The transect is a geographical cross-section which reveals a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their urban character, in a continuum ranging from rural to urban. This range, rural to urban, provides a rational basis for organizing the components of the built work: buildings, lots, land use, open space, streets, all elements of the human habitat. Form-based coding describes the desired volume of buildings and their interaction with public space.
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TRANSECT ZONES

T1 - NATURAL ZONE
The Natural Context includes all lands that are in pristine condition and permanently protected from development either by purchase or by environmental law. In Natural Context the continuity of nature trumps roads and other man-made artifacts. The only buildings likely to be found are farmhouses or campground structures.

T2 - RURAL ZONE
The Rural Context includes lands that are not appropriate for development, but that have not been permanently protected like the Natural Context. The Rural Context usually includes agricultural and woods land.

T3 - SUB-URBAN ZONE
The Suburban Context is similar to conventional suburban residential areas except that they are within a pedestrian shed and always attached to other zones, and they are thoroughly connected to a diverse community. The Suburban Zone is most similar to a village or to outskirts where lots and setbacks are larger, streets curve with the contour of the land. Streetlights and sidewalks are scarce and only on major roads.

T4 - GENERAL URBAN ZONE
The General Urban Context is the place that starts coalescing into an identifiable urban fabric. These areas are within easy walking distance to a village or town center. Houses, even rowhouses pull up close enough to the street so that from a porch you can talk to a passerby. T4 has a has wide parameters on what is allowed. It has the messy vitality typical of American urbanism. While T3 is decisively suburban and T5 and T6 are uniformly urban, T4 ranges to both.

T5 - URBAN CENTER ZONE
The Urban Center Context is the equivalent of the Main Street. There are often sometimes townhouses and there is always a selection of apartments. The Urban Center includes merchants, offices, live work-units and old folks who don’t want to drive around to get to all the necessities.

T6 - URBAN CORE ZONE
The Urban Core Context only occurs in regional centers. It has the tallest buildings, busiest pedestrian life, and most variety. It’s the place of one-of-a-kind functions like city hall and cultural buildings. The Urban Core is where urbanism trumps nature; it’s where the trees are lined up in planters, and the river is contained in embankments. It is the place that many willingly live in high density instead of sprawling out into the landscape. It is a most ecological condition.

D - DISTRICT
District designations shall be assigned to sites and structures that by virtue of their intrinsic function, disposition or configuration, cannot be incorporated into one of the regular community types. Typical Districts are entertainment and tourist districts, college campuses, capitol districts, hospitals, large scale transportation or manufacturing facilities such as airports, container terminals, refineries and the like.
The evolution of a city from a low density suburban environment to high density urbanism requires a transition from a linear vehicle dependant system to a nodal transit friendly organization of land use and density.
Beyond the goal to consolidate existing regulations, Miami 21 must project a vision for the future growth of the city. Five stages of development are here illustrated in sequence, from the early building to the current state, to a proposal for rational successional growth.

The corridor’s early development produced low rise commercial buildings adjacent to single family neighborhoods. The commercial buildings and parking were largely contained within a single lot depth along the street.
Higher density commercial development requiring additional lot depth for parking results in re-zoning of abutting residential property and a change of character to the adjacent street (street one).
The proliferation of commercial parking lots and garages facing the neighborhood on street one results in the requirement for residential liner buildings to conceal the parking and to present a frontage compatible with the neighborhood.
Extending the rowhouse frontage the full length of the street integrates growth and improves street aesthetics.
Street one becomes a street of transitional density and height between the high density corridor and the residential neighborhood which is preserved from street two to beyond.
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