

Bouillabaisse Zoning



How to Cook Up a Great Code Using Ordinary and Unusual Ingredients



Your chefs...



Alberto Godoy *three chefs*

Orlando “Stock Pot” Delogu
Ed “Stone Soup” Ziegler
Dwight “Microwave It” Merriam

Setting the table...



- Chefs Delogu and Merriam on current issues and failed solutions
- Chef Ziegler with a critical view of the American landscape
- A food fight between all three

EPA



“Essential Smart Growth Fixes for Urban and Suburban Zoning Codes”

...talking about the fixes helps focus on the problems...

11 Fixes

- 1 | Allow or Require Mixed-Use Zones
- 2 | Use Urban Dimensions in Urban Places
- 3 | Rein In and Reform the Use of Planned Unit Developments
- 4 | Fix Parking Requirements
- 5 | Increase Density and Intensity in Centers
- 6 | Modernize Street Standards

7 | Enact Standards to Foster Walkable Places

8 | Designate and Support Preferred Growth Areas and Development Sites

9 | Use Green Infrastructure to Manage Stormwater

10 | Adopt Smart Annexation Policies

11 | Encourage Appropriate Development Densities on The Edge

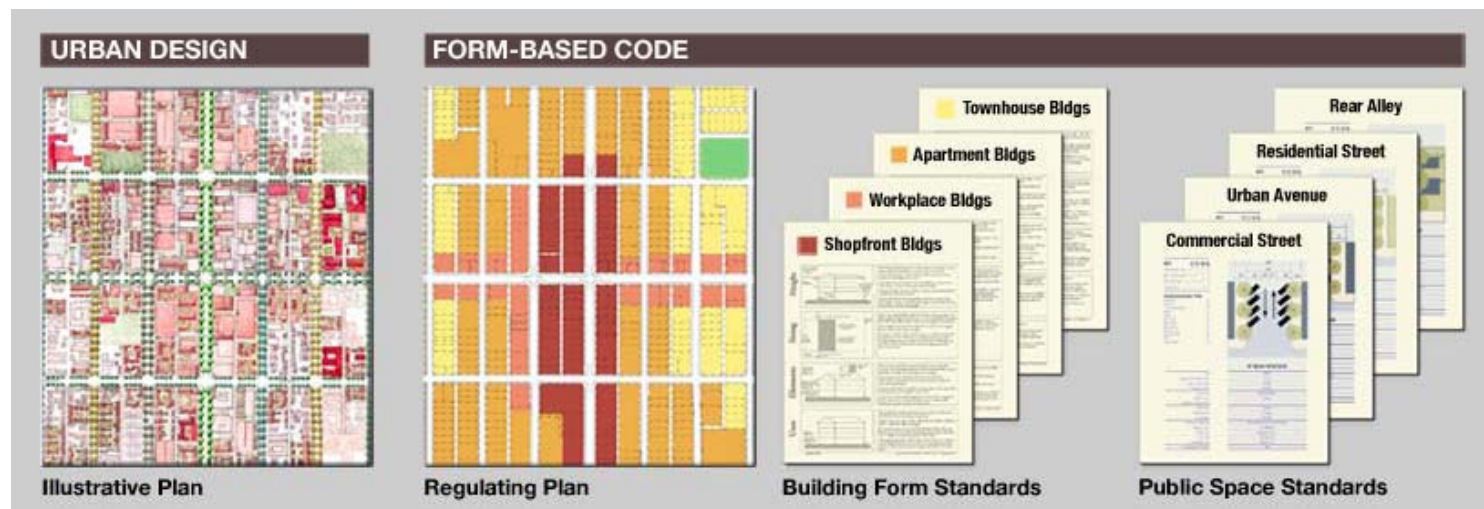
Allow or Require Mixed-Use Zones

“Mixed land use can integrate offices, retail and residences so that vehicular trips can be minimized.”



Use Urban Dimensions in Urban Places

“Coordinate new form-based dimensional standards, such ..as the siting of buildings, with zoning map changes to reflect the nature of form-based development versus use-specific zones.”



