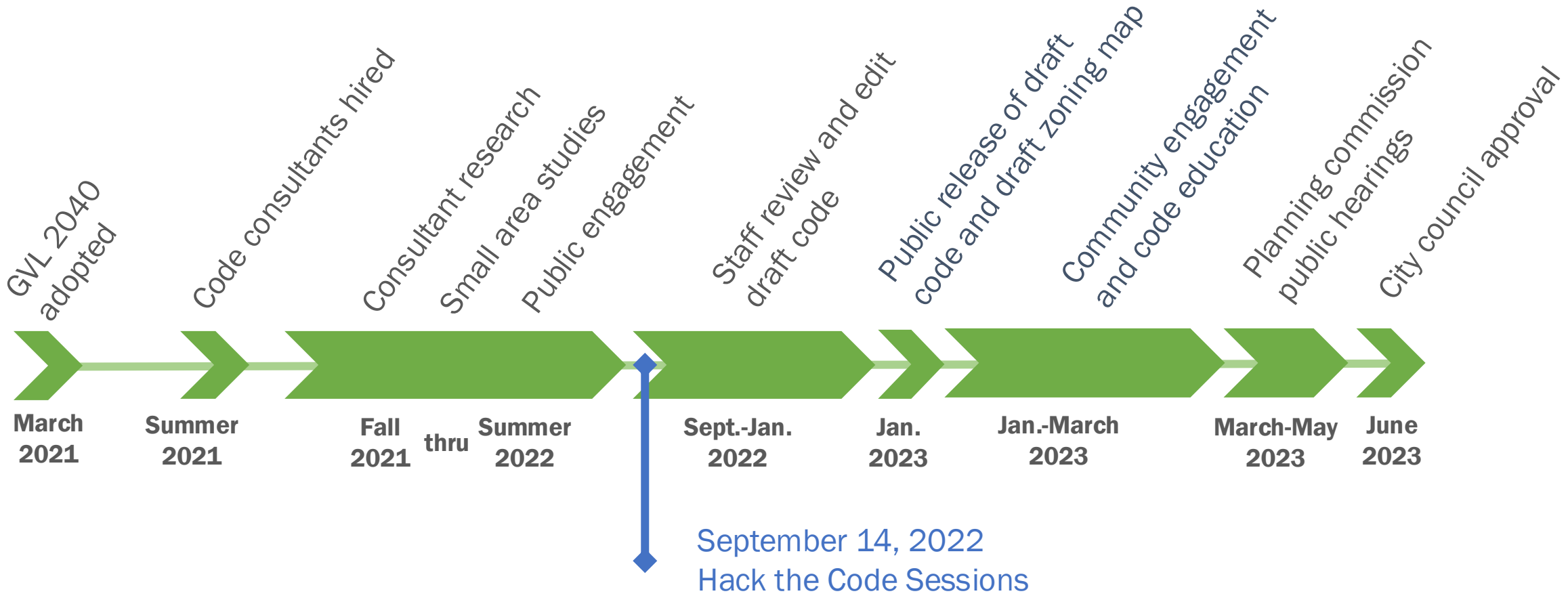
Translate plans and existing districts into new code



