



# Smart Growth America

Improving lives by improving communities

**FBCI** Form-Based  
Codes Institute

**LOCUS**  
Responsible Real Estate  
Developers & Investors



National Complete  
Streets Coalition



State  
Smart Transportation  
Initiative



Transportation  
for America

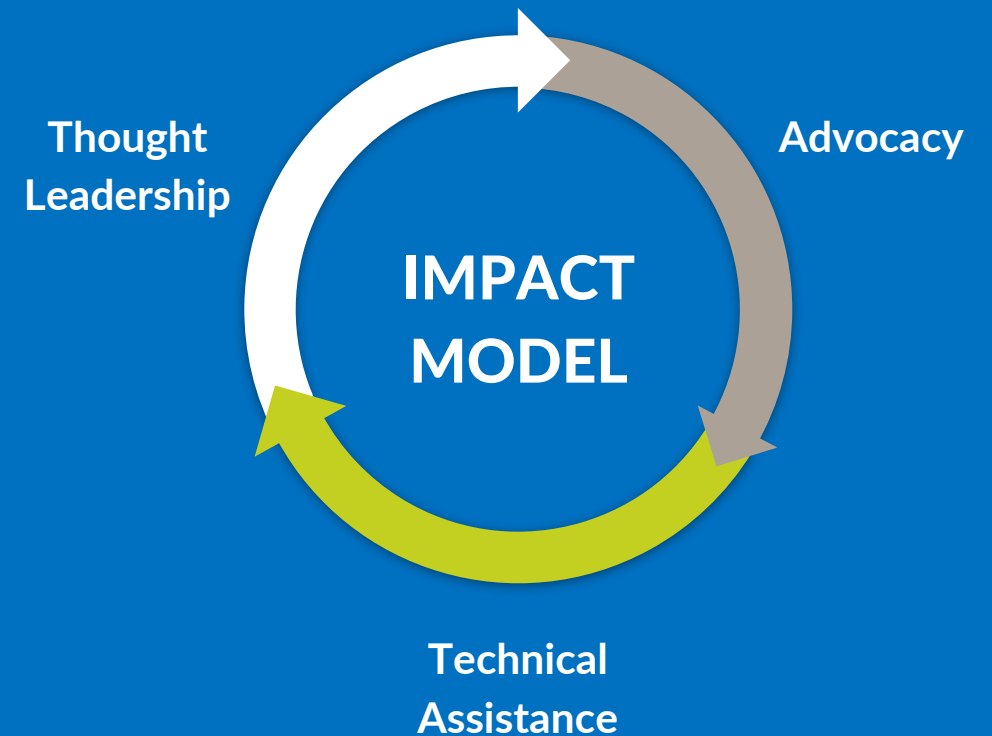
The Intersection of Land Use and Mobility  
Tocarra Nicole Thomas, AICP, MBA, MAURP, CQIA  
Director, Land Use and Development | Executive Director Form-Based Codes Institute

# Smart Growth America a National Nonprofit

## OUR NORTH STAR

We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient.

We empower communities through technical assistance, advocacy, and thought leadership to realize our vision of livable places, healthy people, and shared prosperity.







# PROGRAMMATIC PRIORITIES



**CLIMATE CHANGE  
AND RESILIENCE**



**ADVANCING RACIAL  
EQUITY**



**HEALTHY  
COMMUNITIES**



# Form-Based Codes Institute A Program of SGA

FBC Classes

Codes for  
Communities

*Advance zoning reform through the  
use of form-based codes that  
empower communities to achieve  
their vision of livable places, healthy  
people, and shared prosperity.*

FBC Award

More than 400 Form-Based Codes have been adopted into law in the United States and Canada, and many more are currently being developed.







**Toccarra Nicole Thomas, AICP**  
**Director Land Use and**  
**Development |**  
**Executive Director FBCI**

**Spheres of Influences at SGA:**  
Zoning Innovation, and Housing  
Attainability

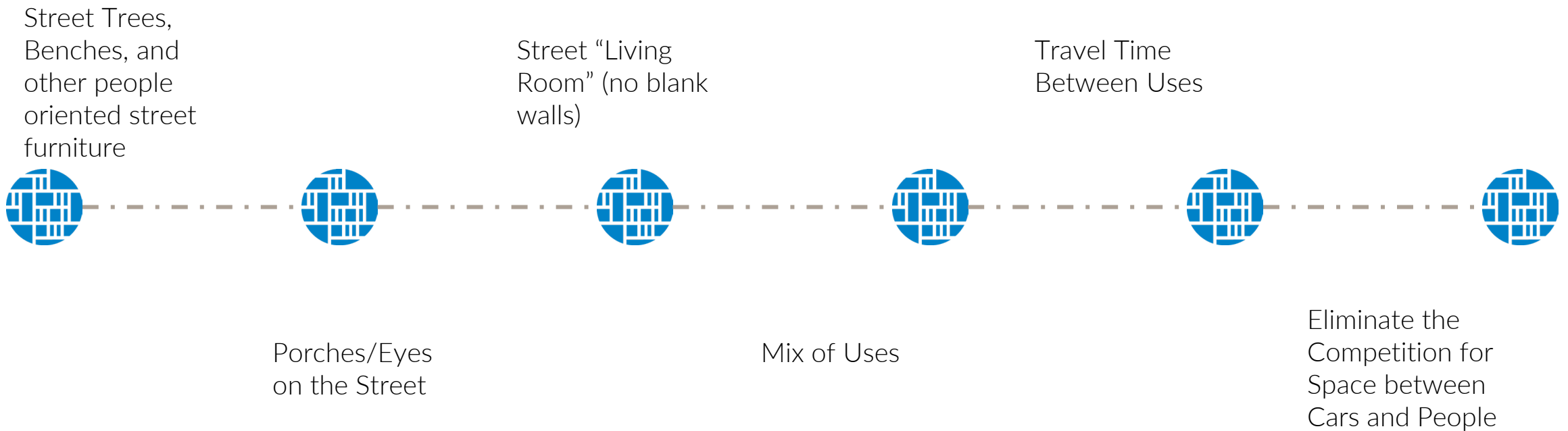
**Practical Planning Experience:**  
Municipal Leadership,  
Comprehensive Planning, Zoning  
Administration, Community  
Development, Redevelopment