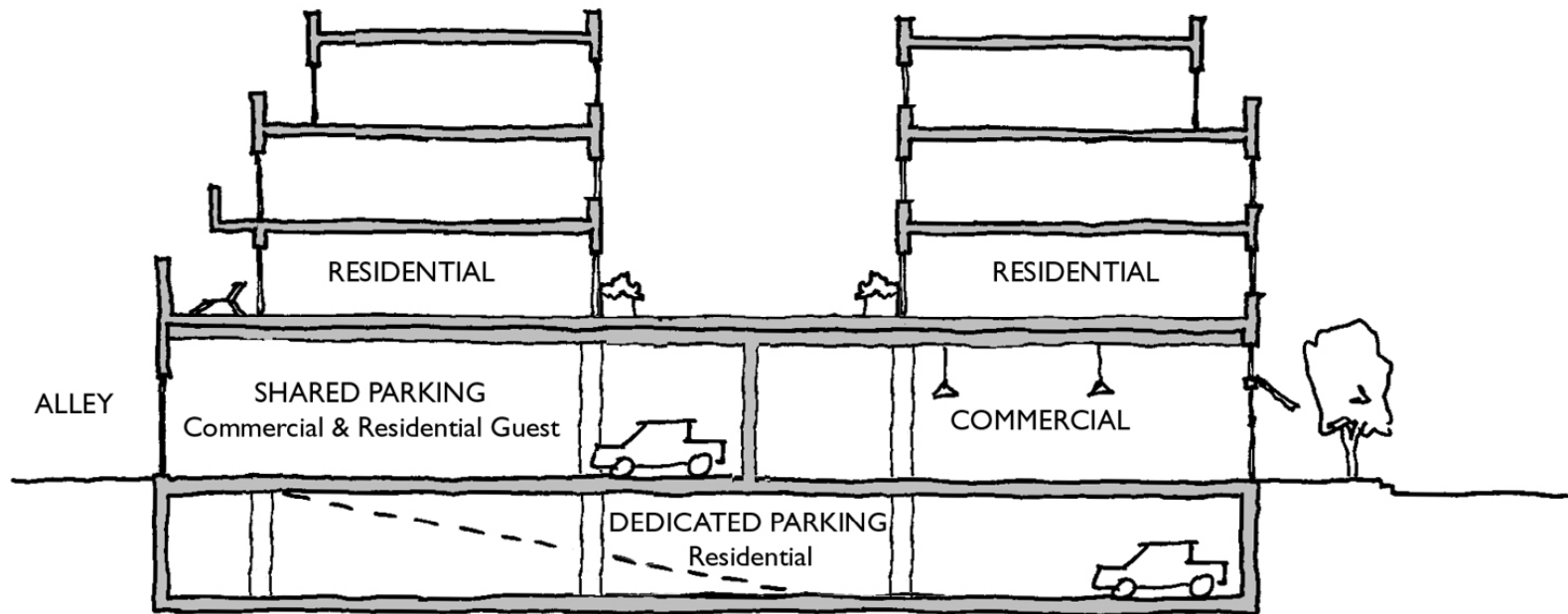
Rein In and Reform the Use of Planned Unit Developments

“As this trend proliferates, communities have increasingly recognized the downside of relying too heavily on PUDs and negotiated developments...”



New Town in St. Charles, Missouri features a planned unit development that encapsulates a variety of smart growth and new urbanism features including compact development, mix of land uses and design guidelines to create a distinctive place.

Fix Parking Requirements



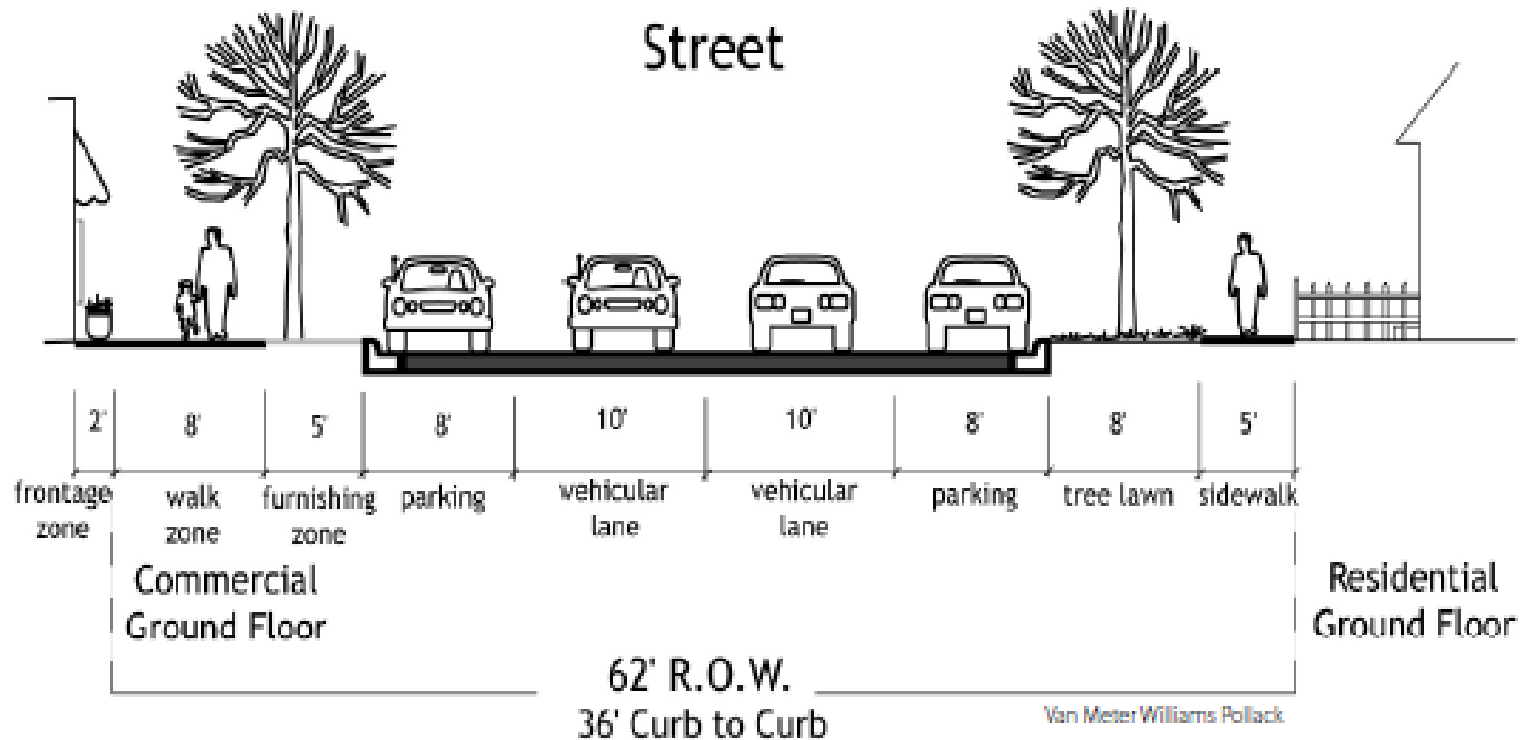
Increase Density and Intensity in Centers



U.S. Environmental Protection Agency

As a development center, the Ballston neighborhood of Arlington, Virginia has been designated to accommodate additional growth.