3

Tested and retested new code

PROJECT TIMELINE

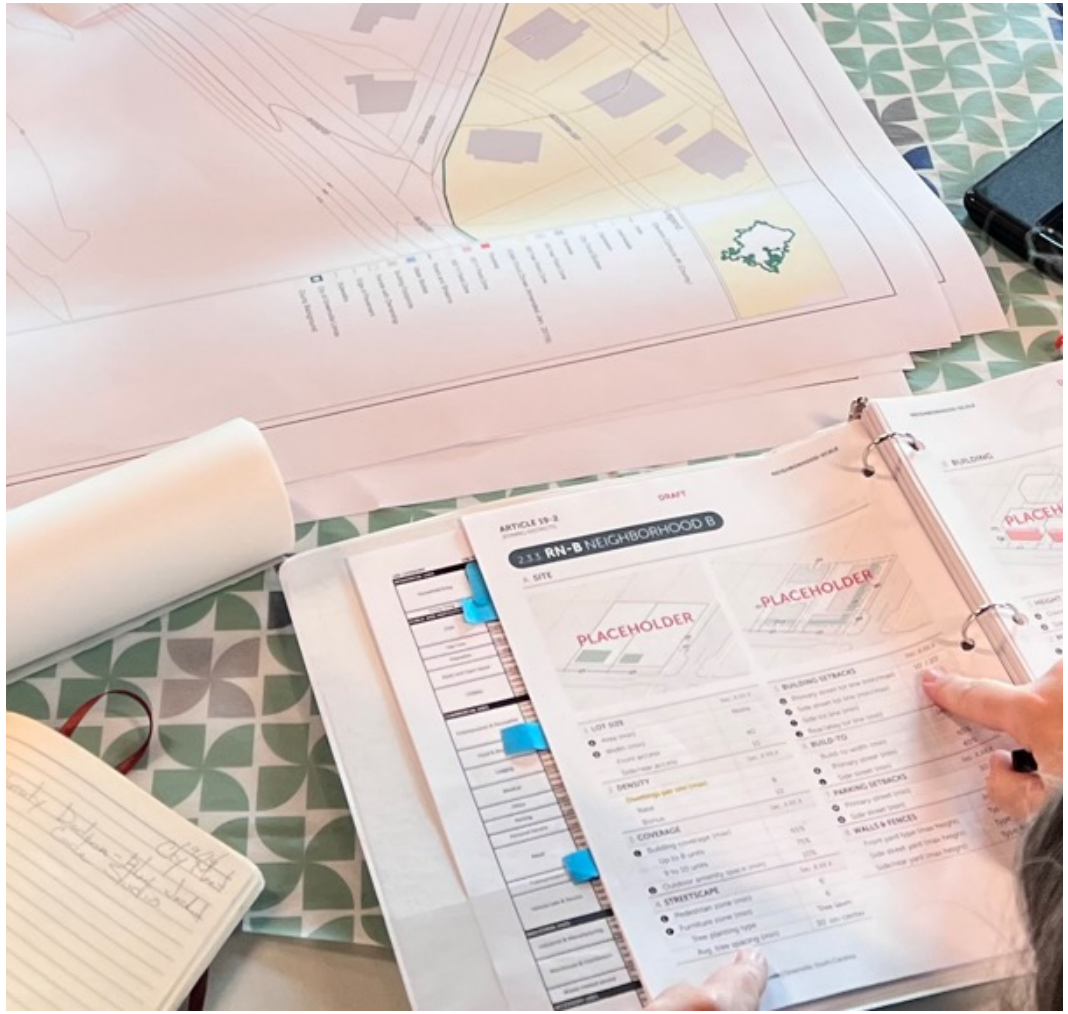


PUBLIC OUTREACH + ENGAGEMENT

MANY WAYS TO ENGAGE + LEARN

+ 75 public meetings and presentations from January-May 2023. Over 1,500 people attended.
+ Prepared 5 small area "test" plans with steering committees comprised of neighborhood residents
+ **"Hack the code" session with developers**
+ Public Open Houses and Learning Labs
+ Dedicated project website with 28,165 unique page views
+ City social media posts with 82,000 impressions
+ Over 1,000 public hearing signs
+ Nearly 22,000 postcards mailed to all City property owners

HACKING THE DEVELOPMENT CODE



TWO 90-MINUTE SESSIONS

+ Session 1: Design professionals – architects, engineers, etc.
+ Session 2: Developers and brokers

ORGANIZATION

+ Groups of 3-4 people at round tables
+ Staff also seated at tables

MATERIALS

+ Parcel/site map
+ Tracing paper
+ Tape
+ Pens and markers
+ Zoning district pages
+ Rules and development standards
+ Plenty of coffee!

HACKING THE DEVELOPMENT CODE

ASSIGNMENT 1: DESIGN A "GOOD" PROJECT

+ Use the draft code to design a quality project that meets the code and would be a benefit to the community.

ASSIGNMENT 2: DESIGN A "BAD" PROJECT

+ Use the draft code to design a project that maximizes build-out and zoning allowances but still meets the code.

BENEFITS + TAKEAWAYS

ARE WE GETTING THE INTENDED OUTCOMES?

+ Chance for developers to get a sneak peek of the future code.
+ Allows staff to gauge initial reaction from the development community.
+ Demonstrate if new code is intuitive and user-friendly.
  - Ability of developers design a project.
  - Ability of staff to answer questions.
+ See if code allows creativity while promoting desired outcomes.
+ Appropriate safeguards against bad development.

PART 4

CODE HACK EXERCISE

THE CHALLENGE

THE POLICY

Your community just adopted a plan to:

+ Build more housing in all residential areas to address the housing affordability crisis
+ While maintaining historic neighborhood development patterns and character

THE REGULATIONS

You have been charged with recommending amendments to zoning to meet these policy goals.

ZONING FOR GOOD OUTCOMES

Choose your development controls and tools.

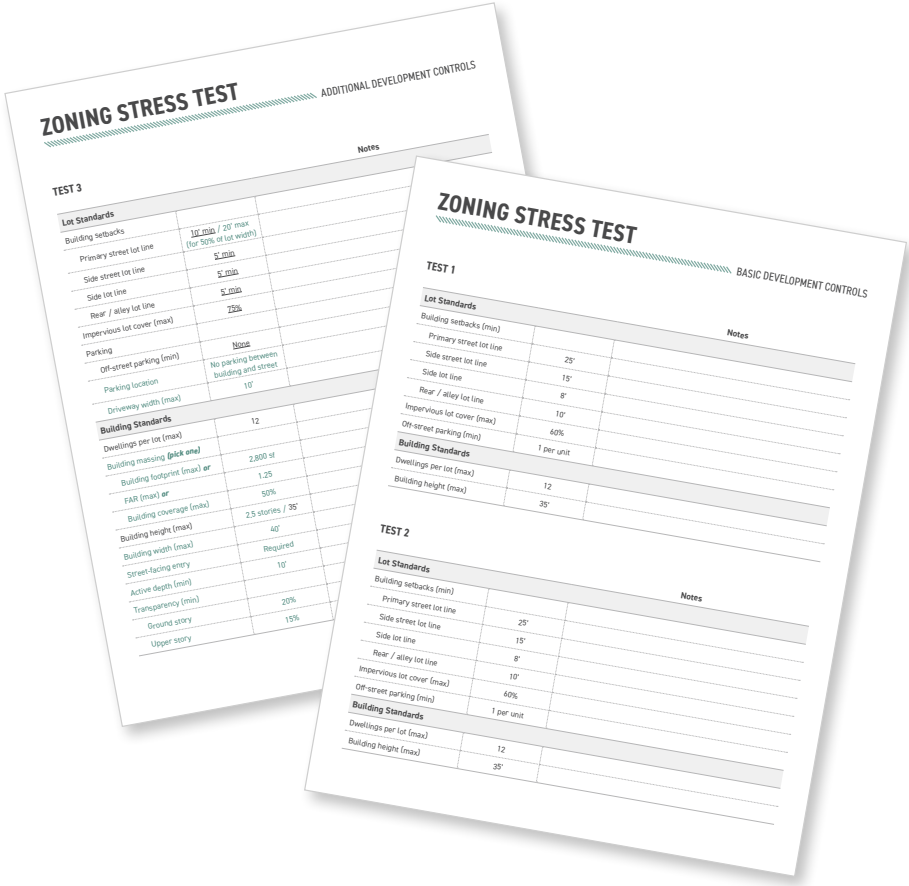
Dial them in based on desired outcomes and current conditions.

