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 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:** Swales and naturalistic planting, bike trails.  
**Thoroughfares:** Roads and a few streets; rear lanes, some unpaved.  
**Open Spaces:** Orchards, parks and greens.

*The Sub-Urban Zone* is rough 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 teh roads irregular to accommodate site conditions.

## T4

**Land Uses:** Medium density residential and home occupations; limited commercial and lodging.  
**Buildings:** Houses and outbuildings, townhouses, live/work units, corner stores, inns.  
**Private Frontages:** Porches & fences.  
**Public Frontages:** Raised curbs, narrow sidewalks, bike lanes, continuous planters, street trees in allee.  
**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 coorner 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 allee.  
**Thoroughfares:** Boulevards, avenues, couplers, 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 allee.  
**Thoroughfares:** Boulevards, avenues, couplers, 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 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 sustainable 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 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 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 hindering socioeconomic diversity.
- Sprawl is limited only by the range of the automobile, which easily forms catchment 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 reside on distinguished sites.
- Open space is often provided in the form of "buffers," "pedestrian ways," "berms" and other ill-defined residual spaces.

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 bond of an authentic community is 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 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 ecocorens 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 forms-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.
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 [Charter of the Municipality, Section X]. This Code is declared to be in accord with the (Local 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 guide the implementation of the following policies. 1.2.1 The Region
a. That the region [should] retain its natural infrastructure and visual character as 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 agricultural housing [should] be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
g. 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 planned in a pedestrian-oriented, mixed-use pattern.
b. That neighborhoods and Regional Centers [should] be the preferred pattern of development and that single-use developments in urban areas 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 3 to 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 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 Board of Appeals].
1.4.5 Should a violation of an approved plan occur during construction, the [Board of Appeals] has the right to direct the developer to cease the stop, remove and/or mitigate the violation, or to require the owner or developer to secure an exception to cover the violation.

SECTION 1: GENERAL TO ALL PLANS

SECTION 2: SECTOR SCALE PLANS

SECTION 3: COMMUNITY SCALE PLANS

SECTION 5: BUILDING SCALE PLANS

TABLE 1: OUTLINE OF THE CODE

SECTION 2: SECTOR SCALES

SECTION 3: COMMUNITY SCALE PLANS

SECTION 5: BUILDING SCALE PLANS

1.5 VARIANCES
1.5.1 There shall be two levels of variance: Warranted Variance (Warrants) and Exceptional Variance (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 1.2.1]. Exceptions [shall] be granted only by the [Board of Appeals].
1.5.4 The request for an Exception shall not subject the 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:

- the allocation ratios of each T-Zone.
- the maximum dimensions of traffic lanes.
- the required provision of alleys and rear lanes.
- the minimum residential densities.
- the permission to build ancillary apartments.
- 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 law:

- the application [shall] be processed administratively rather than through public hearing.
- the application [shall] be processed with priority over others under the conventional code with prior filing dates.
- review fees [shall] be waived or reduced.
- density [may be] increased by the [subsidized] Transfer of Development Rights.
- the impact report [shall] be waived.
- the municipality [shall] construct and maintain those internal thoroughfares that through-connect to adjacent sites.
- the property taxes [shall be] retained at the level prior to the approval, until such time as a Certificate of Occupancy has been issued for each building.
- first-time buyers of dwellings and newly created businesses within Zones 14, 15 and 16 [shall] receive tax relief.
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 [S3] 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 Development (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 (Sections 3.5 and Table 198). 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) PRESERVED 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:

- Surface Waterbodies
- Protected Wetlands
- Protected Habitat
- Riparian Corridors
- Purchased Open Space
- Conservation Easements
- Transportation Corridors
- Residual to Cluster Open Space (CLD)
- [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].

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:

