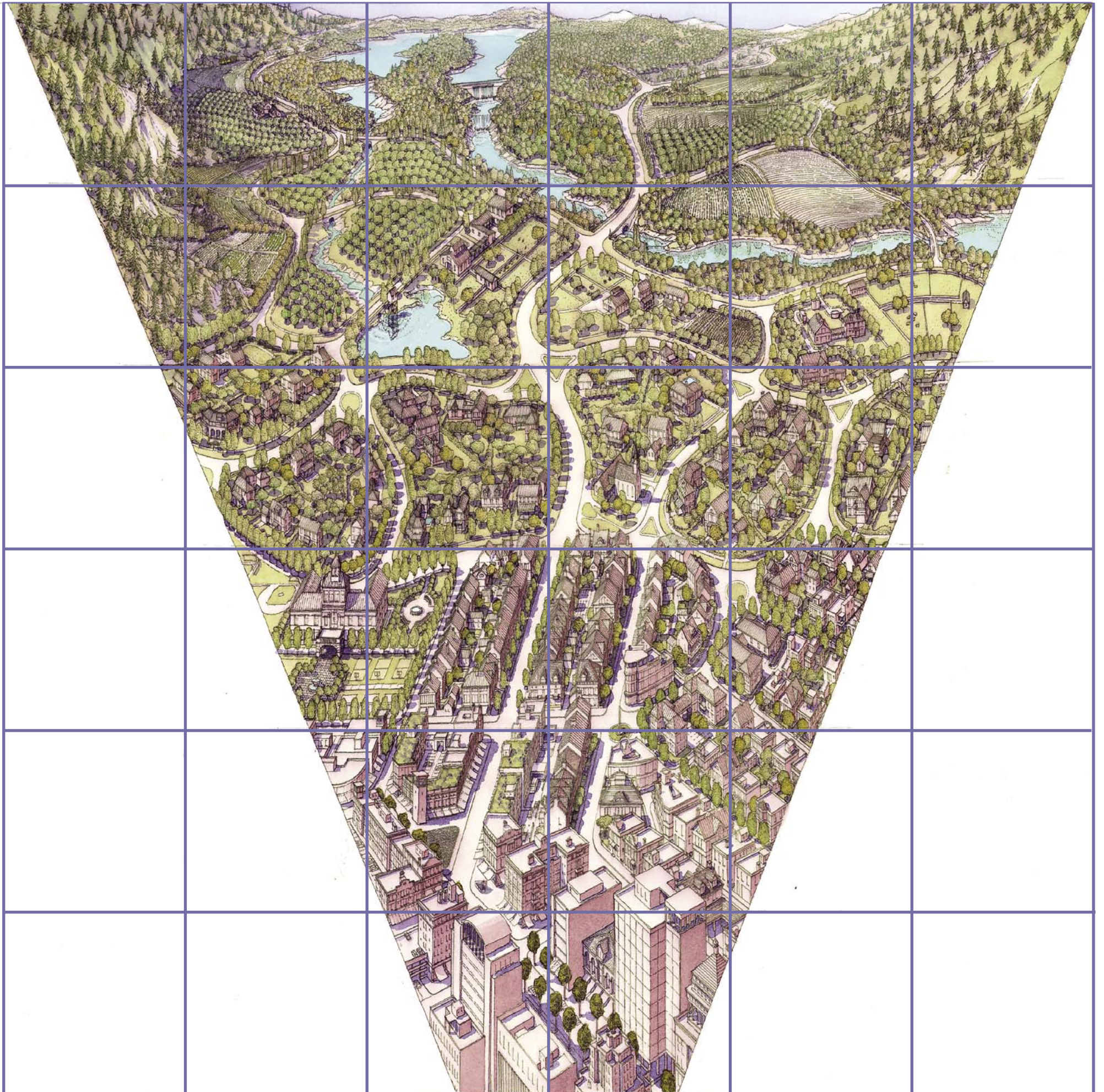


SMARTCODE

A COMPREHENSIVE FORM-BASED PLANNING ORDINANCE



Curbing Sprawl With a Code

By Andrés Duany



The word “growth” once had positive connotations for Americans: better jobs, better shops, better education, a better quality of life. But mention the word today and you are likely to hear discussions about congested traffic, higher taxes, crowded schools and the paving-over of the landscape.

How did it come to pass that a nation proud of three centuries of growth, one whose people built the constellations of beautiful villages, towns and cities that span a continent, should have so radically changed its outlook?

The reason is that the methods by which municipalities “grow” have changed. Prior to the Second World War, areas mapped out for development included each of the essential town-making elements — streets, parks, housing, commercial and civic buildings. Without even one of these components in the plan, the town would not have been successful.

Since then, conventional codes were adopted that segregate land uses into single-use pods — “residential,” “office,” “commercial” or “industrial.” When a developer procures a piece of land, a specific type of housing subdivision (single-family, townhouse or apartment), a shopping center or a business park replaces it.

An armature of zoning codes addressing each of the specialty areas dictates the details of this process without an effective means of keeping in mind the big picture. The result is a collection of monocultures: a segregation of the elements of community into specialized areas, a condition often referred to as “sprawl.”

Individually, the decisions made in regards to planning are quite plausible, but collectively they lead to a pattern that is dysfunctional. Wide residential streets, for example, seem like a reasonable way to speed emergency vehicles on their way. Yet wide streets are more dangerous for pedestrians and often allow for fewer road interconnections, which



ILLUSTRATION BY EUSEBIO AZCUE

What is the Transect?

A transect is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all of the other physical elements of the human habitat.

One of the key concepts of transect planning is the idea of creating what are called immersive environments. Successful immersive environments are based, in part, on the selection and arrangement of all the components that together comprise a particular type of environment. Each environment, or transect zone, is comprised of elements that keep it true to its locational character. Through a complete understanding of the transect, planners are able to specify different urban intensities that look and feel appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local vernacular traditions, most elements of the human habitat can be similarly appropriated in such a way that they contribute to, rather than detract from, the immersive character of a given environment.

In transect planning, the essential task is to find the main qualities of immersive environments. Once these are discovered, transect planning principles are applied to rectify the inappropriate intermixing of rural and urban elements. Finding the proper balance between natural and human-made environments results in higher-quality places at every point of the spectrum and puts an end to creating sprawl conditions.

may actually make it more difficult for fire trucks to get where they need to go. Whether it is street width, housing density, building placement or landscaping, no design decision should be made in isolation.

In order to create places that serve both people and the natural environment well, planners must be given the proper tools. The best of intentions by planners to incorporate smart growth principles into the planning of their municipalities have often been thwarted by non-permitting

or restrictive zoning codes. An attempt to work around the code requires either numerous revisions to the existing code or a slew of variances. Both of these choices are frustrating and time-consuming to implement. A third option is to adopt an enabling code — one that encourages good development practices to be put into practice. An example of this type is the SmartCode.

The SmartCode is a planning tool that promotes a sustainable urban pattern while protecting landscape

that is considered ecologically and culturally valuable. This is accomplished by the creation of plans and standards that determine where development will occur and how it will be implemented.

The current pattern of sprawling growth in America is preventable through the use of prescriptive codes, such as the SmartCode. Placed in the right hands and followed rigorously, municipal planners will once again have the tools they need to create good places with ease.

T1

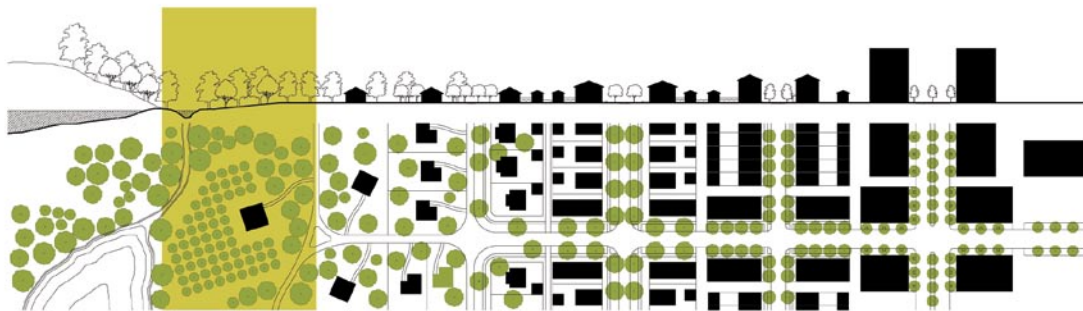
Land Uses: Natural preserve, recreation and camping.
Buildings: Utility infrastructure and camp buildings.
Private Frontages: Common landscapes.
Public Frontages: Swales and naturalistic planting, bike trails.
Thoroughfares: Highways and roads.
Open Spaces: Parkland.



THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T2

Land Uses: Natural reserve, agriculture, recreation and camping.
Buildings: Utility infrastructure, agricultural buildings and farmhouses, migrant workers housing and campgrounds.
Private Frontages: Common landscapes.
Public Frontages: Swales and naturalistic planting, bike trails.
Thoroughfares: Highways and roads.
Open Spaces: Farming, forests, orchards and parkland.



THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These may include woodlands, agricultural lands, grasslands and irrigable deserts.

T3

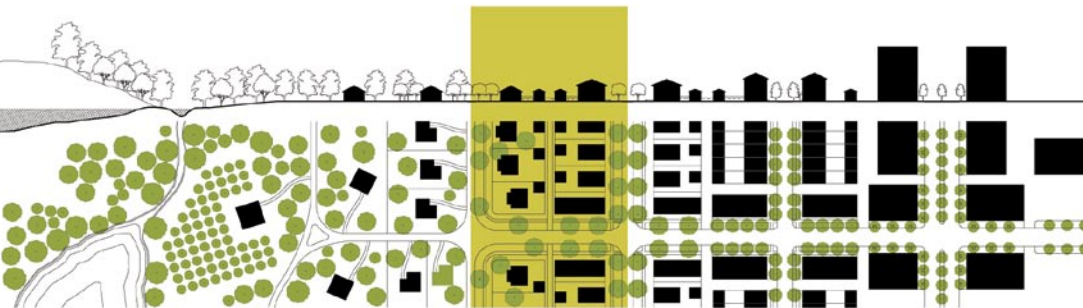
Land Uses: Low density residential and home occupations.
Buildings: Houses and outbuildings.
Private Frontages: Common lawns, porches, fences, naturalistic tree planting.
Public Frontages: Open swales, some flat curbs, bike lanes and naturalistic tree planting.
Thoroughfares: Roads and a few streets; rear lanes, some unpaved.
Open Spaces: Orchards, parks and greens.



THE SUB-URBAN ZONE, though similar in density to conventional suburban residential areas, differs by its superior connectivity and by allowing home occupations. It is typically adjacent to other urban T-zones. This zone is naturalistic in its planting. Blocks may be large and the roads irregular to accommodate site conditions.

T4

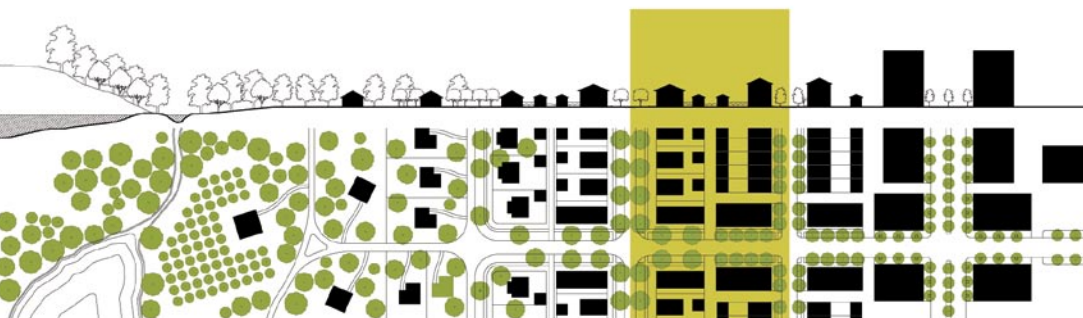
Land Uses: Medium density residential and home occupations; limited commercial and lodging.
Buildings: Houses and outbuildings, sideyard houses, townhouses, live/work units, corner stores, inns.
Private Frontages: Porches & fences.
Public Frontages: Raised curbs, narrow sidewalks, bike lanes, continuous planters, street trees in allée.
Thoroughfares: Streets and rear lanes.
Open Spaces: Squares and playgrounds.



THE GENERAL URBAN ZONE has a denser and primarily residential urban fabric. Mixed-use is usually confined to certain corner locations. This zone has a wide range of building types: singles, sideyard and rowhouses. Setbacks and street tree settings are variable. Streets typically define medium-sized blocks.

T5

Land Uses: Medium intensity residential and commercial: retail, offices, lodging, civic buildings.
Buildings: Townhouses, apartment houses, live-work units, shopfront buildings and office buildings, hotels, churches, schools.
Private Frontages: Stoops, dooryards, forecourts, shopfronts and galleries.
Public Frontages: Raised curbs, wide sidewalks, bike routes, continuous or discontinuous planters, street trees in allée.
Thoroughfares: Boulevards, avenues, couplets, main streets, streets and rear alleys.
Open Spaces: Squares, plazas and playgrounds.



THE URBAN CENTER ZONE is the equivalent of the main street area. This zone includes mixed-use building types that accommodate retail, offices and dwellings, including rowhouses and apartments. This zone is a tight network of streets and blocks with wide sidewalks, steady street tree planting and buildings set close to the frontages.

T6

Land Uses: High intensity residential and commercial: retail and offices, lodging, civic buildings.
Buildings: High- and medium-rise apartment and office buildings, hotels; townhouses, live-works, shopfronts, churches, civic buildings.
Private Frontages: Stoops, dooryards, forecourts, shopfronts, galleries.
Public Frontages: Raised curbs, wide sidewalks, bike routes, discontinuous planters, street trees in allée.
Thoroughfares: Boulevards, avenues, couplets, main streets, streets and rear alleys.
Open Spaces: Squares, plazas and playgrounds.



THE URBAN CORE ZONE is the equivalent of a downtown. It contains the densest urbanism – the tallest buildings and the greatest variety of uses, particularly unique ones such as financial districts and important civic buildings. This zone is the least naturalistic of all the zones; street trees are formally arranged or non-existent.

THE TRADITIONAL NEIGHBORHOOD and SUBURBAN SPRAWL

The congested, fragmented, unsatisfying suburban sprawl and the disintegrating urban centers of today are not merely products of laissez-faire, nor the results of mindless greed. They are thoroughly planned to be as they are: the direct result of zoning and subdivision ordinances administered by planning departments.

If the results are dismaying, it is because the model of the city being projected is dismal. These ordinances dictate three criteria for urbanism: the free and rapid flow of traffic, parking in quantity, and the rigorous separation of building use. The result of these criteria is that automobile traffic and its landscape have become the central, unavoidable experience of the public realm.

The traditional pattern of walkable, mixed-use neighborhoods has been inadvertently prohibited by current ordinances. Thus, designers find themselves in the ironic situation of being forbidden from building in the manner of our

neighborhood varies in population and density to accommodate localized conditions.

- The neighborhood is limited in size so that a majority of the population is within a 5-minute walking distance of its center (1/4 mile). The needs of daily life are theoretically available within this area. This center provides an excellent location for a transit stop, convenience work places, retail, community events and leisure activities.

- Streets are laid out in a network, so that there are alternate routes to most destinations. This permits most streets to be smaller with slower traffic as well as having parking, trees, sidewalks and buildings. They are equitable for both vehicles and pedestrians.

- Streets are spatially defined by a wall of buildings that front the sidewalk in a disciplined manner uninterrupted by parking lots.

- The buildings are diverse in function but

hindering socioeconomic diversity.

