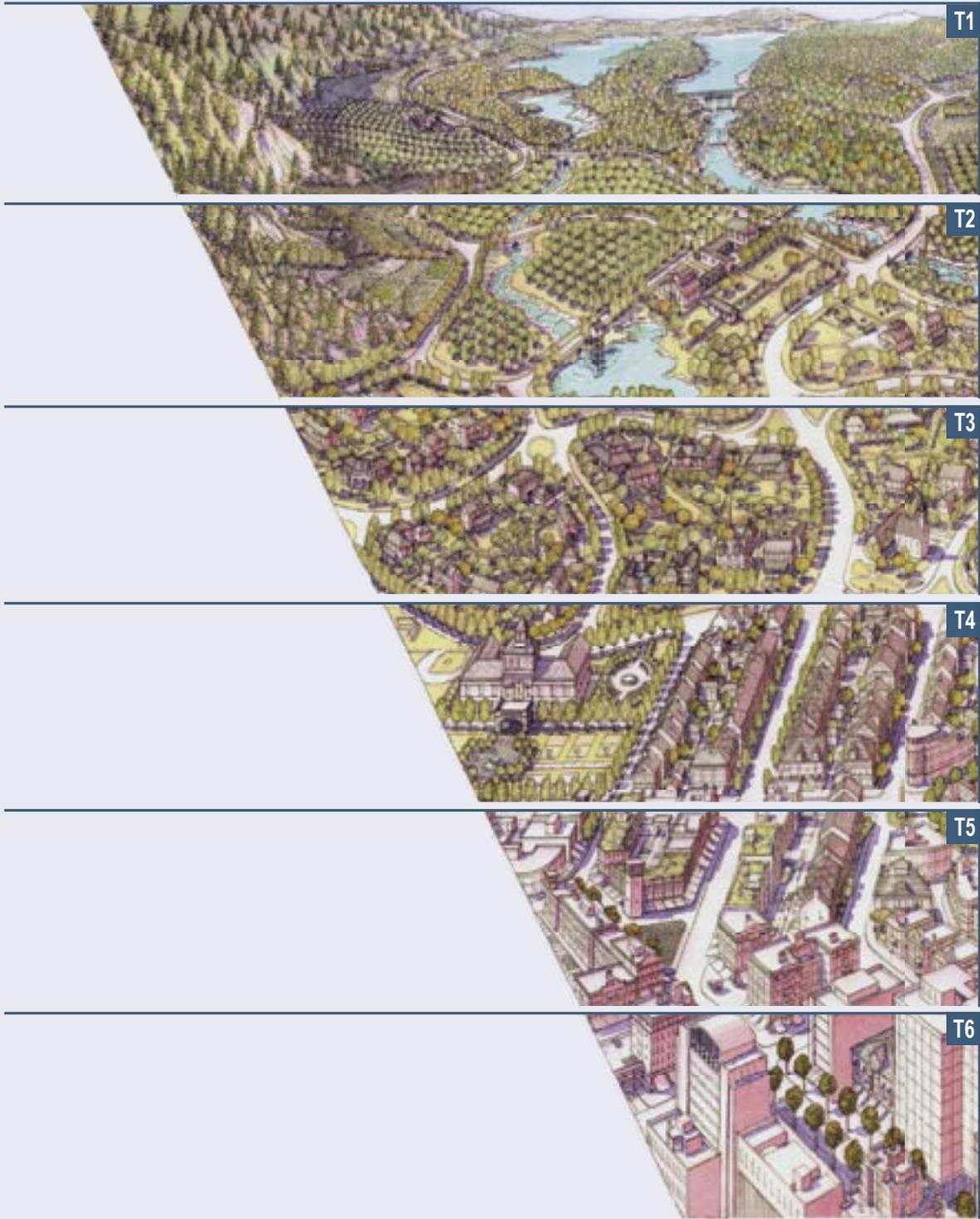


# SMART CODE

M1



*Model Development Code for Mississippi Cities and Counties*

# The TRANSECT and the SMARTCODE

## *A Planning Framework for the Mississippi Gulf Coast*

In October 2005, two hundred urban planners, architects, engineers, environmentalists, and code writers met in Biloxi for six intense days for the Mississippi Renewal Forum. Their design charrette produced stacks of reports and plans to assist with a massive rebuilding effort after Hurricane Katrina devastated the coast of Mississippi. The Mississippi Model SmartCode customization within these pages is one of these products. This document is offered free of charge to any municipality or county wishing to rebuild in a manner that changes the runaway development patterns of the recent past.

Before the 2005 hurricane, the local character of coastal Mississippi had already been compromised by “the long hurricane” – the destructive development pattern known as sprawl. Katrina wiped out much of the commercial sprawl along Beach Boulevard, allowing towns to plan for better form, higher quality, and more green space this time around. At the Renewal Forum, local participants expressed that they wanted to restore the character of their towns and protect their open country. The best way to do this is to code future development according to the Transect.

A transect is a geographical cross-section of a region that reveals a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. Recently it has been adapted to analyze the built environment as well, in a continuum that ranges from rural to urban. In Transect planning, there are six zones organizing the components of place-making: T1 Natural Zone, T2 Rural Zone, T3 Sub-Urban Zone, T4 General Urban Zone, T5 Urban Center Zone, and T6 Urban Core. These T-Zones organize the human habitat at all scales of planning, from the regional sector to the community pattern to the individual lot and building.

For example, in Biloxi the damaged single-family neighborhoods lining Beach Boulevard are T-3, and the tighter urbanism north of that and in East Biloxi is T-4 ranging to T-3. The mixed-use downtowns or Main Streets of the coastal Mississippi cities are generally T-5; only Gulfport has any existing T-6. The beaches and wetlands are T-1 Natural, and the farmlands are T-2 Rural.

One of the key objectives of Transect planning is the creation of environments with integrity. Each environment, or Transect Zone, is comprised of elements that support and intensify its locational character. Through the Transect, planners assemble contexts with the function and intensity appropriate to their locations. For instance, a ranch house would undermine the integrity of a town center, while an apartment building would not. Wide roads and open swales find a place on the Transect in more rural areas, while narrow streets and raised curbs are appropriate for urban areas. Ideally, open country remains open and compact neighborhoods remain compact. In a Transect-based development code like this SmartCode, offered as part of the Renewal Forum, the elements of neighborhood design can be locally calibrated to support regional character.

It will be impossible to implement the Mississippi Renewal Forum plans without adopting a Transect-based code such as the SmartCode. Most of the plans prepared for the Gulf Coast communities are coordinated with the SmartCode. In addition, the regional maps prepared at the charrette are based on a Sector system that coordinates with the Transect and SmartCode, and A Pattern Book for Gulf Coast Neighborhoods contains Transect-based building and frontage types.

The SmartCode is a comprehensive form-based/transect-based zoning and planning ordinance that incorporates Smart Growth and New Urbanism principles, environmental, zoning, and subdivision regulations, and regional, community and building-scaled design provisions. This booklet includes the entire code, based on the latest model SmartCode version 8.0. There is also a one-page SmartCode handout (next page) suitable for public meetings and the press, a Tree and Shrub list for the Gulf Coast, and a general Resource List for the New Urbanism. Because it was specially customized for Mississippi at the Renewal Forum (by a land use attorney for the Codes Team) and subsequently updated in January 2006, this SmartCode bears version number M1.

It is strongly advised that any municipality or county wishing to adopt the SmartCode download a copy of the *SmartCode & Manual*, which offers a wealth of information about designing traditional neighborhoods and implementing the SmartCode, including sample plans and diagrams. Hard copies may be ordered from New Urban Publications. See the Resource page for details.

*Our thanks to the Governor's Commission on  
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*Important: The SmartCode is not a building code. Building codes address life/safety issues such as fire and storm protection. Examples of building codes include the IBC, IRC, and ICC documents.*

## **The SmartCode for Mississippi**

**The SmartCode is a unified land development ordinance** for planning and urban design. It folds zoning, subdivision regulations, urban design, and basic architectural standards into one compact document. There is no licensing fee; the SmartCode is available for free download and use.

**The SmartCode enables community vision by coding specific outcomes desired in particular places.**

It is meant to be locally customized by professional planners, architects, and attorneys. It also allows different approaches in different areas within the community, unlike a one-size-fits-all conventional code. This gives the SmartCode unusual political power, as it permits buy-in from all stakeholders.

**The SmartCode supports these outcomes:** community vision, local character, housing diversity, conservation of open lands, transportation options, and walkable and mixed-use neighborhoods.

It prevents these outcomes: wasteful sprawl development, loss of open space, monotonous subdivisions, car-dominated streets, hodgepodge development downtown, and a hostile public realm.

**The SmartCode is considered a “form-based code”** because it strongly addresses the physical form of building and development. Conventional zoning codes are based primarily on use and density. They have caused systemic problems over the past sixty years by separating uses, which makes mixed-use and walkable neighborhoods essentially illegal.

**The SmartCode is also a “transect-based code.”** A “transect” is usually seen as a continuous cross-section of natural habitats for plants and animals, ranging from shorelines to wetlands to uplands.

The specific transect that the SmartCode uses is based on the human habitat, ranging from the most rural environments to the most urban environments. This transect is divided into a range of “Transect Zones,” each with its own complex character. It ensures that a community offers a full diversity of building types, thoroughfare types, and civic space types, and that each has appropriate characteristics for its location.

**The six Transect Zones are:**

T-1 Natural, T-2 Rural, T-3 Sub-Urban, T-4 General Urban, T-5 Urban Center, T-6 Urban Core.

**The Transect is a powerful tool because its standards can coordinate across other disciplines** and documents, including ITE (transportation), and LEED (environmental performance). Thus the SmartCode integrates the design protocols of a variety of specialties, including traffic engineering, public works, town planning, architecture, landscape architecture, and ecology.

**The SmartCode addresses development patterns at three scales of planning:**

Sector (Regional) Scale

Community Scale

Block and Building Scale.

Thus it may replace a number of other documents.

The text is only 28 pages, plus Tables & Definitions.

**If stronger architectural guidelines are desired,** a community may adopt supplemental regulations or a pattern book. A Pattern Book for Gulf Coast Neighborhoods is now available.

**For more information about the SmartCode and SmartCode training,** and for free downloads of the SmartCode Manual, visit <[www.placemakers.com](http://www.placemakers.com)> The Mississippi Model Code and the Pattern Book are available for free download at <[www.mississippirenewal.com](http://www.mississippirenewal.com)> Click on Final Reports.

# **MISSISSIPPI RENEWAL FORUM**

## **MODEL SMART GROWTH DEVELOPMENT CODE FOR MISSISSIPPI GULF COAST CITIES AND COUNTIES**

This Code is presented for adoption in connection with the Plans prepared on behalf of the Mississippi Renewal Forum for the Mississippi Gulf Coast.

It is intended to be adopted either as a mandatory replacement code, or, more typically, as an optional overlay to a municipality's or county's existing zoning code, to be applied to new development at the election of the landowner or developer. In the case of the optional overlay, certain key areas may be designated mandatory.

As a model code, the SmartCode must be customized for each adopting jurisdiction by a professional town planner and/or architect to meet its objectives, and must be reviewed and approved by legal counsel for the adopting jurisdiction to assure its consistency with state and local law.

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**1.1 AUTHORITY**

1.1.1 The action of the *City of \_\_\_\_\_, Mississippi* in the adoption of this Code is authorized under:

(a) The Code of Mississippi, Sections 17-1-1 through 17-1-21 (1972), as amended.

(b) The \_\_\_\_\_ *Ordinance of \_\_\_\_\_, Mississippi \_\_\_\_\_, as amended.*

1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted *Comprehensive Plan of \_\_\_\_\_, Mississippi, as amended (the "Comprehensive Plan")*. This Code is declared to be in accord with the Comprehensive Plan, as required by the *Code of Mississippi, Section \_\_\_\_\_ and the \_\_\_\_\_ Ordinance of \_\_\_\_\_, Mississippi \_\_\_\_\_.*

1.1.3 This Code was adopted by and amended by vote of the *[Mayor and ][Board of Aldermen/County Commission] of \_\_\_\_\_, Mississippi (the "Legislative Body")*.

1.1.4 This Code was adopted to promote the health, safety and general welfare of the \_\_\_\_\_ of \_\_\_\_\_, Mississippi and its citizens, including without limitation, protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of pedestrian environment, historic preservation, education and recreation, reduction in sprawl development and improvement of the built environment and human habitat.

**1.2 INTENT**

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

**1.2.1 The Region**

a. That the region *should* retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

b. That growth strategies *should* encourage Infill and redevelopment in parity with new communities.

c. That development contiguous to urban areas *should* be structured in the Neighborhood pattern and be integrated with the existing urban pattern.

d. That development non-contiguous to urban areas *should* be organized in the pattern of clusters, traditional Neighborhoods or Villages, and Regional Centers.

e. That affordable housing *should* be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

f. That transportation corridors *should* be planned and reserved in coordination with land use.

g. That green corridors *should* be used to define and connect the urbanized areas.

h. That the region *should* include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

**1.2.2 The Community**

a. That Neighborhoods and Regional Centers *should* be compact, pedestrian-ori-

ented and mixed-use.

- b. That Neighborhoods and Regional Centers *should* be the preferred pattern of development and that districts specializing in single-use should be the exception.
- c. That ordinary activities of daily living *should* occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares *should* be designed to disperse and reduce the length of automobile trips.
- e. That within Neighborhoods, a range of housing Types and price levels *should* be provided to accommodate diverse ages and incomes.
- f. That appropriate building Densities and land uses *should* be provided within walking distance of transit stops.
- g. That Civic, institutional, and Commercial activity *should* be embedded in Downtowns, not isolated in remote single-use complexes.
- h. That schools *should* be sized and located to enable children to walk or bicycle to them.
- i. That a range of open space including parks, squares, and playgrounds *should* be distributed within Neighborhoods and urban center zones.

**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 *existing* \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_ codes (the "Local Health and Safety Code").
- 1.3.3 The *existing* \_\_\_\_\_ of \_\_\_\_\_, *Mississippi Zoning Ordinances and the*

\_\_\_\_\_ of \_\_\_\_\_, *Mississippi Subdivision Ordinances (the "Existing Local Codes")* shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with 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 be accorded their commonly accepted meanings or as defined in Articles 1-5 hereof or in the Definitions of Terms (Article 7). In the event of conflicts between the definitions in this Code and those of the *Existing Local Codes*, those of this Code shall take precedence.
- 1.3.5 The Definitions of Terms (Article 7) contains regulatory language that is integral to this Code. Capitalized Terms in this Code may refer to definitions in Articles 1-5 or to Article 7 Definitions.