- Road Plain
- Steep Slopes
- Open Space to be Acquired
- Corridors to be Acquired
- Buffers to be Acquired
- Legacy Woodland
- Legacy Farmland
- Legacy Viewsheds
- [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 198). 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 “Hamlet” 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 (S7) 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.
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 Sections 1.6, 3.1.
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 the Urbanized Areas as specified in the provisions of this Code shall be prepared administratively by the Consolidated Review Committee (CRC). For Existing Zoning Ordinance (RCD) or Regional Center Designation (RCD) or Transit-Oriented Development (TOD).
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 requesting by the [Legislative Body].
3.1.6 The three Growth Sectors (described in Section 2 and Table 5) and the potential geographic locations of three types of New Clusters: Clusters Land Development (CLD), Regional Neighborhood Development (RND), Regional Centers & Downtowns (RCD) or Transit-Oriented Development (TOD). These community planning features are described in Sections 3.3.
3.1.7 Consult surveys of existing conditions showing the site, adjacent developments, connecting thoroughfare networks, natural features and man-made features. 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 into several Pedestrian Zones 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 Land uses of the site outside the Pedestrian Zones may be permitted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or Civic Open Space Zones (T4).
3.1.11 Lay out the thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
3.1.12 Include the civic requirements according to Section 3.7.
3.1.13 Details the plan using the special requirements described in Section 3.8.
3.1.14 Incorporate the incentives available according to Section 1.5.
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 TRANSIT ZONES
3.2.1 Transit 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)
3.3.1.1 The boundary line of the CLD shall be limited by right within the 33.5. Restricted Growth Sector and by Exception within 33.5. Reserved Open Space Sector.
3.3.1.2 A Cluster shall consist of no more than one Standard Pedestrian Shed, including 12. 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).
3.3.1.3 The urbanized area of a CLD shall consist of the Transit Zone Requirements of a CLD as specified in Table 19A, Table 19B, and Table 19C.
3.3.2 Regional Neighborhood Development (RND)
3.3.2.1 The boundary line of the area to be planned as a RND shall be 160 acres. 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.
3.3.2.2 Regional Center Development (RCD)
3.3.2.2.1 Regional Centers shall be permitted by right within the Restricted Growth Sector.
3.3.2.2.2 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.
3.3.2.2.3 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 with buffers by one or several Standard Pedestrian Sheds with the individual Transit Zone Requirements of a CLD as specified in Table 19A.
3.3.3 Transit-Oriented Development (TOD)
3.3.3.1 Regional Corridors of a CLD or existing or projected transit network shall be re-designated 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 Developmental potential of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transit Zones according to the development 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. 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 TBD purchase shall be in the Affordable Housing range.)
3.4.3 The results of density is calculated in housing units. Between 20 and 50 percent of the housing units shall be exchanged for other functions at the following rules.
4.1. For Lodging: (2) bedrooms for each unit of Overall Density.
4.2. The Office or Retail: [1,000] square feet for each unit of Overall Density.
4.3. The number of units exchanged shall be approved by the Natural Landscaping Committee.
4.4. The housing and other functions for each zone shall be further adjusted at the building scale according to Section 5.2.5.
3.5 ENVIRONMENTAL REQUIREMENTS
3.5.1 General
3.5.1.1 Tract Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority as specified in Tables 8B and 11-13; the built environment shall have priority in the more urban zones (T4-16). In 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. 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. The Riparian Corridors of Class I, II, and III Waterways may be altered by Right. 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. Riparian Corridors may be crossed by thoroughfares as required by the thoroughfare network.
3.5.1.2 Specific to Natural and Rural Zones (T1-12)
3.5.1.2.1 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 to Local, State and Federal guidelines. The Riparian Corridors of Class I and II Waterways shall be protected by Right except only. The Riparian Corridors of Class III Waterways may be crossed by thoroughfares as required by the thoroughfare network. Riparian Corridors may be altered by Right. 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. Riparian Corridors may be crossed by thoroughfares as required by the thoroughfare network.
3.5.1.3 Specific to Natural and Rural Zones (T1-12)
3.5.1.3.1 Within T1 Zones the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, shall be mitigated off-site. The determination of modification and mitigation shall be made by Right.
3.5.1.4 Specific to Urban Center Zones (T5)
3.5.1.4.1 Within T5 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 be mitigated off-site. The determination of modification and mitigation shall be made by Right.
3.5.1.4.2 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 predominately clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction and shall have priority in the more rural zones (T4-T6).
3.5.1.4.3 Irregular setbacks shall be maintained at [100] feet for Class I and II Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Riparian Corridors may be crossed by thoroughfares as required by the thoroughfare network.
3.5.1.4.4 The Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
3.5.1.4.5 Class I and II Wetlands shall be retained and
tenned free of structures or other modifications to the natural landscape. Riparian Corridors may be altered by Right. 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. Riparian Corridors may be crossed by thoroughfares as required by the thoroughfare network.
3.5.1.4.6 Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channelled by raised curbs. There shall be no retention or detention required on the individual lot.
3.5.1.4.7 Specific to Urban Core Zones (16)
3.5.1.4.7.1 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 be mitigated off-site. The determination of modification and mitigation shall be made by Right.
3.5.1.4.7.2 The Riparian Corridors of classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channelled by raised curbs. There shall be no retention or detention required on the individual lot.
shade canopies of a height that, at maturity, clears three stories by three stories and remains predominantly clear of the sun by the sum of lot frontage lines.

e. Civic Building sites should be located within or adjacent to Civic Spaces, or at the terminus of a Civic Building Site. Design conflicts between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.

f. Within the more rural Zones (11 through 13) pedestrian comfort should be a primary consideration of the thoroughfare design. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

g. Parking for Civic Buildings shall be adjusted by the Warrant. Civic parking lots may remain unpaved if warranted by natural site conditions.

h. Civic buildings and spaces related to education, recreation and culture may be erected within the Main Civic Space and shall be connected to the P-Grid by the Warrant of Table 18 and approved by the CRC. The Main Civic Space shall be within 100 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances warrant it. Within 100 feet of each lot in residential use, a Civic Space designed and equipped as a playground shall be provided. Each Civic Space shall have a minimum of 50 percent of its perimeter enforcing a Thoroughfare.