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# Built Environment Elements that Support Mobility Choice



**What Gets Coded Gets Built and Zoning Has Stripped These Out of the Code....**





# Street Furniture Directly Encourages and Supports People Powered Mobility...but what happens if friendly architecture is missing?



Photo by Jonathan Pacheco Bell © All Rights Reserved]

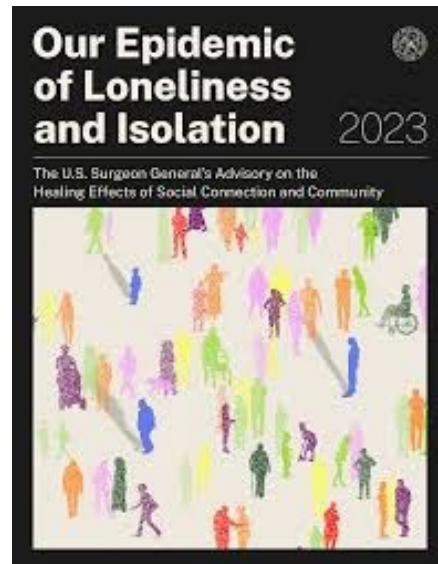
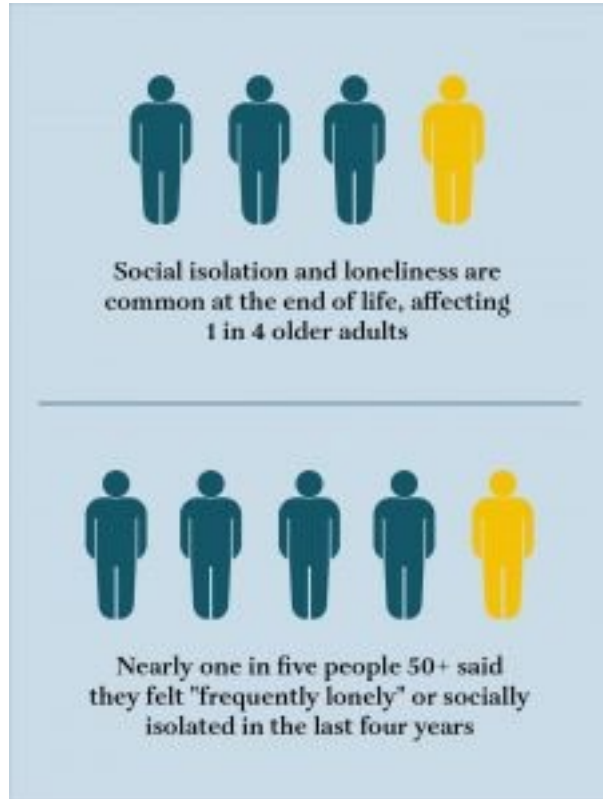


Photo by Jason Eppink via Flickr © All Rights Reserved]