#### **1.4 PROCESS**

- 1.4.1 Sectors (defined geographically in Article 2) contain Communities (defined by extent and intensity in Articles 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Article 5 and in Article 6 Standards & Tables).
- 1.4.2 The geographic determination of Sectors and the standards for each Transect Zone shall be determined through a process of public consultation with approval by the *Legislative Body*. Once these determinations have been incorporated into this Code and the associated plans, projects that require no Variances or Warrants or only Warrants, only shall be processed administratively without further recourse to public consultation.
- 1.4.3 The \_\_\_\_\_ of \_\_\_\_\_, *Mississippi Planning Office (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 DDC. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.
- 1.4.4 An owner or developer may appeal a decision of the CRC to the \_\_\_\_\_ of \_\_\_\_\_, *Mississippi Planning Commission (the "Planning Commission")* and may appeal a decision of the *Planning Commission* to the *Legislative Body*.
- 1.4.5 Should a violation of an approved plan occur during construction, the *Director of the Planning Office* has the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure a Variance to cover the violation.
- 1.4.6 Upon approval by the CRC, a New Community Plan or Infill Community Plan shall, upon request in writing submitted to the CRC by the owner or owner's agent, be placed on the next available agenda for final plat approval by the *Planning Commission*.

#### **1.5 WARRANTS AND VARIANCES**

- 1.5.1 There shall be two levels of deviation from the requirements of this Code: Warrants) and Variances. Whether a deviation requires a Warrant or a Variance shall be determined by the CRC.

- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by its Intent (Section 1.2). The CRC shall have the authority administratively to approve or disapprove a request for a Warrant.
- 1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances *shall* be granted only in accordance with the procedure set out in Local Ordinance \_\_\_\_\_/ by the *Board of Appeals/Legislative Body*.
- 1.5.4 The request for a Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.
- 1.5.5 [RESERVED].
- 1.5.6 *The following standards and requirements shall not be available for Warrants or Variations:*
- a. The allocation ratios of each Transect Zone.*
  - b. The maximum dimensions of traffic lanes.*
  - c. The required provision of Alleys and Rear Lanes.*
  - d. The minimum Residential Densities.*
  - e. The permission to build ancillary apartments.*
  - f. The requirements of parking location.*
- 1.6 **INCENTIVES**
- 1.6.1 To encourage the use of this Code, the following incentives are hereby granted to the extent not prohibited by or in conflict with applicable law:
- a. Applications Building Plans *shall be* processed administratively rather than through public hearing.
  - b. Applications for Building Plans shall be processed with priority over others under the Existing Local Codes with prior filing dates.
  - c. The municipality shall construct and maintain those internal Thoroughfares that through-connect to adjacent sites.

**2.1 INSTRUCTIONS**

- 2.1.1 Sector Plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.
- 2.1.2 Sector Plans shall be prepared by the Planning Office and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Legislative Body.
- 2.1.3 The areas to be designated Preserved Open Sector (O-1) shall be mapped using the criteria listed in Section 2.3. The outline of this Sector is effectively the Rural Boundary Line (RBL), which is permanent. All other Sectors may qualify for development but conditional to the requirements of Sections 2.1.4 through 2.1.9.
- 2.1.4 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria listed in Section 2.4. The outline of this Sector is effectively the Urban Boundary Line (UBL) which is to be adjusted by the permitting of Community Plans conditional to this Code.
- 2.1.5 [RESERVED].
- 2.1.6 Infill Growth Sectors (G-4) shall be mapped as described in Section 2.8. These areas may be redeveloped according to Article 4 of this Code.
- 2.1.7 Where transit service is planned or available, Regional Center Developments (RCD) shall be re-designated as Transit-Oriented Developments (TOD).
- 2.1.8 Those areas that are justified for specialized uses but cannot conform to one of the six Transect Zones shall be allocated to Special Districts (SD).
- 2.1.9 All remaining areas are available for development as New Community Plans conditional to Article 3 of this Code. These areas shall be assigned to one of the three Growth Sectors G-1, G-2, and G-3 by factoring the existing zoning, the metropolitan transportation plans, parcel size and other criteria determined through a process of citizen participation. Within these Sectors, the corresponding Community Types of CLD (Cluster Land Development), TND (Traditional Neighborhood Development), and RCD (Regional Center Development), shall be permitted By Right, to the extent set forth in Table 2 with the Existing Local Codes remaining as an option.

**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 numbered) Transect Zone through public hearing by the *Legislative Body*.

**2.3 (O-1) PRESERVED OPEN SECTOR**

- 2.3.1 The Preserved Open Sector shall consist of open space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by past transfer of development rights.
- 2.3.2 The Preserved Open Sector shall consist of the aggregate of the following categories:
- a. Surface Waterbodies
  - b. Protected Wetlands
  - c. Protected Habitat
  - d. Riparian Corridors

- e. Purchased Open Space
  - f. Conservation Easements
  - g. Transportation Corridors
  - h. Residual to Cluster Open Space (CLD)
- 2.3.3 Development and construction within the Preserved Open 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 Preserved Open Sector shall be considered the permanent Rural Boundary Line (RBL).
- 2.4 **(O-2) RESERVED OPEN SECTOR**
- 2.4.1 The Reserved Open 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 Reserved Open Sector shall consist of the aggregate of the following categories:
- a. Flood Plain
  - b. Steep Slopes
  - c. Open Space to be Acquired
  - d. Corridors to be Acquired
  - e. Buffers to be Acquired
  - f. Legacy Woodland
  - g. Legacy Farmland
  - h. Legacy Viewsheds
- 2.4.3 [RESERVED].
- 2.4.4 Within the Reserved Open Sector, the Urban Growth Boundary (UGB) is subject to adjustment as New Community Plans are permitted.
- 2.5 **(G-1) RESTRICTED GROWTH SECTOR**
- 2.5.1 The Restricted Growth Sector shall be assigned to areas that have value as open space but nevertheless are 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 Growth Sector, Cluster Land Developments (CLD) shall be permitted by right. CLDs shall consist of no more than one Standard Pedestrian Shed with that portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 3.3.1.
- 2.6 **(G-2) 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, as well as CLDs. TNDs shall consist of one or several Standard Pedestrian Sheds as specified in Section 3.3.2.

**2.7 (G-3) INTENDED GROWTH SECTOR**

- 2.7.1 The Intended Growth Sector shall be assigned to those locations planned by the *Planning Office/State Department of Transportation* 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 Developments (RCD) shall be permitted by right, as well as TNDs. Regional Centers shall 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 that are accessible to available or Planning Office-planned bus or rail transit service, shall be designated as Transit-Oriented Developments (TOD).

**2.8 (G-4) INFILL GROWTH SECTOR**

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

**2.9 (SD) SPECIAL DISTRICT**

- 2.9.1 Special District designations shall be assigned to areas that, by their intrinsic Function, cannot conform to one of the Community Types specified in this Article.
- 2.9.2 The provisions of the *Existing Local Codes* shall remain applicable to Special Districts. Alternatively, the conditions of development shall be determined in public hearing of the *Legislative Body*.
- 2.9.3 The standards determined for Special Districts shall be recorded on Table 15.

**3.1 INSTRUCTIONS**

- 3.1.1 Article 3 shall be available as an optional overlay by right pursuant to the requirements set forth in Sections 3.2 and 3.3. *The Existing Local Codes* also shall remain available by right. This Article shall be applied in its entirety or not at all.
- 3.1.2 Incentives for the use of this overlay are listed in Section 1.6.
- 3.1.3 New Community Plans may be prepared by an owner, a developer, or by the *Planning Office*.
- 3.1.4 New Communities of the Types corresponding to the appropriate Sectors and planned according to the provisions of this Code shall be approved administratively by the Consolidated Review Committee (CRC).
- 3.1.5 The owner or developer may request a New Community designation other than the one that is allowed by the Sector, through rezoning by the *Legislative Body*.
- 3.1.6 *Growth Sectors G-1, G-2 and G-3 (described in Article 2) designate the potential geographic locations of three Types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND) and Regional Centers (RCD) or Transit-Oriented Development (TOD). These communities are prescribed in Section 3.3.*
- 3.1.7 Each New Community Plan shall respond to the existing conditions of the site, adjacent developments, connecting Thoroughfares, natural features and man-made traces, as determined by the CRC.
- 3.1.8 Each New Community Plan, according to its Type, and responding to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 3.3.
- 3.1.9 Each New Community Plan shall allocate the Transect Zones and Densities as specified in Sections 3.2 and Tables 2 and 14.
- 3.1.10 Remnants of the site outside the Pedestrian Sheds may be Warranted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or as Civic Space (CS). (See Section 3.3)
- 3.1.11 Each New Community Plan shall lay out the Thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
- 3.1.12 Each New Community Plan shall allocate the Civic Functions according to Section 3.7.
- 3.1.13 Each New Community Plan shall be detailed with the Special Requirements described in Section 3.8.
- 3.1.14 Each New Community Plan shall incorporate the Incentives available according to Section 1.6.
- 3.1.15 Each New Community Plan shall include a set of building standards prepared in accordance with the requirements of Article 5.

**3.2 TRANSECT ZONES**

- 3.2.1 Transect Zones shall be constituted of the elements described in Table 1 and the standards summarized in Table 14.

**3.3 COMMUNITY TYPES****Clustered Land Development (CLD)**

- 3.3.1 a. Clustered Land Development (CLD) shall be permitted by right within the G-1 Restricted Growth Sector and by Variance within O-2 Reserved Open Sector.
- b. A Clustered Land Development (CLD) shall consist of no more than one standard Pedestrian Shed (1/4 mile radius) including T2, T3 and T4 Zones as specified in Table 14A. However, a minimum of 50% of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).

**3.3.2 Traditional Neighborhood Development (TND)**

- a. TNDs shall be permitted by right for New Community Plans of at least 80 contiguous acres within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector. The simultaneous planning of larger and adjacent parcels is encouraged.
- b. A TND may be comprised of a partial or entire Standard Pedestrian Shed (1/4 mile radius) or more than one Standard Pedestrian Shed, each with the individual Transect Zone requirements of a TND as specified in Tables 2 and 14A.

**3.3.3 Regional Center Development (RCD)**

- a. Regional Center Developments (RCD) shall be permitted by right within G-3 Intended Growth Sector and G-4 Infill Growth Sector.
- b. The minimum developable area of a site to be planned as an RCD shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
- c. An RCD shall be limited to one Long Pedestrian Shed (1/2 mile radius) including T4, T5, and T6 Zones as specified in Table 14A, and may be adjoined without buffers by one or several partial or entire Standard Pedestrian Sheds, each with the individual Transect Zone requirements of an RCD as specified in Tables 2 and 14A.

**3.3.4 Transit-Oriented Development (TOD)**

- a. An RCD that is on an existing or projected transit network shall be redesignated as a TOD and made subject to the additional Density shown in Table 14A and calculated in accordance with Section 3.4.

**3.4 DENSITY CALCULATIONS**

3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.

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 14B. For purposes of Density calculation, the Transect Zone Areas include the Thoroughfares but not land allocated to Civic Function.

3.4.3 [RESERVED].

3.4.4 The percent of the housing units shown on Table 14B shall be exchanged for other Functions at the following rates:

- a. For Lodging: 2 bedrooms for each unit of Overall Density.
- b. For Office or Retail: 1000 square feet for each unit of Overall Density.

c. The number of units exchanged shall be approved by Warrant.

3.4.5 The housing and other Functions for each Transect Zone shall be further adjusted at the building scale according to Article 5.

### 3.5 ENVIRONMENTAL REQUIREMENTS

#### 3.5.1 General

a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural environment shall have priority in the more rural zones (T1-T3) and the built environment shall have priority in the more urban zones (T4-T6).

#### 3.5.2 Specific to Natural and Rural Zones (T1-T2)

a. Within T1 and T2 Zones, the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to applicable local, state and federal law.

b. The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).

c. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.

d. To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

#### 3.5.3 Specific to Sub-Urban Zones (T3)

a. Within T3 Zones, the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to local, state and federal law.

b. The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).

c. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.

d. To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

#### 3.5.4 Specific to General Urban Zones (T4)

a. To the extent not inconsistent with applicable state or federal law, within T4 Zones, the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary and to the extent not inconsistent with applicable state or federal law, may be mitigated off-site, and the determination for modification and mitigation shall be made by Warrant.

- b. The Public Frontage (Tables 4A and 14D) shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building Frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).
- c. Impermeable surface shall be confined to the ratio of lot coverage by building specified in Table 14F.
- d. To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual lots.

#### 3.5.5 **Specific to Urban Center Zones (T5)**

- a. To the extent not inconsistent with applicable state or federal law, 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 and to the extent not inconsistent with applicable state or federal law, may be mitigated off-site, and the determination for modification and mitigation shall be made by Warrant.
- b. The Public Frontage (Tables 4A and 14D) shall include trees planted in Allees of a single species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building Frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).
- c. Impermeable surface shall be confined to the ratio of lot coverage by building specified in Table 14F.
- d. To the extent not inconsistent with applicable state or federal law, storm water management shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual lot.

#### 3.5.6 **Specific to Urban Core Zones (T6)**

- a. To the extent not inconsistent with applicable state or federal law, 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 and to the extent not inconsistent with applicable state or federal law, shall not require off-site mitigation, and the determination for alteration of such conditions shall be made by Warrant.
- b. The Public Frontage (Tables 4A and 14D) shall include trees planted in Allees of a single species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building Frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).
- c. Impermeable surface shall be confined to the ratio of lot coverage by building specified in Table 14F.

- d. To the extent not inconsistent with applicable state or federal law, storm water management shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual lot.

### 3.6 STREETScape REQUIREMENTS

#### 3.6.1 General

- a. The Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.
- b. The Thoroughfares consist of vehicular lanes and Public Frontages (Table 16A). The lanes provide the traffic and parking capacity. They consist of vehicular lanes in a variety of widths for parked and for moving vehicles. The Frontages contribute to the character of the Transect Zone. They include the Types of sidewalk, curbing, planter, and street tree.
- c. Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one lot, retaining a single Public Frontage throughout its trajectory.
- d. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
- e. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

#### 3.6.2 Thoroughfares

- a. The standards for vehicular lanes shall be as shown in Table 3.
- b. The Thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14C. The size shall be measured as the sum of lot Frontage Lines.
- c. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only when Warranted by natural site conditions.
- d. Lots shall enfront a vehicular Thoroughfare, except that 20% of the lots within each Transect Zone may enfront a pedestrian passage.
- e. Thoroughfares along a designated Secondary Grid (Section 3.8.1a) may be exempted from the specified Frontage requirements.
- f. A bicycle network consisting of Trails, Routes and Lanes should be provided throughout as defined in Article 7 Definitions of Terms and allocated in Table 14D. The community bicycle network should be connected to existing or proposed Sector networks wherever possible.