Modernize Street Standards



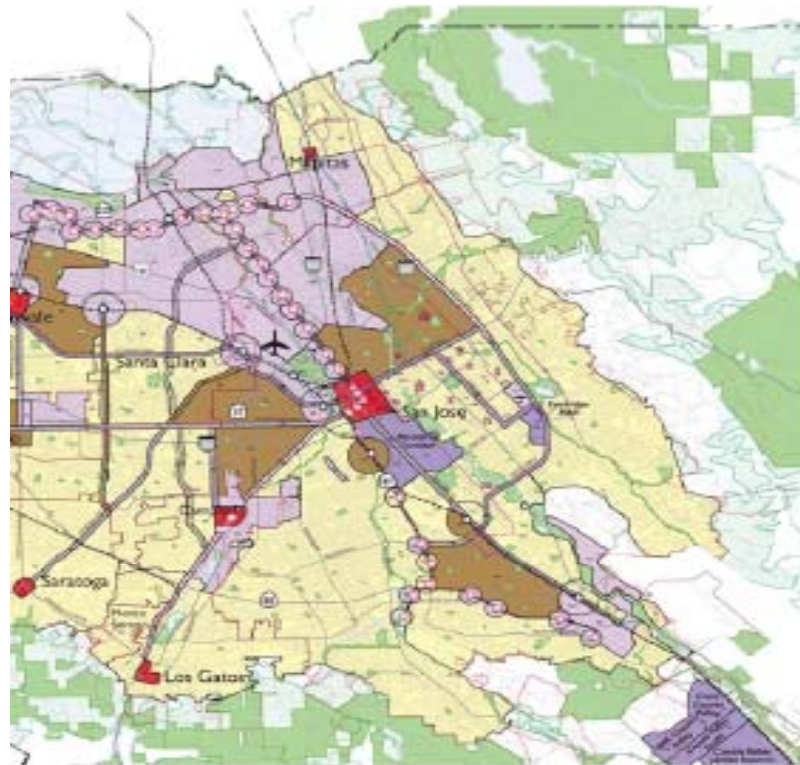
This street section show the typical array of uses for a right of way including pedestrians and automobiles.

Enact Standards to Foster Walkable Places



“One significant challenge to developing a walkable community is the lack of design standards or performance measures for walkability, like those that guide other kinds of transportation planning and design. “

Designate and Support Preferred Growth Areas and Development Sites



This rendering of Santa Clara, California illustrates how the city has designated preferred growth areas to keep distinctive places intact.

Use Green Infrastructure to Manage Stormwater



This picture illustrates site level green infrastructure practices such as landscaped swales to capture runoff.

Adopt Smart Annexation Policies

“Ad hoc annexation is a major cause and enabler of exurban development and sprawl. Ironically, in many cases, the tax burden from annexed areas may exceed the increase in tax revenues, especially over the long term.”



Encourage Appropriate Development Densities on The Edge



US Environmental Protection Agency

This aerial from suburban Dallas shows how the "Devil's Density" is built out on the edge of the town at residential density that is not efficient with more compact development patterns.


What problems and fixes did
EPA miss?

Talking density

...and excellent resource

<http://www.lincolnst.edu/subcenters/visualizing-density/>

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Visualizing Density

Investigating the density challenge facing the United States

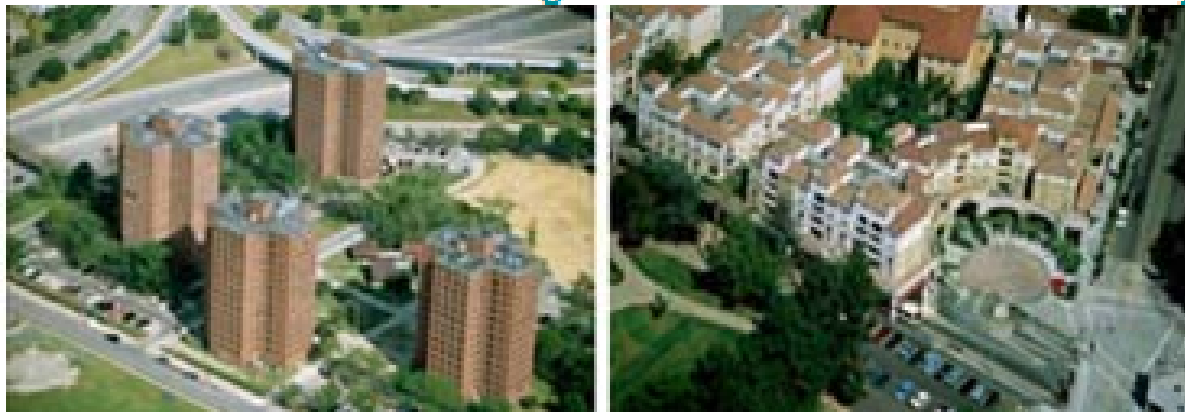
[Visualizing Density Home](#)
[A Bird's Eye View of Density](#)
[Quick Quiz: How Dense Can You Be?](#)
[Density and the Good Things in Life](#)
[Building Blocks: A Density Game](#)
[Image Gallery Search](#)
[Visualizing Density - The Book](#)
[Glossary](#)
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The American Dream of a single-family home on its own expanse of yard still captures the imagination. But with 100 million more people expected in the United States by 2050, rising energy and transportation costs, disappearing farmland and open space, and the clear need for greater energy efficiency and reduced global warming emissions, the future built environment must include more density.