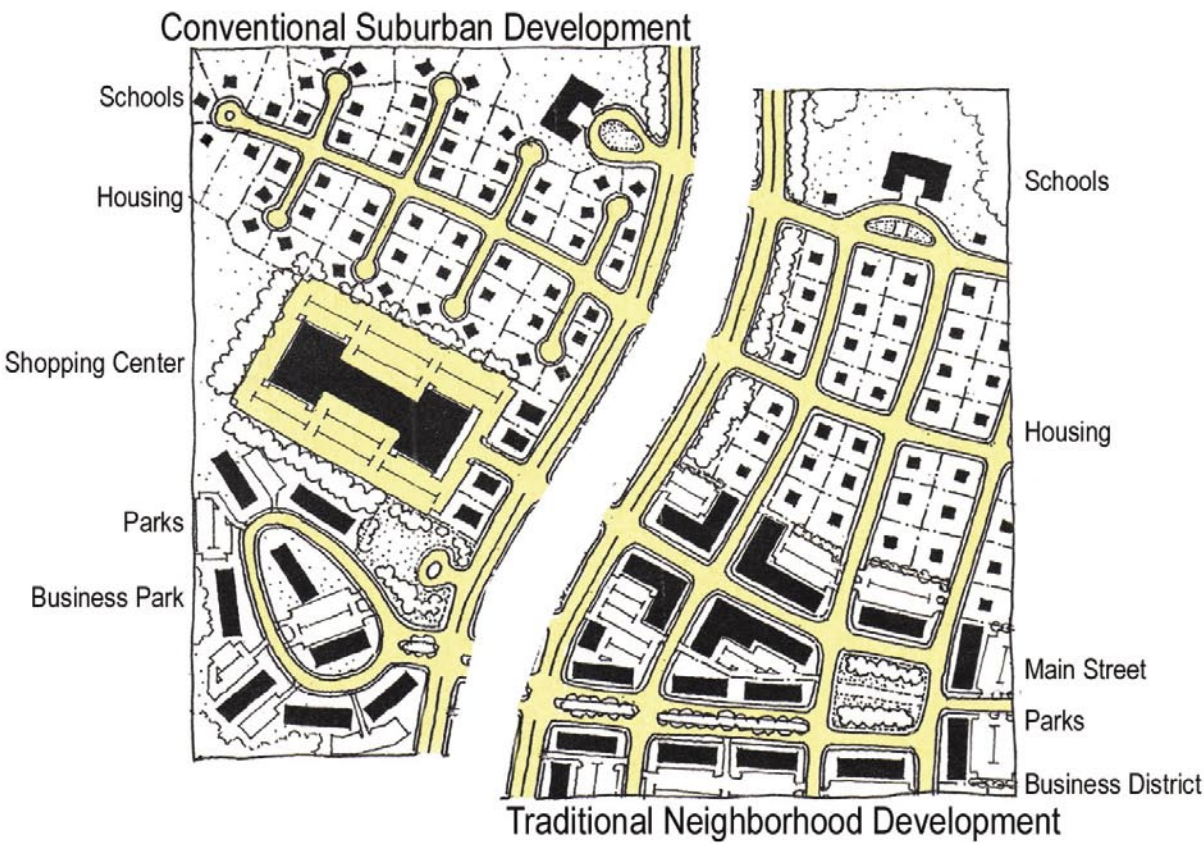
- Sprawl is limited only by the range of the automobile, which easily forms cachement areas for retail, often exceeding 50 miles.

- There is a high proportion of cul-de-sacs and looping streets within each pod. Through traffic is possible only by means of a few “collector” streets that, consequently, become easily congested.

- Vehicular traffic controls the scale and form of space, with streets being wide and dedicated primarily to the automobile. Parking lots typically dominate the public space.

- Buildings are often highly articulated, rotated on their lots and greatly set back from streets. They are unable to create spatial definition or sense of place. Civic buildings do not normally receive distinguished sites.

- Open space is often provided in the form of “buffers,” “pedestrian ways,” “berms” and other ill-defined residual spaces.



admired historic places. One cannot propose a new Annapolis, Marblehead, or Key West, without seeking substantial variances from current codes.

Thus, there are two types of urbanism available: The neighborhood, which was the model in North America from the first settlements to the Second World War, and suburban sprawl, which has been the model since then. They are similar in their initial capacity to accommodate people and their activities; the principal difference is that suburban sprawl contains environmental, social and economic deficiencies that inevitably choke sustained growth.

The Traditional Neighborhood Development (TND) has the following physical attributes:

- The neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The

compatible in size and in disposition on their lots. There is a mixture of houses (large and small), outbuildings, small apartment buildings, shops, restaurants, offices and warehouses.

- Civic buildings (schools, meeting halls, theaters, churches, clubs, museums, etc.) are often placed on squares or at the termination of street vistas. By being built at important locations these buildings serve as landmarks.

- Open space is provided in the form of specialized squares, playgrounds, and parks and, in the case of villages, greenbelts.

Conventional Suburban Development (CSD) has quite different physical attributes:

- Sprawl is disciplined only by isolated “pods,” which are dedicated to single uses such as “shopping centers,” “office parks,” and “residential clusters.” All of these are inaccessible from each other except by car. Housing is strictly segregated in large clusters containing units of similar cost

Positive Consequences of TND

- By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gains independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited, and air pollution is reduced.
- By providing streets and squares of comfortable scale with defined spatial quality, neighbors, walking, can come to know each other and to watch over their collective security.
- By providing appropriate building concentrations at easy walking distances from transit stops, public transit becomes a viable alternative to the automobile.
- By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed.
- By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

Negative Consequences of CSD

- By the construction of an excessive asphaltic infrastructure, the natural landscape is destroyed. Each automobile not only generates roadways, but also requires a paved parking place at the dwelling, another at the work place, and yet another at the shopping center.
- By consigning the bulk of the available public budget to pay for asphaltic infrastructure, the human infrastructure of good schools, post offices, fire stations, meeting halls, cultural buildings, and affordable housing is starved.
- By assuming that the people will drive to and from all activities, the need for large streets and parking lots becomes a self-fulfilling prophecy. The exhaust emissions resulting from such trips are the single greatest source of air pollution in the United States.

Current codes monitor only traffic flow, parking counts, the segregation of building use, and the safeguard of wetlands. New codes must be written that include effective provisions for the neighborhood, which is human habitat in all its complexity.



Executive Summary of the Code

THE SMARTCODE is a unified development ordinance that encourages a market-driven alternative to conventional suburban development. It is transect-based in order to coordinate with environmental standards. The SmartCode also has a form-based code component.

The SmartCode:

- enables and qualifies smart growth community patterns that include Hamlets, Villages and Towns (Clustering, Traditional Neighborhood Development, Regional Centers and Transit-Oriented Development);
- integrates the scale of planning concern from the region, through the community scale, to the individual lot and its architectural elements;
- integrates a range of transect zones from the wilderness to the urban core;
- integrates methods of environmental protection, open space conservation and water quality;
- integrates subdivision, public works and TDR standards;
- provides a set of zoning categories common to both new communities and to the infill of existing urbanized areas;
- integrates architectural, landscape, signage, ambient and accessibility standards;
- establishes parity of process for both existing and new urban areas;
- integrates protocols for the preparation and processing of plans;
- encourages administrative approvals rather than decision by public hearing;
- encourages specific outcomes through both incentives and prohibitions;
- specifies standards parametrically in order to minimize the need for variances;
- and generally increases the range of the options over those allowed by conventional zoning codes.

The SmartCode is divided into Articles:

- Article 1 is general to all plans and it supports all other articles.
- Article 2 is for preparing regional plans and is for use by planning departments.
- Article 3 is for preparing new community plans and is for use by land developers.
- Article 4 is for preparing infill plans and is for use by planning departments.
- Article 5 is for preparing site and building plans and is for use by owners and builders.
- Article 6 contains diagrams and tables supporting the other articles.
- Article 7 contains terms and definitions supporting the other articles.

- The Sector System employed in this Code is diagrammed in Table 4.
- The Transect System of zoning employed by this code is diagrammed in Table 3 and 5, and described as follows:

The Transect is a regional framework that identifies and organizes a continuous range of [habitats] from the most natural to the most urban.

The continuum of a Transect, when subdivided, lends itself to the creation of zoning categories.

The zoning categories include standards that encourage diversity similar to that of organically evolved settlements.

The standards overlap, reflecting the successional ecozones of natural and human communities.

A Transect integrates environmental and zoning methodology, enabling environmentalists to assess the design of social habitats and the urbanists to support the viability of natural habitats.

NOTES

- The SmartCode is a model ordinance. It is not persuasive and instructive like a guideline, nor is it intentionally general, like a vision statement. It is meant to be law, precise and technical, administered by professional planning departments and interpreted by elected representatives of local government.
- The SmartCode must be adjusted to regional character by architects and landscape architects, and to state and local law by planners, civil engineers and land-use attorneys.
- This text appears here as a model code. Portions of text that should be altered to reflect local usage appear within brackets [-]. In addition, every standard appearing in Table 19 is subject to alteration.
- The widespread application of this code would be facilitated by the passage of enabling legislation at the state level. The states of Pennsylvania and California have implemented legislation to this end. There is language for such legislation written for the state of Georgia.
- The intent statement which is provided is modified from the Charter of the New Urbanism.
- A supplementary form-based code is available. This may be used to provide illustrations, or it may be provided to developers for use as guidelines for their private communities.
- Architectural Standards (Sections 5.2.5) are optional.

THIS PUBLICATION DOES NOT INCLUDE THE SMARTCODE IN ITS ENTIRETY. FOR A FULL COPY OF THE SMARTCODE, VISIT WWW.MUNICODE.COM.

SMARTCODE CONTENTS

SECTION 1. GENERAL TO ALL PLANS

- 1.1 AUTHORITY
- 1.2 INTENT
- 1.3 APPLICABILITY
- 1.4 PROCESS
- 1.5 VARIANCES
- 1.6 INCENTIVES

SECTION 2. SECTOR-SCALE PLANS

- 2.1 INSTRUCTIONS
- 2.2 SUCCESSION
- 2.3 (\$1) PRESERVED OPEN SPACE SECTOR
- 2.4 (\$2) RESERVED OPEN SPACE SECTOR
- 2.5 (\$3) RESTRICTED GROWTH SECTOR
- 2.6 (\$4) CONTROLLED GROWTH SECTOR
- 2.7 (\$5) INTENDED GROWTH SECTOR
- 2.8 (\$6) INFILL GROWTH SECTOR
- 2.9 (SD) SPECIALIZED DISTRICT

SECTION 3. NEW COMMUNITY-SCALE PLANS

- 3.1 INSTRUCTIONS
- 3.2 TRANSECT ZONES
- 3.3 COMMUNITY TYPES
- 3.4 DENSITY CALCULATIONS
- 3.5 ENVIRONMENTAL REQUIREMENTS
- 3.6 STREETSCAPE REQUIREMENTS
- 3.7 CIVIC REQUIREMENTS
- 3.8 SPECIAL REQUIREMENTS

SECTION 4. EXISTING COMMUNITY-SCALE PLANS

- 4.1 INSTRUCTIONS
- 4.2 TRANSECT ZONES
- 4.3 COMMUNITY TYPES
- 4.4 CIVIC ALLOWANCES
- 4.5 SPECIAL REQUIREMENTS
- 4.6 PRE-EXISTING CONDITIONS

SECTION 5. BUILDING-SCALE PLANS

- 5.1 INSTRUCTIONS
- 5.2 GENERAL TO ALL ZONES
- 5.3 SPECIFIC TO T1 & T2 ZONES
- 5.4 SPECIFIC TO T3 ZONES
- 5.5 SPECIFIC TO T4 ZONES
- 5.6 SPECIFIC TO T5 ZONES
- 5.7 SPECIFIC TO T6 ZONES
- 5.8 CIVIC OVERLAY ZONES/ALLOWANCES
- 5.9 SPECIAL REQUIREMENTS

STANDARDS & TABLES

- TABLE 1. OUTLINE OF THE CODE
- TABLE 2. TERMS & SYNONYMS
- TABLE 3. TRANSECT ZONE DESCRIPTIONS
- TABLE 4. SECTOR SYSTEM ILLUSTRATED
- TABLE 5. TRANSECT SYSTEM ILLUSTRATED
- TABLE 6. SECTOR/TRANSECT CORRELATION
- TABLE 7. PRIVATE FRONTAGES
- TABLE 8A. PUBLIC FRONTAGES
- TABLE 8B. PUBLIC FRONTAGE ASSEMBLIES
- TABLE 9. BUILDING HEIGHTS
- TABLE 10A. VEHICULAR LANES
- TABLE 10B. VEHICULAR LANE ASSEMBLIES
- TABLE 11. EXPLANATORY DIAGRAMS
- TABLE 12. GENERAL FUNCTION
- TABLE 13. SPECIFIC FUNCTION
- TABLE 14. PARKING STANDARDS
- TABLE 15. STREETLIGHT ILLUSTRATIONS
- TABLE 16. STREET TREE ILLUSTRATIONS
- TABLE 17. BUILDING DISPOSITION
- TABLE 18. CIVIC SPACE TYPES
- TABLE 19. TRANSECT ZONE SUMMARY
- TABLE 20. SPECIAL DISTRICT SUMMARY

DEFINITION OF TERMS

SECTION 1: GENERAL TO ALL PLANS

1.1 AUTHORITY

1.1.1 The action of the [Municipality, State] in the adoption of this Code is authorized under:

(a) The [Charter of the Municipality, Section X].

(b) The [Local and State Statutes, Section X].

1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted [Municipal Comprehensive Plan]. This Code is declared to be in accord with the [Municipal Comprehensive Plan], as required by the [Local Land Development Statutes].

1.1.3 This Code was adopted by and amended by vote of the [Legislative Body].

1.2 INTENT

The purpose of this Code is to enable, encourage and qualify the implementation of the following policies.

1.2.1 The Region

- a. That the region [should] retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
 - b. That growth strategies [should] encourage infill and redevelopment in parity with new communities.
 - c. That development contiguous to urban areas [should] be structured in the neighborhood pattern and be integrated with the existing urban pattern.
 - d. That development non-contiguous to urban areas [should] be organized in the pattern of clusters, traditional neighborhoods or villages, and Regional Centers.
 - e. That the pattern of development [should] respect historical precedents.
 - f. That affordable housing [should] be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
 - g. That transportation corridors [should] be planned and reserved in coordination with land use.
 - h. That green corridors [should] be used to define and connect the urbanized areas.
 - i. That the region [should] include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.
- 1.2.2 The Community

- a. That neighborhoods and Regional Centers [should] be compact, pedestrian-oriented and mixed-use.
 - b. That neighborhoods and Regional Centers [should] be the preferred pattern of development and that districts specializing in single-use should be the exception.
 - c. That ordinary activities of daily living [should] occur within walking distance of most dwellings, allowing independence to those who do not drive.
 - d. That interconnected networks of thoroughfares [should] be designed to disperse and reduce the length of automobile trips.
 - e. That within neighborhoods, a range of housing types and price levels [should] be provided to accommodate diverse ages and incomes.
 - f. That appropriate building densities and land uses [should] be provided within walking distance of transit stops.
 - g. That civic, institutional and commercial activity [should] be embedded in downtowns, not isolated in remote single-use complexes.
 - h. That schools [should] be sized and located to enable children to walk or bicycle to them.
 - i. That a range of open space including parks, squares and playgrounds [should] be distributed within neighborhoods and town centers.
- 1.2.3 The Block and the Building
- a. That buildings and landscaping [should] contribute to the physical definition of thoroughfares as civic places.
 - b. That development [should] adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
 - c. That the design of streets and buildings [should] reinforce safe environments, but not at the expense of accessibility.
 - d. That architecture and landscape design [should] grow from local climate, topography, history, and building practice.
 - e. That buildings [should] provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
 - f. That civic buildings and public gathering places [should] be provided locations that reinforce community identity and support self-government.
 - g. That civic buildings [should] be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
 - h. That the preservation and renewal of historic buildings [should] be facilitated to affirm the continuity and evolution of society.
 - i. That the harmonious and orderly evolution of urban areas [should] be secured through graphic codes that

serve as guides for change.