**3.6.3 Public Frontages**

- a. Public Frontages shall be designed as shown in Table 4 and allocated within Transect Zones as specified in Table 14D.
- b. Within the Public Frontages, the prescribed Type of street trees and street lights shall be as shown in Tables 4, 5 and 6. The spacing may be adjusted by Warrant to accommodate specific site conditions.

**3.6.4 Specific to Special Districts**

- The standards for Thoroughfares and Public Frontages within Special Districts shall be determined by Warrant.

**3.7 CIVIC FUNCTIONS****3.7.1 General**

- a. Places for public use shall be required for each community and designated on the Community Plans as Civic Space (CS) and Civic Building (CB).
- b. Civic Spaces are public sites permanently dedicated to open space.
- c. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by the *Legislative Body*.

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

- a. Each Pedestrian Shed shall assign at least 5% of its urbanized area to Civic Space.
- b. Civic Spaces shall be designed as generally described in Table 13 and approved by the CRC and allocated to zones as described in Table 14E.
- c. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances warrant it.
- d. Within 800 feet of every lot in Residential use, a Civic Space designed and equipped as a playground shall be provided.
- e. Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare.
- f. Civic Spaces may be permitted within Special Districts by Warrant.
- g. Parks may be permitted in Transect Zones T4, T5 and T6 by Warrant (Table 14E).

**3.7.3 Civic Buildings (CB) Specific to T3-T6 Zones**

- a. The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage shall be equipped with a shelter and bench for a transit stop.
- b. One Civic Building lot shall be reserved for an elementary school. Its area shall be *1 acre* for each increment of *100* dwelling units provided by the Community Plan. The school site may be within any Transect Zone. Any playing fields should be outside the Pedestrian Shed.
- c. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer *or a Homeowners' Association or other Community Council* may organize, fund and construct an appropriate building as the need arises.
- d. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian

Shed.

- e. Civic Building sites should be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.
- f. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by Variance.
- g. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.
- h. Civic Buildings may be permitted within Special Districts by Variance.

#### 3.7.4 **Civic Functions Specific to T1 & T2 Zones**

- a. Civic Buildings and Civic Spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Variance.
- b. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Function allocation and should conform to one or more of the Types specified in Table 13.

### 3.8 **SPECIAL REQUIREMENTS**

3.8.1 A New Community Plan may designate the following special requirements:

- a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% 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% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the Second Layer. (See Table 16D)
- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a Type and character that responds to the location as approved by the CRC.
- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with *preservation standards and protocols established by the Planning Commission*.

**4.1 INSTRUCTIONS**

- 4.1.1 Within the G-4 Infill Growth Sectors of the Sector Plan (Article 2) the *Planning Office* shall prepare or have prepared on its behalf, Infill Community Plans to guide further development.
- 4.1.2 Infill Community Plans shall be prepared in a process of public consultation and approved by the *Legislative Body*. The requirements of such plans are mandatory.
- 4.1.3 For any site greater than 40 acres, the landowner or developer may initiate the preparation of a New Community Plan subject to the provisions of Article 3 (other than the minimum acreage requirements) as approved by the *Legislative Body*.
- 4.1.4 For smaller sites, developers and landowners shall use only Articles 1, 5, 6 and 7 in accordance with the Transect Zones mapped by the *Planning Office* under the Infill Community Plan provisions of Article 4.
- 4.1.5 An Infill Community Plan shall identify, assign and follow the requirements of the Community Types described in Section 4.3.
- 4.1.6 An Infill Community Plan shall assign Transect Zones and Civic Functions within each Community Type as described in Sections 4.3 and 4.4 with detailed provisions for site and building development as described in Article 5.
- 4.1.7 Infill Community Plans should consist of two maps: The first showing the Downtowns, the Neighborhoods and the Districts with their various Transect Zones; and the second assigning the Special Requirements as provided in Section 4.5.
- 4.1.8 *Twenty years after the approval is granted, each Transect Zone shall be considered for the next successional (next higher-numbered) Transect Zone through public hearing by the Legislative Body.*

**4.2 TRANSECT ZONES**

- 4.2.1 Infill Community Plans shall consist of Neighborhoods (TNDs) and/or Downtowns (RCDs) composed of Transect Zones as described in Tables 1, 2, and 14.

**4.3 COMMUNITY TYPES**

Infill Growth Sectors shall be planned according to the following Community Types as determined by the *Planning Office* and approved by the *Legislative Body*. An Infill Community Plan shall include and assign, to the extent applicable, Neighborhoods and Downtowns. Infill Community Plans shall be based on conserving, completing or creating Transect-based urban structure.

**4.3.1 TNDs Traditional Neighborhood Development (Neighborhoods)**

TNDs shall be urbanized areas at least 40 acres that are primarily Residential. Neighborhood Plans shall be based on conserving, completing or creating Transect-based urban structure. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial institution. The edges of the Neighborhood should blend into an adjacent Neighborhood or Downtown without buffer. A Neighborhood Plan shall meet the requirements for a TND as set forth in Tables 2 and 14A.

**4.3.2 Downtowns (RCD or Regional Center Development)**

a. Downtowns shall be urbanized areas that are primarily mixed-use. A Downtown shall be defined by a Long Pedestrian Shed, oriented around an important Commercial

corridor. Downtowns should be the location of large Commercial and Retail uses as well as government and other Civic institutions of regional importance. The edges of a Downtown should blend into adjacent Neighborhoods without buffer. A Downtown Plan shall meet the requirements for an RCD as set forth in Tables 2 and 14.

#### 4.3.3 **Special Districts (SD)**

- a. Special Districts shall be areas dedicated for certain uses that by virtue of size or Function cannot meet the requirements for any Transect Zone or combination of Zones. Special Districts should be created by the *Planning Office* in the process of preparing an Infill Community Plan.

### 4.4 **CIVIC FUNCTIONS**

#### 4.4.1 **General**

- a. Infill Community Plans shall designate, or allow by Warrant or Variance, Civic Space (CS) and Civic Buildings (CB).
- b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District with its own standards (see Section 2.9.2).
- c. Parking for Civic Functions shall be determined by Warrant.

#### 4.4.2 **Civic Space (CS)**

- a. Civic Spaces may be approved by Warrant in any Transect Zone.
- b. Civic Spaces shall be generally designed as described in Table 13.

#### 4.4.3 **Civic Building (CB)**

- a. Civic Buildings shall be approved by Variance or by Warrant in any Transect Zone on sites reserved for Civic Buildings.
- b. Civic Buildings shall not be subject to the Requirements of Article 5. The particulars of their design shall be determined by Variance.

### 4.5 **SPECIAL REQUIREMENTS**

- 4.5.1 An Infill Community Plan may designate the following special requirements:
  - a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% 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% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.
  - c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail

Frontage as shown in Table 7.

- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between certain buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with *preservation standards and protocols adopted by the Planning Commission*.

## 4.6 PRE-EXISTING CONDITIONS

- 4.6.1 Existing buildings that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.
- 4.6.2 Existing buildings that when renovated have at any time received a certificate of occupancy *shall* not require upgrade to the current \_\_\_\_\_, \_\_\_\_\_ *Building Code* and may meet the standards of the code under which they were originally permitted.
- 4.6.3 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this section.
- 4.6.4 Where buildings exist on adjacent lots, the *Planning Office* may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 4.6.5 Any addition to or modification of a Building of Value that has been designated as such by the *Planning Commission* or is actually or potentially eligible for inclusion on a state, local or national historic register, including without limitation, the architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) of such addition or modification, shall be subject to approval by the *Planning Office*.
- 4.6.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, except to the extent required by applicable state or federal law.

**5.1 INSTRUCTIONS**

- 5.1.1 Lots and buildings located within a Community Plan subject to this Code and previously approved by the *Legislative Body* shall be subject to the requirements of this Article.
- 5.1.2 An owner or a developer may have site and building plans prepared on their behalf.
- 5.1.3 Owners and developers require administrative approval *by the CRC*.
- 5.1.4 The requirements described in this Article shall control the Disposition, Configuration and Function of buildings, as well as their architectural, landscape, parking, signage, ambient and visitability standards.
- 5.1.5 Building and Site Plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
- a. For preliminary site and building approval:
    - Building Disposition
    - Building Configuration
    - Building Function
    - parking standards
  - b. For final approval, in addition to the above:
    - *architectural standards*
    - landscape standards
    - signage standards
    - ambient standards
    - *visitability standards*
    - *Special Requirements*

**5.2 SPECIFIC TO NATURAL AND RURAL TRANSECT ZONES (T1 & T2)**

The following shall be applicable to Zones T1 and T2:

- 5.2.1 Buildings in the T1 Zone are permitted by Variance and in the T2 Zone by Warrant. Permission to build in T1 and the standards for Disposition, Configuration, Function, parking, architectural, environmental, ambient and visitability shall be determined concurrently as Variances, in public hearing of the *Legislative Body*.
- 5.2.2 **Environmental Standards**  
The modification of the natural conditions shall be according to Local, State and Federal guidelines.

**5.3 SPECIFIC TO SUB-URBAN TRANSECT ZONE (T3)****5.3.1 Building Disposition (T3)**

- a. Newly platted lots shall be dimensioned according to Section 5.4.11
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.4.11
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Section 5.4.11.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel

- to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
  - g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.4.11.
  - h. Building Types shall be as shown in Table 9.
  - i. [RESERVED]
- 5.3.2 Building Configuration (T3)**
- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.3.11.
  - b. [RESERVED]
  - c. [RESERVED]
  - d. Building Heights shall conform to Table 8 and be as shown in Section 5.4.11.
  - e. [RESERVED]
  - f. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.
- 5.3.3 Building Function & Density (T3)**
- a. Buildings in each Transect Zone shall conform to the Functions described in Table 10 or 11 and Section 5.3.11. Functions that do not conform to the requirements of Tables 10 and 11 shall require approval by Warrant.
  - b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.3.3c and 5.3.3 d.
  - c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
  - d. Within the Long Pedestrian Shed of a TOD, the Effective Parking available for calculating the intensity on each lot may be increased by a multiplier of *thirty percent (30%)*.
- 5.3.4 Parking Standards (T3)**
- a. Vehicular parking shall be required and adjusted for mixed-use as shown in Tables 11 and 12.
  - b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
  - c. Maximum parking ratios may be established by the CRC.
  - d. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Community Plan.
  - e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen *as specified in Section 5.3.5b.*

- f. Open parking areas shall be located at the Second and Third Lot Layers, as shown in Table 16D, except that Driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
- g. The required parking may be provided within *one-quarter mile* of the site that it serves, subject to approval by Warrant.
- h. [RESERVED].
- i. [RESERVED]
- j. [RESERVED]
- k. *For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).*

#### 5.3.5 Architectural Standards (T3)

- a. *Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.*
- b. *Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.*
- c. *All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.*
- d. *Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.*
- e. [RESERVED].
- f. *Doors and windows that operate as sliders are prohibited along Frontages.*
- g. *Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.* h. *The exterior finish material on all Facades shall be limited to brick, wood siding, cementitious siding and/or stucco.*
- h. *Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.*
- i. *Balconies and porches shall be made of painted wood.*
- j. *Fences, if provided at the First Layer, shall be painted. Fences at Lot Lines may be of wood board or chain link.*

#### 5.3.6 Environmental Standards (T3)

- a. *Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.*
- b. *The landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.*
- c. *Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Table 14F.*
- d. *To the extent not inconsistent with applicable state or federal law, the management of storm water shall be primarily through retention and percolation on the individual lot or through swales in the Public Frontage.*

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### 5.3.7 **Landscape Standards (T3)**

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
- b. [RESERVED].
- c. [RESERVED].
- d. Trees shall be of various species, naturalistically clustered, with an understory stall below for maintenance. Lawn shall be permitted by Warrant.

### 5.3.8 **Signage Standards (T3)**

- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- b. One blade sign for each business may be permanently installed perpendicular to the Facade. Such a sign shall not exceed a total of 4 square feet.
- c. [RESERVED].
- d. There shall be no signage permitted additional to that specified in this section.
- e. Signage shall not be lit.

### 5.3.9 **Ambient Standards (T3)**

- a. *Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.*
- b. *Average lighting levels measured at the building Frontage shall not exceed 1.0 fc (foot-candles).*
- c. *Streetlights shall be of a general type illustrated in Table 5.*
- d. *Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.3.5b.*

### 5.3.10 **Visitability Standards (T3)**

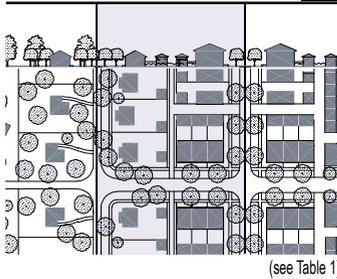
- a. *There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.*
- b. *All first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.*
- c. *There shall be a half or full bath provided on the first Story of each building.*

# SMARTCODE

municipality, Mississippi

## SECTION 5.3.11

T3

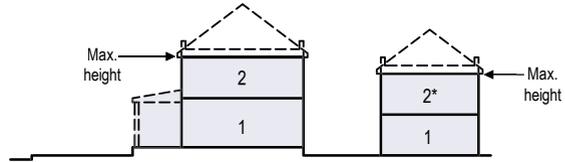


BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use
BUILDING HEIGHT (see Table 8)	
a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	72 ft. min 120 ft. max
b. Lot Coverage	60% max
BUILDING TYPE (see Table 9)	
a. Edgeyard	permitted
b. Sideyard	prohibited
c. Rearyard	prohibited
d. Courtyard	prohibited
BUILDING DISPOSITION	
a. Front Setback	24 ft. min.
b. Side Setback	12 ft. min.
c. Rear Setback	12 ft. min.
d. Frontage Buildout	
OUTBUILDING DISPOSITION	
a. Front Setback	20 ft. min.
b. Side Setback	3 ft. or 6 ft
c. Rear Setback	3 ft. or 23 ft.
PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Stoop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited
Refer to Summary Table 14	
PRIVATE PROVISIONS	
See Tables 11 & 12	

# ARTICLE 5. BUILDING-SCALE PLANS

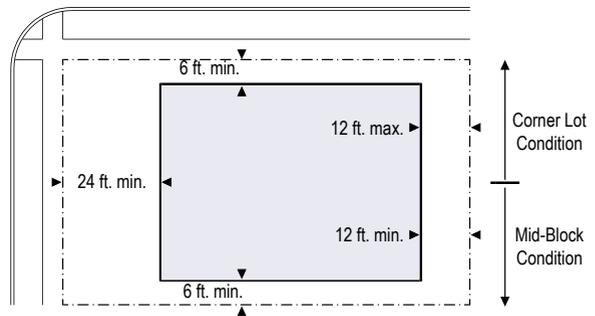
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



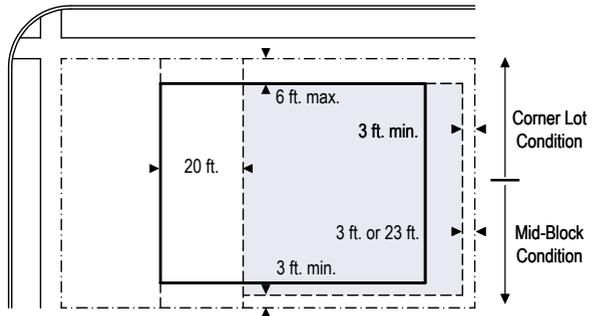
## BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Facades shall be built along the principal frontage to a minimum of 50% of its width of the principal frontage.