Ensure they work for your context.

EXERCISE


10' ALLEY
6,000 sq ft
6,000 sq ft
50' - 0"
SIDEWALK
Double Lot- Interior
1" = 20'
20' ALLEY
6,000 sq ft
6,000 sq ft
SIDE STREET
SIDEWALK
120' - 0"
50' - 0"
50' - 0"
SIDEWALK
PRIMARY STREET
Double Lot- Corner
1" = 20'

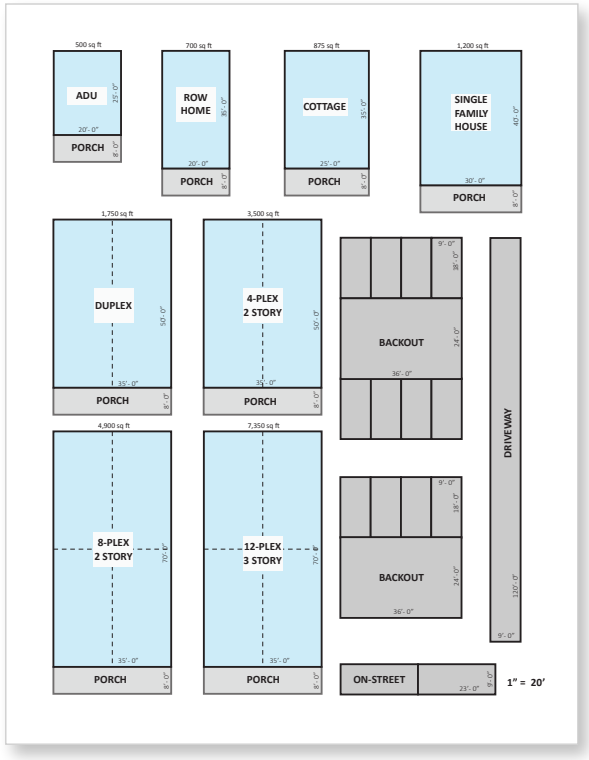

500 sq ft
ADU
PORCH
700 sq ft
ROW HOME
PORCH
875 sq ft
COTTAGE
PORCH
1,200 sq ft
SINGLE FAMILY HOUSE
PORCH
1,750 sq ft
DUPLEX
PORCH
3,500 sq ft
4-PLEX 2 STORY
PORCH
BACKOUT
BACKOUT
DRIVEWAY
4,900 sq ft
8-PLEX 2 STORY
PORCH
7,350 sq ft
12-PLEX 3 STORY
PORCH
ON-STREET
1" = 20'


ZONING STRESS TEST
ADDITIONAL DEVELOPMENT CONTROLS
TEST 3
Notes
Lot Standards
Building setbacks
Primary street lot line
10' min / 20' max (for 50% of lot width)
Side street lot line
5' min
Side lot line
5' min
Rear / alley lot line
5' min
Impervious lot cover (max)
75%
Parking
Off-street parking (min)
None
Parking location
No parking between building and street
Driveway width (max)
10'
Building Standards
Dwellings per lot (max)
12
Building massing (pick one)
Building footprint (max) or
2,800 sf
FAR (max) or
1.25
Building coverage (max)
50%
Building height (max)
2.5 stories / 35'
Building width (max)
40'
Street-facing entry
Required
Active depth (min)
10'
Transparency (min)
Ground story
20%
Upper story
15%
ZONING STRESS TEST
BASIC DEVELOPMENT CONTROLS
TEST 1
Notes
Lot Standards
Building setbacks (min)
Primary street lot line
25'
Side street lot line
15'
Side lot line
8'
Rear / alley lot line
10'
Impervious lot cover (max)
60%
Off-street parking (min)
1 per unit
Building Standards
Dwellings per lot (max)
12
Building height (max)
35'
TEST 2
Lot Standards
Building setbacks (min)
Primary street lot line
25'
Side street lot line
15'
Side lot line
8'
Rear / alley lot line
10'
Impervious lot cover (max)
60%
Off-street parking (min)
1 per unit
Building Standards
Dwellings per lot (max)
12
Building height (max)
35'