Review the questions carefully, select an answer and click submit to score your quiz.

1. Examine these two images and click on the statement you believe to be true.



- a. ☐ The development on the left has a higher density
- b. ☐ The development on the right has a higher density
- c. ☐ They have a similar density

2. Which block has the highest density?

a. ☐



b. ☐



c. ☒



3. Which block offers the most parking spaces per unit of housing?

a. ☐



b. ☐



c. ☒



d. ☐



4. What is the density of this block?



- a. ☐ 2 units per acre
- b. ☐ 4 units per acre
- c. ☐ 6 units per acre
- d. ☐ 8 units per acre

5. Given a pleasant walking environment, what is the density level at which people are usually willing to walk or take transit?

- a. ☐ above 3 units / acre
- b. ☐ above 6 units / acre
- c. ☐ above 9 units / acre
- d. ☐ above 12 units / acre

6. At what density level does bus service (every 30 minutes) become feasible?

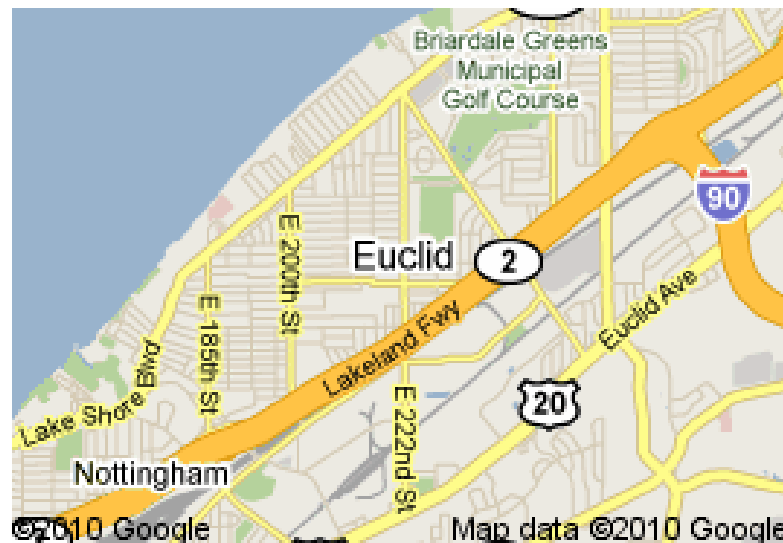
- a. ☐ 4 units / acre
- b. ☐ 7 units / acre
- c. ☒ 15 units / acre

7. What is the minimum number of households needed to support a 50,000 sq. ft. supermarket ?

- a. ☐ 500
- b. ☐ 1000
- c. ☐ 5,000
- d. ☒ 10,000

The new American Landscape, but still auto-dependent...

- Goals and benefits?
 - traditional Euclidian zoning
 - Modern zoning and design controls
 - Smart growth, new urbanism, form-based codes