# Social Isolation is now an Official Epidemic....where are all of the 3rd spaces, and social infrastructure?





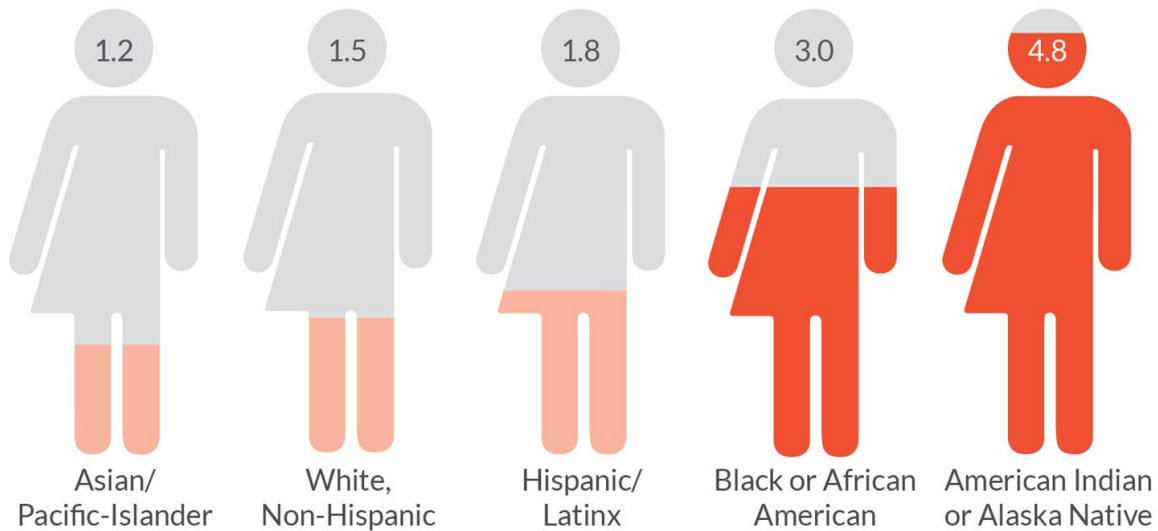


# Dangerous by Design

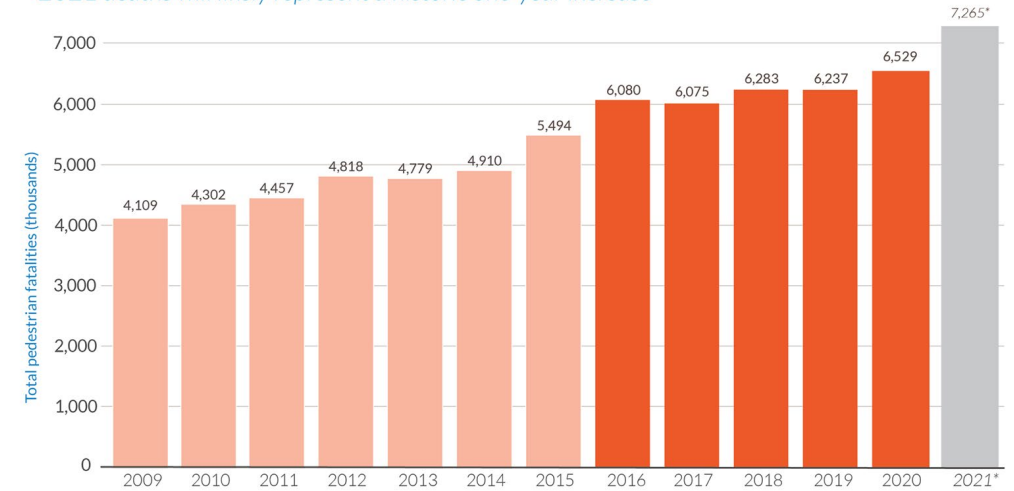


**People of color, particularly Native and Black Americans, are more likely to die while walking than any other race or ethnic group**

*Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)*



**Driving went down in 2020, but deaths of people walking increased 4.7%**  
*2021 deaths will likely represent a historic one-year increase*



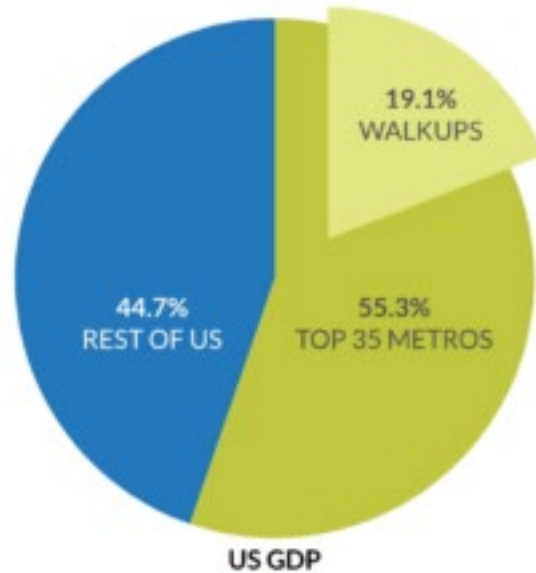
\*This estimate for 2021 is produced by applying the 11.5 percent increase for 2021 projected by the Governors Highway Safety Administration (GHSA) to the federal FARS data for 2020 used in this report.



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# People Oriented Communities See a Price Premium



Source: U.S. Bureau of Economic Analysis

*Foot Traffic Ahead* report found that 19.1% of the total U.S. real GDP and 6.8% of the U.S. population are located in walkable urban places that represent just 1.2% of total landmass of the top 35 U.S. metros.

*Cost of Sprawl* Sprawl Costs America \$1Trillion Annually in infrastructure installation and maintenance, and service delivery

*Zoned In* Communities with FBC experience generate more tax revenue for local governments (\$65 million)

Foot Traffic Ahead  
2023



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# People Oriented Communities See a Price Premium



People of all ages want to live in vibrant, walkable, mixed use communities where jobs, shops, and homes are all accessible in a variety of mobility options. The number of residents in the form-based code areas grew faster than in the comparison areas and Stakeholders across jurisdictions emphasized the improved quality of life, walkability, and access to services and amenities for local business owners and residents in the areas with form-based codes

**“Zoned In: The Economic Benefits & Shared Prosperity with Form-Based Codes”**

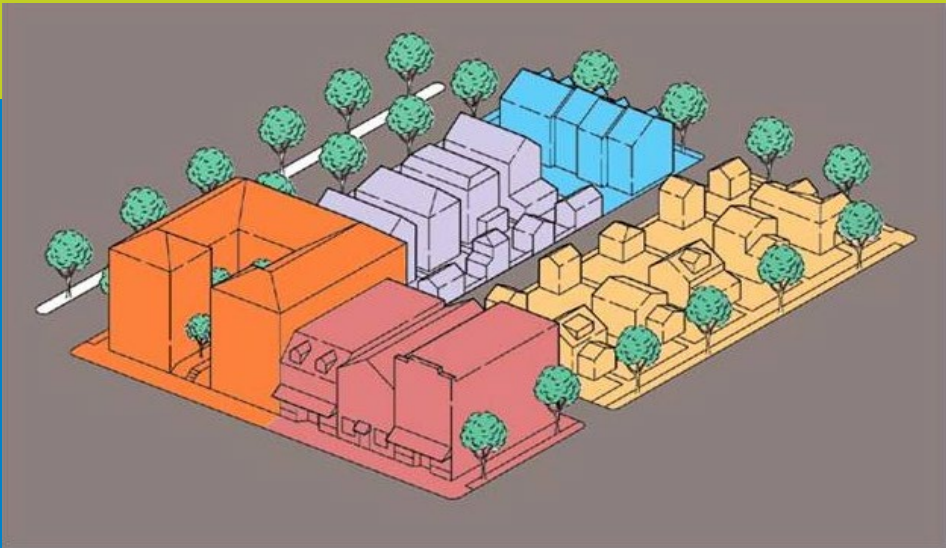
Land Use Reform is the  
Key to Encouraging and  
Supporting People  
Powered Mobility