SITE PLAN WORKSHEET

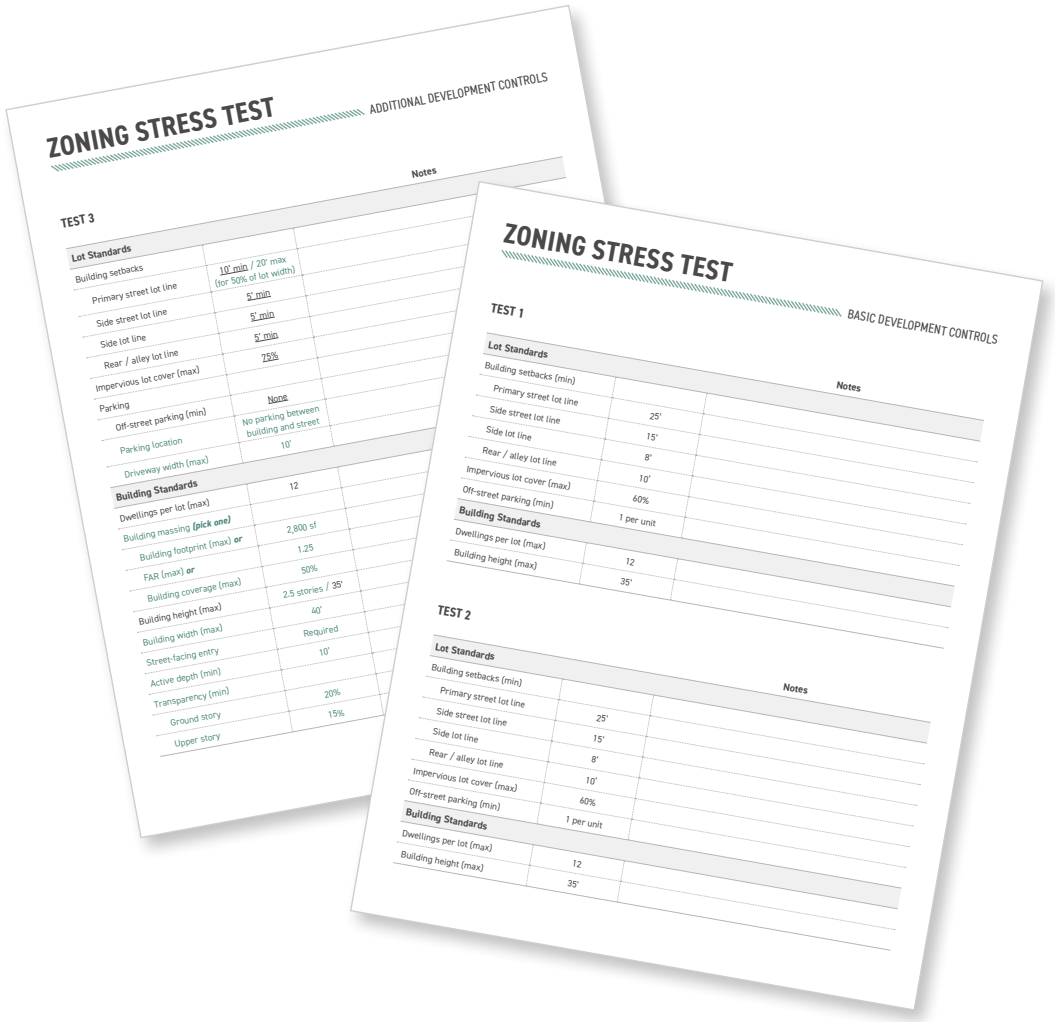
+ Some groups have corner lots, some groups have an interior lots.
+ Both lots have an alley that can be used for vehicle access.
+ Use the site plan worksheet as the site to test your proposed developments.
+ You can use one or both lots for your development.

BUILDING + PARKING FOOTPRINTS



+ The buildings and parking footprints should be your guide.
+ Includes diverse housing types, different parking arrangements, and dimensions.
+ You can trace them, use dimensions for your calculations, or just use them as a inspiration.

DEVELOPMENT CONTROLS WORKSHEET



ZONING STRESS TEST — ADDITIONAL DEVELOPMENT CONTROLS

TEST 3

		Notes
Lot Standards		
Building setbacks		
Primary street lot line	10' min / 20' max (for 50% of lot width)	
Side street lot line	5' min	
Side lot line	5' min	
Rear / alley lot line	5' min	
Impervious lot cover (max)	75%	
Parking		
Off-street parking (min)	None	
Parking location	No parking between building and street	
Driveway width (max)	10'	
Building Standards		
Dwellings per lot (max)	12	
Building massing **(pick one)**		
Building footprint (max) **or**	2,800 sf	
FAR (max) **or**	1.25	
Building coverage (max)	50%	
Building height (max)	2.5 stories / 35'	
Building width (max)	40'	
Street-facing entry	Required	
Active depth (min)	10'	
Transparency (min)		
Ground story	20%	
Upper story	15%	