“Stone Soup” Ziegler’s Six Major Points

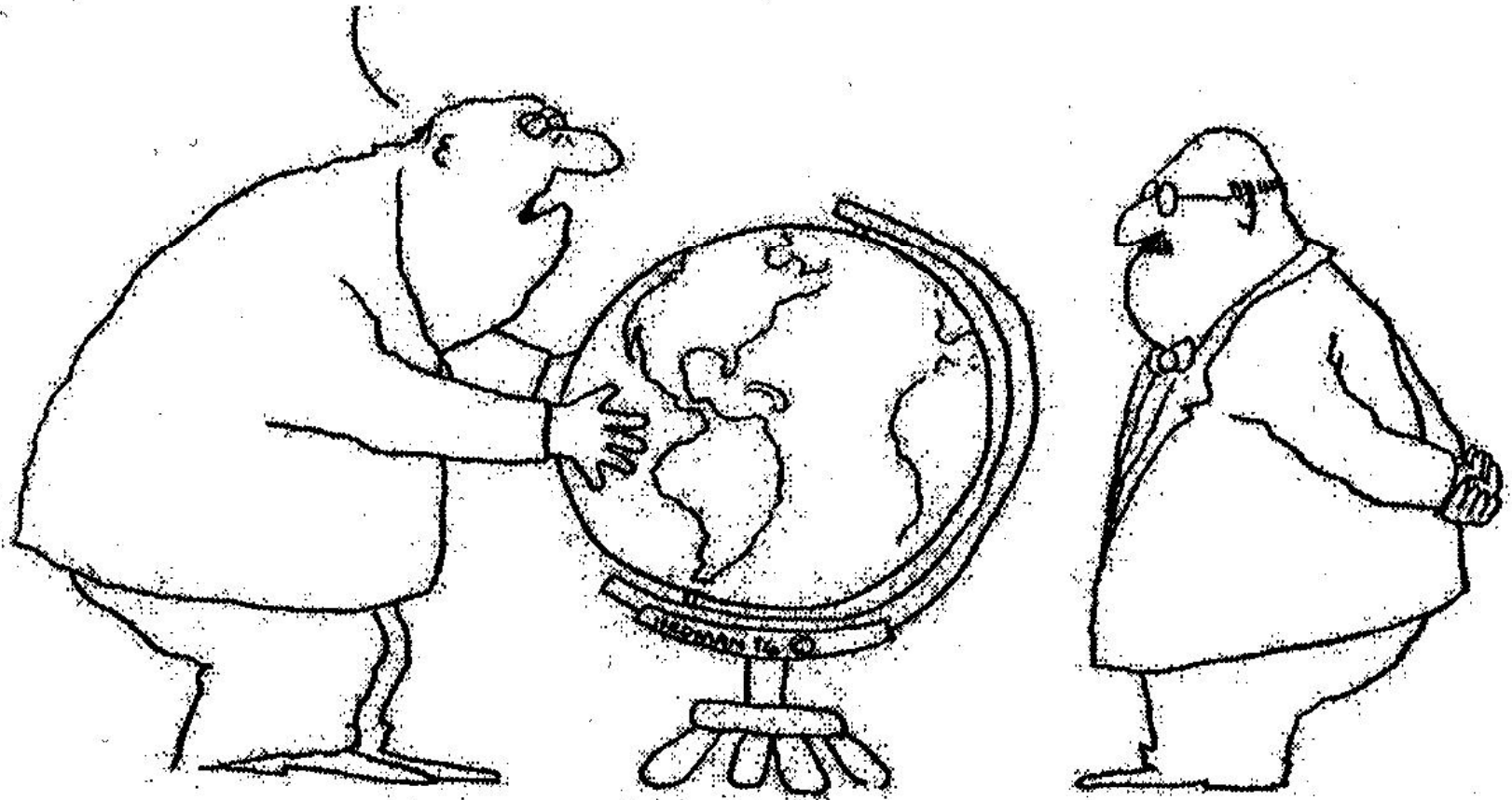
- 1. Without substantial reform, local planning and zoning bouillabaisse programs will continue to be a significant cause of unsustainable auto-dependent regional sprawl.**
- 2. Without substantial reform, local planning and zoning programs will continue to operate in opposition to the creation of transit-linked core areas within a metro region where people of all income levels could live, work, shop, and play without daily use of the automobile.**

- 3. Without substantial reform, the expected higher-density housing in our metro areas will likely continue to be built on scattered and isolated buffer sites, without mixed uses, and will likely continue to be largely if not completely auto-dependent.**
- 4. Without substantial reform, we may be wildly optimistic about the extent and benefits of light rail TOD in our metro areas in this country – it seems likely to be limited in scope and density (perhaps less than 10% of the population of some European TOD areas) and will likely provide few opportunities for auto-free living, particularly for the less wealthy.**

- 5. Without substantial reform, this country is unlikely to be rich enough in the future to afford two world class transit systems- one for public light-rail/bus transit and one for private auto transit.**
- 6. Without substantial reform (that includes a regional focus) on metro area TOD scope and density, local planning and zoning programs will likely operate in opposition to the need to provide a framework for sustainable and affordable private options in regard to housing, jobs, energy, transit, and infrastructure.**