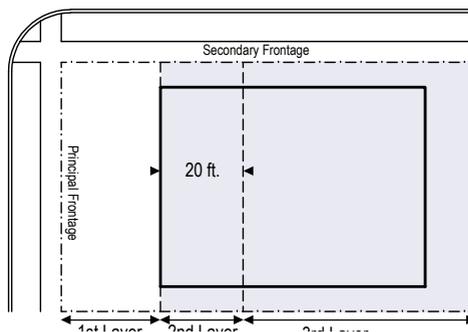
## OUTBUILDING DISPOSITION

1. The elevation of the out buildings shall be distanced from the lot lines as shown.



## PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.



**5.4 SPECIFIC TO GENERAL URBAN TRANSECT ZONES (T4)****5.4.1 Building Disposition (T4)**

- a. Newly platted lots shall be dimensioned according to Section 5.4.11
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.4.11
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Section 5.4.11.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.4.11.
- h. Building Types shall be as shown in Table 9.
- i. A minimum Residential housing mix of three Types (none less than 20%) shall be required in the General Urban Zone, selected from Table 9.

**5.4.2 Building Configuration (T4)**

- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.4.11.
- b. Awnings may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
- c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- d. Building Heights shall conform to Table 8 and be as shown in Section 5.4.11.
- e. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

**5.4.3 Building Function & Density (T4)**

- a. Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Section 5.4.11. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
- b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.4.3 c and 5.4.3 d.
- c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- d. Within the Long Pedestrian Shed of a TOD, the Effective Parking available for

calculating the intensity on each lot may be increased by a multiplier of *thirty percent (30%)*.

- e. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.

#### 5.4.4 **Parking Standards (T4)**

- a. Vehicular parking shall be required as shown in Tables 11 and 12.
- b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- c. Maximum Parking ratios may be established by the CRC.
- d. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Community Plan.
- e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.4.5b.
- f. All parking areas except for Driveways shall be located at the Third Layer as illustrated in Table 16D. Garages shall be at the Third Layer.
- g. The required parking may be provided within *one-quarter mile* of the site that it serves, subject to approval by Warrant.
- h. [RESERVED].
- i. [RESERVED]
- j. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- k. *For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).*

#### 5.4.5 **Architectural Standards (T4)**

- a. *Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.*
- b. *Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.*
- c. *All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.*
- d. *Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.*
- e. [RESERVED].
- f. *Doors and windows that operate as sliders are prohibited along Frontages.*
- g. *Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.*
- h. *Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.*
- i. *The exterior finish material on all Facades shall be limited to brick, wood siding, fiber-cement siding and/or stucco.*
- j. *Balconies and porches shall be made of painted wood or metal.*
- k. *Fences, if provided within the First Lot Layer shall be painted. Fences at other*

Layers may be of wood board or chain link.

5.4.6 **Environmental Standards (T4)**

- a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.
- b. The species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
- c. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Table 14F.
- d. To the extent not inconsistent with applicable state or federal law, management of storm water shall be primarily off-site through underground storm drainage and there shall be no retention or detention required on the individual lot.

5.4.7 **Landscape Standards (T4)**

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
- b. [RESERVED].
- c. [RESERVED].
- d. Trees of species matching the planting on the Public Frontage as shown in Table 4. Lawn shall be permitted.

5.4.8 **Signage Standards (T4)**

- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- b. One blade sign for each business may be permanently installed perpendicular to the Facade. Such a sign shall not exceed a total of 4 square feet .
- c. [RESERVED].
- d. There shall be no signage permitted additional to that specified in this section.

5.4.9 **Ambient Standards (T4)**

- a. *Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.*
- b. *Average lighting levels measured at the building Frontage shall not exceed 2.0 fc (foot-candles) .*
- c. *Streetlights shall be of a general type illustrated in Table 5.*
- d. *Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.4.5b.*

5.4.10 **Visitability Standards (T4)**

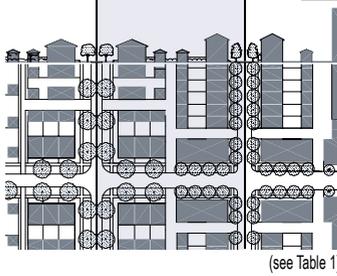
- a. *There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.*
- b. All first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.
- c. There shall be a half or full bath provided on the first Story of each building.

# SMARTCODE

municipality, Mississippi

## SECTION 5.4.11

**T4**



**BUILDING FUNCTION** (see Tables 10 & 11)

a. Residential	limited use
b. Lodging	limited use
c. Office	limited use
d. Retail	limited use

**BUILDING HEIGHT** (see Table 8)

a. Principal Building	4 stories max, 2 min
b. Outbuilding	2 stories max.

**LOT OCCUPATION**

a. Lot Width	18 ft min 96 ft max
b. Lot Coverage	70% max

**BUILDING TYPE** (see Table 9)

a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited

**BUILDING SETBACK**

a. Front Setback	6 ft. min. 18 ft. max.
b. Side Setback	0 ft. combined min.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	

**OUTBUILDING SETBACK**

a. Front Setback	20 ft. min. + bldg. setback
b. Side Setback	0 ft. min. or 3 ft.
c. Rear Setback	3 ft.* or 23 ft.

**PRIVATE FRONTAGES** (see Table 7)

a. Common Lawn	prohibited
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited

Refer to Summary Table 14

**PARKING PROVISIONS**

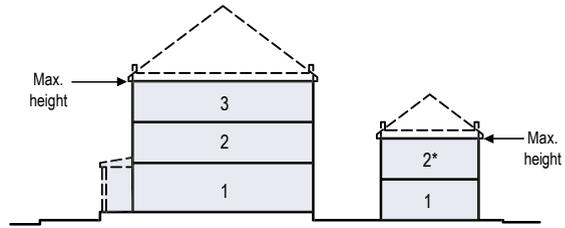
See Tables 11 & 12

\* or 15 ft. from center line of alley

# ARTICLE 5. BUILDING-SCALE PLANS

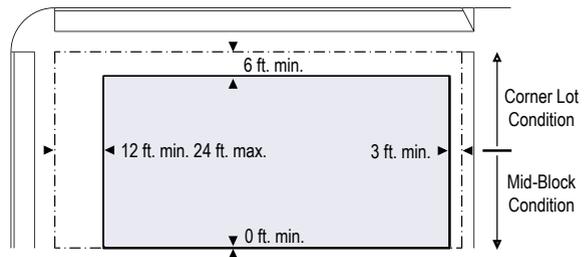
### BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



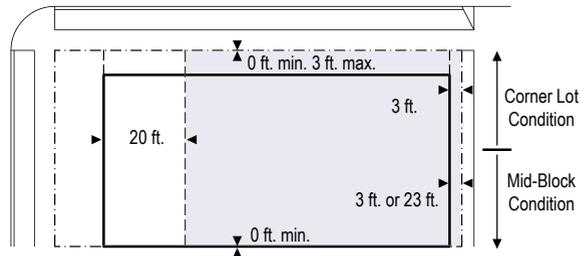
### BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table 16E).



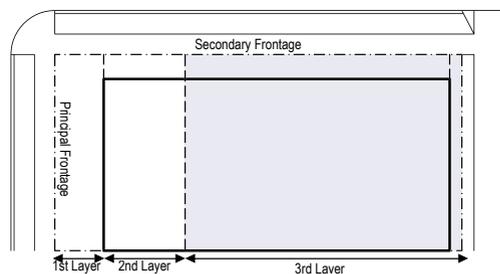
### OUTBUILDING PLACEMENT

1. The elevations of the out buildings shall be distances from the lot lines as shown.



### PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.



**5.5 SPECIFIC TO URBAN CENTER TRANSECT ZONES (T5)****5.5.1 Building Disposition (T5)**

- a. Newly platted lots shall be dimensioned according to Section 5.5.11
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.5.11
- c. One principal building at the Frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Section 5.5.11.
- e. Facades shall be built parallel to the Principal Frontage Line along a minimum of 70% of its length on the Setback shown in Section 5.5.11. In the absence of a building along the remainder of the Frontage Line, a Streetscreen shall be built co-planar with the Facade.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.5.11.
- h. Building Types shall be as shown in Table 9.
- i. [RESERVED]
- j. Buildings shall have their principal pedestrian entrances on a Frontage Line.

**5.5.2 Building Configuration (T5)**

- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.5.11.
- b. Awnings may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
- c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- d. Building Heights shall conform to Table 8 and be as shown in Section 5.5.11.
- e. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average sidewalk grade.
- f. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

**5.5.3 Building Function & Density (T5)**

- a. Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Section 5.5.11. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
- b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.5.3 c and 5.5.3 d.
- c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- d. Within the Long Pedestrian Shed of a TOD, the Effective Parking available for

calculating the intensity on each lot may be increased by a multiplier of *thirty percent (30%)*.

- e. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.
- f. First story Commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
- g. Manufacturing within the first Story may be permitted by Variance.

#### 5.5.4 **Parking Standards (T5)**

- a. Vehicular parking shall be required as shown in Tables 11 and 12.
- b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- c. Maximum Parking ratios may be established by the CRC.
- d. Parking shall be accessed by the Alley or Rear Lane when such is available in the Community Plan.
- e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.5.5b.
- f. All parking areas shall be located at the Third Lot Layer .
- g. The required parking may be provided within *one-quarter mile* of the site that it serves, subject to approval by Warrant.
- h. The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 30 feet.
- i. 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.
- j. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- k. *For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).*

#### 5.5.5 **Architectural Standards (T5)**

- a. *Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.*
- b. *Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.*
- c. *All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.*
- d. *Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.*
- e. *The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than 70% of the sidewalk-level story.*
- f. *Doors and windows that operate as sliders are prohibited along Frontages.*
- g. *Buildings may have flat roofs enclosed by parapets or sloped roofs. Pitched roofs shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.*
- h. *Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.*
- i. *The exterior finish materials on all Facades shall be limited to stone, brick and/or stucco.*

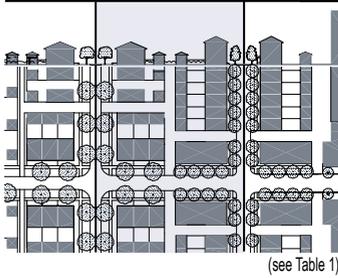


# SMARTCODE

municipality, Mississippi

## SECTION 5.5.11

**T5**



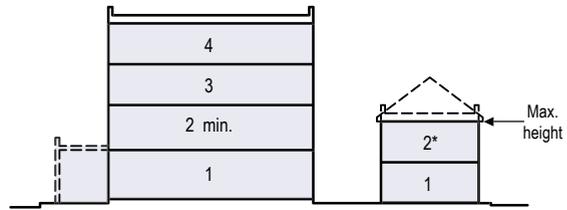
<b>BUILDING FUNCTION</b> (see Tables 10 & 11)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use
<b>BUILDING HEIGHT</b> (see Table 8)	
a. Principal Building	6 stories max. 2 min.
b. Outbuilding	2 stories max.
<b>LOT OCCUPATION</b>	
a. Lot Width	18 ft min 180 ft max
b. Lot Coverage	80% max
<b>BUILDING TYPE</b> (see Table 9)	
a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted
<b>BUILDING DISPOSITION</b>	
a. Front Setback	0 ft. min. 12 ft. max.
b. Side Setback	0 ft. min. 24 ft. max.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	70% min at setback
<b>OUTBUILDING DISPOSITION</b>	
a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min.*
c. Rear Setback	3 ft. max.
<b>PRIVATE FRONTAGES</b> (see Table 7)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
Refer to Summary Table 14	
<b>PARKING PROVISIONS</b>	
See Tables 11 & 12	

\* or 15 ft. from center line of alley

# ARTICLE 5. BUILDING-SCALE PLANS

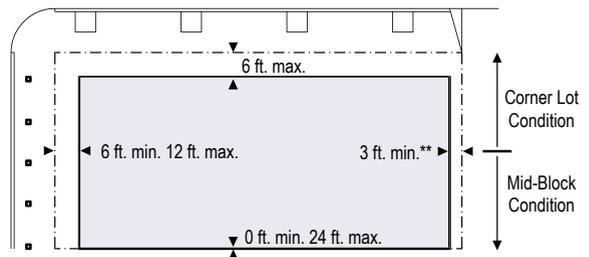
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



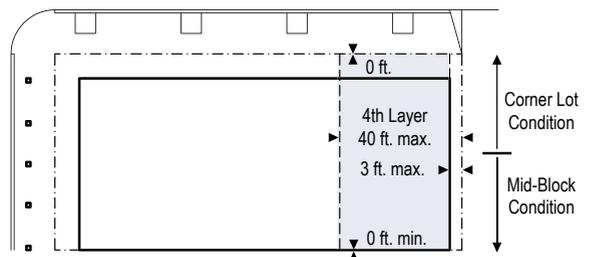
## BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along the principal frontage lines and elevations along lot lines (see Table 16E).



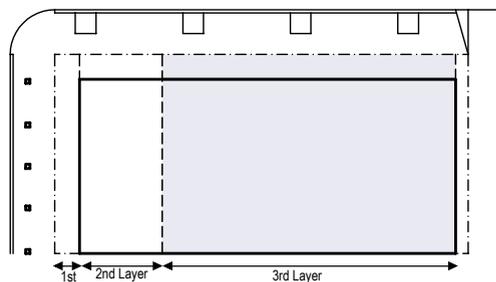
## OUTBUILDING DISPOSITION

1. The elevations of the out buildings shall be distances from the lot lines as shown.



## PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).



**5.6 SPECIFIC TO URBAN CORE TRANSECT ZONES (T6)****5.6.1 Building Disposition (T6)**

- a. Newly platted lots shall be dimensioned according to Section 5.6.11.
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.6.11.
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Section 5.6.11.
- e. Facades shall be built parallel to the Principal Frontage Line along a minimum of 80% of its length on the Setback shown in Section 5.6.11. In the absence of building along the remainder of the Frontage Line, a streetscreen shall be built co-planar with the Facade.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.6.11.
- h. Building Types shall be as shown in Table 9.
- i. [RESERVED]
- j. Buildings shall have their principal pedestrian entrances on a Frontage Line.