3.7.3 Civic Building Zones (CB) Specific to 13-16 Zones

a. The developer shall covenant to construct a 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 shall 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 shall be located within or adjacent to Civic Spaces, or at the terminus of a Civic Building Site. Design conflicts between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

f. Civic Buildings shall be approved by Warrant by the CRC. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain unpaved if warranted, compacted and landscaped.

h. Civic Buildings may be permitted within Districts by Exception.

3.7.4 Civic Zones Specific to T1 and T2

a. Civic buildings and spaces related to education, recreation and culture may be erected within the Main Civic Space and shall be connected to the P-Grid by the Warrant of Table 18 and approved by the CRC. Civic Buildings shall be approved by the Legislative Body.

c. 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].

3.8 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 Warrant 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 or canopy overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be to retail use through the depth of the first floor.

c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent canopy 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. An indication 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 6-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].
5.2 GENERAL TO ALL ZONES

5.2.1 General Building Disposition
   a. Neatly planted lots shall be dimensioned as shown graphically on the Community Plan as described in Table 11. Previously planted lots may be replanted 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. The 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 in the principal frontage line if straight. Facades shall be built along, or on a five to one, 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 12 feet measured from the centerline of the side or rear line. In the absence of rear alley or road, the rear setback shall be as shown in Paragraph 6.11.7.
   h. Stoops, barriers, awnings and bay windows may encroach into any setback as approved by Warrant.
   i. Open porches may increase up to 50 percent of the depth of the required setback.
   j. Leading decks and service areas shall be permitted on frontages only by Exception. Encroachments may encroach the public sidewalk without limit.
   k. [For Buildings on 5-Grids, the disposition requirements shall be developed and approved by Exception.]

5.2.2 General Building Configuration
   a. Frontage types shall be an allocated and 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 (Section 6.1). 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 may be multiplied by the corresponding 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 6.11.9. Fifteen percent of the increase by such purchase shall be in the Affordable Housing range.]
   e. Within the Long Perspective Plan (at 1:10), the effective parking available for calculating the intensity on each lot may be increased by a multiplier of 30 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 (2-4 minute) 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, garages, arcades and windows, with the exception of storefronts, shall be square or vertical in appearance.
   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 elevators are prohibited along frontages.
   h. Pitched roofs, if provided, shall be symmetrical sloped no less than 5:12, except that porches may be attached to roofs no less than 3:12.
   i. Flat roofs shall be encircled by parapets a minimum of 42 inches high, or as required, to conceal mechanical equipment to the satisfaction of the IRC.

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 context zones shall have priority in the more urban zones (T4-T6) as described in the specific zones as detailed in Sections 5.3 and following.

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

5.3.2 (T1) & (T2) Environmental Standards
   a. The modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be constrained according to local, state and federal guidelines.

5.4 SPECIFIC TO SUB-URBAN (T3)

5.4.1 (T3) Building Disposition
   a. In addition to the general specifications in Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.11.11 and 6.11.12.

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 6.11.8, 6.11.9, and summarized in Paragraph 6.11.10.

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 6.5 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 Table 11.
   b. Open parking areas shall be located at the Second and Third Layers, except that driveway aprons and drops may be located at the Third 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
   a. In addition to the general specifications shown in Paragraph 5.2.5, specific architectural standards shall be as follows.
   b. The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco].
   c. Balconies and porches shall be made of [painted wood].
   d. Buildings shall have [shaped] roofs.
   e. 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].

5.5.6 General Landscape Standards
   a. A minimum of one tree to match the species of streets trees on the enhancing streetscape shall be planted within private frontage for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.

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.

5.2.9 General Amenity Standards (See full SmartCode.)

5.10 General Visibilities Standards (See full SmartCode.)
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, 6.11.12 and 6.11.13.

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 Sections 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 Sections 6.4 or 6.6 and summarized in 6.11.11. b. Accessory uses of Limited Lodging or Limited Office shall also be permitted as an outbuilding.

5.5.4 (T4) Parking Standards
a. In addition to the general specifications 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, etc./or/stone.] b. Balconies and porches shall be made of painted wood or metal.
c. The private frontage (Section 6.2) shall consist of trees planted in alleys of a single or alternated species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
d. Impermeable surface shall be confined to the ratio of lot coverage as shown in Paragraph 6.11.6.
e. 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.

5.5.6 (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 alleys of a single 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 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.

5.5.9 (T4) Street Management Plans
There shall be no requirements additional to those specified in Paragraph 5.2.9.