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# What is a Form-Based Code?



- A set of land development regulation that produce predictable built results, a high-quality **walkable** public realm, and uses physical form—rather than separation of uses—as the organizing principle
- Legally binding regulations not option guides
- Focuses on what happens outside the buildings—form
- Includes standards for both public and private development
- Ensures that the approved vision or plan for the area is realized
- Ensures that the physical character of that vision is maintained over time.



Rather than separating housing from jobs and services, form-based codes encourage a mix of uses—and a greater **diversity of housing types**—which can dramatically cut transportation costs by allowing people to live closer to where they need to go and decrease pedestrian fatalities while increasing healthy options.



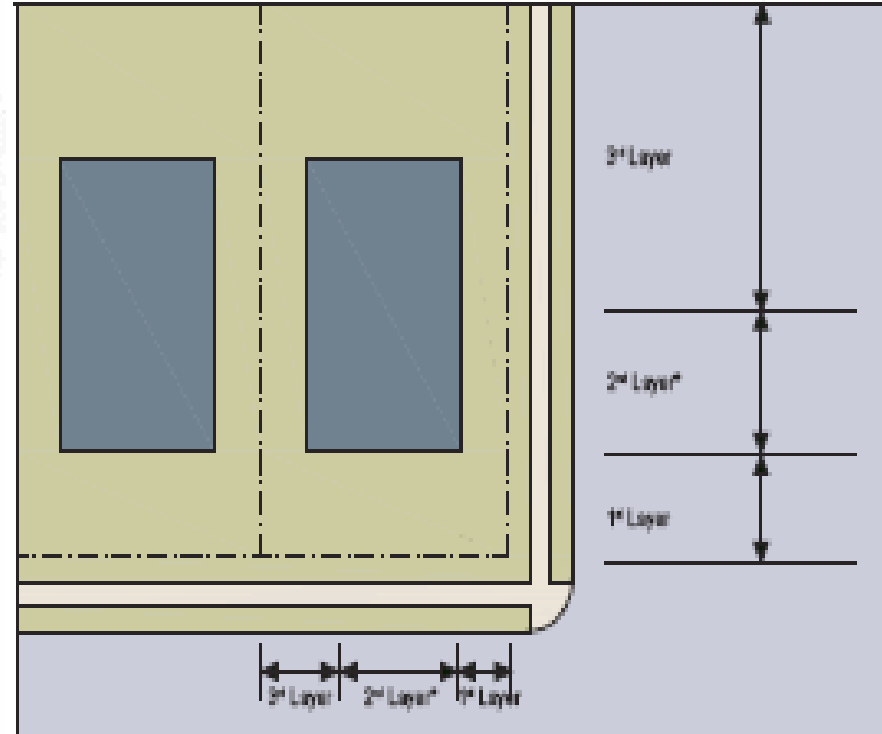
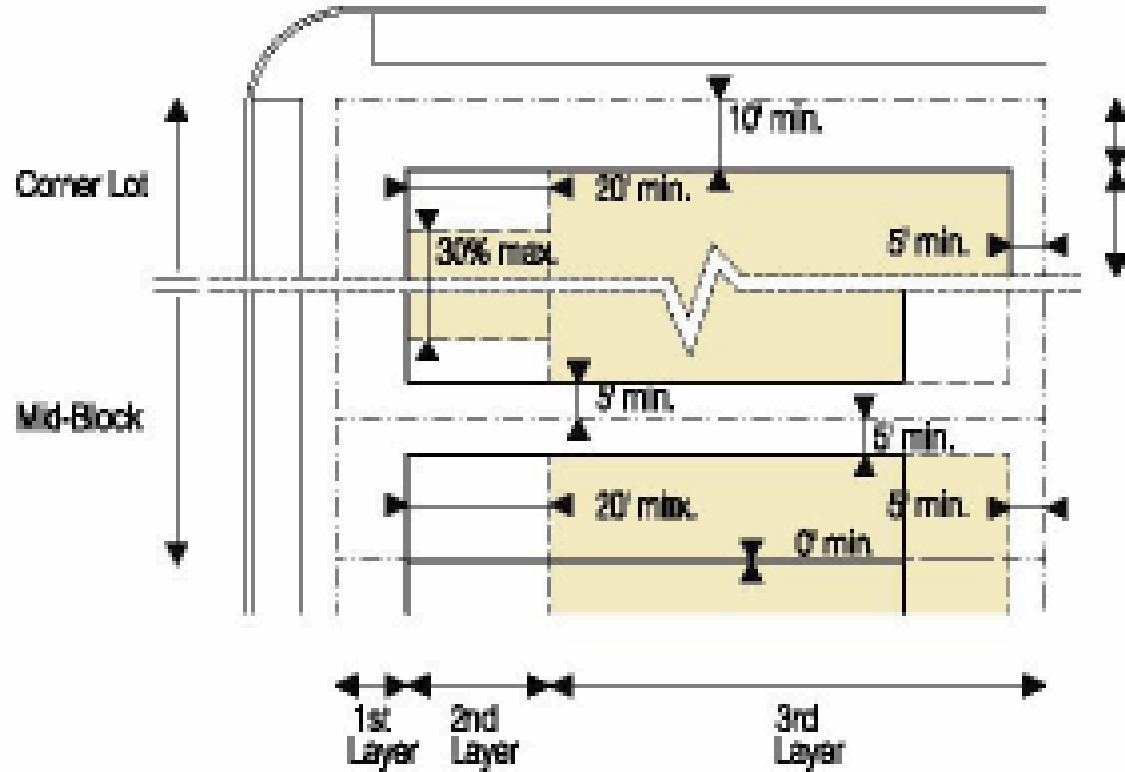
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# Adjust Parking Requirements to Facilitate People Oriented Communities and Eliminate Competition for Space