ZONING STRESS TEST — BASIC DEVELOPMENT CONTROLS

TEST 1

		Notes
Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

TEST 2

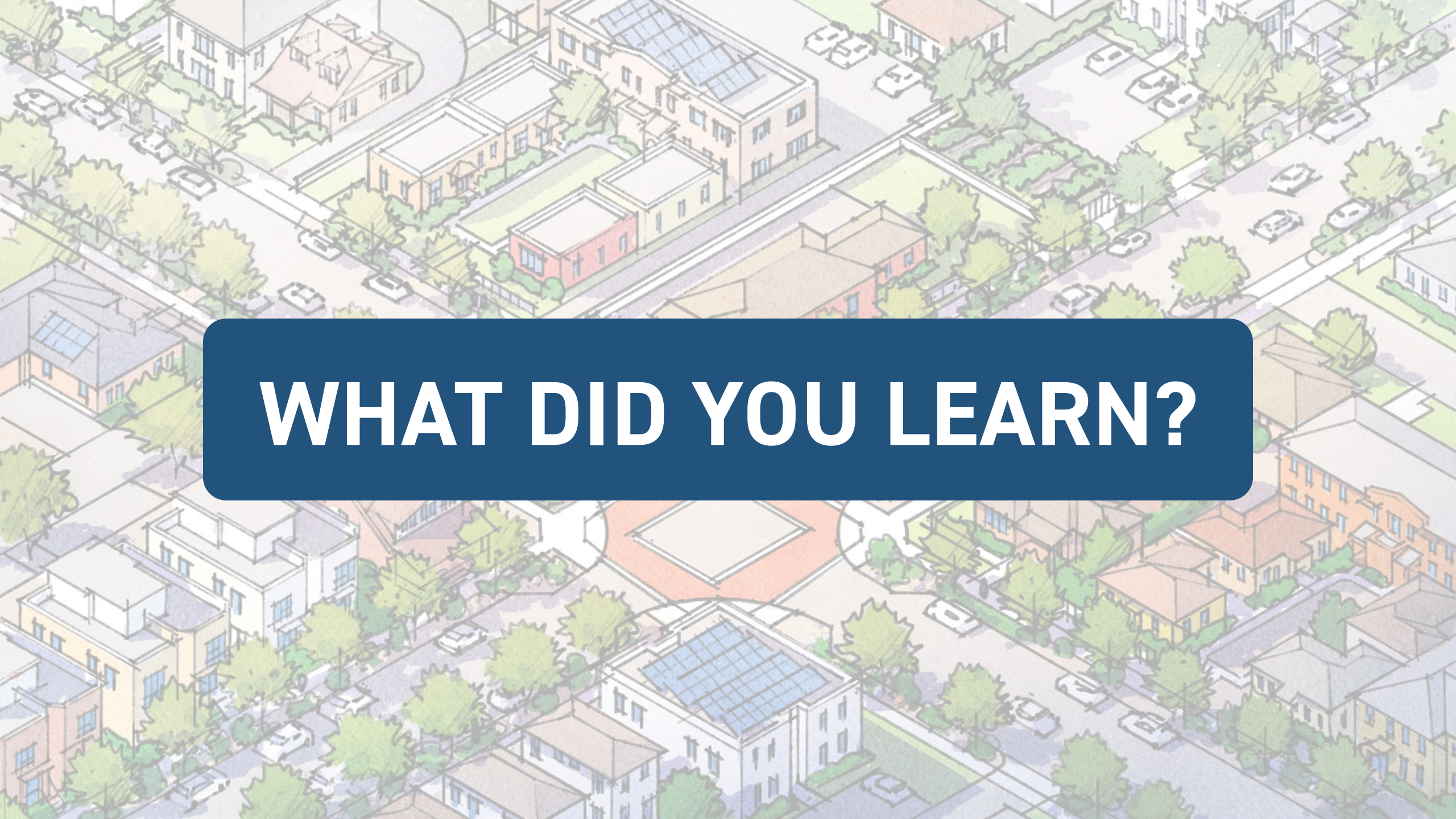
		Notes
Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

+ You will receive 2 versions of the development controls worksheet: basic and additional.
+ Use the development controls on the worksheet to guide your development.
+ Think about the required setbacks, parking location, max density, and building height.
+ Add notes on any issues that arise or if there are any loopholes to the development controls.

TEST 1: "GOOD" OUTCOMES

+ See what **good** development you can produce on your lots following the controls.
+ Follow the basic development controls on the worksheet.
+ Use buildings and parking footprints as a guide for typical building sizes.
+ Take note of any challenges that arise.