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, 6.11.12 and 6.11.13.
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. Balconies, if provided, shall not be allowed within the First Layer.

d. Specific building disposition shall be as shown in

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 and summarized in Sections 6.11.8, 6.11.9 and 6.11.10.
b. Buildings with a first level residential or lodging function shall consist primarily of durable species tolerant of soil compaction.
c. Balconies, if provided, shall not be allowed within the First Layer.

d. Specific building configuration shall be as shown in

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 Sections 6.4 or 6.6 and summarized in 6.11.11.
b. The exterior finish materials on all facades shall be limited to [brick, clapboard, siding, etc./or/stone.]
c. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
d. The required parking may be provided on sites elsewhere within the Urban Core.
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.

5.6.4 (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 or 6.6.
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 on sites elsewhere within the Urban Core.
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 [brick, clay brick, siding, etc./or/stone.]
b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
c. Pedestrian entrances on a frontage line, providing that such sign not exceed 3 feet in height by any length.
d. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.
e. Signage shall be externally lit, except that signage within the streetwall may be neon lit.

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 alleys of a single 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 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 shall be landscaped or paved to match the surrounding streetscape.
b. Trees shall not be required in the First Layer.

5.6.8 (T5) Signage Standards
a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign board 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 streetwall 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 6.11.12.
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. Balconies, if provided, shall not be allowed within the First Layer.

d. Specific building disposition shall be as shown in

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 or lodging use shall be raised shall be not more than 2 feet from average sidewalk grade.

d. Specific building configuration shall be as shown in

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. 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.
c. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

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 or 6.6.
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 on sites elsewhere within the Urban Core.
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 [brick, clay brick, siding, etc./or/stone.]
b. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
c. Building 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 alleys of a single 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 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.

5.7.7 (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 surrounding 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 board 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 streetwall may be neon lit.
STANDARDS & TABLES

**TABLE 4 & 6: SECTOR SYSTEM ILLUSTRATED**

**TABLE 5: TRANSECT SYSTEM ILLUSTRATED**

**TABLE 6: PRIVATE FRONTAGES**

**TABLE 7: PUBLIC FRONTAGES**

Table 5: Elements that determine urbanism exist in a range that can correspond to the gradient of the Transect. Most of the elements listed here are addressed in the transect zones.

Table 7: The private frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian. The relationship between this table and table 8 is diagrammed in Table 11A.

---

**TABLE 7: PRIVATE FRONTAGES**

| Section | Zones | Transverse Zone | Plan | Table 8
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**TABLE 8A: PUBLIC FRONTAGES**

---

**TABLE 7: PRIVATE FRONTAGES**

---

**TABLE 8A: PUBLIC FRONTAGES**

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STANDARDS & TABLES

TABLE 8A: PUBLIC FRONTAGES

<table>
<thead>
<tr>
<th>TRANSECT ZONE</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Face</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk</td>
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</tr>
<tr>
<td>Drone</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Street</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Grove</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 8A & 8B: The public frontage is the layer between the private lot line and the edge of the vehicular lanes. It usually includes walkways, planters and lighting. This is a generalized description; Table 8B is a precise technical prescription giving dimensions. Note that the planting is prescribed by species in Section 8B-e.

TABLE 9: BUILDING HEIGHTS

The vertical extent of a building is measured by number of stories not including a raised basement or an inhabited attic. Numerical heights are measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits do not apply to towers or lot coverage less than 400 square feet.

TABLE 10A: VEHICULAR LANES

The projected design spreads determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. The most typical assemblies are shown in Table 10B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

TABLE 10B: VEHICULAR LANES

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>TRAVEL LANE WIDTH</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 20 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-25 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>PARKING LANE WIDTH</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-25 mph</td>
<td>(Angled) 10 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
<td>(Parallel) 6 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td>(Parallel) 6 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>EFFECTIVE TURNING RADIUS</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 20 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-25 mph</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 8A & 8B: The public frontage is the layer between the private lot line and the edge of the vehicular lanes. It usually includes walkways, planters and lighting. This is a generalized description; Table 8B is a precise technical prescription giving dimensions. Note that the planting is prescribed by species in Section 8B-e.

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TABLE 10A: VEHICULAR LANES

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TABLE 10B: VEHICULAR LANES

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>TRAVEL LANE WIDTH</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 20 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-25 mph</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>PARKING LANE WIDTH</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-25 mph</td>
<td>(Angled) 10 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
<td>(Parallel) 6 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td>(Parallel) 6 feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DESIGN SPEED</th>
<th>EFFECTIVE TURNING RADIUS</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 20 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-25 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above 35 mph</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TABLE 11: EXPLANATORY DIAGRAMS

### a. THOROUGHFARE & FRONTAGES

<table>
<thead>
<tr>
<th>Building</th>
<th>Public Frontage</th>
<th>Private Lot</th>
<th>Thoroughfare (R.O.M.)</th>
<th>Public Frontage</th>
<th>Private Lot</th>
</tr>
</thead>
</table>