Zoning

SOCIAL PLANNING HAS
BEEN A DISASTER. THANK GOD
WE STILL HAVE ZONING



W E L C O M E T O

U S A

SUV
CITY

*The friendliest
place to drive
your Big SUV!*

Boulder

**100,000
population**

**Welcome!
New Urbanism
Town Center**

**Smart Growth
Meeting Tonight**

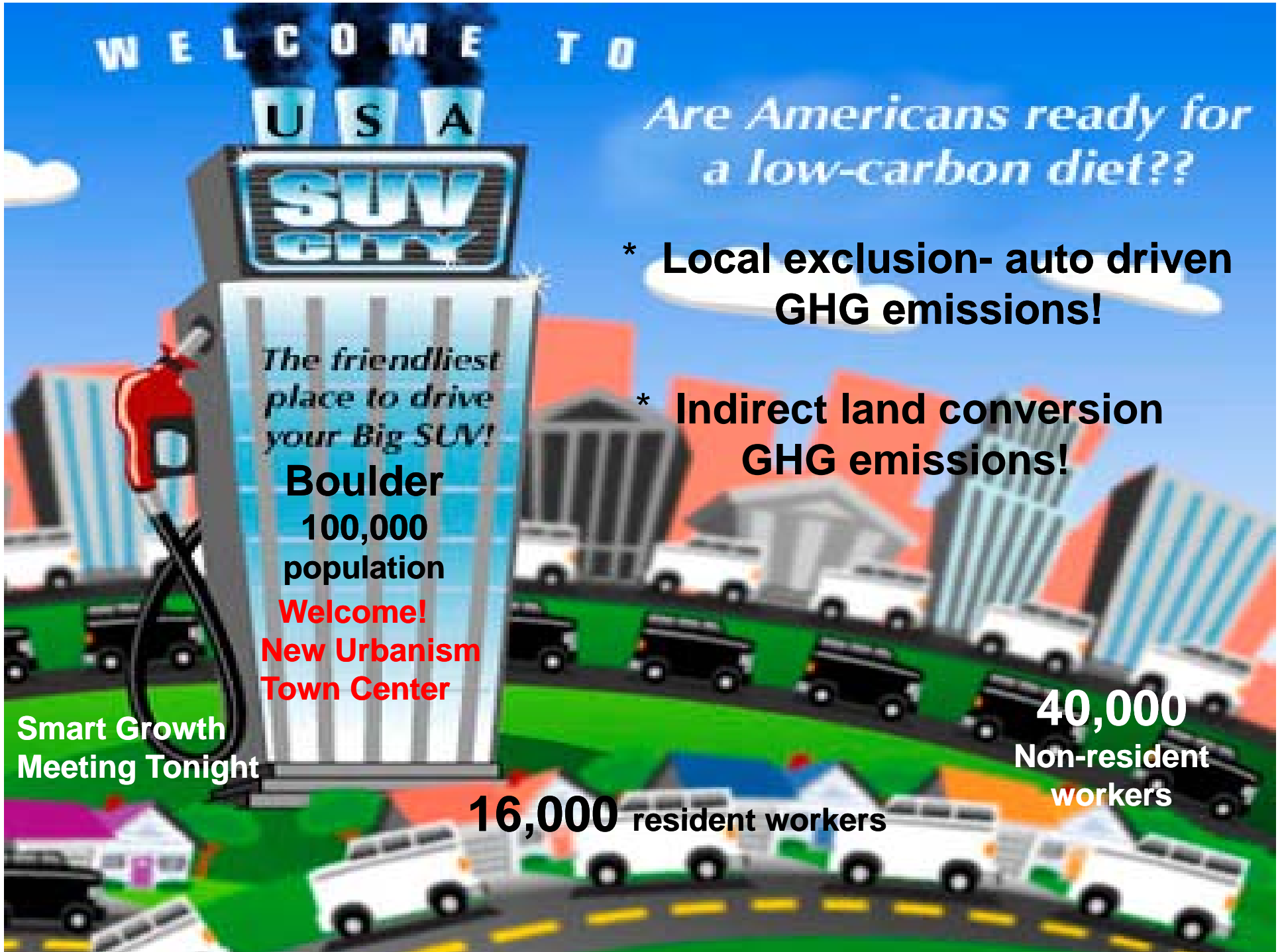
16,000 resident workers

40,000
Non-resident
workers

*Are Americans ready for
a low-carbon diet??*

*** Local exclusion- auto driven
GHG emissions!**

*** Indirect land conversion
GHG emissions!**





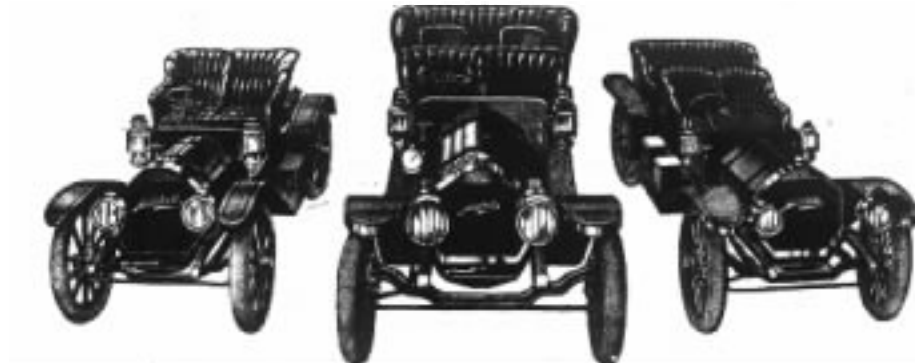
The Next American Landscape

Transit linked core areas in metro regions
where people can live work, shop and play without daily use
of an automobile

Atlantic Station

Higher density benefits ..with fewer cars...

- **Places friendly to children and elderly**
- **More pedestrian and bicycle friendly**
- **More nearby retail and service uses**
- **Public transit friendly**
- **Reduced auto use**
- **More households without cars**



benefits

- **Economic benefit to households**
- **Increase job creation & global competitiveness**
- **Reduced infrastructure costs**
- **Reduced land clearing**
- **Reduced air and water pollution**
- **Improved public health and safety**
- **Conservation of resources and energy**
- **Reduce global warming**
- **Improve energy security**
- **Improve food security**

Metropolitan growth management?



Infill and transit oriented development?