**5.6.2 Building Configuration (T6)**

- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.6.11.
- b. Awnings may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
- c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- d. Building Heights shall conform to Table 8 and be allocated as required in Section 5.6.11.
- e. A first level Residential Function or Lodging Function shall be raised a minimum of 2 feet from average sidewalk grade.
- f. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

**5.6.3 Building Function & Density (T6)**

- a. Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Section 5.6.11. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
- b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.6.3c and 5.6.3d.
- c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- d. Within the Long Pedestrian Shed of a TOD, the Effective Parking available for calculating the intensity on each lot may be increased by a multiplier of *thirty percent (30%)*.
- e. Ground floor Commercial shall be permitted throughout and shall be required at

Mandatory Shopfront Frontages.

f. [RESERVED].

g. Manufacturing within the first story shall be permitted by Variance.

5.6.4 **Parking Standards (T6)**

a. Vehicular parking shall be required as shown in Tables 11 and 12.

b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.

c. Maximum Parking ratios may be established by the CRC.

d. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Community Plan.

e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.6.5b.

f. All parking areas shall be located at the Third Lot Layer.

g. The required parking may be provided within *one-quarter mile* of the site that it serves, subject to approval by Warrant.

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

i. 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.

j. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.

k. *For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).*

5.6.5 **Architectural Standards (T6)**

a. *Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.*

b. *Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.*

c. *All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.*

d. *Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.*

e. *The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than 70% of the sidewalk-level story.*

f. *Doors and windows that operate as sliders are prohibited along Frontages.*

g. *Buildings may have flat roofs enclosed by parapets, or sloped roofs. Pitched roofs shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:15.*

h. *Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.*

i. *The exterior finish materials on all Facades shall be limited to stone, brick and/or stucco.*

j. *Balconies, galleries and arcades shall be made of concrete, painted wood or metal.*

k. Streetscreens shall be located coplanar with the Facades as shown in Table 16C.

5.6.6 **Environmental Standards (T6)**

a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6)

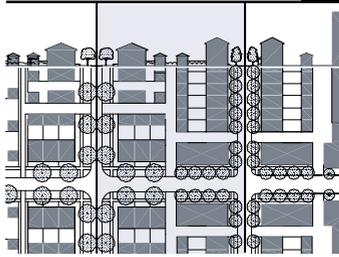
- as detailed in Sections 5.2 through 5.6.
  - b. The species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
  - c. Impermeable surface by building shall be confined to the ratio of lot coverage by building as shown in Table 14F.
  - d. To the extent not inconsistent with applicable state or federal law, management of storm water shall be primarily off-site through underground storm drainage and there shall be no retention or detention required on the individual lot.
- 5.6.7 **Landscape Standards (T6)**
- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
  - b. [RESERVED].
  - c. The First Layer as shown in Tables 4, 7, and 17D shall be landscaped or paved to match the Public Frontage as shown in Table 6.
  - d. Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second Story of buildings.
  - e. Trees shall not be required in the First Layer (Table 16D).
- 5.6.8 **Signage Standards (T6)**
- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
  - b. Blade signs, not to exceed 6 square feet for each separate business entrance, may be attached perpendicular to the Facade.
  - c. [RESERVED].
  - d. A single external sign band may be applied to the Facade of each building, provided that such sign does not exceed 3 feet in height by any length.
  - e. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.
- 5.6.9 **Ambient Standards (T6)**
- a. *Sound levels measured at the building Frontage shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.*
  - b. *Average lighting levels measured at the building Frontage shall not exceed 20 fc (foot-candles).*
  - c. *Streetlights shall be of a general type illustrated in Table 5.*
  - d. *Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.6.5b.*
- 5.6.10 **Visitability Standards (T6)**
- a. There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.
  - b. All first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.
  - c. There shall be a half or full bath provided on the first Story of each building.

# SMARTCODE

municipality, Mississippi

## SECTION 5.6.11

T6



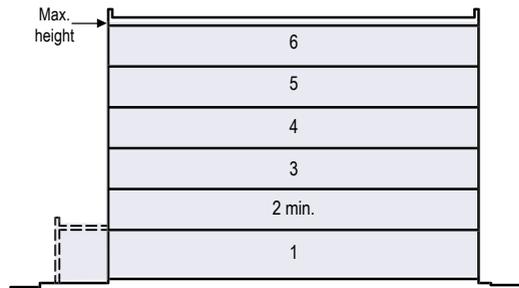
(see Table 1)

12.K BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use
12.J BUILDING HEIGHT (see Table 8)	
a. Principal Building	12 stories max. 2 min.
b. Outbuilding	N/A
12.F LOT OCCUPATION	
a. Lot Width	18 ft. min 700 ft. max
b. Lot Coverage	90% max
12.H BUILDING TYPE (see Table 9)	
a. Edgeyard	prohibited
b. Sideyard	prohibited
c. Rearyard	permitted
d. Courtyard	permitted
12.G BUILDING SETBACK	
a. Front <b>Setback</b>	0 ft. min. 12 ft. max.
b. Side <b>Setback</b>	0 ft. min. 24 ft. max.
c. Rear <b>Setback</b>	0 ft. min.
d. Frontage Buildout	80% min. at setback
OUTBUILDING SETBACK	
a. Front	N/A
b. Side	N/A
c. Rear	N/A
12.I PRIVATE FRONTAGES (see Table 7)	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	prohibited
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
Refer to Summary Table 14	
PARKING PROVISIONS	
See Tables 11 & 12	

# ARTICLE 5. BUILDING-SCALE PLANS

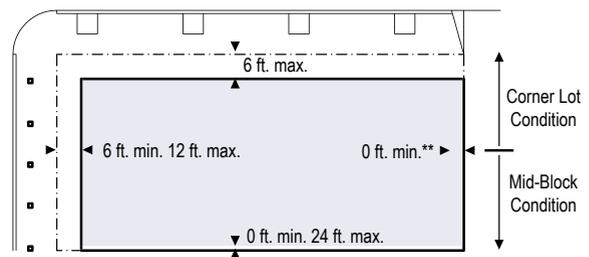
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



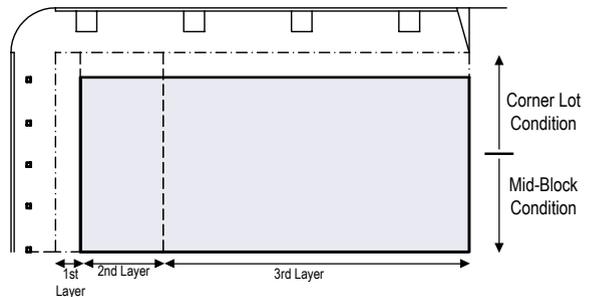
## BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines (see Table 16.e).



## PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).



**5.7 CIVIC FUNCTIONS****5.7.1 General**

- a. Community Plans shall designate, or allow by variance, Civic Space (CS) and Civic Building (CB).
- b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. (See Section 5.8)
- c. Parking for Civic Functions shall be determined by Warrant.

**5.7.2 Civic Space (CS)**

- a. Civic Spaces may be approved by Warrant in any Transect Zone.
- b. Civic Spaces shall be generally designed as described in Table 13.

**5.7.3 Civic Building (CB)**

- a. Civic Buildings shall be approved by Variance or Warrant in any Transect Zone, on sites reserved for them.
- b. Civic Buildings shall not be subject to the Requirements of the Building Scale Code. The particulars of their design shall be determined by Variance.

**5.8 SPECIAL REQUIREMENTS****5.8.1** A Community Plan may designate the following special requirements:

- a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% 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% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the First Layer.
- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with *preservation standards and protocols adopted by the Planning Commission*.

**5.9 PRE-EXISTING CONDITIONS**

- 5.9.1 Existing buildings that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.
- 5.9.2 Existing buildings that when renovated have at any time received a certificate of occupancy *shall* not require upgrade to the current \_\_\_\_\_, \_\_\_\_\_ *Building Code* and may meet the standards of the code under which they were originally permitted.
- 5.9.3 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this section or Article 4.
- 5.9.4 Where buildings exist on adjacent lots, the *Planning Office* may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 5.9.5 Any addition to or modification of a Building of Value that has been designated as such by the *Planning Commission* or is actually or potentially eligible for inclusion on a state, local or national historic register, including without limitation, the architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) of such addition or modification, shall be subject to approval by the *Planning Office*.
- 5.9.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, except to the extent required by applicable state or federal law.

The Tables and their associated metrics are an integral part of the SmartCode. Like the preceding text pages, they are meant to be law after calibration and adoption. During calibration, individual Tables may be removed if not needed, and individual metrics may be adjusted for local character and custom. Table 14 is a summary of the metrics of the other Tables. Article 5 includes building scale codes, one page for each of the four urban Transect Zones. If the metrics are changed in Table 14 during calibration, be sure to adjust the Article 5 tables accordingly, and vice versa.

**TABLE 1: Transect Zone Descriptions.** This table provides description of the character of each Transect Zone.

<p><b>T1</b> THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p><b>T2</b> THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands and irrigable deserts.</p>	
<p><b>T3</b> THE SUB-URBAN ZONE, consists of low density suburban residential areas, differing by allowing home occupations. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p><b>T4</b> THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.</p>	
<p><b>T5</b> THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.</p>	
<p><b>T6</b> THE URBAN CORE ZONE consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the frontages.</p>	

**TABLE 2: Sector/Community Allocation.** Table 2 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific Community Types of various intensities are allowable in specific Sectors. This table also allocates the proportions of Transect Zones within each Community Type.

<b>TABLE 2A</b>	DEVELOPED AREAS											
	DRY FLAT & ROLLING LAND											
	MEDIUM SLOPES WOODLANDS											
	FLOOD PLAIN OPEN SPACE TO BE ACQUIRED CORRIDORS TO BE ACQUIRED BUFFERS TO BE ACQUIRED LEGACY WOODLAND LEGACY FARMLAND LEGACY VIEWSHEDS CLD RESIDUAL OPEN SPACE											
	SURFACE WATERBODIES PROTECTED WETLANDS PROTECTED HABITAT RIPARIAN CORRIDORS PURCHASED OPEN SPACE CONSERV. EASEMENTS LAND TRUST TRANSPORT. CORRIDORS CLD RESIDUAL OPEN SPACE											
	RURAL GROWTH BOUNDARY			URBAN GROWTH BOUNDARY								
	PRIMARYLY OPEN SPACE			PRIMARYLY NEW COMMUNITIES				SUCCESSIONAL COMMUNITIES				
	<b>01</b> OPEN SECTOR 1, PRESERVED		<b>02</b> OPEN SECTOR 2, RESERVED		<b>G1</b> GROWTH SECTOR 1, RESTRICTED		<b>G2</b> GROWTH SECTOR 2, CONTROLLED		<b>G3</b> GROWTH SECTOR 3, INTENDED		<b>G4</b> GROWTH SECTOR 4, INFILL	
				<b>CLD</b>		<b>CLD</b>	<b>TND</b>	<b>TND</b>	<b>RCD</b>	<b>TND</b>	<b>RCD</b>	
<b>TABLE 2B</b>	<b>T1</b>		NO MINIMUM		NO MINIMUM							
	<b>T2</b>		NO MINIMUM		NO MINIMUM		50% MIN	50% MIN	NO MIN	NO MIN		
	<b>T3</b>				10 - 30%		10 - 30%	10 - 30%	10 - 30%			
	<b>T4</b>				20 - 40%		20 - 40%	30 - 50%	30 - 50%	10 - 30%	VARIABLE	VARIABLE
	<b>T5</b>							10 - 30%	10 - 30%	10 - 30%	VARIABLE	VARIABLE
	<b>T6</b>									40 - 80%	VARIABLE	VARIABLE

**TABLE 3A: Vehicular Lane Dimensions.** This table assigns lane widths to Transect Zones. The Design ADT (Average Daily Traffic) is the determinant for each of these sections. The most typical assemblies are shown in Table 3B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph	8 feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
20-25 mph	9 feet	<input type="checkbox"/>					
25-35 mph	10 feet	<input type="checkbox"/>					
25-35 mph	11 feet	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Above 35 mph	12 feet	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

- BY RIGHT
- BY VARIANCE

DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T4	T5	T6
20-25 mph	(Angle ) 18 feet					<input type="checkbox"/>	<input type="checkbox"/>
20-25 mph	(Parallel) 7 feet				<input type="checkbox"/>		
25-35 mph	(Parallel) 8 feet			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Above 35 mph	(Parallel) 9 feet					<input type="checkbox"/>	<input type="checkbox"/>

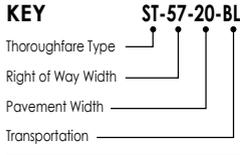
DESIGN SPEED	EFFECTIVE TURNING RADIUS	T1	T2	T3	T4	T5	T6
Below 20 mph	5-10 feet			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20-25 mph	10-15 feet	<input type="checkbox"/>					
25-35 mph	15-20 feet	<input type="checkbox"/>					
Above 35 mph	20-30 feet	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

(See Table 16b)

TABLE 3B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares.