### b. TURNING RADIUS

1. Radius at the Curb
2. Effective Turning Radius (≤ 8 ft)

### 2. BUILDING DISPOSITION

- 1: Principal Building
- 2: Backbuilding
- 3: Outbuilding

### d. LOT LAYERS

- Principal Frontage
- 1st Layer
- 2nd Layer
- 3rd Layer

### e. FRONTAGE & LOT LINES

- 1: Frontage Line
- 2: Lot Line
- 3: Pedestrians

## 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.

<table>
<thead>
<tr>
<th>T2</th>
<th>T3</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. RESIDENTIAL</td>
<td>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.</td>
</tr>
<tr>
<td>b. LODGING</td>
<td>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.</td>
</tr>
<tr>
<td>c. OFFICE</td>
<td>Restricted Office: The building area available for office use on each lot is limited to the first story of the principal building and the requirement of 5.0 assigned parking places per 1000 square feet of office space in addition to the parking requirement for each dwelling.</td>
</tr>
<tr>
<td>d. RETAIL</td>
<td>Restricted Retail: The building area available for retail use is restricted to one block corner location at the first story for each 200 dwellings 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 setting of no more than 20.</td>
</tr>
<tr>
<td>e. O.E.C.</td>
<td>See Table 13.</td>
</tr>
<tr>
<td>f. OTHER</td>
<td>See Table 13.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>T4</th>
</tr>
</thead>
<tbody>
<tr>
<td>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).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 standards (Section 6.5).</td>
<td></td>
</tr>
<tr>
<td>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, up to twelve. In addition to the parking requirement for the dwelling. Food service may be provided at all times. The maximum length of stay shall not exceed ten days.</td>
<td></td>
</tr>
<tr>
<td>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 office space.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

See Table 13. See Table 13.
TABLE 13: SPECIFIC FUNCTION

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

<table>
<thead>
<tr>
<th>Type</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. RESIDENTIAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<tr>
<td>Row house</td>
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</tr>
<tr>
<td>Duplex house</td>
<td></td>
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<tr>
<td>Split level house</td>
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<td></td>
</tr>
<tr>
<td>Cottage</td>
<td></td>
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</tr>
<tr>
<td>Hostel</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Estate house</td>
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<tr>
<td>Accessory unit</td>
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<tr>
<td>Manufactured house</td>
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<td>Temporary tent</td>
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</tr>
<tr>
<td>Live work unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. LODGING</td>
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</tr>
<tr>
<td>Hotel (no room limit)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Inn (up to 12 rooms)</td>
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<tr>
<td>Inn (up to 5 rooms)</td>
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<tr>
<td>S.R.O. hostel</td>
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</tr>
<tr>
<td>c. OFFICE</td>
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</tr>
<tr>
<td>Office building</td>
<td></td>
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<tr>
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<tr>
<td>Open market building</td>
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<tr>
<td>Retail building</td>
<td></td>
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<tr>
<td>Display gallery</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Hotel</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Push cart</td>
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<tr>
<td>Local retail establishment</td>
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<tr>
<td>Adult entertainment</td>
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<td></td>
</tr>
<tr>
<td>e. CIVIC</td>
<td></td>
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<tr>
<td>Bus station</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Convention center</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Conference center</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Exhibition center</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Fountain or Public art</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Library</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Live theater</td>
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<td></td>
</tr>
<tr>
<td>Movie theater</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Museum</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Outdoor auditorium</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking structure</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Passenger terminal</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Playground</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Sports stadium</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Surface parking lot</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Religious assembly</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TABLE 14: PARKING STANDARDS

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.
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.

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cobra Head</td>
<td></td>
<td></td>
<td></td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pipe</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post</td>
<td></td>
<td>*</td>
<td></td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Columns</td>
<td></td>
<td>*</td>
<td>*</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double Columns</td>
<td>*</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm</td>
<td></td>
<td></td>
<td></td>
<td>*</td>
<td></td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>Oval</td>
<td>*</td>
<td></td>
<td></td>
<td>*</td>
<td></td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>Ball</td>
<td></td>
<td>*</td>
<td></td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pyramid</td>
<td>*</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Umbrella</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vase</td>
<td>*</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>a. Edge Yard</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Side Yard</td>
<td>T4</td>
<td>T5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Rear Yard</td>
<td>T5</td>
<td>T6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Court Yard</td>
<td>T5</td>
<td>T6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Specialized</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>a. Park</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Green</td>
<td>T3</td>
<td>T4</td>
<td>T5</td>
</tr>
<tr>
<td>c. Square</td>
<td>T4</td>
<td>T5</td>
<td>T6</td>
</tr>
<tr>
<td>d. Plaza</td>
<td>T5</td>
<td>T6</td>
<td></td>
</tr>
<tr>
<td>e. Playground</td>
<td>T1</td>
<td>T2</td>
<td>T3</td>
</tr>
</tbody>
</table>
## TABLE 19: TRANSECT ZONE SUMMARY