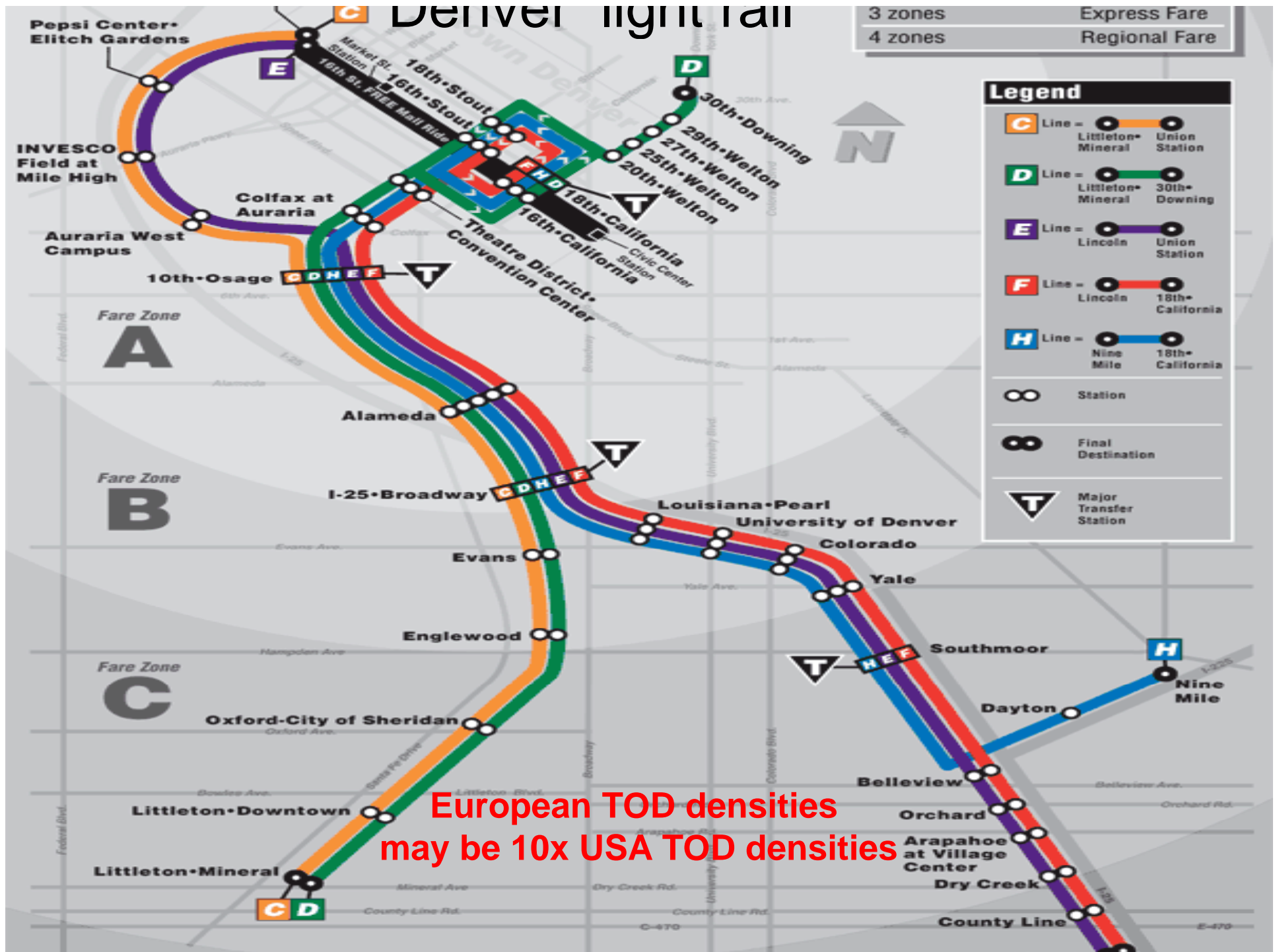


Sustainability?

- Density?
- Housing?
- Energy?
- Transit?
- Regionalism?



Denver Light Rail



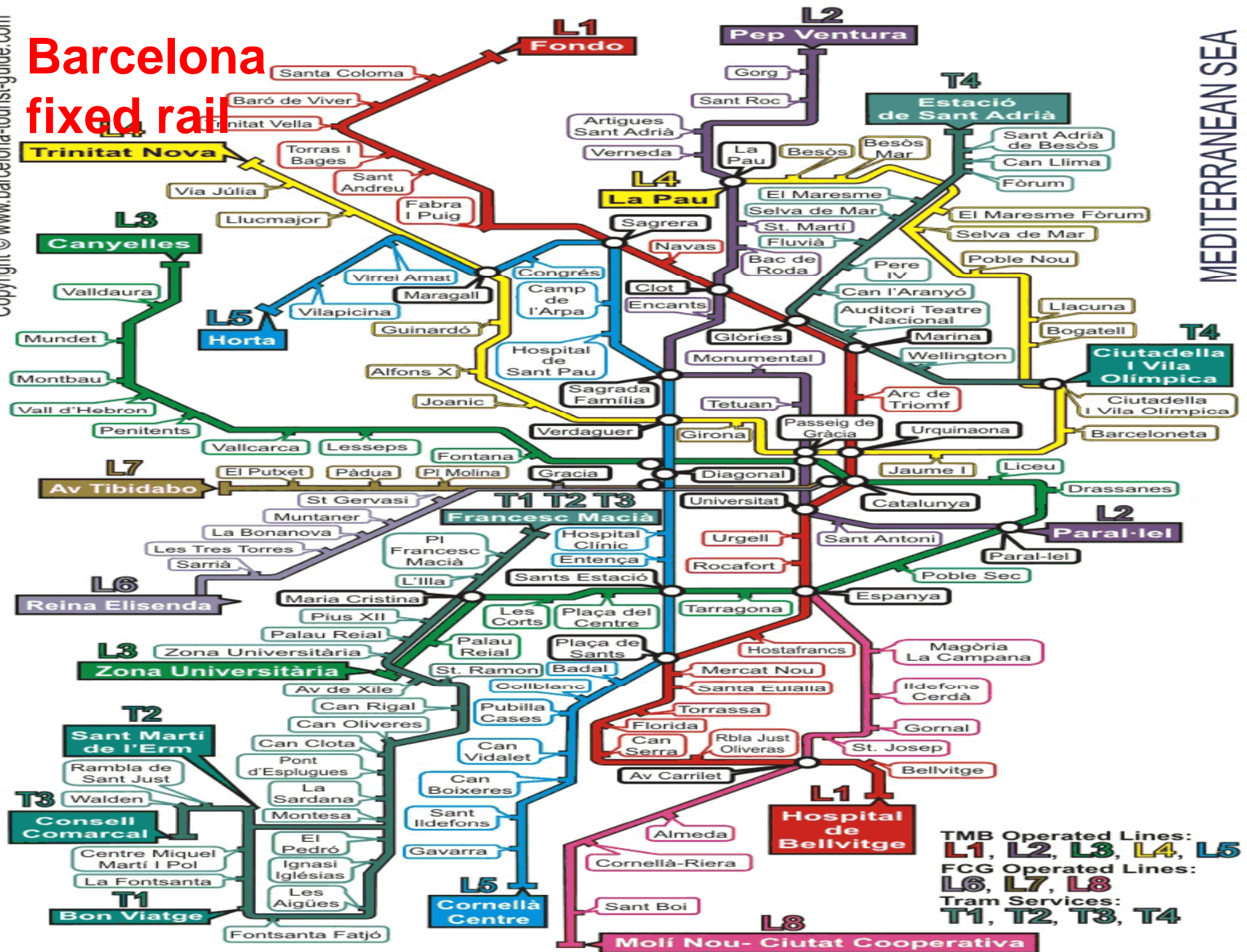
European TOD densities
may be 10x USA TOD densities