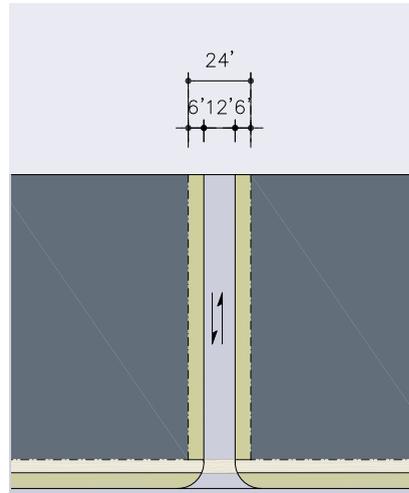
	ONE WAY MOVEMENT			TWO WAY MOVEMENT		
a. NO PARKING	T1	T2	T3	T1	T2	T3
Design AADT	300 VPD			600 VPD		
Pedestrian Crossing	3 Seconds			5 Seconds		
Design Speed	20-30 MPH			Below 20 MPH		
b. YIELD PARKING	T3	T4		T3	T4	
Design AADT	1,000 VPD			1,000 VPD		
Pedestrian Crossing	5 Seconds			7 Seconds		
c. PARKING ONE SIDE PARALLEL	T3	T4	T5	T4	T5	T6
Design AADT	5,000 VPD	18,000 VPD	16,000 VPD	15,000 VPD	32,000 VPD	
Pedestrian Crossing	5 Seconds	8 Seconds	8 Seconds	11 Seconds	13 Seconds	
Design Speed	20-30 MPH		25-30 MPH	25-30 MPH		
d. PARKING BOTH SIDES PARALLEL	T4	T4	T5	T6	T5	T6
Design AADT	8,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	32,000 VPD	
Pedestrian Crossing	7 Seconds	10 Seconds	10 Seconds	13 Seconds	15 Seconds	
Design Speed	Below 20 MPH	25-30 MPH	25-30 MPH	25-30 MPH	35 MPH and above	
e. PARKING BOTH SIDES DIAGONAL	T5	T6	T5	T6	T5	T6
Design AADT	18,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	31,000 VPD	
Pedestrian Crossing	15 Seconds	17 Seconds	17 Seconds	20 Seconds	23 Seconds	
Design Speed	Below 20 MPH	20-25 MPH	20-25 MPH	25-30 MPH	25-30 MPH	
f. PARKING ACCESS			T3	T4	T5	T6
Design AADT						
Pedestrian Crossing			4 Seconds	8 Seconds		
Design Speed						

**TABLE 3C: Thoroughfare Assemblies.** These thoroughfares are assembled from the elements that appear in Tables 3A and 3B and incorporate the Public Frontages of Table 4. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



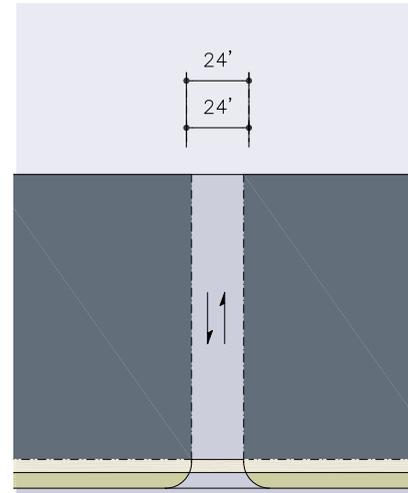
**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**RL-24-12**

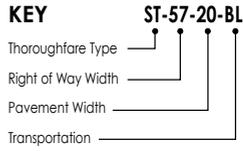
Thoroughfare Type	Rear Lane
Transect Zone Assignment	T3
Right-of-Way Width	24 feet
Pavement Width	12 feet
Movement	Yield Movement
Design Speed	10 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	None
Walkway Type	6 feet Sidewalk
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None



**RA-24-24**

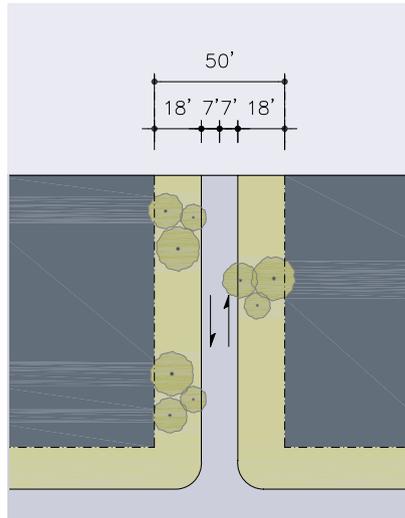
Thoroughfare Type	Rear Alley
Transect Zone Assignment	T6, T5, T4
Right-of-Way Width	24 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	None
Walkway Type	None
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

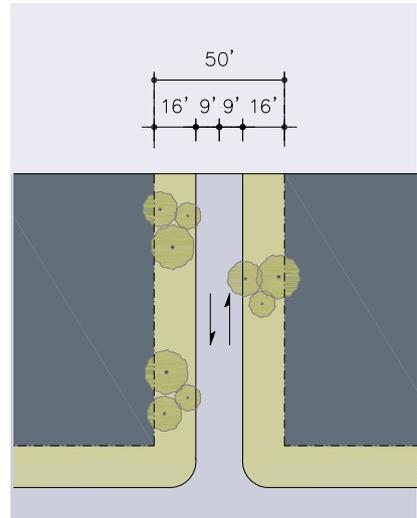


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**RD-50-14**

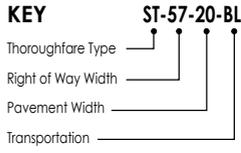


**RD-50-18**

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

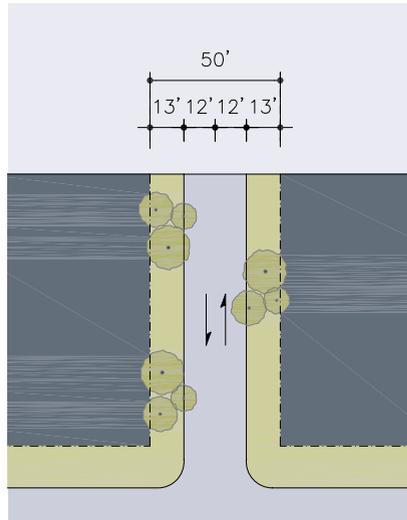
Thoroughfare Type	Road
Transect Zone Assignment	T3, T2, T1
Right-of-Way Width	50 feet
Pavement Width	14 feet
Movement	Yield Movement
Design Speed	15 MPH
Pedestrian Crossing Time	4 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Transportation Provision	BT

Thoroughfare Type	Road
Transect Zone Assignment	T3, T2, T1
Right-of-Way Width	50 feet
Pavement Width	18 feet
Movement	Slow Movement
Design Speed	15 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Transportation Provision	BT

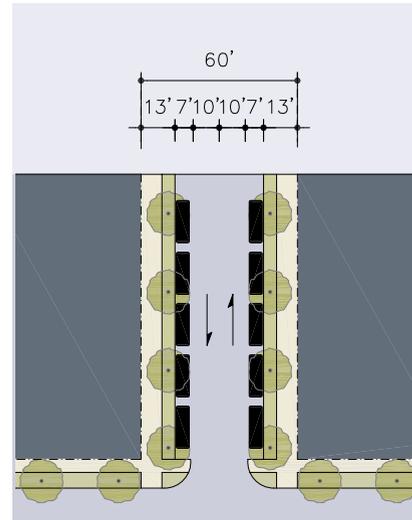


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**RD-50-24**

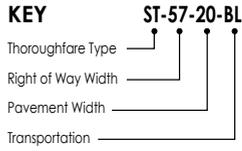


**ST-60-34**

Thoroughfare Type	Road
Transect Zone Assignment	T3, T2, T1
Right-of-Way Width	50 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Transportation Provision	BT

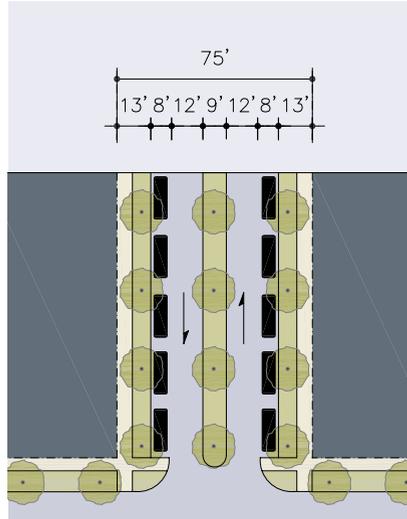
Thoroughfare Type	Street
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	60 feet
Pavement Width	34 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	5.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	ST, FC, DY/LC, PF
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR

Thoroughfare Type	Road
Transect Zone Assignment	T3, T2, T1
Right-of-Way Width	50 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Transportation Provision	BT

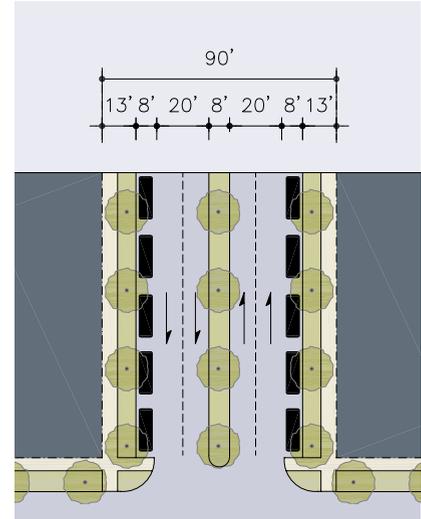


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**AV-75-40**

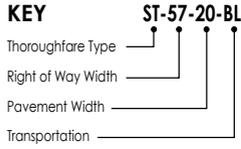


**AV-90-56**

Thoroughfare Type	Avenue
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	75 feet
Pavement Width	40 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	13 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	A/G, S/A, ST, FC, DY/LC
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

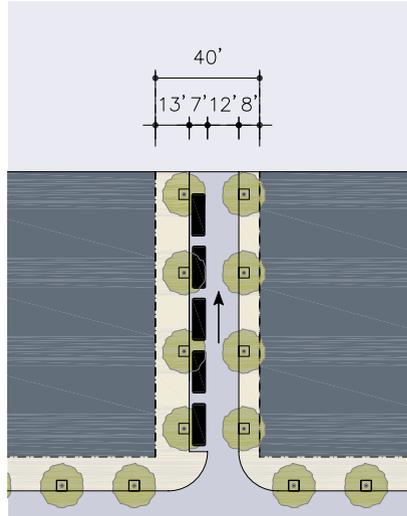
Thoroughfare Type	Avenue
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	75 feet
Pavement Width	40 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	13 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	A/G, S/A, ST, FC, DY/LC
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Avenue
Transect Zone Assignment	T5, T4, T3
Right-of-Way Width	90 feet
Pavement Width	56 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	13 seconds
Traffic Lanes	4 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	A/G, S/A, ST, FC
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR



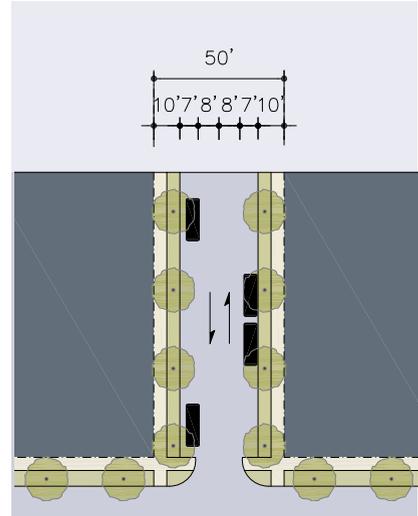
**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



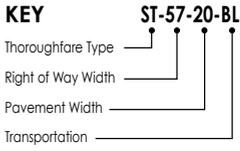
**ST-40-19**

Thoroughfare Type	Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	40 feet
Pavement Width	19 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	A/G, SF/AW, ST, DY/LC
Walkway Type	13 foot Sidewalk
Planter Type	4x4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



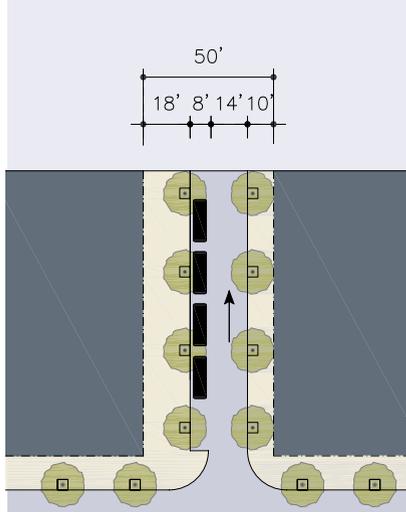
**ST-50-30**

Thoroughfare Type	Street
Transect Zone Assignment	T4, T3
Right-of-Way Width	50 feet
Pavement Width	30 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	4.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet unmarked
Curb Radius	15 feet
Public Frontage Type	ST, FC, DY/LC
Walkway Type	5 foot Sidewalk
Planter Type	6 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

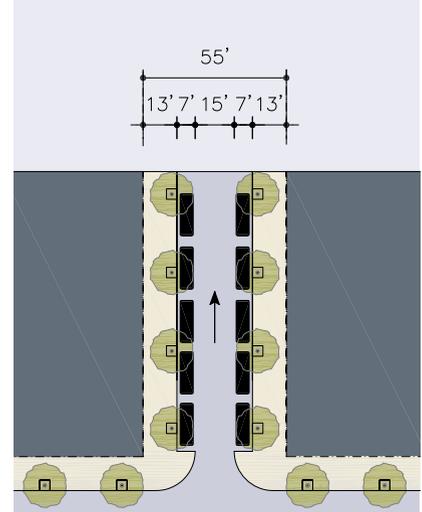


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**CS-50-22**

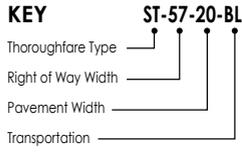


**CS-55-29**

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

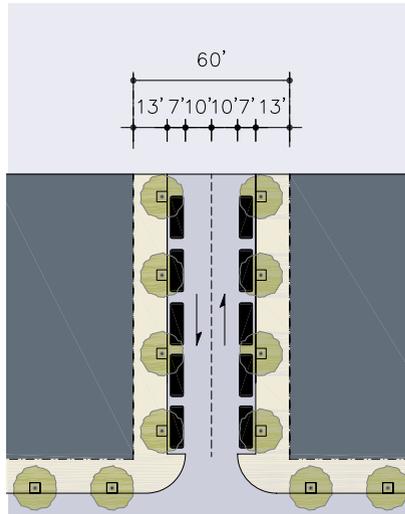
Commercial Street
T6, T5
50 feet
22 feet
Slow Movement
25 MPH
4 seconds
1 lane
One Side @ 7 feet marked
15 feet
Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC
18 foot Sidewalk
4x4" Tree well
Curb
Trees at 30' o.c. Avg.

Commercial Street
T6, T5
55 feet
29 feet
Slow Movement
25 MPH
4 seconds
1 lane
Both Sides @ 7 feet marked
15 feet
Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC
13 foot Sidewalk
4x4" Tree well
Curb
Trees at 30' o.c. Avg.

