



OF STORIES

FENESTRATION

BUILDING SETBACK

STREET TREES

OVERHANGS

FREQUENCY OF
ENTRANCES

SIDEWALKS AND SEATING

Form-based Approach

Land Use

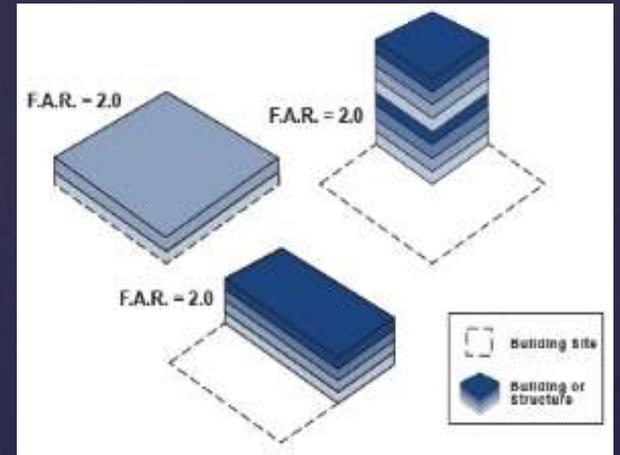
Land Use: regulating the use of land,
typically with specific use in specific location

- Retail
- Office
- Mixed-use
- Residential

Intensity

Floor Area Ratio (FAR): expresses the relationship between the amount of useable building area permitted and the area of the lot on which the building stands.

$$\frac{\text{gross square feet of a building}}{\text{total area of the lot}} = \text{FAR}$$



Building

- **Setbacks**
- **Height**
- **Fenestration, Entrances**

Building Blocks of Land Planning

Principles of Form-based Approach

According to the Form-Based Codes Institute, a form-based approach is a “method of regulating development to achieve a specific form and desired physical outcome.”

The emphasis is on form – not use.

It does not create a community vision. It is merely a tool to implement that vision in a clear and predictable way.



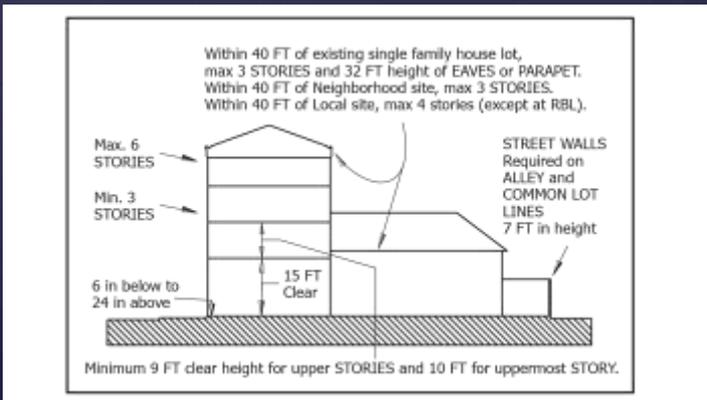
Overall Plan

Designates locations where different building form/open space standards apply, based on clear community intentions of the area's physical character.



Public Space/Streetscape Standards

Specifications for the elements within the public or quasi-public realm. (e.g. open spaces, sidewalks, travel lanes, on-street parking, street trees, etc.)



Building Form Standards

Regulates building features, particularly those that define the public realm such as setbacks and entrances

Elements

Form-based Plan can:

- Be responsive to market conditions
- Provide flexibility in terms of uses
- Encourage pedestrian friendly design
- Promote mixed-use development
- Support revitalization goals by offering flexible standards within established parameters
- Represent vision and be user-friendly by explaining concepts through images

Form-based Plan requires:

- Balancing community goals with plan guidance so that standards do not inhibit economic development - but encourage it
- More time upfront
- Flexibility to accommodate challenging sites

Fairfax County
Example Form-based Plan:

Annandale

“To provide more flexibility in the redevelopment of uses in the Annandale CBC, the Comprehensive Plan was amended in 2010 to incorporate a form-based development review process.

This approach focuses on urban design, including building form and height to describe the development capacity of properties within the CBC. It also emphasizes the importance of context-sensitive design principles and streetscape with the planning and implementation of roadway improvements.”