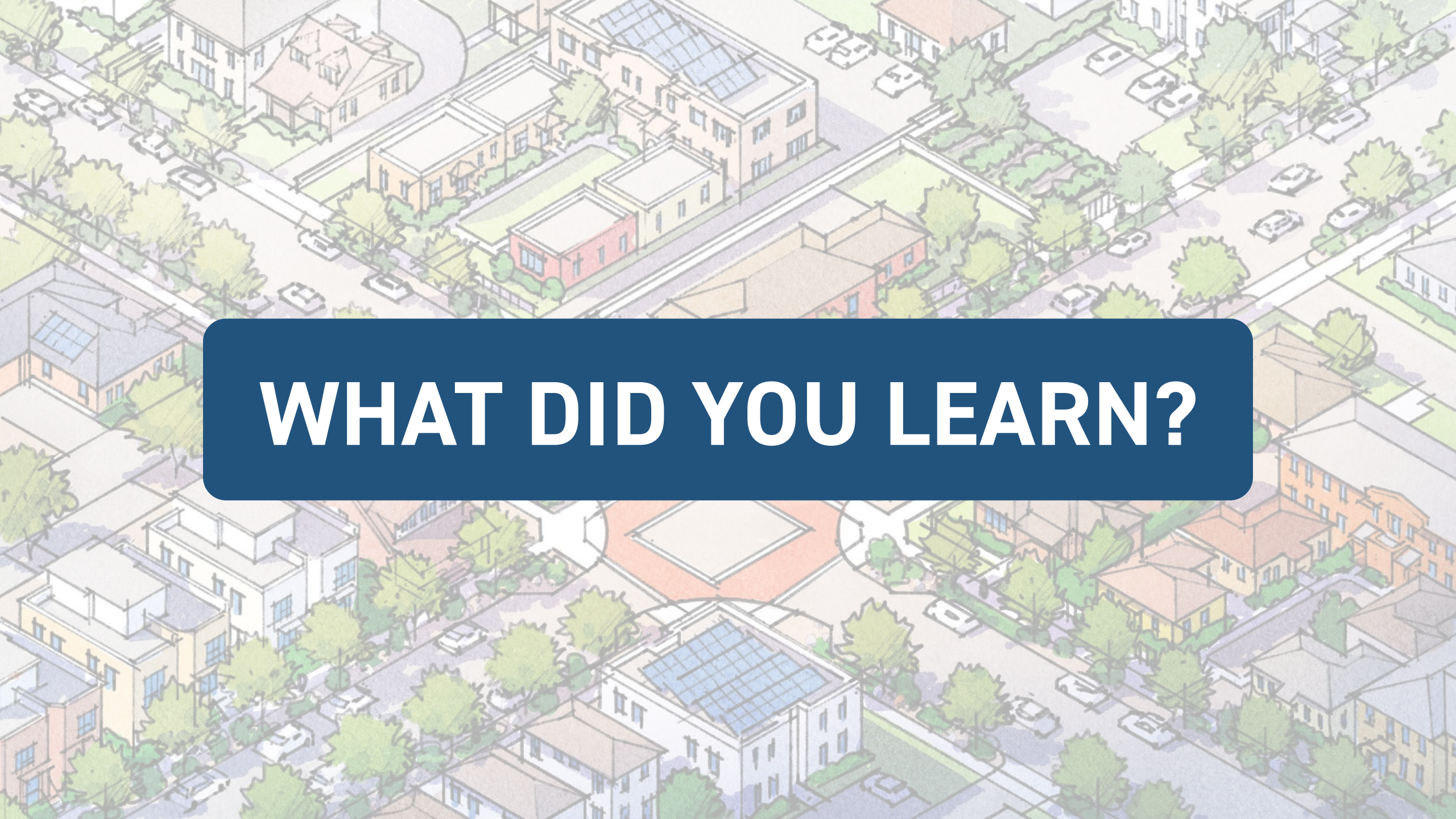
10 MINUTES


WHAT DID YOU LEARN?

TEST 2: "BAD" OUTCOMES

+ See what **bad** development you can create following the controls.
+ Follow the basic development controls on the worksheet.
+ Use buildings and parking footprints as a guide for typical building sizes.
+ Take note of any loopholes that arise.

10 MINUTES


WHAT DID YOU LEARN?

TOOLS FOR BETTER OUTCOMES

Massing + scale

Relationship of building to street

Parking location

TOWNHOUSE INFILL

Massing + scale:

Relation of building to street:

Parking location:

TOWNHOUSE INFILL

Massing + scale:

Relation of building to street:

Parking location:

COTTAGE INFILL

Massing + scale:

Relation of building to street:

Parking location:

COTTAGE INFILL

Massing + scale:

Relation of building to street:

Parking location:

TEST 3: BETTER REGULATIONS

Think about:

Massing + scale

Relationship of building to street

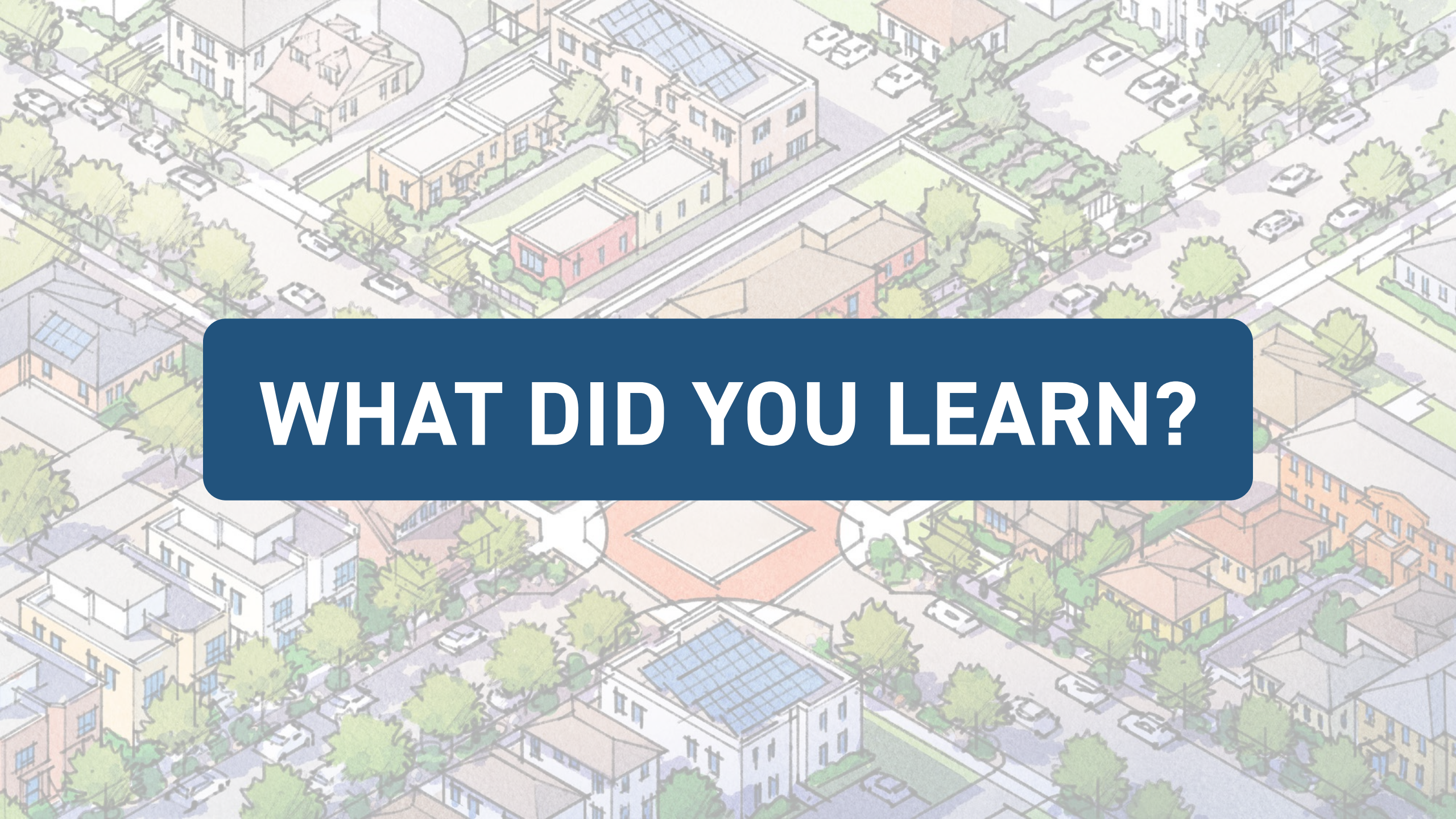
Parking location

+ Repeat the exercise, this time with the additional development controls on the worksheet.