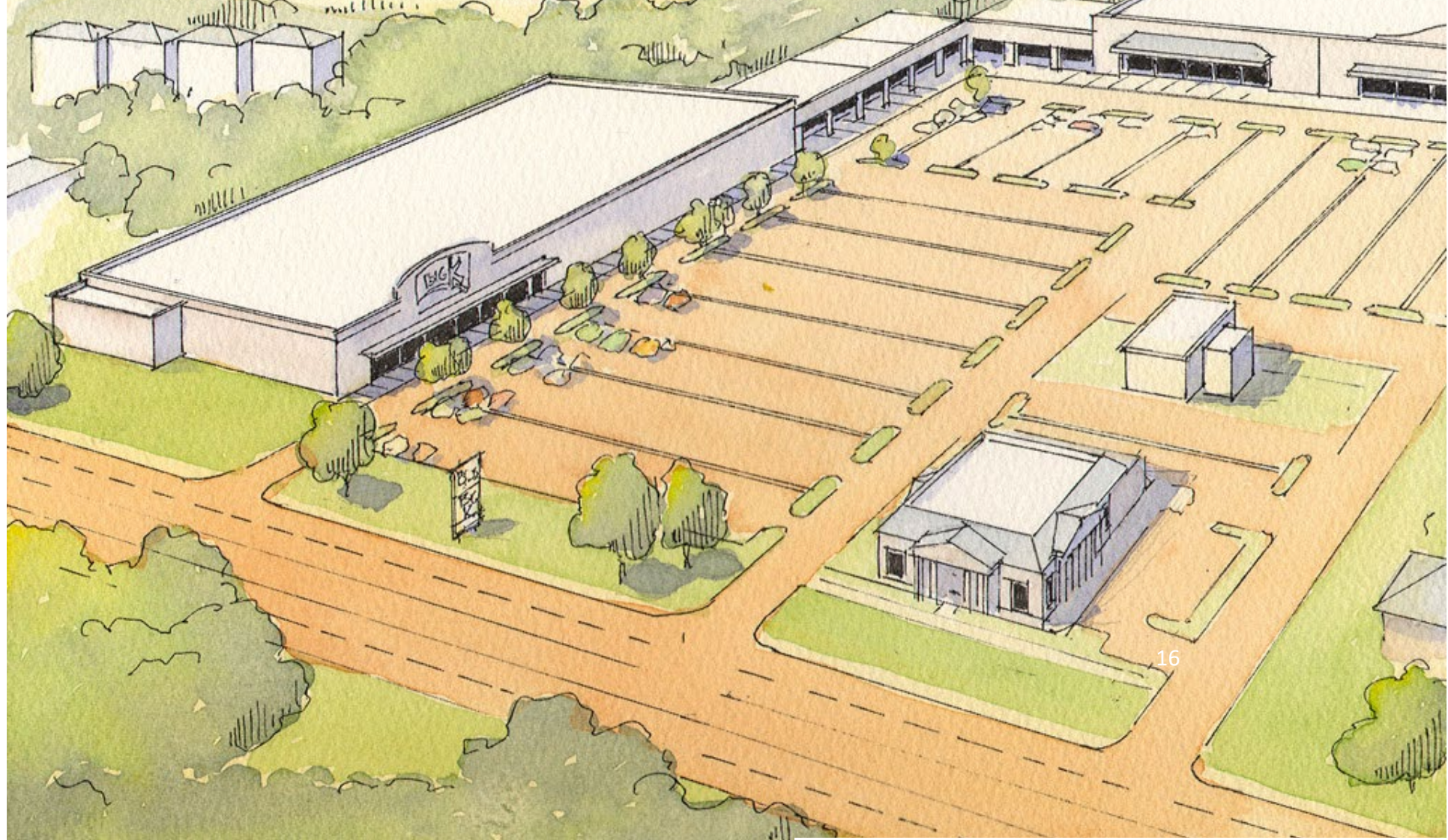


Credit: Miami 21 General Urban Zone Parking Regulation

This illustration demonstrates the parking requirements for a T4 zone. As the transect zones increase, the allowable uses and building types also increase to create a more diversified area. Uses determine the number of parking spaces required in order to accommodate flows of traffic and people.