1.3 APPLICABILITY

- 1.3.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.3.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the [Local Health & Safety Code].
- 1.3.3 The [Existing Codes] continue to be applicable to issues not covered by this Code except where these would contradict the Intent Section 1.2, in which case the conflict shall be resolved in favor of this Code.
- 1.3.4 Terms used throughout this Code shall take their commonly accepted meanings or as defined in the Definitions Section 7.1. In the event of conflicts between these definitions and those of the [Existing Codes], those of this Code shall take precedence.
- 1.3.5 The Definitions of Terms contains regulatory language that is integral to this Code.

1.4 PROCESS

- 1.4.1 Sectors (defined geographically in Section 2) contain communities (defined by extent and intensity in Sections 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Sections 5 and 6).
- 1.4.2 The geographic determination of sectors and the standards for each Transect Zone [should] be determined through a process of public consultation with approval by [The Legislative Body]. Once these determinations have been incorporated into this Code and the associated plans, projects that require warrants only shall be processed administratively without further recourse to public consultation.
- 1.4.3 [The Planning Office] shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the UDC. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.]
- 1.4.4 An applicant may appeal a decision of the CRC to the [Board of Appeals], and appeal a decision of the [Board of Appeals] to the [Legislative Body].
- 1.4.5 Should a violation of an approved plan occur during construction, the [Board of Appeals] has the right to require the owner or developer to stop, remove and/or mitigate the violation, or to require the owner or developer to secure an Exception to cover the violation.

1.5 VARIANCES

- 1.5.1 There shall be two levels of variance: Warranted Variances (Warrants) and Exceptional Variances (Exceptions).
- 1.5.2 Warrants permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent (Section 1.2) or by hardship. Warrants [may] be granted administratively through the CRC.
- 1.5.3 Exceptions permit a practice that is not consistent with a provision nor the Intent of this Code (Section 1.2). Exceptions [shall] be granted only by the [Board of Appeals].
- 1.5.4 The request for an Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.
- 1.5.5 Warrants and Exceptions shall be considered unique and shall not set precedent for others.
- 1.5.6 [The following standards and requirements shall not be available for Warrants or Exceptions:
- a. The allocation ratios of each T-Zone.
 - b. The maximum dimensions of traffic lanes.
 - c. The required provision of alleys and rear lanes.
 - d. The minimum residential densities.
 - e. The permission to build ancillary apartments.
 - f. The requirements of parking location.]

1.6 INCENTIVES

- 1.6.1 To encourage the use of this Code, the [Legislative Body] [shall] grant the following incentives, to the extent authorized by state law:
- a. The application [shall be] processed administratively rather than through public hearing.
 - b. The application [shall be] processed with priority over others under the conventional code with prior filing dates.
 - c. Review fees [shall be] waived or reduced.
 - d. Density [may be] increased by the [subsidized] Transfer of Development Rights.
 - e. The traffic impact report [shall be] waived.
 - f. The municipality [shall] construct and maintain those internal thoroughfares that through-connect to adjacent sites.
 - g. Payment of property taxes [shall be] maintained at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
 - h. First-time buyers of dwellings and newly created businesses within Zones T4, T5 and T6 [shall] receive tax relief.

TABLE 1: OUTLINE OF THE CODE

	SECTION 2 SECTOR-SCALE PLANS	SECTION 3 & 4 COMMUNITY-SCALE PLANS		SECTION 5 BUILDING-SCALE PLANS
	SECTOR TYPE	COMMUNITY TYPE	TRANSECT ZONES	STANDARDS
OPEN SPACE	S1 PRESERVED OPEN SPACE SECTORS		T1 NATURAL ZONE	
	S2 RESERVED OPEN SPACE SECTORS		T2 RURAL ZONE	
NEW COMMUNITIES	S3 RESTRICTED GROWTH SECTORS	CLD CLUSTERED DEVELOPMENTS OR HAMLETS	T2 RURAL ZONE	BUILDING DISPOSITION
			T3 SUB-URBAN ZONE	
			T4 GENERAL URBAN ZONE	BUILDING CONFIGURATION
	S4 CONTROLLED GROWTH SECTORS	TND TRADITIONAL NEIGHBORHOOD DEVELOPMENT OR VILLAGES	T3 SUB-URBAN ZONE	
			T4 GENERAL URBAN ZONE	BUILDING FUNCTION
			T5 URBAN CENTER ZONE	
			T4 GENERAL URBAN ZONE	PARKING STANDARDS
	S5 INTENDED GROWTH SECTORS	RCD REGIONAL CENTERS	T5 URBAN CENTER ZONE	
			T6 URBAN CORE ZONE	ARCHITECTURAL STANDARDS
				ENVIRONMENTAL STANDARDS
EXISTING COMMUNITIES	S6 INFILL SECTORS	TND NEIGHBORHOODS OR URBAN VILLAGES	T3 SUB-URBAN ZONE	LANDSCAPE STANDARDS
			T4 GENERAL URBAN ZONE	
		RCD DOWNTOWNS (TOWN CENTERS)	T5 URBAN CENTER ZONE	SIGNAGE STANDARDS
			T4 GENERAL URBAN ZONE	
			T5 URBAN CENTER ZONE	AMBIENT STANDARDS
			T6 URBAN CORE ZONE	
				VISIBILITY STANDARDS
OTHER	SD SPECIALIZED DISTRICTS		WARRANTS & EXCEPTIONS	
			CB CIVIC BUILDING	
			CS CIVIC SPACE	

SECTION 2: SECTOR-SCALE PLANS

2.1 INSTRUCTIONS

2.1.1 Sector Plans should be prepared by the [Planning Office] and consultants under its supervision in a process of public participation and approved by [The Legislative Body].

2.1.2 Sector Plans should integrate the largest practical geographic sector, overlapping property lines as necessary to achieve the ideal of a green infrastructure interspersed by urban communities.

2.1.3 [Use Geographic Information Systems (GIS) to] identify criteria listed in Section 2.3 to map the areas to be designated S1-Preserved Open Space Sectors. The outline of this Sector is effectively a permanent Rural Boundary Line (RBL). All other areas may qualify for development conditional to the requirements of this Code.

2.1.4 [Use GIS] to identify criteria listed in Section 2.4 to map the areas to be designated S2-Reserved Open Space Sector. Within this Sector an Urban Boundary Line (UBL) is adjustable as Community Plans are permitted.

2.1.5 [Use GIS] to identify and map the S6-Existing Urbanized Sectors as described in Section 2.8. These areas may be redeveloped according to Existing Community Plans (Section 4).

2.1.6 All remaining areas are available for development as New Community Plans (Section 3). Factoring the existing zoning, the sector transportation plans, parcel size and other criteria [determined through a process of public participation], these areas shall be assigned to one of the three Growth Sectors (S3, S4 and S5) described in Sections 2.5, 2.6 and 2.7. Within these Sectors, the corresponding Community Types of CLD, TND, and RCD, as set forth in Section 3, shall be permitted by right [while the (Existing Zoning Ordinance) and its permitting process remain as an option.]

2.1.7 Where transit service is planned or available, Regional Centers shall be re-designated a Transit-Oriented Developments (TOD).

2.1.8 Allocate those areas that are justified for specialized uses (those that cannot conform to one of the six Transect Zones specified by this code and described in Table 3) to Specialized Districts.

2.1.9 Establish and administer a system for the gradual Transfer of Development Rights (TDR) from the S2-Reserved Open Space Sectors to the S4 and S5 Growth Sectors. The TDRs are available to exceed the allocated densities of the New Communities (Section 3.5 and Table 19B). The TDR sending areas, the Reserve Sectors, thereby become part of the Preserve Sectors. [The TDR system may be carried out by the initiative of private-sector realtors for market-rate fees.] The [Planning Office] shall maintain a record of such transfers, updating the sector map accordingly.

2.2 SUCCESSION

2.2.1 [Twenty] years after the approval is granted, each Transect Zone, except the T1 Natural, shall be considered for rezoning to the successional (next higher) Transect Zone through public hearing by the [Legislative Body].

2.3 (S1) PRESERVE OPEN SPACE SECTOR

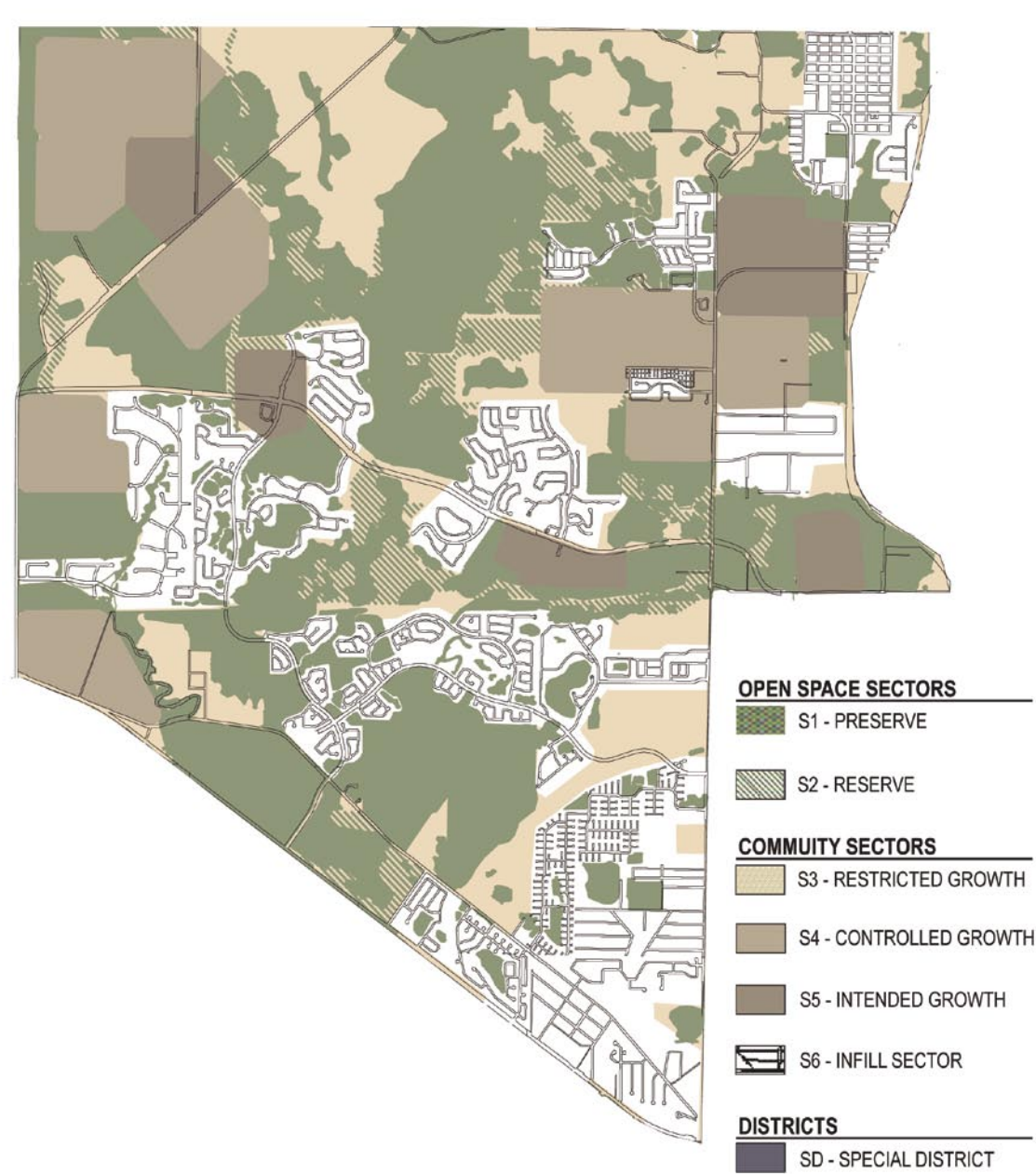
2.3.1 The Preserve Sector shall consist of open space that is protected from development in perpetuity. The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by past sale of development rights.

2.3.2 The Preserve Sector shall consist of the aggregate of the following categories:

- a. Surface Waterbodies
- b. Protected Wetlands
- c. Protected Habitat
- d. Riparian Corridors
- e. Purchased Open Space
- f. Conservation Easements
- g. Transportation Corridors
- h. Residual to Cluster Open Space (CLD)
- i. [Other Categories]

2.3.3 Development and construction within the Preserve Sector and the specifications required to do so shall be determined on an individual project basis in public hearing of the [Legislative Body].

SAMPLE SECTOR PLAN



2.3.4 The outlines of the Preserve Sector shall be considered the permanent Rural Boundary Line (RBL).

2.4 (S2) RESERVED OPEN SPACE SECTOR

2.4.1 The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development by the Urban Boundary Line.

2.4.2 The Reserve Sector consists of the aggregate of the following categories:

- a. Flood Plain
- b. Steep Slopes
- c. Open Space to be Acquired
- d. Corridors to be Acquired
- e. Buffers to be Acquired
- f. Legacy Woodland
- g. Legacy Farmland
- h. Legacy Viewsheds
- i. Other Categories

2.4.3 The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Communities in the four Growth Sectors. The TDRs shall be available to be used to exceed the allocated densities of the New Communities (Sections 3.5 and Table 19B). Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector.

2.4.4 Within the Reserve Sector, the Urban Growth Boundary (UGB) is subject to adjustment as New Community Plans are permitted.

2.5 (S3) RESTRICTED GROWTH SECTOR

2.5.1 The Restricted Sector shall be assigned to areas that have value as open space but that are nevertheless subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.

2.5.2 Within the Restricted Sector, Cluster Land Development (CLD) shall be permitted by right. CLDs consist of no more than one Standard Pedestrian Shed with a high portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 3.3.1. [The term "Hamlet" may be substituted for "Cluster" or "Conservation Land Development."]

2.6 (S4) CONTROLLED GROWTH SECTOR

2.6.1 The Controlled Growth Sector shall be assigned to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.

2.6.2 Within the Controlled Growth Sector, Traditional Neighborhood Developments (TND) shall be permitted by right. TNDs consist of one or several Standard Pedestrian Sheds as specified in Section 3.3.2. [The term "Village" may be substituted for "Traditional Neighborhood Development (TND)."]

2.7 (S5) INTENDED GROWTH SECTOR

2.7.1 The Intended Growth Sector shall be assigned to those locations planned [by the MPO] for high-capacity thoroughfares (or transit) that can thereby support a substantial commercial program.

2.7.2 Within the Intended Growth Sector, communities in the pattern of Regional Center Development (RCD) shall be permitted by right. Regional Centers consist of one Long Pedestrian Shed as specified in Section 3.3.3. Additional TNDs may adjoin a Regional Center without buffer requirements.

2.7.3 Regional Center locations are accessible to available or planned [by the MPO] bus or rail transit, shall be designated Transit-Oriented Developments (TOD).

2.8 (S6) INFILL GROWTH SECTOR

2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of TNDs or RCDs. [Such areas may include conventional suburban developments, greyfield and brownfield sites, and historic urban areas.]

2.9 (SD) SPECIALIZED DISTRICT

2.9.1 District designations shall be assigned to areas that, by their intrinsic function, cannot contribute to one of the Community Types specified in this Section.