+ **Underlined** text highlights standards that have changed.

+ **Blue** text highlights additional standards.

10 MINUTES


WHAT DID YOU LEARN?

GETTING THE BASICS RIGHT

GOOD STANDARDS

Make sure requirements are easily understood, easily administered and well calibrated

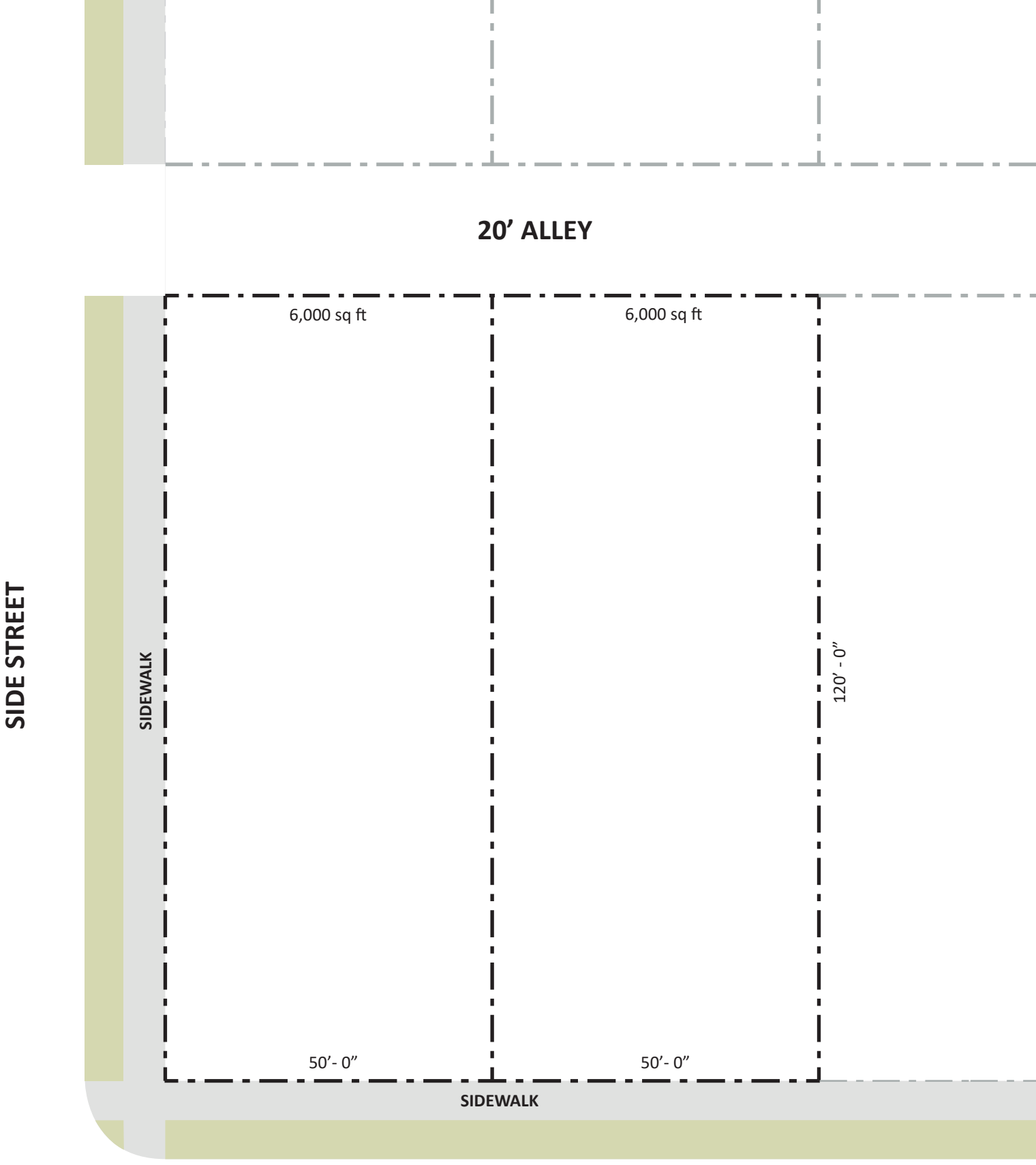
GOOD PROCESSES

Make sure processes are clear, predictable, and, as much as possible, by-right

PART 5

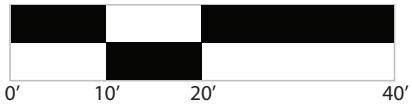
DISCUSSION, Q&A


Questions? Thoughts? Ideas?
LET'S DISCUSS!
CODE STUDIO
CITY OF POMONA
CALIFORNIA
INCORPORATED JAN. 1888
city of greenville