Reducing or eliminating these costly requirements around transit stops, in walkable neighborhoods, or on properties with affordable housing can improve affordability and mobility options. A citywide form-based code for Miami, FL makes gentle density and missing middle housing more economically viable by eliminating parking requirements in urban neighborhoods

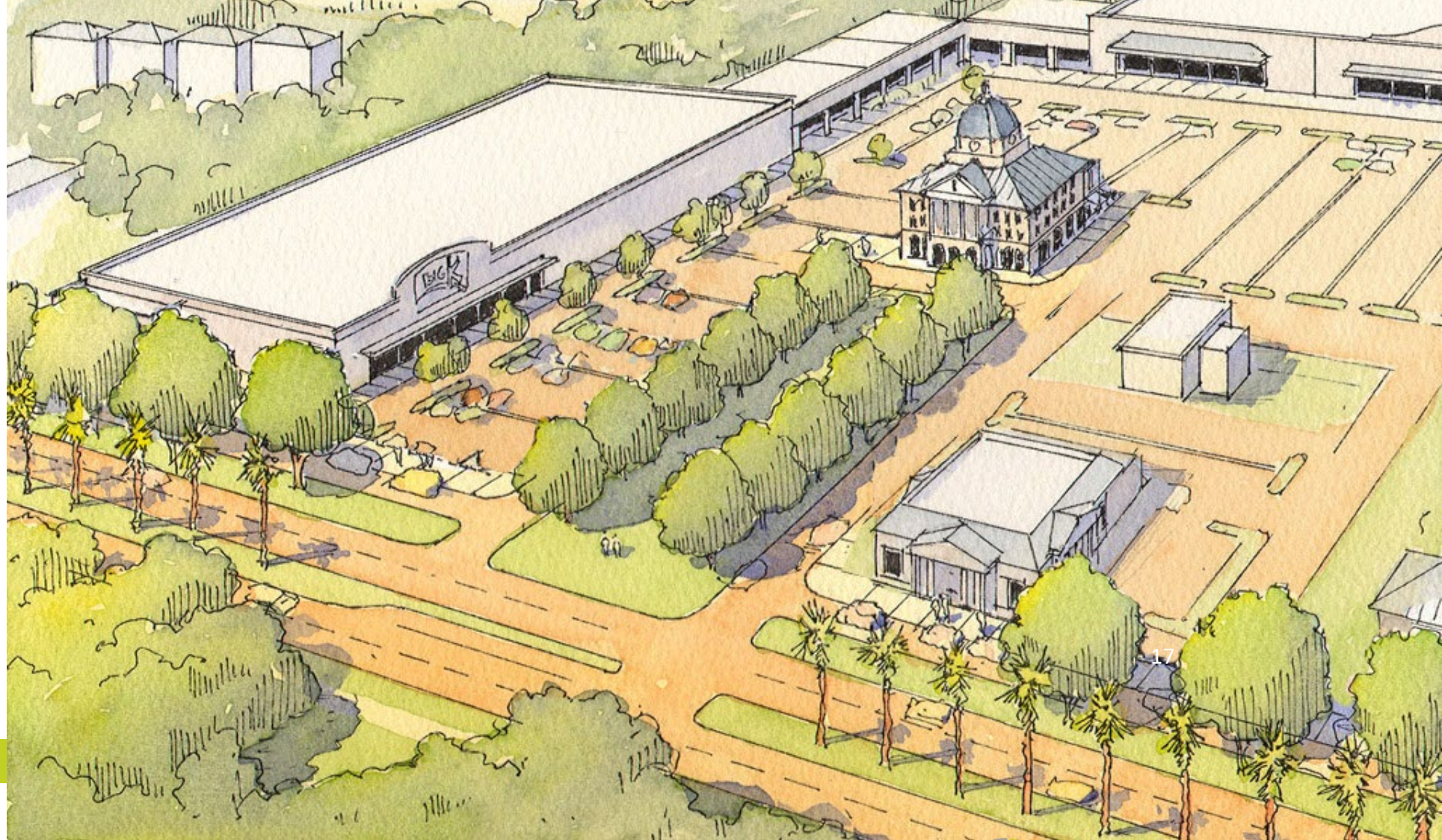
# Retrofit Suburban Sprawl



Dover, Kohl & Partners



# Retrofit Suburban Sprawl



17

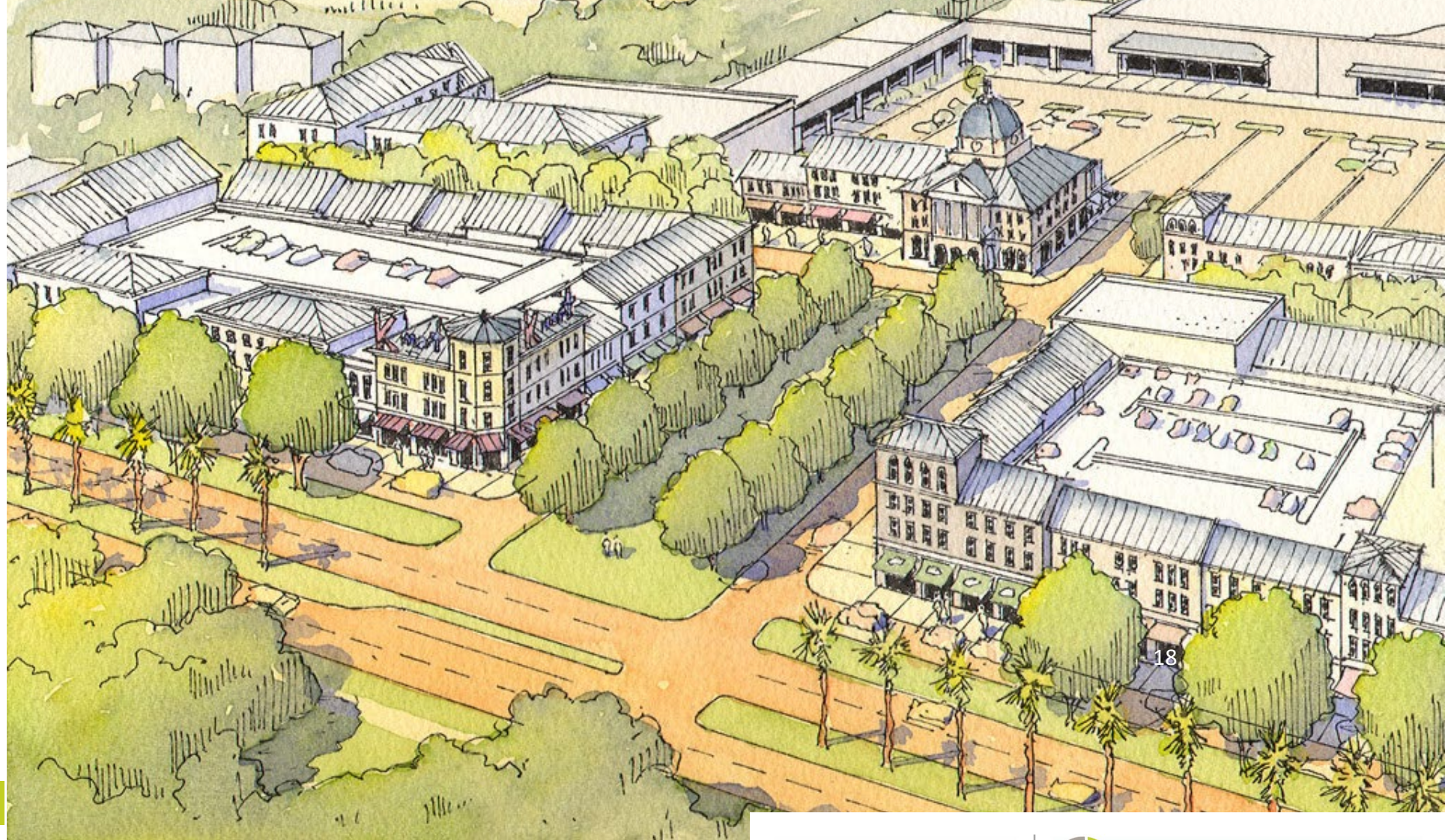
Dover, Kohl & Partners



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# Retrofit Suburban Sprawl

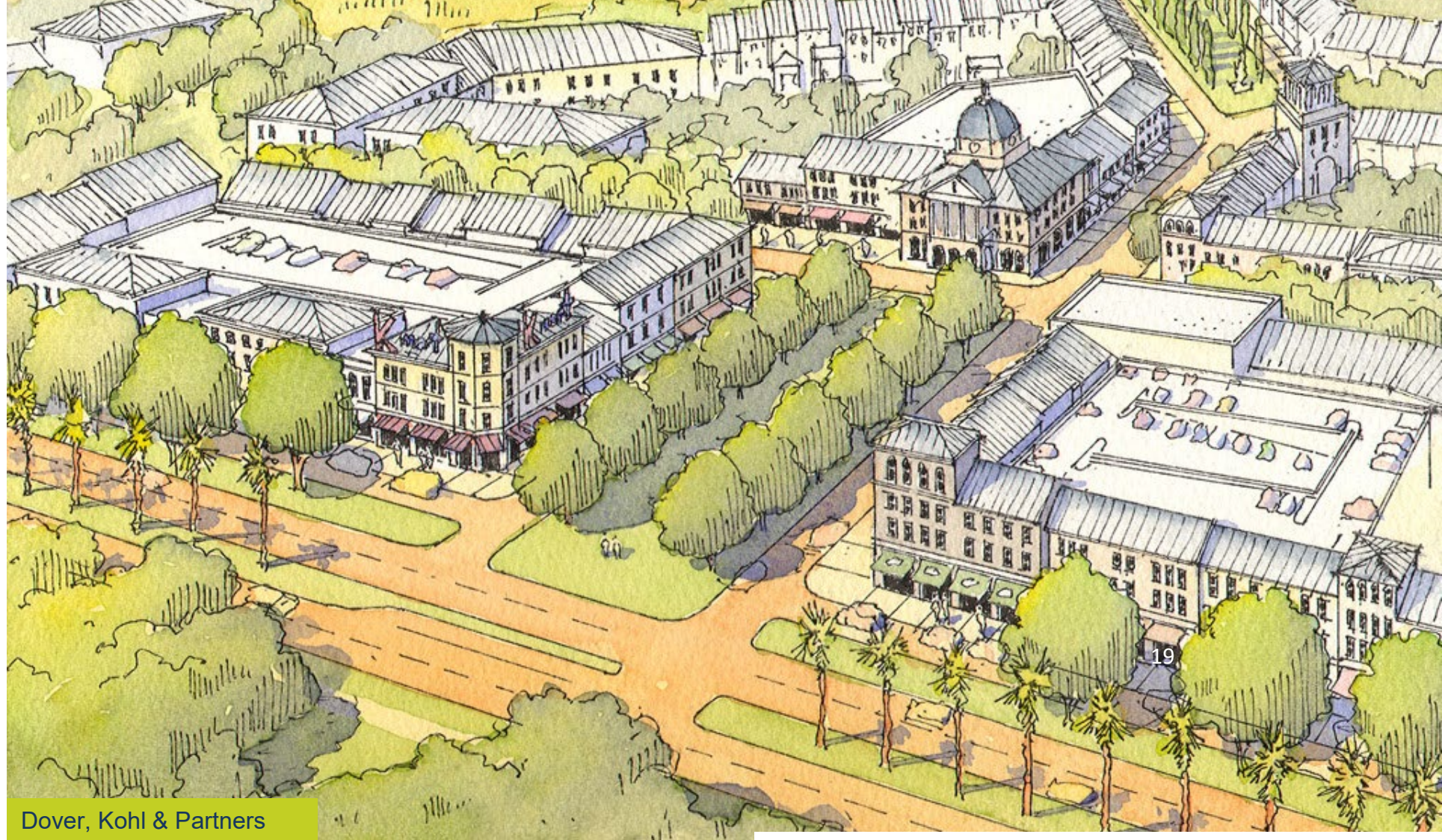


18

Dover, Kohl & Partners



# Retrofit Suburban Sprawl



Dover, Kohl & Partners




# Transform an Auto Oriented Corridor into Walkable Places

## COLUMBIA PIKE General Land Use Plan



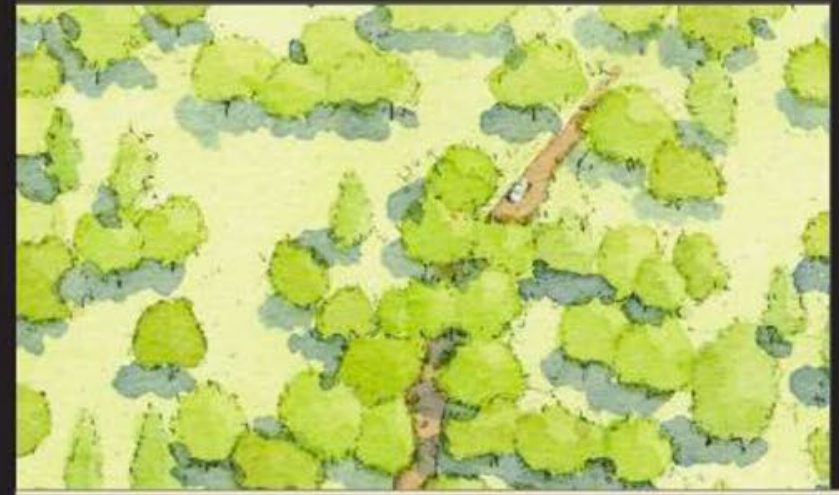




# Case Studies of Using Zoning to Support Mobility Options and Community Health



# JEFFERSON COUNTY, ALABAMA



T1



2

Jefferson  
County, Al  
Smart Code