2.9.2 For Districts, the provisions of the [Existing Zoning Ordinance] remain applicable. Alternatively, the conditions of development shall be determined in public hearing of the [Legislative Body].

2.9.3 The standards determined for specialized districts shall be recorded on Table 20.

SECTION 3: NEW COMMUNITY-SCALE PLANS

3.1 INSTRUCTIONS

- 3.1.1 Section 3 is available [as an optional overlay] by right. [The (Existing Zoning Ordinance) remains available by right.] This Code shall be applied in its entirety or not at all.
- 3.1.2 Incentives for the use of this overlay are listed in Section 1.6.
- 3.1.3 New Community plans may be prepared by a property owner, a developer, or by the [Planning Office].
- 3.1.4 New Communities of the types corresponding to their Sectors and planned according to the provisions of this Code shall be approved administratively by the Consolidated Review Committee (CRC). For Existing Community Sectors see Section 4.
- 3.1.5 The property owner or the developer may request a New Community designation other than the one that is allowed by the Sector, through rezoning by the [Legislative Body].
- 3.1.6 The three Growth Sectors (described in Section 2 and Table 4) designate the potential geographic locations of three types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND), Regional Centers & Downtowns (RCD) or Transit-Oriented Development (TOD). These communities are prescribed in Section 3.3.
- 3.1.7 Consult surveys of existing conditions showing the site, adjacent developments, connecting thoroughfares, natural features and man-made traces. The design of the Community Plan shall respond to these existing conditions to the satisfaction of the CRC.
- 3.1.8 Each Community Plan, according to its type, and responding to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 3.3.
- 3.1.9 Allocate the T-Zones and densities as specified in Sections 3.2 and Tables 6 and 19, while accommodating the environmental requirements as specified in Section 3.5.
- 3.1.10 Remnants of the site outside the Pedestrian Sheds may be Warranted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or Civic Open Space.
- 3.1.11 Lay out the thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
- 3.1.12 Provide the civic requirements according to Section 3.7.
- 3.1.13 Detail the plan using the special requirements described in Section 3.8.
- 3.1.14 Incorporate the incentives available according to Section 1.6.
- 3.1.15 Prepare a set of building standards based on Section 5, [to be administered by a private Community Council created for this purpose].

3.2 TRANSECT ZONES

- 3.2.1 Transect Zones shall be constituted of the elements described in Tables 3 and 5 and the standards summarized in Table 19.

3.3 COMMUNITY TYPES

3.3.1 Clustered Land Development (CLD)

- a. Clusters shall be permitted by right within the S3, Restricted Growth Sector and by Exception within S2 Reserved Open Space Sector.
- b. A Cluster shall consist of no more than one Standard Pedestrian Shed, including T2, T3 and T4 zones as specified in Table 19A. However, a minimum of 50 percent of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).
- c. The urbanized area of a CLD shall consist of the Transect Zone requirements of a CLD as specified in Table 19A.
- 3.3.2 Traditional Neighborhood Development (TND)
- a. Neighborhoods, as well as Clusters, shall be permitted by right within S4, the Controlled Growth Sector.
- b. The minimum developable area of a site to be planned as a TND shall be 80 acres. The simultaneous planning of adjacent parcels is encouraged.
- c. A TND is one Standard Pedestrian Shed including including T3, T4 and T5 zones as specified in Table 19A. Larger sites shall be designed and developed as multiple contiguous Pedestrian Sheds, each with the individual Transect Zone requirements of a TND as specified in Table 19A.
- 3.3.3 Regional Center Development (RCD)
- a. Regional Centers shall be permitted by right within S5, the Intended Growth Sector.
- b. The minimum developable area of a site to be planned as an RCD shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
- c. A Regional Center shall be limited to one Long (1/2-mile radius) Pedestrian Shed including T4, T5

- and T6 zones as specified in Table 19A and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of an RCD as specified in Table 19A.
- 3.3.4 Transit-Oriented Development (TOD)
- a. Regional Centers that are on an existing or projected transit network shall be redesignated TOD and subject to the additional density shown in Table 19A and calculated in Section 3.4.

3.4 DENSITY CALCULATIONS

- 3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 19A.
- 3.4.2 The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 19B. For purposes of density calculation, the Transect Zone Areas include the thoroughfares but not land allocated to Civic use.
- 3.4.3 [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Table 19B. [Fifteen percent (15 percent) of the increase by TDR purchase shall be in the Affordable Housing range.]
- 3.4.4 The resulting density is calculated in housing units. Between 20 and 50 percent of the housing units shall be exchanged for other functions at the following rates:
- a. For Lodging: [2] bedrooms for each unit of Overall Density.
- b. For Office or Retail: [1,000] square feet for each unit of Overall Density.
- c. The number of units exchanged shall be approved by Warrant.
- 3.4.5 The housing and other functions for each zone shall be further adjusted at the building scale according to Section 5.2.3.

3.5 ENVIRONMENTAL REQUIREMENTS

3.5.1 General

- a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).
- b. There shall be three classes of Waterways: Class I Perennial, Class II Intermittent, and Class III Ephemeral, each generating a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.
- c. There shall be three classes of Wetland: Class I Connected, Class II Isolated, and Class III Xeric, each subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.
- 3.5.2 Specific to Natural and Rural Zones (T1-T2)
- a. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to Local, State and Federal guidelines.
- b. The Riparian Corridors of Class I and II Waterways shall be [300] feet in width each side, and Class III Waterways shall be [100] feet in width each side. Riparian Corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.
- c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [100] feet for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.
- d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).
- e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 19F.
- f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.3 Specific to Sub-urban Zones (T3)

- a. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to Local, State and Federal guidelines.
- b. The Riparian Corridors of Classes I and II Waterways shall be [100] feet in width. These Riparian Corridors shall be maintained free of structures, except that

- Thoroughfare crossings may be allowed by Warrant. Class III Waterways may be modified by Warrant.
- c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [50] feet for Class I and II Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Exception.
- d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).
- e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 19F.
- f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.
- 3.5.4 Specific to General Urban Zones (T4)
- a. Within T4 Zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination for modification and mitigation shall be made by Warrant.
- b. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Warrant.
- d. The Public Frontage (Tables 8A and 19D) shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).
- e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 19F.
- f. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lots.
- 3.5.5 Specific to Urban Center Zones (T5)
- a. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination shall be made by Warrant.
- b. The Riparian Corridors of all classes or Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands may be modified if mitigated off-site at a two to one ratio. Thoroughfare crossings shall be allowed by Right.
- d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories, but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).
- e. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 19F.
- f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot.
- 3.5.6 Specific to Urban Core Zones (T6)
- a. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made by Warrant.
- b. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.
- d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with

CONTINUED ON NEXT PAGE

SECTION 3: NEW COMMUNITY-SCALE PLANS CONTINUED

shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The new landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 19F.

f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot.

3.6 STREETScape REQUIREMENTS

3.6.1 General

a. The thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

b. The thoroughfares consist of vehicular lanes and public frontages (Table 11A). The lanes provide the traffic and parking capacity. They consist of vehicular lanes in a variety of widths for parked and for moving vehicles. The frontages contribute to the character of the Transect Zone. They include the types of sidewalk, curbing, planter, and street tree.

c. Thoroughfares shall be designed for capacity and modified according to the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the trajectory [alignment] of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.

d. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.

e. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

3.6.2 Thoroughfares

a. The standards for vehicular lanes shall be as shown in Table 10.

b. The thoroughfare network shall be designed to define blocks not exceeding the average size prescribed in Table 19C. The size shall be measured as the sum of lot frontage lines.

c. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only when Warranted by natural site conditions.

d. Lots shall enfront a vehicular Thoroughfare, except that 20 percent of the lots within each Transect Zone may enfront a pedestrian passage.

e. Thoroughfares along a designated Secondary Grid (Section 3.8.1a) may be exempted from the specified frontage requirements.

f. A bicycle network consisting of trails, routes and lanes should be provided throughout as defined in Section 7.1 and allocated in Table 19D. The community bicycle network should be connected to existing or proposed sector networks wherever possible.

3.6.3 Public Frontages

a. Public frontages shall be designed as shown in Table 8 and allocated within Transect Zones as specified in Table 19D.

b. Within the public frontages, the prescribed type of street trees and street lights shall be as shown in Table 8, 15 and 16. The spacing may be adjusted by Warrant to accommodate specific site conditions, such as building entrances.

3.6.4 Specific to Districts

a. The standards for thoroughfares and public frontages within districts shall be determined by Warrant.

3.7 CIVIC REQUIREMENTS

3.7.1 General

a. Certain places for public use shall be required for each community and designated on the Community Plans as Civic Space Zones (CS) and Civic Building Zones (CB).

b. Civic Space Overlay Zones are public sites permanently dedicated to open space.

c. Civic Building Overlay Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by the [Legislative Body].

d. [The ongoing construction and improvement of the required Civic Spaces and Buildings should be supported by an annual assessment dedicated to this

purpose and administered by a (Community Council) established by the developer under (State Association Law).]

3.7.2 Civic Space (CS) Specific to T3-T6 Zones

a. Each Pedestrian Shed shall assign at least 5 percent of its urbanized area to Civic Space Zones.

b. Civic Spaces shall be designed as generally described in Table 18 and approved by the CRC and allocated to zones as described in Table 19E.

c. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances Warrant it.

d. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided.

e. Each Civic Space shall have a minimum of 50 percent of its perimeter enfronting a Thoroughfare.

f. Civic Spaces may be permitted within Districts by Warrant.

3.7.3 Civic Building Zones (CB) Specific to T3-T6 Zones

a. The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.

b. One Civic Building lot shall be reserved for an elementary school. Its area shall be [1 acre] for each increment of [100] dwelling units provided by the Community Plan. The school site may be within any Zone. The playing fields should be outside the Pedestrian Shed.

c. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer [or the Community Council] may organize, fund and construct an appropriate building as the need arises.

d. Civic Building sites shall not occupy more than 20 percent of the area of each Pedestrian Shed.

e. Civic Building sites should be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.

f. Civic Buildings shall not be subject to the standards of Section 5. The particulars of the design of Civic Buildings shall be approved by Warrant by the CRC.

g. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

h. Civic Buildings may be permitted within Districts

by Exception.

3.7.4 Civic Zones Specific to T1 & T2

a. Civic buildings and spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Exception.

b. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Space Zone and should conform to one or more of the types specified in Table 18.

3.8 SPECIAL REQUIREMENTS

3.8.1 A Community Plan may designate the following special requirements:

a. A differentiation of the Thoroughfares as a Primary-Grid and a Secondary-Grid. Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Exceptions allowing automobile-oriented standards. The frontages assigned to the S-Grid shall not exceed 30 percent of the total length within a Pedestrian Shed.

b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70 percent glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.

c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.

d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.

e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.

f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.

g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with [Municipal Preservation Standards and Protocols].

ILLUSTRATION OF A NEW COMMUNITY PLAN



SECTION 5: PREPARING SITE AND BUILDING-SCALE PLANS

5.2 GENERAL TO ALL ZONES

5.2.1 General Building Disposition

- a. Newly platted lots shall be dimensioned as shown graphically on the Community Plan or as described in Table 11. Previously platted lots may be re-platted to comply with the standards of Table 11.
- b. Buildings shall be generally disposed in relation to the boundaries of their lots. For precise location of the building see Paragraphs 6.11.1 and 6.11.2.
- c. One principal building at the frontage and one outbuilding at the rear of it may be built on each lot.
- d. Lot coverage by building shall not exceed that shown in Table 11.
- e. Facades shall be built parallel to the principal frontage line if straight. Facades shall be built along, or on a line tangent to, a curved frontage line. Lots shall have their principal frontage determined by the [Planning Office].
- f. Setbacks for principal buildings shall be as shown in Paragraph 6.11.7. In the case of an existing lot, setbacks shall match one or the other of the existing adjacent setbacks. Setbacks may be otherwise adjusted by Warrant.
- g. Rear setbacks for outbuildings shall be a minimum of 13 feet measured from the centerline of the alley or rear lane. In the absence of rear alley or lane, the rear setback shall be as shown in Paragraph 6.11.7.
- h. Stoops, balconies, awnings and bay windows may encroach into any setback as approved by Warrant.
- i. Open porches may encroach up to 50 percent of the depth of the required setback.
- j. Loading docks and service areas shall be permitted on frontages only by Exception. Awnings may encroach the public sidewalk without limit.
- k. [For Buildings on S-Grids, the disposition requirements shall be developed and approved by Exception.]

5.2.2 General Building Configuration

- a. Frontage types shall be as allocated and as described in Section 6.2 and summarized in Paragraph 6.11.10.
- b. Building heights shall be as described and illustrated in Section 6.3 and summarized in Paragraph 6.11.10.

5.2.3 General Building Function

- a. Buildings in each Context Zone may be dedicated to functions described in Sections 6.4 and 6.6. Functions not shown require approval by Warrant.
- b. The Functions specified in Section 6.4 shall be as limited in intensity by the Required Parking (6.5.1). This constitutes the base intensity. Functions not limited in intensity by parking shall be limited by Warrant.
- c. The base intensity may be adjusted upward by adding the actual parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Section 6.5). The result shall be the parking available for calculating Adjusted Intensity.
- d. [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Paragraph 6.11.2.b. Fifteen percent of the increase by TDR purchase shall be in the Affordable Housing range.]
- e. Within the Long Pedestrian Shed of a TOD, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of 30 percent percent.

5.2.4 General Parking Standards

- a. Vehicular parking shall be provided as required and adjusted [Section 6.5].
- b. Parking shall be accessed by alley or rear lane, when available on the Community Plan.
- c. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the lot.
- d. The required parking may be provided within a five-minute (1/4-mile) radius of the site which it serves by Exception. The required parking [may] be purchased or leased from a Civic Parking Reserve.
- e. Parking shall be located within Layers as described in the Specific Zones of this Section and illustrated in Paragraph 7.4.5.
- f. Parking lots shall be masked from the frontage by a Liner Building, a streetwall and/or a hedge as specified in the Specific Zones of this Section.
- g. One bike rack space shall be provided for every 10 vehicular parking spaces.

5.2.5 [General Architectural Standards

- a. Building wall materials must be combined on each facade horizontally, heavier generally below lighter.
- b. Streetwalls shall be made to match the facade of the principal building as shown in Table 11C.
- c. Windows shall use clear glass panels.
- d. All openings including porches, galleries, arcades and windows, with the exception of storefronts, shall be [square or vertical] in proportion.
- e. Openings above the first story shall not exceed 50 percent of the building wall area, with each facade calculated independently.
- f. Detail facades on retail frontages as storefronts and glaze at no less than 70 percent that level.
- g. Doors and windows that operate as sliders are prohibited along frontages.
- h. Pitched roofs, if provided, shall be symmetrically sloped no less than [5:12], except that porches may be attached sheds with slopes no less than [2:12].
- i. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required, to conceal mechanical equipment to the satisfaction of the [CRC].]

5.2.6 General Environmental Standards

- a. Context Zones manifest a range of responses to natural and urban conditions. In case of conflict, the green infrastructure shall have priority in the more rural zones (T1-T3); the urban fabric shall have priority in the more urban zones (T4-T6) as detailed in the specific zones as detailed in Sections 5.3 and following.

5.2.7 General Landscape Standards

- a. A minimum of one tree to match the species of street trees on the enfronting streetscape shall be planted within private frontage for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.

5.2.8 General Signage Standards

- a. One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance, or at a mailbox.
- b. One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 3 square feet unless otherwise specified for the specific zone.
- c. Signage may be externally lit with full-spectrum bulbs unless otherwise specified.