### STANDARDS & TABLES

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

#### A. ALLOCATION OF ZONES

<table>
<thead>
<tr>
<th>ZONE</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLD</td>
<td>no minimum</td>
<td>10 - 20 %</td>
<td>20 - 30 %</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>30 % max</td>
</tr>
<tr>
<td>TND</td>
<td>no minimum</td>
<td>10 - 20 %</td>
<td>30 - 40 %</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>30 % max</td>
</tr>
<tr>
<td>RCD</td>
<td>no minimum</td>
<td>prohibited</td>
<td>prohibited</td>
<td>10 - 30 %</td>
<td>30 - 40 %</td>
<td>50 - 70 %</td>
<td>prohibited</td>
</tr>
<tr>
<td>TUD</td>
<td>no minimum</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td>50 - 100 %</td>
<td>prohibited</td>
</tr>
</tbody>
</table>

#### B. BASE RESIDENTIAL DENSITY

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Right</td>
<td>1 unit / 100 ac. avg</td>
<td>2 units / ac. gross</td>
<td>4 units / ac. gross</td>
<td>6 units / ac. gross</td>
<td>12 units / ac. gross</td>
<td>by exception</td>
<td></td>
</tr>
<tr>
<td>By Setback</td>
<td>6 units / ac. gross</td>
<td>12 units / ac. gross</td>
<td>24 units / ac. gross</td>
<td>50 units / ac. gross</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### C. BLOCK SIZE

<table>
<thead>
<tr>
<th>Block Perimeter</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>3000 ft. avg min</td>
<td>2400 ft. avg min</td>
<td>2000 ft. avg min</td>
<td>2000 ft. avg min</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### D. PUBLIC FRONTAGES

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>HW &amp; RR</td>
<td>permitted</td>
<td>prohibited</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BV</td>
<td>prohibited</td>
<td>permitted</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RS</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RS &amp; AV</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear Lane</td>
<td>permitted</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear Yard</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Path</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passage</td>
<td>prohibited</td>
<td>permitted</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Trail</td>
<td>permitted</td>
<td>prohibited</td>
<td>prohibited</td>
<td>prohibited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Lane</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Route</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
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<td></td>
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</tbody>
</table>

#### E. CIVIC SPACE

<table>
<thead>
<tr>
<th>Requirement</th>
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<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park</td>
<td>permitted</td>
<td>by warrant</td>
<td>by warrant</td>
<td>by warrant</td>
<td>by warrant</td>
<td>by exception</td>
<td></td>
</tr>
<tr>
<td>Green Space</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Square</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Place</td>
<td>prohibited</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Playground</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### F. LOT OCCUPATION

<table>
<thead>
<tr>
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<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area</td>
<td>by exception</td>
<td>min 20 ac. avg</td>
<td>5,000 sq. ft. avg</td>
<td>2,500 sq. ft. avg</td>
<td>1,000 sq. ft. min</td>
<td>no min.</td>
<td>no min.</td>
</tr>
</tbody>
</table>

#### G. BUILDING SETBACKS

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>by exception</td>
<td>24 ft. min</td>
<td>12 ft. min</td>
<td>12 ft. min</td>
<td>24 ft. max</td>
<td>6 ft. min</td>
<td>12 ft. max</td>
</tr>
<tr>
<td>Side</td>
<td>by exception</td>
<td>12 ft. min</td>
<td>6 ft. max</td>
<td>12 ft. min</td>
<td>24 ft. max</td>
<td>6 ft. min</td>
<td>24 ft. max</td>
</tr>
<tr>
<td>Rear</td>
<td>by exception</td>
<td>12 ft. min</td>
<td>3 ft. min</td>
<td>3 ft. min</td>
<td>3 ft. min</td>
<td>6 ft. max</td>
<td>6 ft. max</td>
</tr>
</tbody>
</table>

#### H. BUILDING DISPOSITION

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eave</td>
<td>permitted</td>
<td>prohibited</td>
<td>prohibited</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eaveguard</td>
<td>permitted</td>
<td>permitted</td>
<td>prohibited</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rainspout</td>
<td>prohibited</td>
<td>prohibited</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Yard</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porch &amp; Fence</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terrace or S.C.</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fences &amp; Railings</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streetlight &amp; Awning</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gallery</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arcade</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>by exception</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### J. BUILDING HEIGHT

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Building</td>
<td>not applicable</td>
<td>3 stories max.</td>
<td>3 stories max.</td>
<td>3 stories max.</td>
<td>3 stories max.</td>
<td>2 stories max.</td>
<td>3 stories max.</td>
</tr>
<tr>
<td>Outbuilding</td>
<td>not applicable</td>
<td>2 stories max.</td>
<td>2 stories max.</td>
<td>2 stories max.</td>
<td>2 stories max.</td>
<td>not applicable</td>
<td></td>
</tr>
</tbody>
</table>