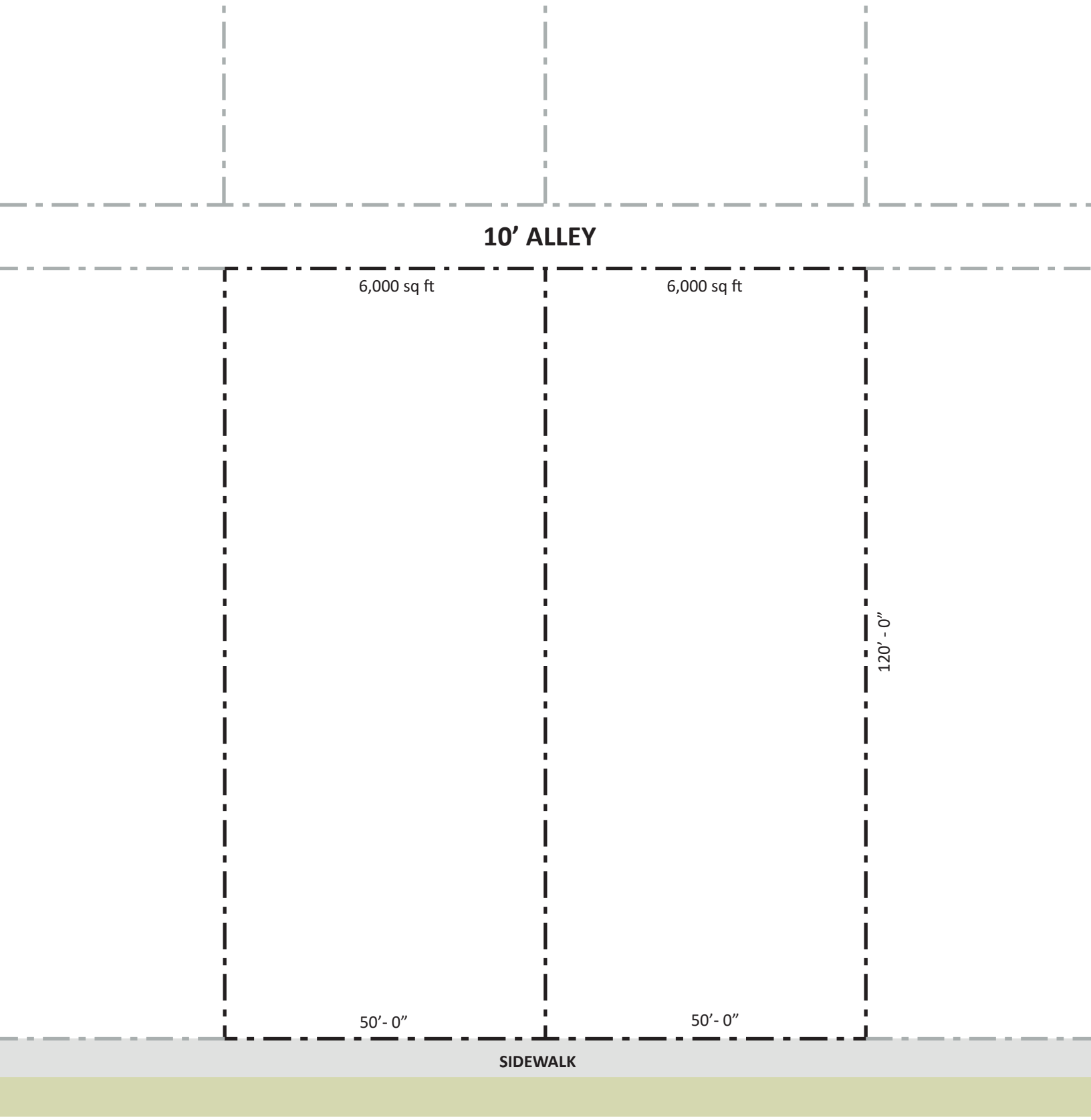


Double Lot- Corner

1” = 20’

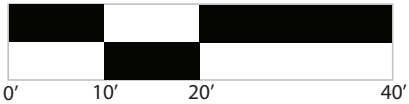


PRIMARY STREET



Double Lot- Interior

1” = 20’



PRIMARY STREET


500 sq ft
ADU
25'- 0"
20'- 0"
PORCH
8'- 0"
700 sq ft
ROW HOME
35'- 0"
20'- 0"
PORCH
8'- 0"
875 sq ft
COTTAGE
35'- 0"
25'- 0"
PORCH
8'- 0"
1,200 sq ft
SINGLE FAMILY HOUSE
40'- 0"
30'- 0"
PORCH
8'- 0"
1,750 sq ft
DUPLEX
50'- 0"
35'- 0"
PORCH
8'- 0"
3,500 sq ft
4-PLEX 2 STORY
50'- 0"
35'- 0"
PORCH
8'- 0"
9'- 0"
18'- 0"
BACKOUT
24'- 0"
36'- 0"
DRIVEWAY
120'- 0"
9'- 0"
4,900 sq ft
8-PLEX 2 STORY
70'- 0"
35'- 0"
PORCH
8'- 0"
7,350 sq ft
12-PLEX 3 STORY
70'- 0"
35'- 0"
PORCH
8'- 0"
9'- 0"
18'- 0"
BACKOUT
24'- 0"
36'- 0"
ON-STREET
9'- 0"
23'- 0"
1" = 20'

ZONING STRESS TEST

BASIC DEVELOPMENT CONTROLS

TEST 1

		Notes
Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

TEST 2

		Notes
Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

ZONING STRESS TEST

ADDITIONAL DEVELOPMENT CONTROLS

TEST 3

		Notes
Lot Standards		
Building setbacks		
Primary street lot line	10' min / 20' max (for 50% of lot width)	
Side street lot line	5' min	
Side lot line	5' min	
Rear / alley lot line	5' min	
Impervious lot cover (max)	75%	
Parking		
Off-street parking (min)	None	
Parking location	No parking between building and street	
Driveway width (max)	10'	
Building Standards		
Dwellings per lot (max)	12	
Building massing ***(pick one)***		
Building footprint (max) ***or***	2,800 sf	
FAR (max) ***or***	1.25	
Building coverage (max)	50%	
Building height (max)	2.5 stories / 35'	
Building width (max)	40'	
Street-facing entry	Required	
Active depth (min)	10'	
Transparency (min)		
Ground story	20%	
Upper story	15%	