5.2.9 General Ambient Standards (See full SmartCode.)

5.2.10 General Visitability Standards (See full SmartCode.)

5.3 SPECIFIC TO NATURAL (T1) & RURAL (T2)



- 5.3.1 Buildings shall be generally forbidden. Permission to build and the standards for disposition, configuration, function, parking, architectural, environmental, ambiental and visitability shall be determined concurrently as Exceptions, in a public hearing of the [Legislative Body].

5.4 SPECIFIC TO SUB-URBAN (T3)



5.4.1 (T3) Building Disposition

- a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11 or 6.11.2.

5.4.2 (T3) Building Configuration

- a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.11.8, 6.11.9 and 6.11.10.
- b. Agricultural uses shall be permitted by Warrant.

5.4.3 (T3) Building Function

- a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.

5.4.4 (T3) Parking Standards

- a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
- b. Open parking areas shall be located at the Second and Third Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
- c. Parking may be accessed from the frontage by a driveway.

5.4.5 [(T3) Architectural Standards

- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
 - a. The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco].
 - b. Balconies and porches shall be made of [painted wood].
 - c. Buildings shall have [sloped] roofs.
 - d. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other layers may be of painted wood board [or coated chain link].]

5.4.6 (T3) Environmental Standards

- a. In addition to the general specifications shown in Paragraph 5.2.6, the landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- b. The Private Frontage (Section 6.2) shall consist of tree clusters of various species, naturalistically clustered, as well as low maintenance understory. Lawn shall be permitted only by Warrant.
- c. Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Paragraph 6.11.6.
- d. The management of storm water shall be primarily through retention and percolation on the individual lot.

5.4.7 (T3) Landscape Standards

- a. There shall be no requirements additional to those specified in Paragraph 5.2.7.

5.4.8 (T3) Signage Standards

- a. There shall be no signage permitted additional to that specified in Paragraph 5.2.8.
- b. Signage may not be lit.

SITE AND BUILDING PLANS

5.5 SPECIFIC TO GENERAL URBAN (T4)



5.5.1 (T4) Building Disposition
a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11, 6.11.1 and 6.11.2.

5.5.2 (T4) Building Configuration
a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.11.8, 6.11.9 and 6.11.10.

5.5.3 (T4) Building Function
a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
b. Accessory uses of Limited Lodging or Limited Office shall also be permitted within an outbuilding.

5.5.4 (T4) Parking Standards
a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
b. All parking areas except for driveways shall be located at the Third Layer (Paragraph 7.4.5). Garages shall be at the Third Layer.
c. Parking shall be accessed from a rear alley or rear lane.

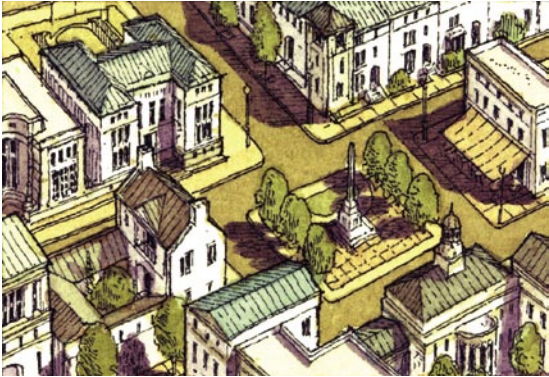
5.5.5 [(T4) Architectural Standards
In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
a. The exterior finish materials on all facades shall be limited to [brick, clapboard, siding and/or stucco.]
b. Balconies and porches shall be made of painted wood or metal.
c. Buildings shall have sloped roofs.
d. Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other Layers may be of painted wood board or chain link.]

5.5.6 (T4) Environmental Standards
a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of single or alternated species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
c. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Paragraph 6.11.6.
d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.5.7 (T4) Landscape Standards
a. There shall be no requirements additional to those specified in Paragraph 5.2.7.

5.5.8 (T4) Signage Standards
a. There shall be no signage permitted additional to that specified in Paragraph 5.2.8.

5.6 SPECIFIC TO URBAN CENTER (T5)



5.6.1 (T5) Building Disposition
a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11, 6.11.1 and 6.11.2.
b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of a building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade.
c. Buildings shall have their principal pedestrian entrances on a frontage line.

5.6.2 (T5) Building Configuration
a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3; summarized in Sections 6.11.8, 6.11.9, and 6.11.10.
b. Buildings with a first level residential or lodging function shall be raised a minimum of 2 feet from sidewalk grade.

5.6.3 (T5) Building Function
a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
b. Ground floor commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
c. Manufacturing within the first story may be permitted by Exception.

5.6.4 (T5) Parking Standards
a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
b. All parking areas shall be located at the Third Layer and masked by a Streetwall or Liner Building.
c. Parking shall be accessed from a rear alley.
d. The required parking may be provided by warrant on sites elsewhere within the same Pedestrian Shed.
e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

5.6.5 [(T5) Architectural Standards
In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
a. The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco].
b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
c. Buildings may have flat roofs enclosed by parapets or sloped roofs.
d. Streetwalls shall be located at the First Layer along the building frontage line.]

5.6.6 (T5) Environmental Standards
a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
b. The Private Frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Paragraph 6.11.6.
d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.6.7 (T5) Landscape Standards
a. In addition to those requirements specified in Paragraph 5.2.7, the First Layer (Paragraph 7.4.5) shall be landscaped or paved to match the enfronting Public Frontage as defined in Section 6.9.

5.6.8 (T5) Signage Standards
a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.
c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

5.7 SPECIFIC TO URBAN CORE (T6)



5.7.1 (T6) Building Disposition
a. In addition to the general specifications in Paragraph 5.2.1, specific building disposition shall be as shown in Sections 6.11.11 and 6.11.2.
b. Facades shall be built parallel to the principal frontage line along a minimum of 70 percent of its length with a setback of 0 to 10 feet from the frontage line. In the absence of building along the remainder of the frontage line, a streetwall shall be built co-planar with the facade.
c. Buildings shall have their principal pedestrian entrances on a frontage line.

5.7.2 (T6) Building Configuration
a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3, and summarized in Sections 6.11.8, 6.11.9, and 6.11.10.
b. Buildings with a first level residential use shall be raised a minimum of 2 feet from average sidewalk grade.

5.7.3 (T6) Building Function
a. In addition to the general specifications of Paragraph 5.2.3, specific building function may be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
b. Ground floor commercial shall be permitted throughout and shall be required at mandatory shopfront frontages.
c. Manufacturing within the first story shall be permitted by Exception.

5.7.4 (T6) Parking Standards
a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
b. All parking areas shall be located at the Third Layer and masked by a Streetwall of Liner Building.
c. Parking shall be accessed from a rear alley.
d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.
e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

5.7.5 [(T6) Architectural Standards
In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
a.The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco].
b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
c. Buildings may have flat roofs enclosed by parapets or sloped roofs.
d. Streetwalls shall be located at the First Layer along the building frontage line.]

5.7.6 (T6) Environmental Standards
a. In addition to the general specifications shown in Paragraph 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
b. The private frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
c.Impermeable surface by building shall be confined to ratio of lot coverage by building shown in Paragraph 6.11.6.
d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.7.7 (T6) Landscape Standards
a. In addition to those requirements specified in Paragraph 5.2.7, the First Layer shall be landscaped or paved to match the enfronting streetscape.
b.Trees shall not be required in the First Layer.

5.7.8 (T6) Signage Standards
a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length.
b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.
c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

STANDARDS & TABLES

TABLE 8B: PUBLIC FRONTAGES

R U R A L I I I I I I I I I T R A N S E C T I I I I I I I I I U R B A N												
TRANSECT ZONE	T1	T2	T3	T1	T2	T3	T3	T4	T4	T5	T5	T6
Type	HW & RR			RR & SR			RS		RS-SS-AV		RS-CS-AV-BV	
Total Width	16-24 feet			12-24 feet			12-18 feet		12-18 feet		18-24 feet	

STANDARDS & TABLES

TABLE 11: EXPLANATORY DIAGRAMS

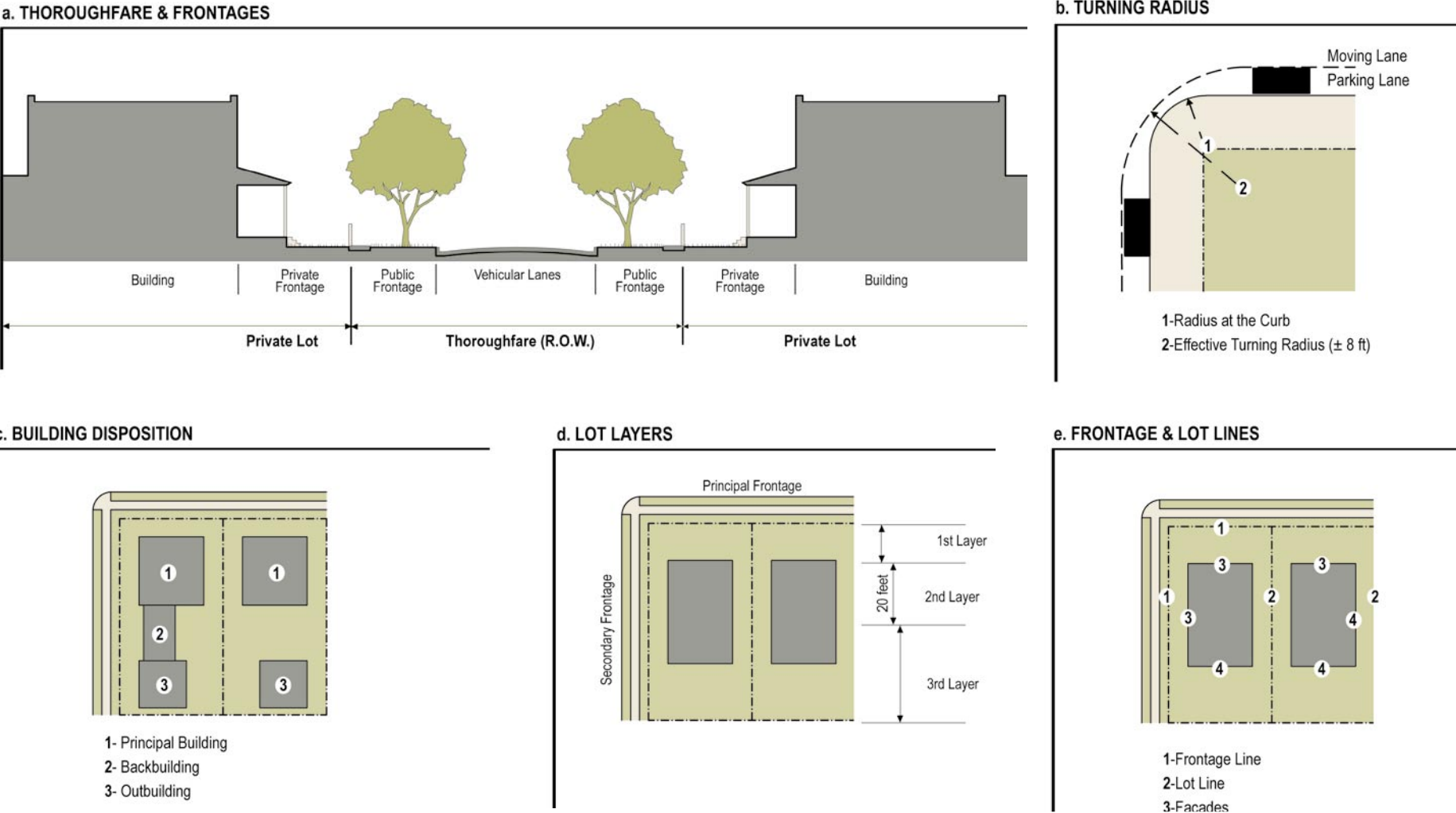


TABLE 12: GENERAL FUNCTION

TABLE 12: Transect-based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all transect zones in the declension of restricted, limited and open. For greater precision describing the functions see Table 13.

	T2 T3	T4	T5 T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each lot is restricted to one within a principal building and one within an ancillary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the ancillary dwelling shall not exceed 500 square feet.	Limited Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Section 6.5).	Open Residential: The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standard (Section 6.5).
b. LODGING	Restricted Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The maximum length of stay shall not exceed ten days.
c. OFFICE	Restricted Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for retail use is restricted to one block corner location at the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood store or food service seating of no more than 20.	Limited Retail: The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net retail space.
e. CIVIC	See Table 13.	See Table 13.	See Table 13.
f. OTHER	See Table 13.	See Table 13.	See Table 13.

STANDARDS & TABLES

TABLE 13: SPECIFIC FUNCTION

Note: This table is derived from the American Planning Association's land-based classification standards.

■ By Right

□ By Exception

	T1	T2	T3	T4	T5	T6	SD
a. RESIDENTIAL							
Apartment building				■	■	■	
Row house				■	■	■	
Duplex house				■	■		
Sidyard house			■	■	■		
Cottage			■	■			
House		■	■	■			
Estate house		■					
Accessory unit		■	■	■	■		
Manufactured house			□				□
Temporary tent	□	□	□	□	□	□	□
Live work unit			■	■	■	■	□
b. LODGING							
Hotel (no room limit)					■	■	□
Inn (up to 12 rooms)		□		■	■	■	
Inn (up to 5 rooms)		□	■	■	■	■	
S.R.O. hostel			□	□	□	□	□
School dormitory				■	■	■	■
c. OFFICE							
Office building				■	■	■	□
Live-work unit			■	■	■	■	□
d. RETAIL							
Open-market building		■	■	■	■	■	■
Retail building				■	■	■	□
Display gallery				■	■	■	□
Restaurant				■	■	■	□
Kiosk				■	■	■	□
Push cart							□
Liquor selling establishment					□	□	□
Adult entertainment						□	□
e. CIVIC							
Bus shelter			■	■	■	■	■
Convention center						□	■
Conference center					□	■	■
Exhibition center						□	■
Fountain or Public art		■	■	■	■	■	■
Library				■	■	■	■
Live theater					■	■	■
Movie theater					■	■	■
Museum					□	■	■
Outdoor auditorium		□	■		■	■	■
Parking structure					■	■	■
Passenger terminal					□	□	■
Playground		■	■	■	■	■	■
Sports stadium						□	■
Surface parking lot				□	□	□	■
Religious assembly					■	■	■

	T1	T2	T3	T4	T5	T6	SD
OTHER: AGRICULTURE							
Grain storage	■	■					□
Livestock pen	□	□					□
Greenhouse	■	■	□				□
Stable	■	■	□				□
Kennel	■	■	□	□	□	□	□
OTHER: AUTOMOTIVE							
Gasoline station		□			□	□	■
Automobile service							■
Truck maintenance							■
Drive-through facility					□	□	■
Rest stop	■	■					□
Roadside stand	■	■					□
Billboard						□	□
Shopping center							□
Shopping mall							□
OTHER: CIVIL SUPPORT							
Fire station			■	■	■	■	■
Police station				■	■	■	■
Cemetery		■	□	□			■
Funeral home				■	■	■	■
Hospital					□	□	■
Medical clinic				□	■	■	■
OTHER: EDUCATION							
College					□	□	■
High school				□	□	□	■
Trade school					□	□	■
Elementary school			□	■	■	■	■
Other-Childcare center		■	■	■	■	■	□
OTHER: INDUSTRIAL							
Heavy industrial facility							■
Light industrial facility						□	■
Truck depot							■
Laboratory facility						□	■
Water supply facility							■
Sewer and waste facility							■
Electric substation	□	□	□	□	□	□	■
Wireless transmitter	□	□					■
Cremation Facility							■
Warehouse						□	■
Produce storage							■
Mini-storage							■

TABLE 14: PARKING STANDARDS

	REQUIRED PARKING (See Table 12)						SHARING FACTOR (see Section 5.2.4)	
	T2	T3	T4	T5	T6		Function	Function
RESIDENTIAL	2.0 / dwelling		1.5 / dwelling	1.0 / dwelling			RESIDENTIAL	RESIDENTIAL
LODGING	1.0 / bedroom		1.0 / bedroom	1.0 / bedroom			LODGING	LODGING
OFFICE	3.0 / 1000 sq. ft.		3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.			OFFICE	OFFICE
RETAIL	4.0 / 1000 sq. ft.		4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.			RETAIL	RETAIL
CIVIC	To be determined by warrant.							
OTHER	To be determined by warrant.							