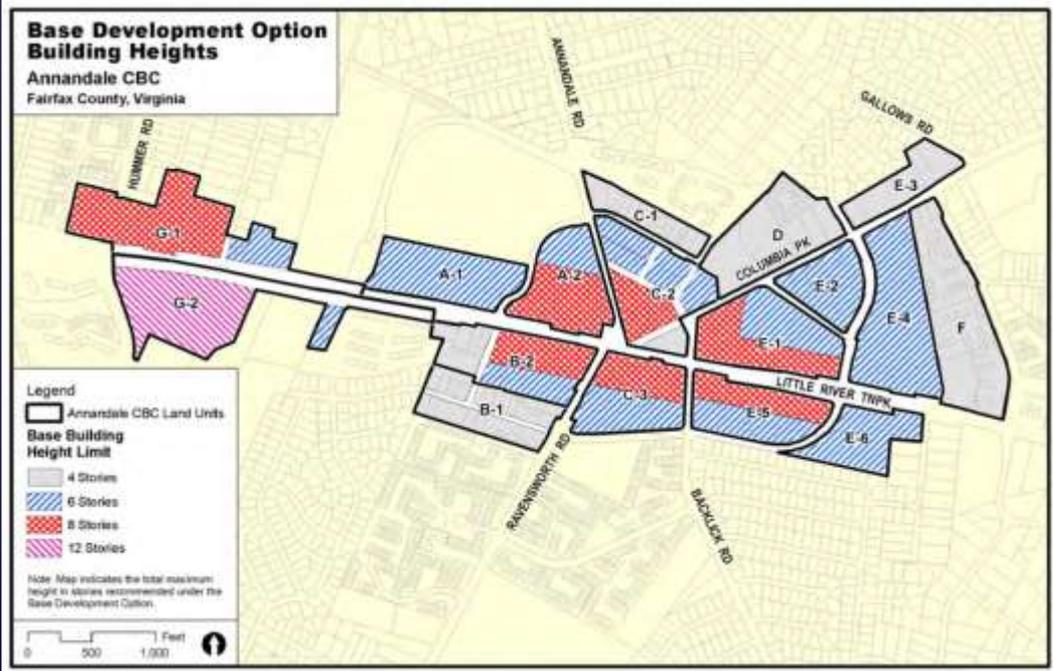
- Provides for a variety of uses
- Creates a Plan that is responsive to market conditions
- Emphasizes form instead of FAR

Annandale's Form-Based Plan focuses on several Urban Design features:

- General/Specific Land Uses and Conditions
- Urban Design Guidelines
- Building form/type
- Building height (number of stories)
- Building location/setbacks
- Context-sensitive design principles
- Streetscape, pedestrian and roadway improvements
- Location of service and parking areas

Annandale

LAND UNIT OR SUB-UNIT (See Figure 15)	RESIDENTIAL				COMMERCIAL / MIXED-USE			PARKING		OTHER
	Single Family	Townhome	Mid-Rise	Hi-Rise*	Low-Rise	Mid-Rise	High-Rise*	Surface	Garage	Other
	SFR	THR	MRR	HRR	CB1	CB2	CB3	SP	GP	CIV
A-1		X	X	X	X	X	X		X	X
A-2			X	X	X	X	X		X	X
B-1	X	X	X		X	X		X		
B-2			X	X		X	X		X	X
C-1	X	X			X			X		
C-2			X	X		X			X	X
C-3			X	X		X	X		X	X
D		X	X		X	X		X		X
E-1			X	X		X	X		X	X
E-2			X	X		X			X	X
E-3		X	X		X	X		X		
E-4			X	X		X	X		X	X
E-5			X	X	X	X	X		X	X
E-6			X			X		X		
F		X	X		X	X		X		
G-1					X	X	X		X	
G-2						X	X		X	



Annandale

Incentive Development Option:

Allows developers to build taller buildings (an additional two to four stories) if they:

- consolidate small land parcels;
- meet certain levels of energy conservation;
- provide certain public benefits, such as providing space for a public facility;
- provide affording housing; or
- public art.

Annandale

Sub-unit A-2

“The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met. “

Comp. Plan: Conventional

Sub-unit B-2

“This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Communal surface or structured parking should be considered to address parking needs. Parcel consolidation for redevelopment is highly recommended. Ground floor commercial uses are recommended, with residential, office or mixed-use above.

Under the incentive development option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Markham Street. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. An urban park should be located in the sub-unit. This park should be located to provide for utilization by the residents of both Sub-units B-1 and B-2. “

Comp. Plan – Form-Based

Sub-unit B-2

Allowed Uses & Building Types: Mid-rise & high-rise residential, mid-rise & high-rise commercial or mixed-use, and civic use; parking typically in garage

Height: Up to 8 stories along Little River Turnpike to mid-block; 6 stories in back half of sub-unit (see Figure 12) with incentive for 12 stories along Little River Turnpike to mid-block (see Figure 13)

Design Standards: Standards regarding building orientation and placement, treatment of parking, placement of building entrances, appropriate uses for ground floor of building, consolidation requirements, bulk and massing guidance, building articulation, fenestration and transparency and signage

Streetscape Guidelines: Designates four types of street frontages and the corresponding pedestrian improvements for each type.

How Form-Based works. . .

The Form-Based approach can be an effective tool to achieve a community vision based on time tested forms of urbanism.

Ultimately, it is a tool; the timing, specifics and quality of development remain dependent upon the marketplace. Private sector development proposals that are submitted will be evaluated against the vision.