#### K. BUILDING FUNCTION

<table>
<thead>
<tr>
<th>Requirement</th>
<th>RURAL</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>prohibited</td>
<td>restricted use</td>
<td>limited use</td>
<td>limited use</td>
<td>open use</td>
<td>by exception</td>
<td></td>
</tr>
<tr>
<td>Lodging</td>
<td>prohibited</td>
<td>restricted use</td>
<td>limited use</td>
<td>limited use</td>
<td>open use</td>
<td>open use</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>prohibited</td>
<td>restricted use</td>
<td>restricted use</td>
<td>limited use</td>
<td>open use</td>
<td>open use</td>
<td></td>
</tr>
</tbody>
</table>

**Sections 4.5.5**

**Sections 4.5.3**
<table>
<thead>
<tr>
<th>TABLE 20: SPECIAL DISTRICT SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DISTRICT SD1</strong></td>
</tr>
<tr>
<td><strong>A. ALLOCATION OF ZONES</strong></td>
</tr>
<tr>
<td>a. CDV/Commercial</td>
</tr>
<tr>
<td>b. TND/Industrial</td>
</tr>
<tr>
<td>c. TDD/Transit</td>
</tr>
<tr>
<td><strong>B. BANDED DISTRICT ALLOCATION</strong></td>
</tr>
<tr>
<td>a. Housing By Right (X = y / z = w)</td>
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<tr>
<td>b. Housing By TOD</td>
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<tr>
<td>c. Other Functions</td>
</tr>
<tr>
<td><strong>C. BLOCK SIZE</strong></td>
</tr>
<tr>
<td>a. Block Perimeter</td>
</tr>
<tr>
<td><strong>D. PUBLIC FRONTAGE</strong></td>
</tr>
<tr>
<td>a. Road Width</td>
</tr>
<tr>
<td>b. Street Width</td>
</tr>
<tr>
<td>c. Residential Road</td>
</tr>
<tr>
<td>d. Residential Street</td>
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<tr>
<td>e. Standard Street</td>
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<tr>
<td>f. Commercial Street</td>
</tr>
<tr>
<td>g. Avenue</td>
</tr>
<tr>
<td>h. Boulevard</td>
</tr>
<tr>
<td>i. Rear Lane</td>
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<tr>
<td>j. Rear Yard</td>
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<tr>
<td>k. Path</td>
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<tr>
<td>l. Pathway</td>
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<tr>
<td>m. Bicycle Trail</td>
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<tr>
<td>n. Bicycle Lane</td>
</tr>
<tr>
<td>o. Bicycle Route</td>
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<tr>
<td><strong>E. OPEN SPACE</strong></td>
</tr>
<tr>
<td>a. Park</td>
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<tr>
<td>b. Green</td>
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<tr>
<td>c. Square</td>
</tr>
<tr>
<td>d. Plaza</td>
</tr>
<tr>
<td>e. Playground</td>
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<tr>
<td><strong>F. LOT OCCUPATION</strong></td>
</tr>
<tr>
<td>a. Lot Area</td>
</tr>
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<td>b. Lot Coverage</td>
</tr>
<tr>
<td><strong>G. BUILDING SETBACK</strong></td>
</tr>
<tr>
<td>a. Road</td>
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<tr>
<td>b. Side</td>
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<tr>
<td>c. Rear</td>
</tr>
<tr>
<td><strong>H. BUILDING DISPOSITION</strong></td>
</tr>
<tr>
<td>a. Yard</td>
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<tr>
<td>b. Yard</td>
</tr>
<tr>
<td>c. Yard</td>
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<tr>
<td>d. Courtyard</td>
</tr>
<tr>
<td><strong>I. PRIVATE FRONTAGE TYPE</strong></td>
</tr>
<tr>
<td>a. Courtyard</td>
</tr>
<tr>
<td>b. Parking Lot</td>
</tr>
<tr>
<td>c. Terrace</td>
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<tr>
<td>d. Firebreak</td>
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<tr>
<td>e. Fenceline</td>
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<tr>
<td>f. Sheep</td>
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<tr>
<td>g. Slope</td>
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<tr>
<td>h. Access</td>
</tr>
<tr>
<td>i. Wall</td>
</tr>
<tr>
<td>j. Parking Lot</td>
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<tr>
<td><strong>J. BUILDING TYPES</strong></td>
</tr>
<tr>
<td>a. Principal Building</td>
</tr>
<tr>
<td>b. Outbuilding</td>
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<tr>
<td><strong>K. BUILDING FUNCTION</strong></td>
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<tr>
<td>a. Residential</td>
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<tr>
<td>b. Commercial</td>
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<tr>
<td>c. Office</td>
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<tr>
<td>d. Retail</td>
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</tbody>
</table>
Affordable Housing: dwellings consisting of rental units or for-sale units. Both shall be economically within the means of the equivalent earning salary of a local government school teacher.

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

Ancillary Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. Ancillary units may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 11 and 12).

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. Avenue standards for distance between centers. Avenues may be equipped with a landscaped median, a pedestrian lane, or a parking lane along urban areas.

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 bicycle lanes 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: a geometric 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: a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urban areas that are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become the arteries extending into 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 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 multi-family uses, including single-family homes, which are usually equipped with stairs, stairwells, and shared exits. Buildings have a maximum height of 60 feet in an elevated area.