Function

RESIDENTIAL

LODGING

OFFICE

RETAIL

with

Function

RESIDENTIAL

LODGING

OFFICE

RETAIL

1

1.1

1.1

1.4

1.4

1.7

1.7

1.3

1.3

1.2

1.2

1

Table 14: The Required Parking Table is a summary of the parking requirements that appear in Table 12. Note that density at the level of the individual site is controlled by the amount of parking provided. The Sharing Factor Table shows how the intensity of a function is adjusted. The sum of the parking provided for any two dissimilar functions (as proximity to be determined by warrant) is modified by the factor shown. For example: 10 residential parking spaces plus 10 office parking spaces are multiplied by the given factor of 1.4 to provide the equivalent of 28 shared parking spaces. This is then the basis of the density calculation for both.

STANDARDS & TABLES

TABLE 15: STREETLIGHT ILLUSTRATIONS

TABLE 15: Street lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the rural-to-urban transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company.












	T1	T2	T3	T4	T5	T6	SD
Cobra Head							
Pipe							
Post							
Column							
Double Column							

TABLE 16: STREET TREE ILLUSTRATIONS

TABLE 16: Street trees vary in their form and also in their suitability for urban use. The shape of the canopy must integrate with the degree of setback. In the rural-to-urban transect, a tree's performance regarding root pressure tolerance and other criteria would be specified by species available in the bioregion.

	T1	T2	T3	T4	T5	T6	SD
Palm							
Oval							
Ball							
Pyramid							
Umbrella							
Vase							

STANDARDS & TABLES

TABLE 17: BUILDING DISPOSITION

Building disposition approximates the location of the structure relative to the boundaries of each individual lot. This provides a rough approximation of appropriate building types for each T-zone.

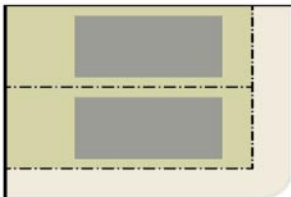
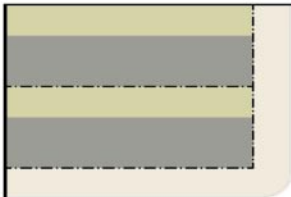
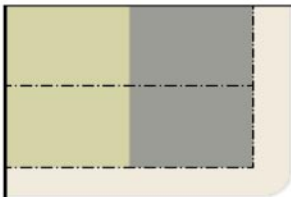

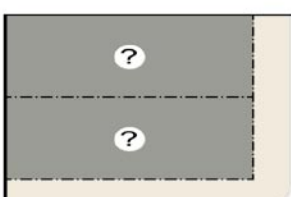


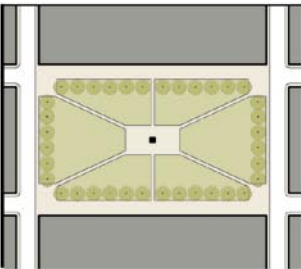
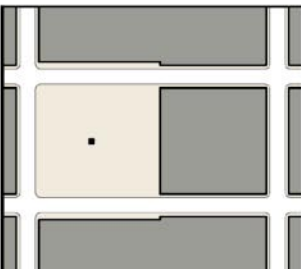
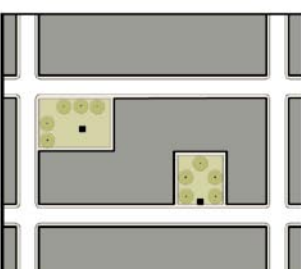
<p>a. Edge Yard: A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.</p>		<div>T1</div> <div>T2</div> <div>T3</div> <div>T4</div>
<p>b. Side Yard: A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.</p>		<div>T4</div> <div>T5</div>
<p>c. Rear Yard: A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>		<div>T5</div> <div>T6</div>
<p>d. Court Yard: A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>		<div>T5</div> <div>T6</div>
<p>e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption from disposition requirements.</p>		<div>SD</div>

TABLE 18: CIVIC SPACE TYPES

The intended types of civic space are diagrammed by this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.

<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrant as districts in all zones.</p>		<div>T1</div> <div>T2</div> <div>T3</div>
<p>b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres.</p>		<div>T3</div> <div>T4</div> <div>T5</div>
<p>c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres.</p>		<div>T4</div> <div>T5</div> <div>T6</div>
<p>d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres.</p>		<div>T5</div> <div>T6</div>
<p>e. Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>		<div>T1</div> <div>T2</div> <div>T3</div> <div>T4</div> <div>T5</div> <div>T6</div>

STANDARDS & TABLES

TABLE 19: TRANSECT ZONE SUMMARY

Note: All requirements in this Table are subject to adjustment for local context.



A. ALLOCATION OF ZONES (see Section 3.1 and Table 6)								(see Table 20)
CLD	no minimum	50 % min.	10 - 30 %	20 - 40 %	prohibited			20 % max
TND	no minimum		10 - 30 %	30 - 60 %	10 - 30 %	prohibited		
RCD	no minimum		prohibited	10 - 30 %	10 - 30 %	40 - 70 %		
TOD	no minimum		prohibited	0 - 30 %	0 - 30 %	70 - 100 %		
B. BASE RESIDENTIAL DENSITY (see Section 3.4)								
By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 unit / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross		by exception
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross		
Other Functions	by exception		10 - 20 % min	20 - 30 % min	30 - 50 % min	50 - 70 % min		
C. BLOCK SIZE								
Block Perimeter	no maximum		3000 ft. avg. max	2400 ft. avg. max	2000 ft. avg. max	2000 ft. avg. max *		by exception
								* 3000 ft. max for blocks with parking structures
D. PUBLIC FRONTAGES (see Table 8)								
HW & RR	permitted			prohibited				by exception
BV	prohibited		permitted					
SR	prohibited		permitted		prohibited			
RS	prohibited		permitted		prohibited			
SS & AV	prohibited			permitted	permitted			
CS & AV	prohibited				permitted			
Rear Lane	permitted				prohibited			
Rear Alley	prohibited		permitted	required				
Path	permitted				prohibited			
Passage	prohibited		permitted					
Bicycle Trail	permitted			prohibited *				
Bicycle Lane	permitted				prohibited			
Bicycle Route	permitted							
E. CIVIC SPACE (see Table 18)								permitted within Open Spaces (see section 6.10)
Park	permitted			by warrant	by warrant	by warrant		by exception
Green	prohibited		permitted			prohibited		
Square	prohibited			permitted				
Plaza	prohibited				permitted			
Playground	permitted							
F. LOT OCCUPATION								
Lot Area	by exception	min. 20 ac. avg.	5,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. min.	no min.		by exception.
Lot Coverage	by exception	by variance	60% max	70% max	80% max	90% max		
G. BUILDING SETBACK								
Front	by exception	32 ft. min.	24 ft. min.	12 ft. min. 24 ft. max	6 ft. min. 12 ft. max	6 ft. min. 12 ft. max		by exception.
Side	by exception	100 ft. min.	6 ft. min.	12 ft. total min	0 ft. min. 24 ft. max	0 ft. min. 24 ft. max		
Rear	by exception	100 ft. min.	12 ft. min.	3 ft. min.*	3 ft. min.*	0 ft. min.		
H. BUILDING DISPOSITION (see Table 17)								* or 15 ft. from center line of alley
Edgeyard	permitted				prohibited			by exception
Sidyard	prohibited			permitted		prohibited		
Rearyard	prohibited			permitted				
I. PRIVATE FRONTAGES (see Table 7)								
Common Yard	not applicable	permitted			prohibited			by exception
Porch & Fence	not applicable	prohibited	permitted		prohibited			
Terrace or L.C.	not applicable	prohibited		permitted		prohibited		
Forecourt	not applicable	prohibited		permitted				
Stoop	not applicable	prohibited		permitted				
Shopfront & Awning	not applicable	prohibited		permitted				
Gallery	not applicable	prohibited		permitted				
Arcade	not applicable	prohibited			permitted			
J. BUILDING HEIGHT (see Table 9)								
Principal Building	not applicable	2 stories max.		3 stories max.	4 stories max., 2 min..	6 stories max.		by exception
Outbuilding	not applicable	2 stories max.		2 stories max.	2 stories max.	not applicable		
K. BUILDING FUNCTION (see Tables 12 & 13)								
Residential	prohibited	restricted use		limited use	open use			by exception
Lodging	prohibited	restricted use		limited use	open use			
Office	prohibited		restricted use	limited use	open use			
Retail	prohibited		restricted use	limited use	open use			

SECTIONS 4 & 5

SECTIONS 2 & 3

STANDARDS & TABLES

TABLE 20: SPECIAL DISTRICT SUMMARY

	DISTRICT SD1	DISTRICT SD2	DISTRICT SD3	DISTRICT SD4	DISTRICT SD5	DISTRICT SD6	DISTRICT SD7
A. ALLOCATION OF ZONES							
a. CLD / Cluster	X						
b. TND / Village	X						
c. TOD / Town	X						
B. BASE DENSITY ALLOCATION							
a. Housing By Right	X unit / X ac. avg.						
b. Housing By TDR	X						
c. Other Functions	X						
C. BLOCK SIZE							
a. Block Perimeter	X						
D. PUBLIC FRONTAGE							
a. Rural Road	X						
b. Standard Road	X						
c. Residential Road	X						
d. Residential Street	X						
e. Standard Street	X						
f. Commercial Street	X						
g. Avenue	X						
h. Boulevard	X						
i. Rear Lane	X						
j. Rear Alley	X						
k. Path	X						
l. Passage	X						
m. Bicycle Trail	X						
n. Bicycle Lane	X						
o. Bicycle Route	X						
E. CIVIC SPACE							
a. Park	X						
b. Green	X						
c. Square	X						
d. Plaza	X						
e. Playground	X						
F. LOT OCCUPATION							
a. Lot Area	X						
b. Lot Coverage	X						
G. BUILDING SETBACK							
a. Front	X						
b. Side	X						
c. Rear	X						
H. BUILDING DISPOSITION							
a. Edgeyard	X						
b. Sideyard	X						
c. Rearyard	X						
d. Courtyard	X						
I. PRIVATE FRONTAGE TYPE							
a. Common Lawn	X						
b. Porch & Fence	X						
c. Terrace	X						
d. Forecourt	X						
e. Stoop	X						
f. Shopfront	X						
g. Gallery	X						
h. Arcade	X						
i. Parking Lot	X						
J. BUILDING HEIGHT							
a. Principal Building	X						
b. Outbuilding	X						
K. BUILDING FUNCTION							
a. Residential	X						
b. Lodging	X						
c. Office	X						
d. Retail	X						

DISPOSITION

CONFIGURATION

FUNCTION

DEFINITIONS OF TERMS

Affordable Housing: dwellings consisting of rental units or for-sale units. Both shall be economically within the means of the equivalent of the starting salary of a local elementary school teacher.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

Ancillary Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 11 and 14).

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Avenue (AV): a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

Backbuilding: a single-story structure connecting a principal building to an outbuilding (see Table 11).

Bicycle Lane (BL): a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping. This type is permitted within T1, T2, T3 and T4 Zones.

Bicycle Route (BR): a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds. This type is permitted within T3, T4, T5 and T6 Zones.

Bicycle Trail (BT): a bicycle way running independently of a high-speed vehicular thoroughfare. This type is permitted within T1, T2 and T3 Zones.

Block: the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

Boulevard (BV): a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

Brownfield: an area previously used primarily as an industrial site.

Building Disposition: the placement of a building on its lot (see Table 17).

Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 12 & 13).

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Table 9).

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

By Right Permit: a proposal for a building or community plan that complies with

this code and may thereby be processed administratively, without public hearing (see Variance).

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particulars of their design shall be determined by Exception.

Civic Parking Reserve: parking structure or lot within a quarter-mile of the site that it serves. Space may be leased or bought from this Reserve to satisfy parking requirements.

Civic Space: an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 18.

Commercial: the term collectively defining workplace, office and retail functions.

Community Pattern: the physical form of a settlement. Variations are due to the particulars of the site, density, spatial definition program, transportation and implementation. Transect-based Community Patterns are socially and functionally variegated; they are walkable and manifest a gradient from urban to rural.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is composed of one representative from each of the regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Urban Design Center (see UDC).

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios. This type is able to shield the private realm while strongly defining the public thoroughfare. Because of its ability to mask incompatible activities, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 8).

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.5).

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Developable areas: residual to the Preserved Open Space Sector.

District: see Specialized District.

Driveway: a vehicular lane within a lot, usually leading to a garage. A Driveway in the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of

a parking lot.

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the sideyards weaken the spatial definition of the public thoroughfare. The front yard should be visually continuous with those of adjacent buildings. The rear yard can be secured for privacy by fences and a backbuilding and/or outbuilding.

Elevation: the exterior walls of a building not along a Frontage Line. See Facade (Table 11).

Enfront: to place an element along a frontage line, as in "porches enfront the street."

Entrance, Principal: the main point of access of pedestrians into a building. In the support of pedestrian activity, the Principal Entrance should be given to a Frontage Line rather than to the parking.

Exception: a variance that permits a practice that is not consistent with a provision nor the Intent of this Code. Exceptions are usually granted only by the Board of Appeals.

Facade: the exterior wall of a building that is set along a Frontage Line (see Elevation). Facades support the public realm and are subject to requirements additional to those required of elevations.

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Diagram 7.4.4).

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sector Plan should be based on GIS information (Paragraph 2.2.1).

Greenfield: a project planned for an undeveloped area outside the existing urban fabric. See Infill.

Greenway: an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites.

Hamlet: an incomplete neighborhood, standing free in the countryside. Because of a location away from transportation, a Hamlet has a weak commercial center. (Syn.: CLD, Cluster, Clustered Land Development, Conservation Land Development)

Independent Building: a building designed by a different architect from the adjacent buildings.

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the design of a pedestrian

environment (see Tables 10 and 11).

Layer: a range of depth of a lot within which certain elements are permitted (see Table 11).

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

Live-Work: a dwelling unit that contains, to a limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (Syn.: Flexhouse) (See Work-Live.)

Lodging: premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 11 and 19G).

Lot Width: the length of the principal Frontage Line of a lot.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

Meeting Hall: a building available for gatherings, including conferences, accommodating at least one room with an area equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. A Meeting Hall shall be completed upon the sale of 75 percent of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75 percent of the dwelling units at which time control of its use shall be given to the [Community Council].

Neighborhood: a mostly residential area, often with a recognizable edge (change in density, change in T-Zone, commercial corridor, transportation corridor, natural/rural boundary, or civic space boundary). For the purposes of this SmartCode, a "complete neighborhood" is further defined as consisting of one pedestrian shed (1/2 mile diameter) with a mixed-use center.

Net Developable Area, Net Site Area: the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 19A.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

Outbuilding: an ancillary building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 11).

Parking Structure: a building containing two or more stories of parking. The propensity of Parking Structures to create negative pedestrian experiences along their frontage shall be mitigated by the provision of a Liner Building at the first story.

Passage (PS): a pedestrian connector passing between buildings, providing shortcuts through long blocks and con-

necting rear parking areas to frontages. Passages may be roofed over.

Path (PT): a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of 1/2-mile or 2,640 feet. Pedestrian Sheds should be conceived as oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called Walkshed.