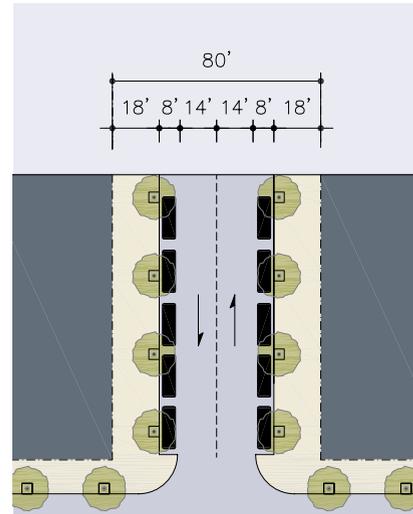


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**CS-60-34**

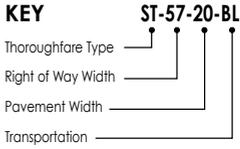


**CS-80-44**

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

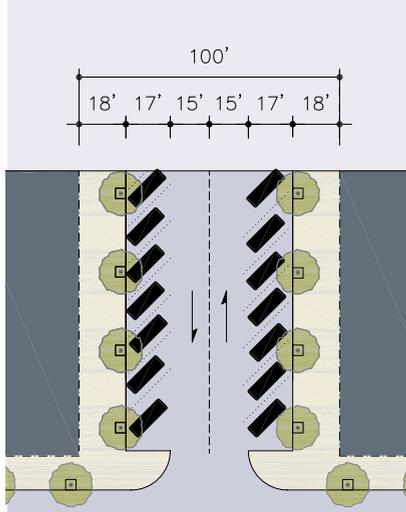
Commercial Street
T6, T5
60 feet
34 feet
Slow Movement
25 MPH
10 seconds
2 lanes
Both Sides angled @ 17 feet marked
15 feet
Gallery/Arcade, Shopfront/Awning
13 foot Sidewalk
4x4" Tree well
Curb
Trees at 30' o.c. Avg.

Commercial Street
T6, T5
80 feet
44 feet
Slow Movement
25 MPH
12 seconds
2 lanes
Both Sides angled @ 17 feet marked
15 feet
Gallery/Arcade, Shopfront/Awning
18 foot Sidewalk
4x4" Tree well
Curb
Trees at 30' o.c. Avg.

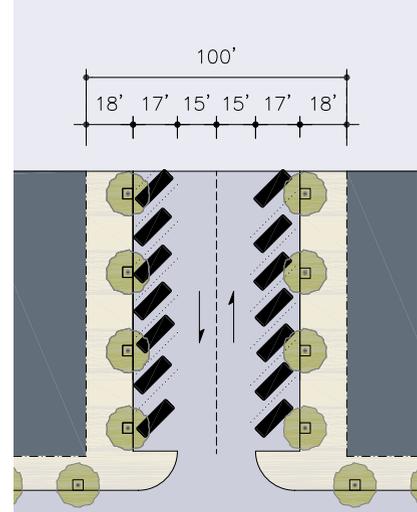


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**CS-80-54**

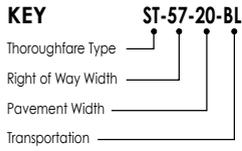


**CS-100-64**

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

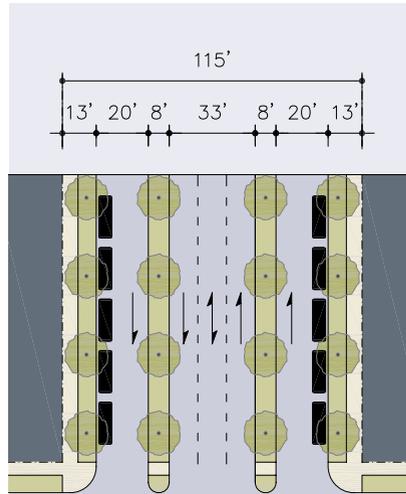
Thoroughfare Type	Commercial Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	80 feet
Pavement Width	54 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Walkway Type	18 foot Sidewalk
Planter Type	4X4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T6, T5
Right-of-Way Width	100 feet
Pavement Width	64 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides angled @ 17 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Walkway Type	18 foot Sidewalk
Planter Type	4X4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

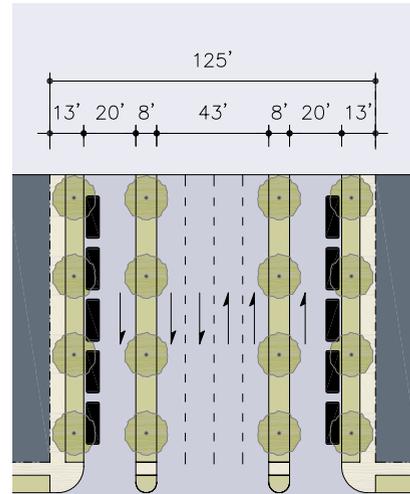


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



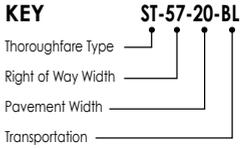
**BV-115-33**



**BV-125-43**

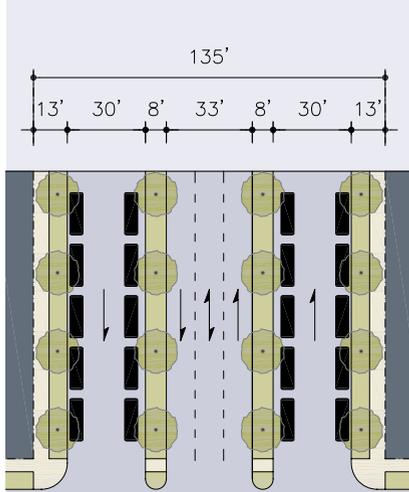
Thoroughfare Type	Boulevard
Transect Zone Assignment	T6, T5
Right-of-Way Width	115 feet
Pavement Width	20 feet - 33 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 9.5 seconds - 6 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Boulevard
Transect Zone Assignment	T6, T5
Right-of-Way Width	125 feet
Pavement Width	20 feet - 43 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	6 seconds - 13 seconds - 6 seconds
Traffic Lanes	4 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Walkway Type	6 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

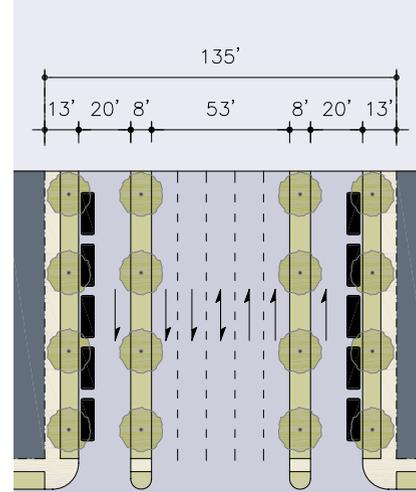


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



**BV-135-33**



**BV-135-53**

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Boulevard	Boulevard
T6, T5	T6, T5
135 feet	135 feet
30 feet - 33 feet - 30 feet	30 feet - 33 feet - 30 feet
Free Movement	Free Movement
35 MPH	35 MPH
8.5 seconds - 9.5 seconds - 8.5 seconds	8.5 seconds - 9.5 seconds - 8.5 seconds
3 lanes, one turning lane & two one-way slip roads	3 lanes, one turning lane & two one-way slip roads
8 feet	8 feet
15 feet	15 feet
Gallery/Arcade, Shopfront/Awning	Gallery/Arcade, Shopfront/Awning
6 foot Sidewalk	6 foot Sidewalk
7 foot Continuous planter	7 foot Continuous planter
Curb	Curb
Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
BR, TR	BR, TR

Boulevard	Boulevard
T6, T5	T6, T5
135 feet	135 feet
20 feet - 53 feet - 20 feet	20 feet - 53 feet - 20 feet
Free Movement	Free Movement
35 MPH	35 MPH
6 seconds - 15 seconds - 6 seconds	6 seconds - 15 seconds - 6 seconds
5 Lanes, one turning lane & two one-way slip roads	5 Lanes, one turning lane & two one-way slip roads
8 feet	8 feet
15 feet	15 feet
Gallery/Arcade, Shopfront/Awning	Gallery/Arcade, Shopfront/Awning
6 foot Sidewalk	6 foot Sidewalk
7 foot Continuous planter	7 foot Continuous planter
Curb	Curb
Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
BR, TR	BR, TR

**TABLE 4A: Public Frontages - General** The **Public Frontage** is the area between the private lot line and the edge of the vehicular lanes. Dimensions are given in Table 4B (Public Frontages - Specific)

		PLAN				
		LOT	R.O.W.			
		PRIVATE FRONTAGE	PUBLIC FRONTAGE			
<p><b>a. (HW) For Highways:</b> This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>			T1	T2	T3	
	<p><b>b. (RR) For Rural Roads:</b> This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters</p>			T1	T2	T3
		<p><b>c. (SR) For Standard Roads:</b> This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>			T3	T4
<p><b>d. (RS) For Residential Street:</b> This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>					T3	T4
	<p><b>e. (SS) (AV) For Standard Streets or Avenues:</b> This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>			T5	T6	
<p><b>f. (CS) (AV) For Commercial Streets or Avenues:</b> This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.</p>				T5	T6	
	<p><b>g. (BV) For Boulevards:</b> This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>			T3	T4	T5





**TABLE 6: Public Planting.** This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. The local planning office selects species appropriate for the bioregion.

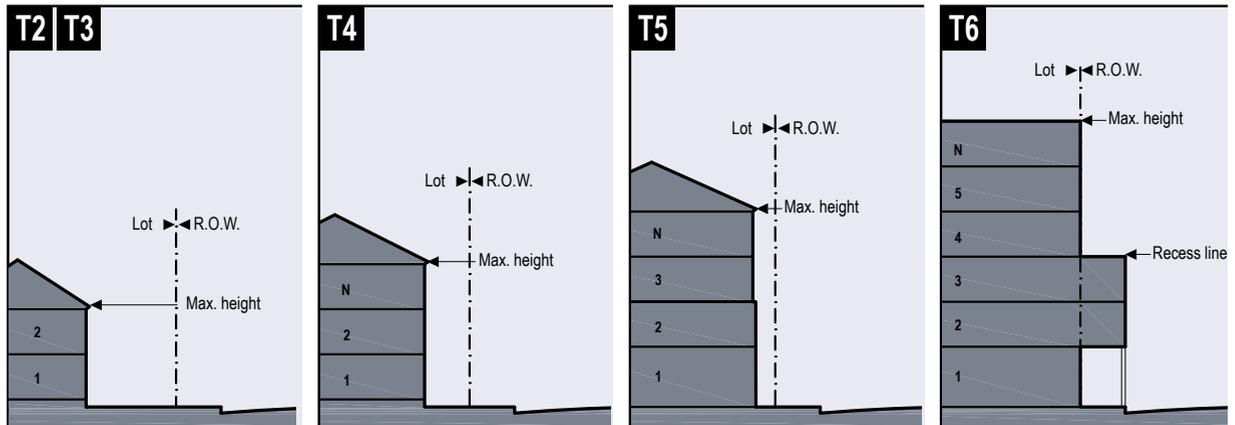
	T1	T2	T3	T4	T5	T6	SD	Specific Planting
Pole 	<input type="checkbox"/>		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>					
Oval 	<input type="checkbox"/>		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>					
Ball 	<input type="checkbox"/>		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>					
Pyramid 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Umbrella 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Vase 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

Note: See Appendix for suggested Tree species for Mississippi Gulf Coast

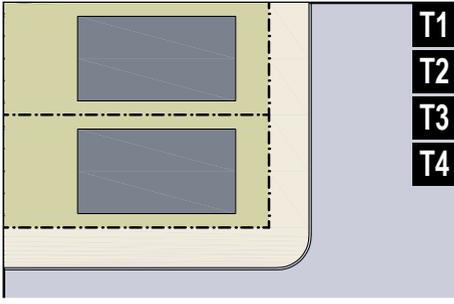
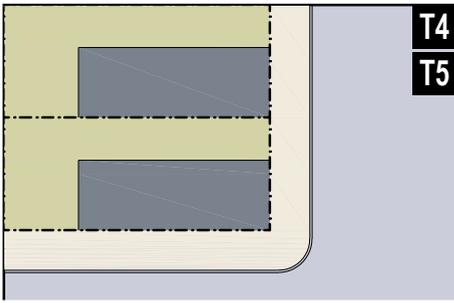
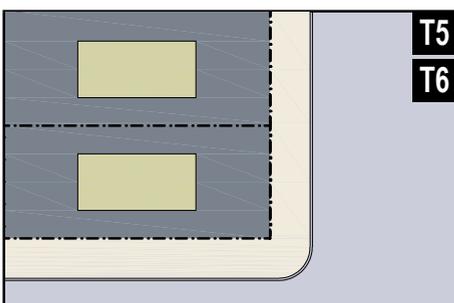
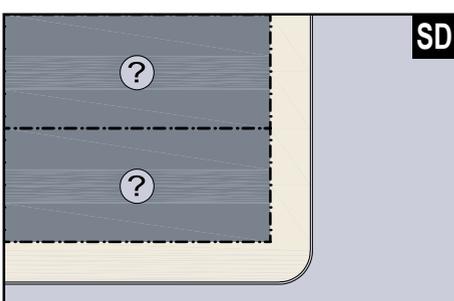
**TABLE 7: Private Frontages.** The Private Frontage is the area between the building and the lot lines.

	SECTION		PLAN	
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE
<p><b>a. Common Yard:</b> a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.</p>				<p>T2</p> <p>T3</p>
<p><b>b. Porch &amp; Fence:</b> a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.</p>				<p>T3</p> <p>T4</p>
<p><b>c. Terrace or Light Court:</b> a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.</p>				<p>T4</p> <p>T5</p>
<p><b>d. Forecourt:</b> a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>				<p>T4</p> <p>T5</p> <p>T6</p>
<p><b>e. Stoop:</b> a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>				<p>T4</p> <p>T5</p> <p>T6</p>
<p><b>f. Shopfront and Awning:</b> a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.</p>				<p>T4</p> <p>T5</p> <p>T6</p>
<p><b>g. Gallery:</b> a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>				<p>T4</p> <p>T5</p> <p>T6</p>
<p><b>h. Arcade:</b> a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>				<p>T5</p> <p>T6</p>

**TABLE 8: Building Configuration.** This table shows prescribed building heights for each Transect Zone. The vertical extent of a building is measured by number of stories, not including a raised basement or an inhabited attic. Heights are measured from the average grade of the frontage line to the eave of a pitched roof or to the surface of a flat roof. The term “tower” here refers to an attached or detached addition to a building, not to an entire building.



**TABLE 9:** Building Type. This table approximates the location of the structure relative to the boundaries of each individual lot, establishing suitable building types for each Transect Zone.

