Smart Streets
Complete + Artful + Livable

Start with Why...

Suboptimal outcomes

Functional Classification
Conventional Thinking
Reality
Advocates
It’s the right thing for us to do

Pragmatists
It’s the most efficient and affordable way

Protectors
It’s required by the law and government

Service Providers
It’s what my customers want

Advocate Themes
It’s our turn to be first

Advocate Themes
Try new things

Advocate Themes
It’s about the children

Protector Themes
Follow the rules
Obey the process
Nobody gets hurt

Protector Themes
Safety First
Protector Themes

Safety First

Source: Cheyenne, Wyoming. Tom Mason, via Transportation for America

Protector Themes

We will burn if we don’t change

Source: Intergovernmental Panel on Climate Change

Pragmatist Themes

Model Scenarios

Calculate trade offs

Pragmatist Themes

Pragmatist Themes

Only build what you can afford to own, maintain, and sustain

Pragmatist Themes

Service Provider Themes

My customers are changing

Source: Service Provider Themes
Service Provider Themes

Give them what they ask for

Smart Streets: Using the Public Realm
Treat roadways as public spaces that influence urban environments.

Go beyond the street
Use all of the public right-of-way
to relate to private development
Applying a Form Based Code to the Hamilton Street Corridor
Spokane, WA

Nikole Coleman-Porter, AICP
City of Des Moines
October 3, 2013

The Basics
- Hamilton Corridor ADT ~30,000
- N/S corridor may not ever be finished

The Basics
- Gonzaga University
- University District
- Transportation Plan Overhaul 2013-2014

Considerations
- In general, slower vehicular speeds provide increased pedestrian safety and comfort, improving the viability of development types sought by the City and Neighborhood.
- Slower-paced traffic generally allows greater vehicle density, smoothing flow and offering higher per-lane capacity.
- Quality of experience plays a role in the perception of travel, with motorists less attuned to time of passage (speed) given smooth flow and greater visual interest.
City Council designated $21,000 to Logan in 2007 for Neighborhood Planning
- Identity Plan
- Model FBC
- Began Planning in Spring 2012
- Hired Studio Cascade in August 2012

Planning Process

Logan Neighborhood Planning

Consultant Assignment
- Model form based code
- Hamilton corridor focus
- Neighborhood involvement
FBC - What Is It?

- Focus on placement
- Focus on scale
- Focus on treatment
- Focus on public realm

Process Timeline

- Stakeholder Interviews - September 2012
- Charrette - October 13, 2012
- City Direction Meeting - December 14, 2012
- City Review of Initial Concepts - January 7, 2013
- Stakeholder Presentation - January 23, 2013
- Neighborhood Open House - February 6, 2013
- City Council Study Session - February 28, 2013
- Neighborhood Council Presentation - March 19, 2013

Process Timeline

- Consultant Final Product Delivery - March 28, 2013
- Logan Neighborhood Council - May 21, 2013
  - Study Area Mailing Goes Out
  - Opens Comment Period Until June 2, 2013
- Plan Commission Workshop - May 22, 2013
- Final Neighborhood Stakeholder Meeting - June 26, 2013
- January 2014 – Zoning Code Amendment to City Council

Open House

Components of the Code
### FBC Model Objectives

1. Transforming the built character of the corridor to make it more attractive.
2. Stimulating new retail activity on ground-floor storefronts.
3. Accommodating higher-intensity development, including residential uses on upper floors.
4. Increasing the safety and attractiveness of the pedestrian environment, particularly on Hamilton.
5. Retaining or providing space for historic uses in the district, especially those serving the needs of the surrounding residential areas and Gonzaga students.

6. Establishing clear design guidance to ensure development in the district is consistent with the neighborhood’s vision for the area.
7. Helping to streamline development design and permitting, all while providing clear design control.
8. Creating a model process and template that the City can apply to other centers and corridors in Spokane, seamlessly working within the City’s existing policy and regulatory framework.

### Overall Intent

- Retain entitlements
- Simplified presentation
- “Shopfront” street requirements
- Vertical mixed use

![Diagram of campus area]
Provides generalized building-related elements

Minimum and maximum building heights

Setbacks and build-to lines

Minimum building frontage along streets, and lot surface coverage.

**Architectural Requirements**

- Adds to the Height, Placement and Coverage Requirements
- Basic Facade Requirements
- Roofline Objectives
- Mechanical Screening
- Material Objectives

**Parking Criteria**

- Parking Placement
- Lot Landscaping and Walkways
Studio Cascade to work with the neighborhood and finish FBC fall 2013
Traffic modeling fall 2013
Goal: adoption winter 2014

Next Steps

Thank You.