Planter: the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

Primary-Secondary Grid: thoroughfare designations appearing on the Regulating Plan. Buildings on the P-Grid are subject to all of the provisions of this Code. Buildings on the S-Grid are exempt from certain provisions, allowing for Warranted open parking lots, unlined parking decks, drive-throughs and hermetic building fronts.

Principal Building: the main building on a lot, usually located toward the frontage (see Table 11).

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Table 7).

Public Frontage: the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 8).

Rear Alley (AL): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges. This type is required within T5 and T6 Zones; either a lane or alley is required within T4.

Rear Lane (LA): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation. This type is permitted within T2-T4 Zones; either a lane or alley is required within T4.

Rearyard Building: a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. In its residential form, this type yields a rowhouse. For its commercial form, the rear yard can accommodate substantial parking.

RCD: Regional Center Development. A Community Type consisting of one Long Pedestrian Shed with a strong Town Center. This type is permitted by right

within the Intended Growth Sector (S5) (see Section 3.3.3).

Residential: premises available for long-term human dwelling.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

Rural Boundary Line: the extent of potential urban growth as determined by existing geographical determinants. The rural boundary is permanent.

Secondary Grid: see Primary and Secondary Grid.

Sector: a neutral term for a geographic area. In the SmartCode there are six specific Sectors that establish the legal boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve) and the other four are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors, and the Existing Urbanized Sector.) Sectors address the legal status of place at the regional scale while Transect Zones address the physical character of communities. Sectors contain Community Types (CLD, TND, RCD, TOD), which contain prescribed Transect Zones, which contain design standards appropriate to those T-Zones.

Service Boundary Line: the extent of potential or feasible urban growth as determined by the extension of infrastructure, principally sewer.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback.

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Tables 12 and 14).

Sideyard Building: a building that occupies one side of the lot with a setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building provides a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. Most specialized buildings are dedicated to manufacturing and transportation, and are distorted by the trajectories of machinery.

Specialized District (SD): Specialized

District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or Community Types specified by this Code. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc. However, if at all possible the perimeters of such Districts (excepting parks) should be designed as one or more normal Transect Zones to integrate with the surrounding community or countryside.

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

Streamside Corridor: the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

Street (ST): a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called Street-wall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens [should] be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be [30 percent] permeable or articulated to avoid blank walls.

Substantial Modification: alterations to a building that are valued at more than 50 percent of the replacement cost of the entire building, if new.

TDR - Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within the designated Reserve Shed (S2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserve Shed (S1).

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

Third Place: a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafés and corner stores.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Section 7.2 and Diagram 7.4.2).

Tier: synonym for Sector.

TND: Traditional Neighborhood Development. A Community Type consisting of one pedestrian shed plus a mixed-use town center or corridor. (Syn.: Village, Urban Village).

TOD: Transit-Oriented Development. TOD is Regional Center Development (RCD) with transit available or proposed. This Community Type is permitted by right within the Intended Growth Sector.

Town Center: a community consisting of one or more neighborhoods, sharing a substantial commercial component. (Syn.: RCD, TOD)

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core.

Transect Zone (T-Zone): Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to specifying the usual building use, density, height, and setback, other elements of the intended habitat are integrated, including those of the private lot and building as well as those of the enfronting public streetscape. The elements are determined by their location on the Transect scale.

Transilion Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony (see Diagram 7.4.6).

Type: a form category determined by function, disposition, and configuration, including size or extent. There are community types, street types, building types, etc. See also: Building Type.

UDC (Urban Design Center): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the communities and buildings based on it.

Urban Growth Boundary: the extent of potential urban growth as determined by the projected demographic needs of a region. The urban boundary may be adjusted from time to time.

Urban Growth Sector: one of the three Sectors for New Communities where development is permitted by right.

Urban Village: A TND Community Type within an urbanized area (see TND).

Variance: an administrative technique granting relief from the provisions of a code. There are two types of variances: Warrants and Exceptions (see Section 1.6).

Village: A Village is usually a community standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor (see TND).

Warrant: a type of variance that permits a practice that is not consistent with a specific provision of this Code, but is justified by its Intent or by hardship. Warrants are usually granted administratively through the CRC.

Work-Live: a dwelling unit that contains a commercial component. A Work-Live Unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (Syn.: Live-With.) (See Live-Work.)

What Type of Code Does Your Municipality Need?

By Andrés Duany

One of the characteristics of the new urbanism is its practitioners' fascination with codes. Since the early 1950s when the implementation of coding became ubiquitous across the United States, these documents have been among the primary tools that make urbanism operational, this being a nation of laws rather than individual will. No less than financial criteria and market preference, codes have had a great affect on the outcome of community design.

For the new urbanists, this insight emerged from the shock of discovery that existing subdivision ordinances and zoning codes made traditional planning impossible, even if inadvertently so. That there was a need for an alternative system rather than the elimination of the existing one became clear by observing the comprehensive disappointment that resulted from the prior generation of reform: the Planned Unit Developments of the 1970s. By allowing design to be negotiated, PUDs had lifted away the repressive ordinances and replaced them with nothing at all. The degree of mischief, banality and incompetence that ensued from the PUD option was such that one could conclude this would not be the vehicle for the dependable implementation of the new urbanism, or any other for that matter.

Today there are many new urbanist codes about, and they continue to proliferate rapidly. All have the converging intention of both enabling and qualifying communities that support the Charter. However, the means to achieve this varies widely. There are codes ranging from the plodding to the truly clever, with an abundance of the latter. There are some that cover very few issues and others that are quite comprehensive. With few exceptions, the most elegantly simple are the least comprehensive.

The new urbanist campaign for the reform has engendered a veritable

SMARTCODE ASSESSMENT

Assessment	Yes	No	Unknown
Does the code address the following issues?			
1. Land use			
2. Zoning			
3. Subdivision			
4. Design			
5. Transportation			
6. Parks and recreation			
7. Historic preservation			
8. Environmental protection			
9. Public utilities			
10. Other			

renaissance of the code craft in the United States. It has even managed to restore the prestige of this occupation to one in parity with urban design and research. "Coding," as it is sometimes called, can be the purest and possibly the most challenging of intellectual pursuits that a planner can engage — it has risen very far indeed from the level of legalistic and technical drudgework to which it had fallen.

Developers and municipalities are increasingly demanding new codes to implement smart growth agendas. With the failure of the promise of suburbia, and with the ascendancy of the new urbanism as the prime repository of solutions to its problems, one can safely predict that every municipality will want to have such a code in its repertoire of planning options. Implementation of one such code may be the great life-achievement of the current generation of municipal planners — the equivalent of what the PUD ordinance was to the preceding generation and the subdivision ordinances

were to the generation prior. The difference is that this time these codes will actually result in better places to live.

How will municipal officials choose their new code? How will we as individual planners and as an organization coordinate ourselves to receive the onslaught of requests? How are these long and complicated documents to be comparatively assessed?

This checklist above is a draft of an assessment protocol that was developed at a new urbanists' conference held in Santa Fe, N.M. It is intended to organize new urbanist codes for this purpose.

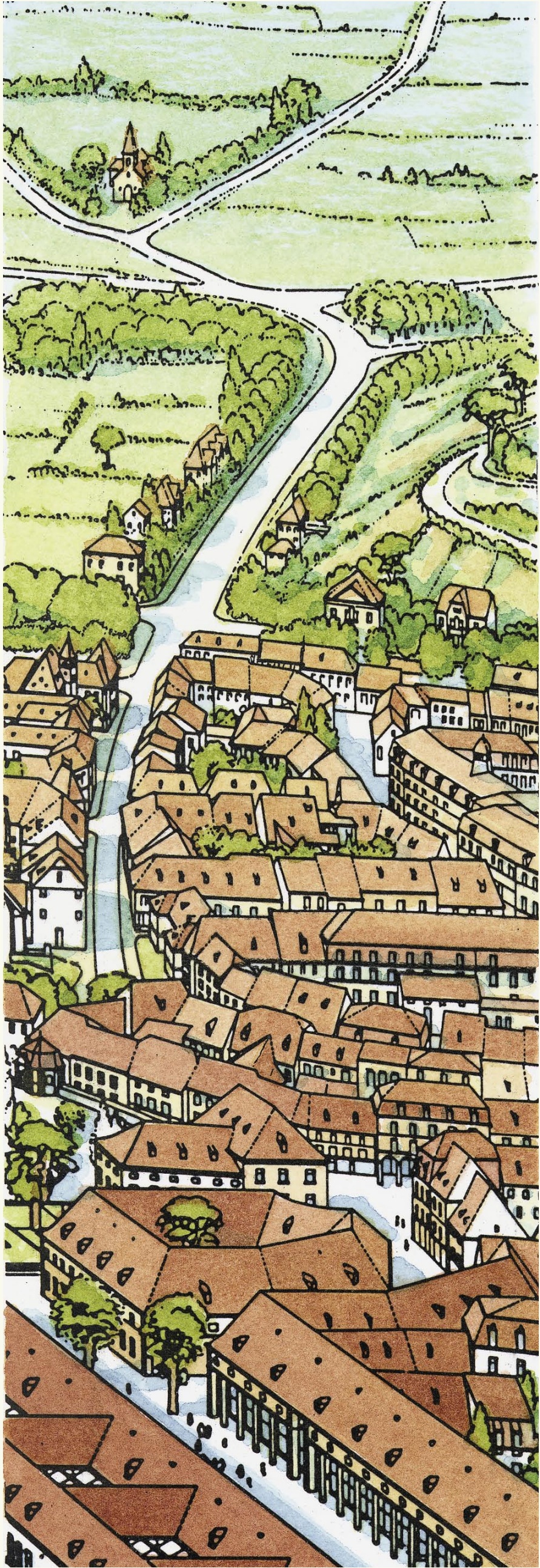



ILLUSTRATION BY LEON KRIER

The SmartCode Can Be a Form-Based Code.

T3 SUB-URBAN ZONE

SMARTCODE SPECIFICATIONS



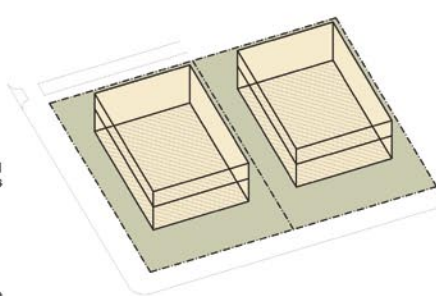
(see 2.1)

4.6 LOT OCCUPATION	
a. Lot Area	10,000 sq. ft. avg.
b. Lot Coverage	40% max
4.8 BUILDING DISPOSITION	
a. Edgeyard	permitted
b. Sideyard	prohibited
c. Rearyard	prohibited
d. Courtyard	prohibited
4.10 BUILDING HEIGHT	
a. Principal Building	2 stories max.
b. Outbuilding	2 stories max.
4.7 BUILDING SETBACK	
a. Front	32 ft. min.
b. Side	12 ft. min.
c. Rear	12 ft. min.
d. Frontage at Setback	
OUTBUILDING SETBACK	
a. Front	10 ft. min. (or 55 ft. w/alleys)
b. Side	5 ft. min.
c. Rear	3 ft. min.
4.9 PRIVATE FRONTAGE TYPE (see 2.2)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Stoop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited
ENCROACHMENT	
a. At Bldg. Frontage	12 ft. max.
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)	
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

GRAPHIC SPECIFICATIONS

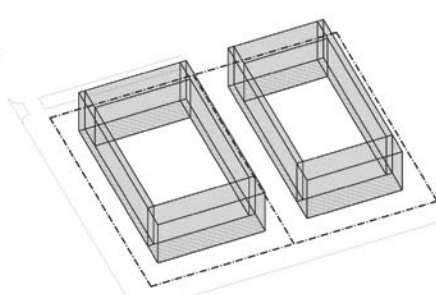
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic. Each story shall not to exceed 14 ft. clear.



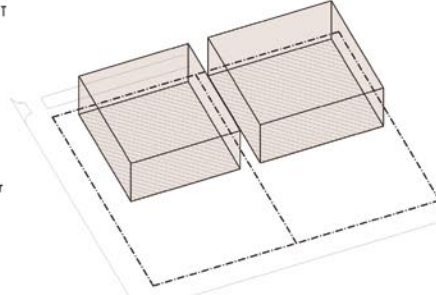
BUILDING PLACEMENT

1. Buildings shall be placed within the areas hatched as shown in the diagram.
2. Buildings shall have facades along frontage lines and elevations along lot lines.
3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.



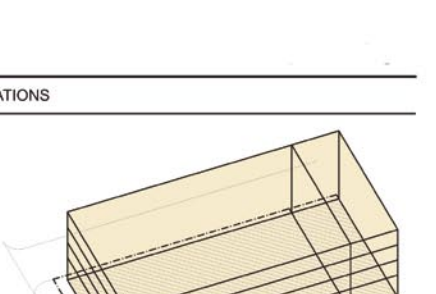
BUILDING ELEMENTS

1. Stoops, bay windows, open porches and balconies may encroach into the setbacks as shown in the diagram.
2. Arcades should overlap the sidewalk as shown in the diagram.




OUTBUILDING PLACEMENT

1. Parking spaces shall be provided within the third layer as shown in the diagram.
2. Covered parking shall be provided within the third layer as shown in the diagram.
3. Trash containers shall remain within the third layer as shown in the diagram.



T4 GENERAL URBAN ZONE

SMARTCODE SPECIFICATIONS



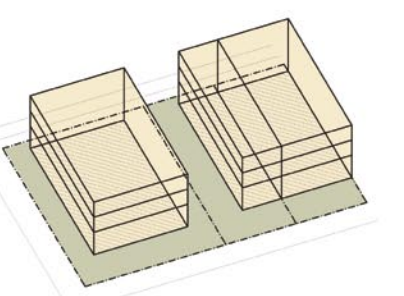
(see 2.1)

4.6 LOT OCCUPATION	
a. Lot Area	2,500 sq. ft. avg.
b. Lot Coverage	70% max
4.8 BUILDING DISPOSITION	
a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited
4.10 BUILDING HEIGHT	
a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.
4.7 BUILDING SETBACK	
a. Front	18 ft. min. 24 ft. max.
b. Side	0 ft., 10 ft. combined min
c. Rear	3 ft. min.
d. Frontage at Setback	70% min.
OUTBUILDING SETBACK	
a. Front	10 ft. + front bldg. setback
b. Side	0 ft. or 6 ft. min. corners
c. Rear	3 ft. min.
4.9 PRIVATE FRONTAGE TYPE (see 2.2)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited
ENCROACHMENT	
a. At Bldg. Frontage	8 ft. max.
b. At Bldg. Side	3 ft. max. or 8 ft. max. sideyard
c. At Bldg. Rear	0 ft.
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)	
a. Residential	limited use
b. Lodging	limited use
c. Office	limited use
d. Retail	limited use

GRAPHIC SPECIFICATIONS

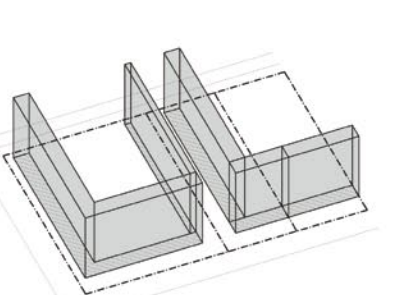
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic. Each story shall not to exceed 14 ft. clear.



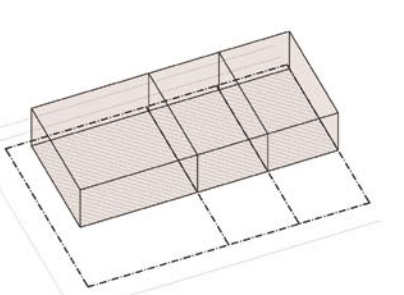
BUILDING PLACEMENT

1. Buildings shall be placed within the areas hatched as shown in the diagram.
2. Buildings shall have facades along frontage lines and elevations along lot lines.
3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.