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

Civic Designated Specific: a building designated specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particulars of the site, density, spatial, civic function, pattern, transportation and implementation shall be determined by Exception.

Civic Parking Reserve: parking structure or lot within a quarter-mile of the site, as defined by the City, that may be placed on an element along a frontage line, as in "porches extend the street."

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

Civic Exception: a variance that permits a Public Space that is not consistent with a provision or the intent of this Code. Exceptions are usually granted only by the Board of Appeals.

Courtyard Building: an earth- or air-void of a building that is set along a Frontage Line (see Elevation). Façades support the public realm and are subject to requirements additional to those required of elevations.

Density: the number of dwelling units within a standard measure of land area, calculated as dwelling units per acre.

Design Speed: 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)writes. A Design Speed is determined by the intent of the thoroughfare.

Development: area residential, for commercial corridor, transportation corridor, natural/urban boundary, or civic space boundary). For the purposes of this Code, "a "neighborhood" is further defined as consisting of one pedestrian shed (1/2 mile diameter) from a building, providing access to a pedestrian way.

Developer: an entity or organization that is not consistent with a proposal for a building and a lot with other dwellings and/or uses. The Developer shall be responsible for the design and construction of the project.

Defensible Space: an area previously used primarily as an industrial site.

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

Deviation: one project planned for an elevated area or corridor. Deviations are usually made up of multiple structures, including utility connections with a Principal Building. Deviations may not be within an outbuilding.

Dig at the edge of the pedestrian shed, in which the parking garage from a frontage. A Liner Building is a special type of public building or parking garage from a Frontage Line. A Liner Building is a special type of public building or parking garage from a Frontage Line. A Liner Building is a special type of public building or parking garage from a Frontage Line.
necting rear parking areas to frontages.  

Pedestrian Way: A pedestrian way 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 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 is allowed. This type is drained by percolation. This type is located to the rear of lots providing access to the edges. This type is the depth of the setback and the frontage line. Elements of the Public Realm 

Frontage Line: Frontage Lines designated on a Community Plan that are located to the rear of the main building on a project of a material matching the adjacent wall. Streetscreens should be between 3.5 and 4 feet in height and constructed of low speed and capacity. Its public frontage consists of sidewalks perched on a street tree or by a curb or raised along, streets, curbs, sidewalks or paths for pedestrians as well as the visible public frontage such as shops, restaurants, and the amenities of the public realm. 

Shared Parking Policy: A parking lot is built along the frontage line, or coplanar with the facade, often for the purpose of mask. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent facade. The streetscreen may be a hedge or fence or both. Streetscreens shall have openings no larger than is necessary to allow access, and they may be placed in front of other buildings. In addition, all streetscreens over 4 feet high should be [30 percent] permeable of the paved surface. 

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 where the transfer of development rights from TDR Sending Area is more dense by the purchase of development rights from TDR Sending Area. 

TDR Sending Area: an area previously developed or designated for development that may include the 50% of the Ignored Reserve (S2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, values of the development rights, are re-allocated to the Reserve (S1). 

TDR and rezoned: a location of the table's conclusion of a thoroughfare. A building located at a Terminal Vesting designated on a Community Plan is required. The second establishment is not considered 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 sidewalks perched on streets, curbs, sidewalks or paths for pedestrians as well as the visible public frontage such as shops, restaurants, and the amenities of the public realm. 

Transect Zone (T-Zone): Transect Zones are areas that have an intended use or purpose to aid in the design of the communities and development based on the extent of potential urban growth as determined by the projected demographic needs of the area. The transect 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 TN Community Type within an urbanized area (see TN). 

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

Working: a vehicle way incoporating a parking lot and parking areas within a right-of-way (see Section 7.2 and Section 7.4.2). 

Tier: synonym for Sector. 

Third: transect 

TOD: Transit-Oriented Development: TOD is a Regional Center Development (RCD) with a public transit stop within a half mile radius or 800 feet. This Community Type is permitted by right within the intended Growth Sector. 

Town: a community consisting of a center and surrounding nodes or neighborhoods, sharing a substantial commercial component. (see: RCD, TOD) 

TND: 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, T2, T3, T4, T5, T6, T7. 

Urban Core: 

Urban Transit: available or proposed. This would be termed as one or more transect zones which also include the capacity to access transit available or proposed. This would be termed as one or more transect zones. 

Variance: a specific provision of this Code, but is justified by its Intent or by hardship. Warrants are usually granted administratively. 

Work Live: a dwelling unit that contains a commercial component. A Work Live Unit is a fee-simple unit on a lot with the following provisions: a work space are constructed inside the unit. (See: Work Live Unit). 

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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 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.
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 bachelor’s 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 new code has already been implemented in several jurisdictions. 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 & 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 1953 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 1983, the publication phase was subcontracted, while the editorial processes were performed in-house. In 1983 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 subcontracting 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 phase of the operation 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.