# Daufskie Island SmartCode





# Winooski VT Gateway Corridor FBC





# FBC components: Public Space Standards

## civic spaces and thoroughfares *(not just open space!)*



GROUND-FLOOR USE	CAFÉ ZONE	PEDESTRIAN ZONE	LANDSCAPE + FURNITURE ZONE	PARKING + PLANTER ZONE	SHARED TRAVEL ZONE
MULTI-FAMILY RESIDENTIAL	Not Applicable See Appendix A.5 Private Frontage Guidelines.	6' - 8'	6' - 8' Tree wells; Street furniture to be provided per Section 6;	8' parallel	See Section 3.3 for Street Type Standards.
COMMERCIAL	Where Applicable; 6' - 12' Additionally, See Appendix A.5 Private Frontage Guidelines.	7' - 10'	See Section 3.5 for Street Landscape Standards.	16' - 18' head-in diagonal OR 8' parallel Parking Lane Planters (optional)	





# FBC components: Frontage Types



Classic Main Street

Photos by Ferrell Madden



TABLE 7. PRIVATE FRONTAGES

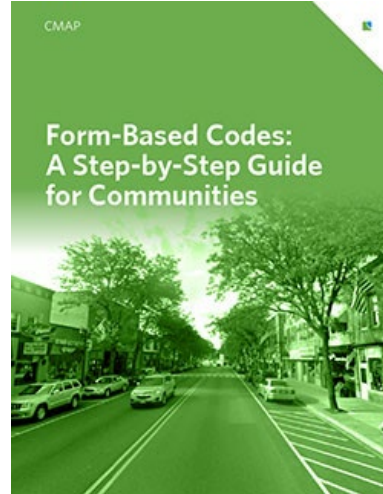
SMARTCODE  
Municipality

TABLE 7. Private Frontages. The Private Frontage is the area between the building Facade and the Lot line.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE	LOT PRIVATE FRONTAGE
a. Common Yard: a private Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains referenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfare.		
b. Porch & Terrace: a private Frontage wherein the Facade is set back from the Frontage Line with an attached porch-terrace to Encroach. A fence at the Frontage Line maintains direct spatial definition. Porches shall be no less than 8 feet deep.		
c. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor sales. Syn: Showyard.		
d. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourt may overhang the Sidewalk.		
e. Sloped: all Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.		
f. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.		
g. Gallery: all Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.		
h. Arcade: an arcade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.		



# Resources



## ZONED IN

Economic Benefits & Shared Prosperity  
with Form-Based Codes





# STAY IN CONTACT



@FORMBASEDCODES



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