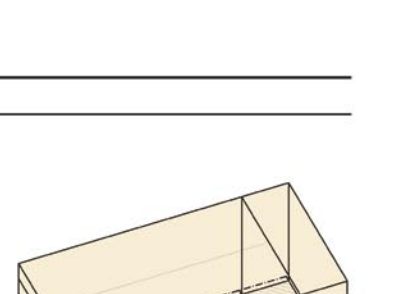
BUILDING ELEMENTS

1. Stoops, bay windows, open porches and balconies may encroach into the setbacks as shown in the diagram.
2. Arcades should overlap the sidewalk as shown in the diagram.




OUTBUILDING PLACEMENT

1. Parking spaces shall be provided within the third layer as shown in the diagram.
2. Covered parking shall be provided within the third layer as shown in the diagram.
3. Trash containers shall remain within the third layer as shown in the diagram.



T5 URBAN CENTER ZONE

SMARTCODE SPECIFICATIONS



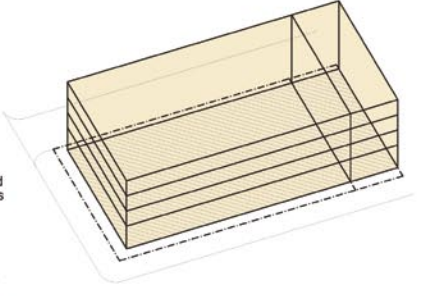
(see 2.1)

4.6 LOT OCCUPATION	
a. Lot Area	1,500 sq. ft. avg.
b. Lot Coverage	80% max
4.8 BUILDING DISPOSITION	
a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted
4.10 BUILDING HEIGHT	
a. Principal Building	4 stories max., 2 min.
b. Outbuilding	2 stories max.
4.7 BUILDING SETBACK	
a. Front	6 ft. min. 12 ft. max
b. Side	0 ft. min. 24 ft. max
c. Rear	3 ft.
d. Frontage at Setback	70% min.
OUTBUILDING SETBACK	
a. Front	26 ft. min.
b. Side	0 ft. min.
c. Rear	3 ft. min.
4.9 PRIVATE FRONTAGE TYPE (see 2.2)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
ENCROACHMENT	
a. At Bldg. Frontage	6 ft. max. (+12 ft. min. arcades)
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use

GRAPHIC SPECIFICATIONS

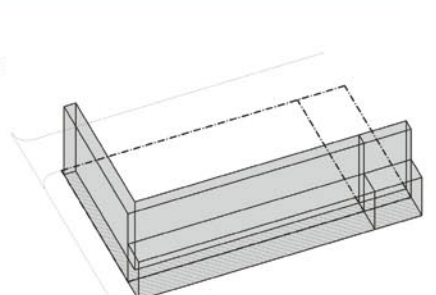
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic. Each story shall not to exceed 14 ft. clear.



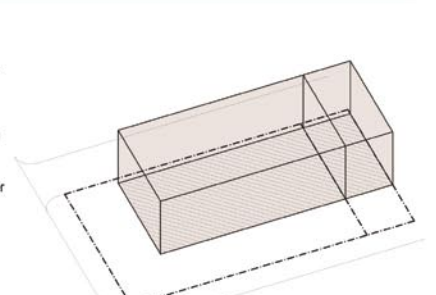
BUILDING PLACEMENT

1. Buildings shall be placed within the areas hatched as shown in the diagram.
2. Buildings shall have facades along frontage lines and elevations along lot lines.
3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.




BUILDING ELEMENTS

1. Stoops, bay windows, open porches and balconies may encroach into the setbacks as shown in the diagram.
2. Arcades should overlap the sidewalk as shown in the diagram.



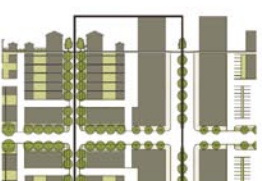
PARKING PLACEMENT

1. Parking spaces shall be provided within the third layer as shown in the diagram.
2. Covered parking shall be provided within the third layer as shown in the diagram.
3. Trash containers shall remain within the third layer as shown in the diagram.



T6 URBAN CORE ZONE

SMARTCODE SPECIFICATIONS



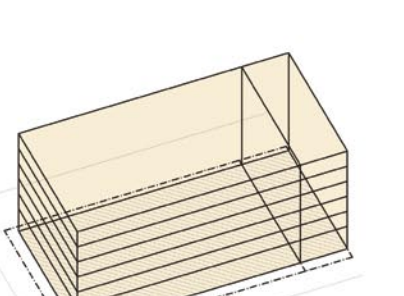
(see 2.1)

4.6 LOT OCCUPATION	
a. Lot Area	no min.
b. Lot Coverage	90% max
4.8 BUILDING DISPOSITION	
a. Edgeyard	prohibited
b. Sideyard	prohibited
c. Rearyard	permitted
d. Courtyard	permitted
4.10 BUILDING HEIGHT	
a. Principal Building	6 stories max.
b. Outbuilding	not applicable
4.7 BUILDING SETBACK	
a. Front	6 ft. min. 12 ft. max
b. Side	0 ft. min. 24 ft. max
c. Rear	3 ft. min.
d. Frontage at Setback	70% min.
OUTBUILDING SETBACK	
a. Front	N/A
b. Side	N/A
c. Rear	N/A
4.9 PRIVATE FRONTAGE TYPE (see 2.2)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	prohibited
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
ENCROACHMENT	
a. At Bldg. Frontage	3 ft. or 12 ft. max.
b. At Bldg. Side	0 ft. or 3 ft. max.
c. At Bldg. Rear	0 ft.
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use

GRAPHIC SPECIFICATIONS

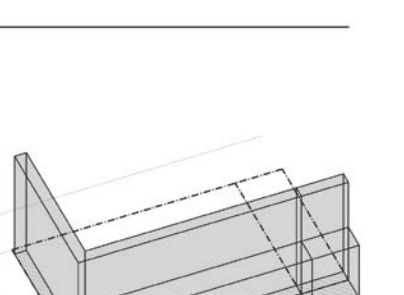
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic. Each story shall not to exceed 14 ft. clear.



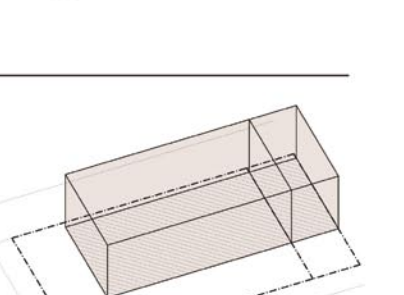
BUILDING PLACEMENT

1. Buildings shall be placed within the areas hatched as shown in the diagram.
2. Buildings shall have facades along frontage lines and elevations along lot lines.
3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.



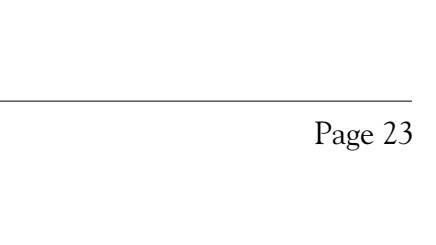
BUILDING ELEMENTS

1. Stoops, bay windows, open porches and balconies may encroach into the setbacks as shown in the diagram.
2. Arcades should overlap the sidewalk as shown in the diagram.



PARKING PLACEMENT

1. Parking spaces shall be provided within the third layer as shown in the diagram.
2. Covered parking shall be provided within the third layer as shown in the diagram.
3. Trash containers shall remain within the third layer as shown in the diagram.



www.placemakers.com

Page 23



T3



T4

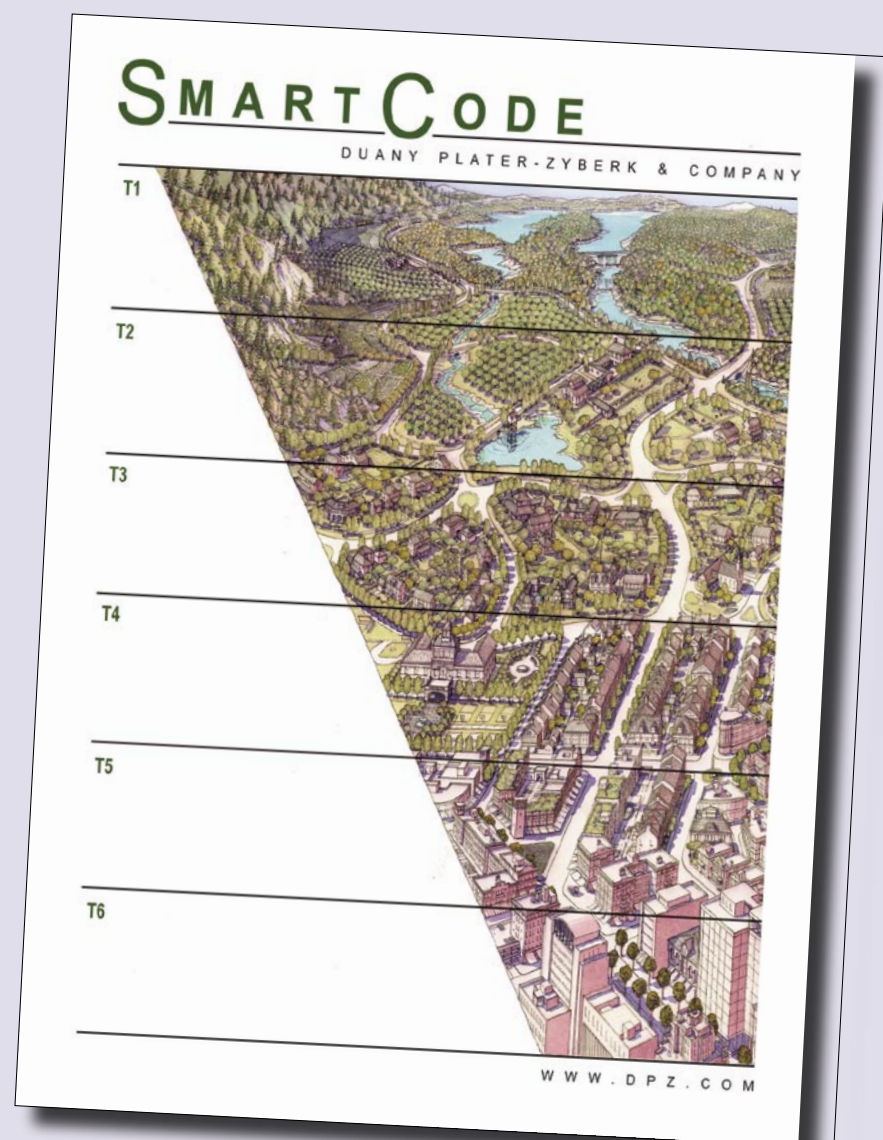


T5



T6

ILLUSTRATION BY SETH HARRY



CONDITIONS OF USE

- The text and diagrams appearing in this document are the property of Duany Plater-Zyberk & Company (DPZ). Their reproduction and use are permitted with "Credit: Duany Plater-Zyberk & Company" in print.
- The complete SmartCode in printed form will be available from MuniCode.com.
- The complete SmartCode in electronic, editable format is available at DPZ.com.
- A SmartCode User's Manual will be available from wwright@balch.com.
- Information on implementation seminars and consultants is available from placemakers.com.

Duany Plater-Zyberk & Company

Andrés Duany and Elizabeth Plater-Zyberk are architects and town planners whose work for the past 20 years has focused on the design of new towns and the revitalization of existing cities. These efforts have earned them international recognition and dozens of local and national awards, including the Thomas Jefferson Medal and the Vincent Scully Prize.

Having both received bachelors degrees from the Yale School of Architecture and graduate degrees in architecture and urban planning from Princeton University, Duany and Plater-Zyberk spent their first years as architects designing buildings. It didn't take long, however, for the architects to feel dissatisfied with the results of their labor. They struggled with the sense that the individual buildings they designed did not relate in any meaningful way to the cities surrounding them. This concern soon evolved into finding ways to design environments in which the placement of individual buildings made sense — communities in which buildings are less important than the spaces between them.

Focusing their attention in this new direction, the couple founded Duany Plater-Zyberk & Company (DPZ) in 1980. It was that same year that their groundbreaking project, Seaside, was designed in Florida. This now famous "village by the sea" won worldwide praise as the first traditionally organized new town designed in over 50 years. The planning method used to design

Seaside was coined the "new urbanism" and led to diverse new commissions for DPZ. Ultimately this spearheaded a resurgence of neighborhood-based design in the United States and abroad.

For the past two decades, Duany has traveled the world lecturing about post-suburban planning techniques to planners, developers, students and the general public. As a result, and because of the built successes, many have signed on to this new way of planning. However, Duany and Plater-Zyberk quickly learned that, in order to create traditionally-organized towns, current zoning laws would have to be rewritten.

The SmartCode was created by DPZ as an option to existing zoning ordinances. Most municipalities that are currently enforcing suburban-era codes need to enact a SmartCode or a similar ordinance if they wish to make the developing of new urban communities possible. Dealing with all aspects of design, the SmartCode was created for municipalities that have embraced the smart growth agenda and are seeking the tools to make it happen. This particular code has already been implemented in several jurisdictions.

In its 22nd year, Duany Plater-Zyberk and company includes 35 employees in four offices, who have collectively completed the design of over 225 new towns, regional plans, and community revitalization projects throughout the United States and abroad.

Municipal Code Corporation

Municipal Code Corporation was founded in 1951 as a one-man operation, for the sole purpose of codifying municipal laws and ordinances and publishing this material in loose-leaf form. At that time, and until 1963, the publication phase was subcontracted, while the editorial processes were performed in-house. In 1961 MCC acquired its own premises on Thomasville Road in Tallahassee, Fla. Two years later a complete printing plant was installed so that all stages of the operation would be under the direct management of MCC, eliminating the need for and dependency on a subcontracted printing service. The company moved to its present location in 1970 on Capital Circle.

Another milestone in MCC's development occurred in 1973 when the typesetting operation was first computerized. Since then, there have been five different typesetting systems and virtually every department has increased its productivity by using digital technology.

In 1991 the company's supplement service was reorganized from a departmental to a team structure. This organizational change facilitated communication and learning among editors, typesetters and proofreaders; and, most importantly, enabled MCC to provide better service to its customers by reducing the time required to deliver supplements.

As technology has changed the way publishers perform their jobs, MCC has adapted. MCC was in fact the second direct connection to the internet (outside academia) in Leon County. In 1995 the company revised its definition of publishing from "delivering words as ink on paper" to "delivering words in any medium demanded by clients." Thus CD-ROM, floppy disks, magnetic tape, FTP, and posting on the company home page were added as delivery mediums.

In 1999 the company installed its first Print on Demand (POD) system. POD allows clients and subscribers to order one copy of a code or supplement, without MCC incurring the expense of prior printing and physical storage. Additionally, the year 1999 saw establishment of a custom publishing division.

MCC has made a commitment to stay abreast of technology and organizational opportunities so that everyone — clients, employees and stockholders — may benefit.

The company currently publishes more than 2,600 codes for clients in 49 states. It employs 16 attorneys who have, on average, over 12 years experience in the specialized field of codification.

MCC will distribute the SmartCode nationwide as an alternative to conventional (sprawl-oriented) ordinances.

For more information about Duany, Plater Zyberk & Company: 1023 SW 25th Avenue, Miami, FL 33135; Tel: 305.644.1023 Fax: 305.644.1021

For more information about Municipal Code Corporation: P.O. Box 2235, Tallahassee, FL 32316-2235; Tel: 800.262.2633 Fax: 850.575.8852