“Are we just dressing up auto-dependent sprawl in a transit village costume?”



Sam Newberg
Failing the Density Test (2009)

Barcelona fixed rail



MEDITERRANEAN SEA

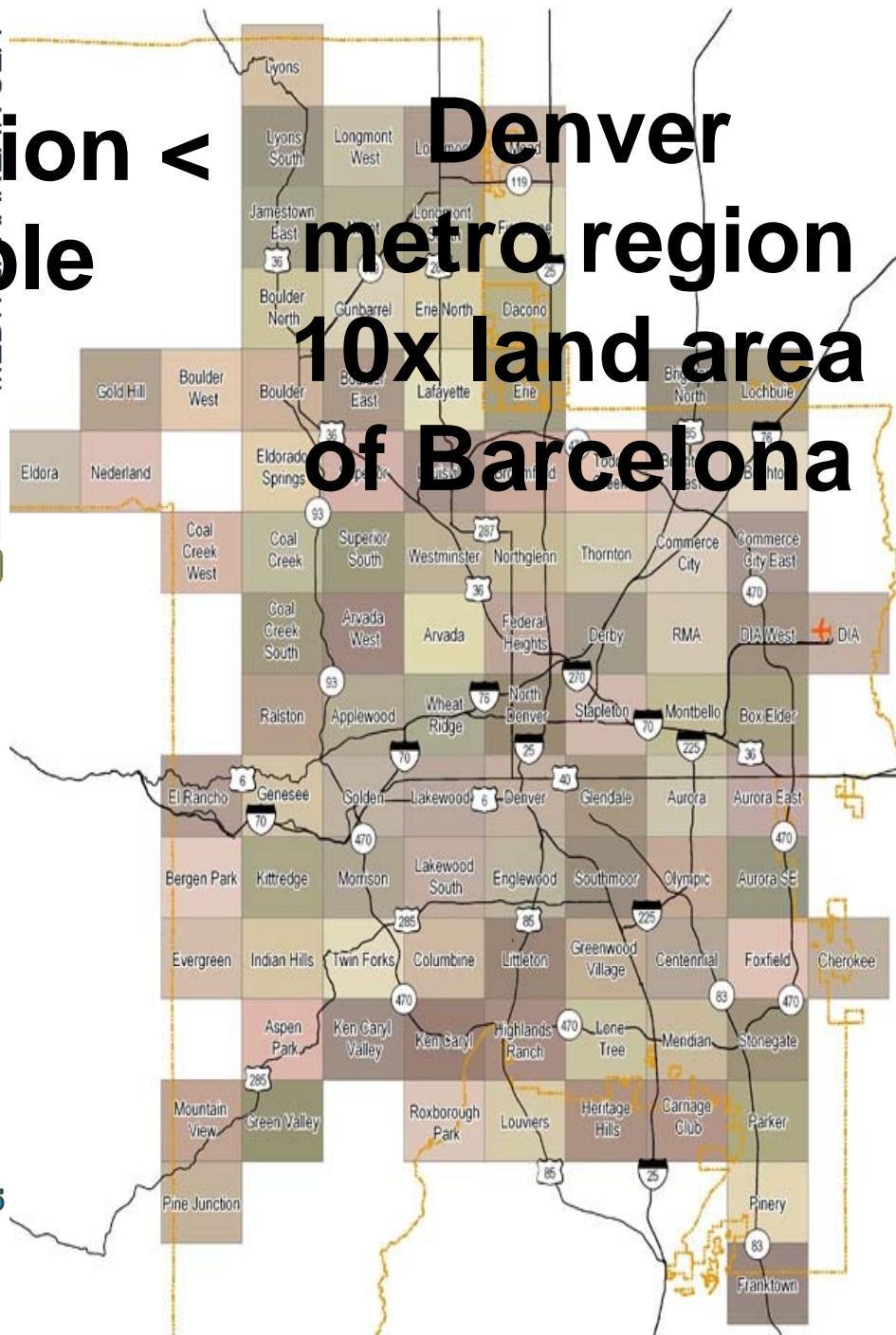
Barcelona

fixed rail

> 2 million <
people



Denver
metro region
10x land area
of Barcelona



Sustainability?

- Density?



- Transit?



- Regionalism?



Our Local Bouillabaisse Codes and the New American Landscape

**The very worst of high
density auto-dependent urban
living?**



An optimist's view?



fini