<p><b>a. Edgeyard:</b> Specific Types - Single family House, Cottage, Villa, Estate House, Urban Villa. A building that occupies the center of its lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T1</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T2</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px;">T4</div> </div>
<p><b>b. Sideyard:</b> Specific Types - Charleston Single House, zero-lot-line house. A building that occupies one side of the lot with the Setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage Setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px;">T5</div> </div>
<p><b>c. Rearyard:</b> Specific Types - Townhouse, Rowhouse, Live-Work unit, perimeter block. A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T5</div> <div style="background-color: black; color: white; padding: 2px 5px;">T6</div> </div>
<p><b>d. Courtyard:</b> Specific Types - Patio House. A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T5</div> <div style="background-color: black; color: white; padding: 2px 5px;">T6</div> </div>
<p><b>e. Specialized:</b> A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px;">SD</div> </div>

**TABLE 10:** Specific Function. This table expands the Building Function categories of Table 11 to delegate specific functions within Transect Zones. Table 10 should be customized for local character and requirements.

	T1	T2	T3	T4	T5	T6	SD
<b>a. RESIDENTIAL</b>							
Apartment Building				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Row House				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Duplex House				<input type="checkbox"/>	<input type="checkbox"/>		
Sideyard House			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Cottage			<input type="checkbox"/>	<input type="checkbox"/>			
House		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Estate House		<input type="checkbox"/>					
Accessory Unit		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Manufactured House			<input type="checkbox"/>				<input type="checkbox"/>
Temporary Tent	<input type="checkbox"/>						
Live-Work Unit			<input type="checkbox"/>				
<b>b. LODGING</b>							
Hotel (no room limit)					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inn (up to 12 rooms)		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Inn (up to 5 rooms)		<input type="checkbox"/>					
S.R.O. hostel			<input type="checkbox"/>				
School Dormitory				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>c. OFFICE</b>							
Office Building				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Live-Work Unit			<input type="checkbox"/>				
<b>d. RETAIL</b>							
Open-Market Building		<input type="checkbox"/>					
Retail Building				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Display Gallery				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurant				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kiosk				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Push Cart					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Liquor Selling Establishment					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adult Entertainment						<input type="checkbox"/>	<input type="checkbox"/>
<b>e. CIVIC</b>							
Bus Shelter			<input type="checkbox"/>				
Convention Center						<input type="checkbox"/>	<input type="checkbox"/>
Conference Center					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exhibition Center						<input type="checkbox"/>	<input type="checkbox"/>
Fountain or Public Art	<input type="checkbox"/>						
Library				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Live Theater					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Movie Theater					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Museum					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor Auditorium	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Structure					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Passenger Terminal					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Playground	<input type="checkbox"/>						
Sports Stadium						<input type="checkbox"/>	<input type="checkbox"/>
Surface Parking Lot				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	T1	T2	T3	T4	T5	T6	SD
<b>f. OTHER: AGRICULTURE</b>							
Grain Storage	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
Livestock Pen	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
Greenhouse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>
Stable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>
Kennel	<input type="checkbox"/>						
<b>f. OTHER: AUTOMOTIVE</b>							
Gasoline		<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Automobile Service							<input type="checkbox"/>
Truck Maintenance							<input type="checkbox"/>
Drive -Through Facility					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rest Stop	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
Roadside Stand	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
Billboard						<input type="checkbox"/>	<input type="checkbox"/>
Shopping Center							<input type="checkbox"/>
Shopping Mall							<input type="checkbox"/>
<b>f. OTHER: CIVIL SUPPORT</b>							
Fire Station			<input type="checkbox"/>				
Police Station				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cemetery		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>
Funeral Home				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hospital					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical Clinic				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>f. OTHER: EDUCATION</b>							
College					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High School				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trade School					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elementary School			<input type="checkbox"/>				
Other- Childcare Center		<input type="checkbox"/>					
<b>f. OTHER: INDUSTRIAL</b>							
Heavy Industrial Facility							<input type="checkbox"/>
Light Industrial Facility						<input type="checkbox"/>	<input type="checkbox"/>
Truck Depot							<input type="checkbox"/>
Laboratory Facility						<input type="checkbox"/>	<input type="checkbox"/>
Water Supply Facility							<input type="checkbox"/>
Sewer and Waste Facility							<input type="checkbox"/>
Electric Substation	<input type="checkbox"/>						
Wireless Transmitter	<input type="checkbox"/>	<input type="checkbox"/>					<input type="checkbox"/>
Cremation Facility							<input type="checkbox"/>
Warehouse						<input type="checkbox"/>	<input type="checkbox"/>
Produce Storage							<input type="checkbox"/>
Mini-Storage							<input type="checkbox"/>

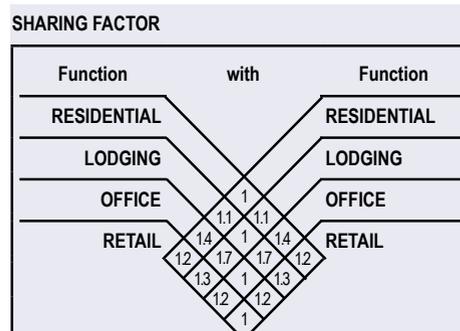
BY RIGHT  
 BY VARIANCE

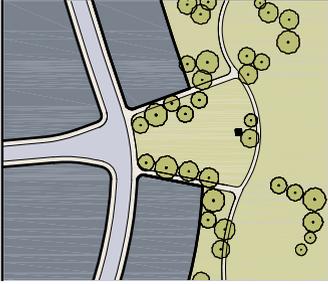
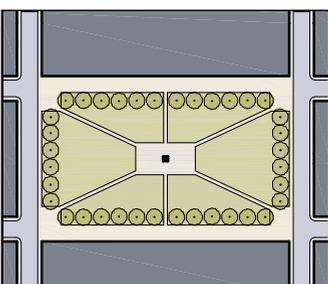
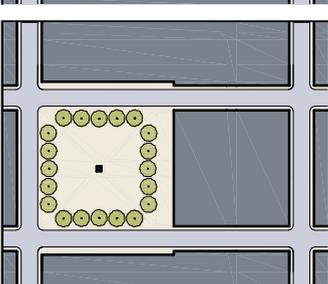
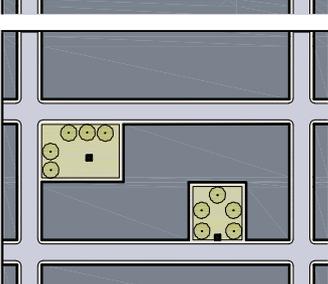
**TABLE 11: Building Function - General.** This table categorizes building functions within Transect Zones. For greater precision describing the functions, see Table 10.

	<b>T3</b>	<b>T4</b>	<b>T5   T6</b>
<b>a. RESIDENTIAL</b>	<b>Restricted Residential:</b> 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.	<b>Limited Residential:</b> 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 (See Table 10).	<b>Open Residential:</b> 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 (See Table 10).
<b>b. LODGING</b>	<b>Restricted Lodging:</b> 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.	<b>Limited Lodging:</b> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Open Lodging:</b> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times.
<b>c. OFFICE</b>	<b>Restricted Office:</b> The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Limited Office:</b> The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Open Office:</b> The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
<b>d. RETAIL</b>	<b>Restricted Retail:</b> The building area available for retail use is restricted to one block corner location at the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood store or food service seating of no more than 20.	<b>Limited Retail:</b> The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	<b>Open Retail:</b> 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.
<b>e. CIVIC</b>	See Table 10	See Table 10	See Table 10
<b>f. OTHER</b>	See Table 10	See Table 10	See Table 10

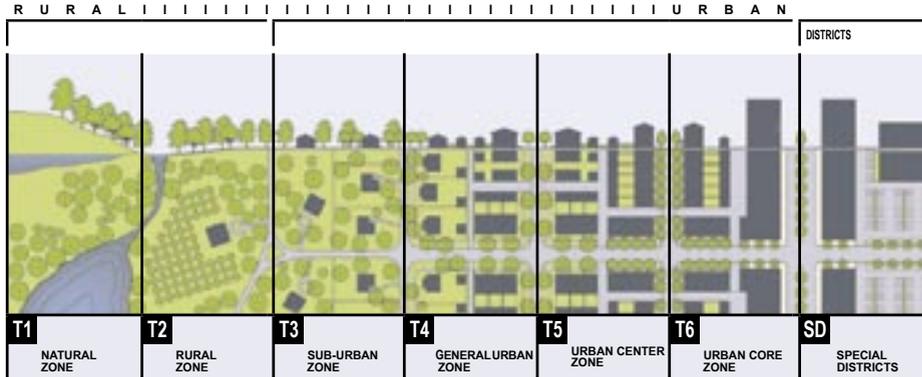
**TABLE 12: Parking Calculation.** The Required Parking table summarizes the parking requirements of Table 11 for each site or, conversely, the amount of building allowed on each site given the parking available.

REQUIRED PARKING (See table 11)			
	<b>T2   T3</b>	<b>T4</b>	<b>T5   T6</b>
<b>RESIDENTIAL</b>	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
<b>LODGING</b>	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
<b>OFFICE</b>	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
<b>RETAIL</b>	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
<b>CIVIC</b>	To be determined by warrant		
<b>OTHER</b>	To be determined by warrant		



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

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



	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICTS
<b>A. ALLOCATION OF ZONES (see Section 3.1 and Table 2)</b>							
CLD	no minimum	50% MIN	10 - 30%	20 - 40%	prohibited		
TND	no minimum		10 - 30%	30 - 60%	10 - 30%	prohibited	
RCD	no minimum		prohibited	10 - 30%	10 - 30%	40 - 80%	
TOD	no minimum		prohibited	0 - 30%	0 - 30%	40 - 100%	
<b>B. BASE RESIDENTIAL DENSITY (see Section 3.4)</b>							
By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross	
By TDR	by Variance		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross	
Other Functions	by Variance		10 - 20% min	20 - 30% min	30 - 50% min	50 - 70% min	
<b>C. BLOCK SIZE</b>							
Block Perimeter	no maximum		3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *	* 3000 ft. max with parking structures
<b>D. PUBLIC FRONTAGES (see Table 2)</b>							
HW & RR	permitted			prohibited			
BV	prohibited		permitted				
SR	prohibited		permitted		prohibited		
RS	prohibited		permitted		prohibited		
SS & AV	prohibited				permitted		
CS & AV	prohibited				permitted		
Rear Lane	permitted				prohibited		
Rear Alley	prohibited		permitted	required			
Path	permitted				prohibited		
Passage	prohibited		permitted				
Bicycle Trail	permitted			prohibited *			
Bicycle Lane	permitted				prohibited		
Bicycle Route	permitted						* permitted within Open Spaces
<b>E. CIVIC SPACES (see Table 13)</b>							
Park	permitted						
Green	prohibited		permitted			prohibited	
Square	prohibited			permitted			
Plaza	prohibited				permitted		
Playground	permitted						
<b>F. LOT OCCUPATION</b>							
Lot Width	by Variance	by Warrant	72 ft. min 120 ft. max	18 ft. min 96 ft. max	18 ft. min 180 ft. max	18 ft. min 700 ft. max	
Lot Coverage	by Variance	by Warrant	60% max	70% max	80% max	90% max	
<b>G. BUILDING SETBACK</b>							
Front Setback	by Variance	48 ft. min	24 ft. min	6 ft. min 18 ft. max	0 ft. min 12 ft. max	0 ft. min 12 ft. max	
Side Setback	by Variance	96 ft. min	12 ft. min	0 ft. total min	0 ft. min 24 ft. max	0 ft. min 24 ft. max	
Rear Setback	by Variance	96 ft. min	12 ft. min	3 ft. min *	3 ft. min *	0 ft. min	* or 15 ft. from center line of alley
<b>H. BUILDING TYPE (see Table 9)</b>							
Edgeyard	permitted				prohibited		
Sidyard	prohibited			permitted		prohibited	
Rearyard	prohibited			permitted	permitted		
<b>I. PRIVATE FRONTAGES (see Table 7)</b>							
Common Yard	not applicable	permitted		prohibited			
Porch & Fence	not applicable	prohibited	permitted		prohibited		
Terrace or L.C.	not applicable	prohibited		permitted		prohibited	
Forecourt	not applicable	prohibited		permitted			
Stoop	not applicable	prohibited		permitted			
Shopfront & Awning	not applicable	prohibited		permitted			
Gallery	not applicable	prohibited		permitted			
Arcade	not applicable	prohibited			permitted		
<b>J. BUILDING HEIGHT (see Table 8)</b>							
Principal Building	not applicable	3 stories max		4 stories max, 2 min	6 stories max, 2 min	12 stories max, 2 min	
Outbuilding	not applicable	2 stories max		2 stories max	2 stories max	not applicable	
<b>K. BUILDING FUNCTION (see Table 10 &amp; 11)</b>							
Residential	prohibited	restricted use		limited use	open use		
Lodging	prohibited	restricted use		limited use	open use		
Office	prohibited		restricted use	limited use	open use		
Retail	prohibited		restricted use	limited use	open use		

DISTRICTS  
CONFIGURATION  
FUNCTION

*municipality, Mississippi*

**Table 15: Special District Summary.** Special Districts (SD) are areas that cannot comply with this Code. The metrics for each column of this table (SD1, SD2, etc.) are to be filled out with the details of each Special District as they currently exist, or as they are permitted. **More pages can be added.**

Note: This table to be completed as each Special District is approved.

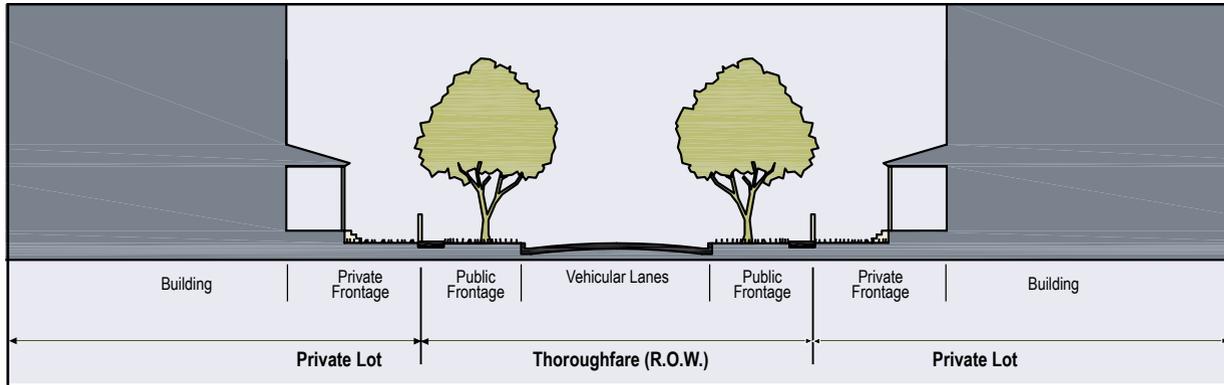
	DISTRICT <b>SD1</b>	DISTRICT <b>SD2</b>	DISTRICT <b>SD3</b>	DISTRICT <b>SD4</b>	DISTRICT <b>SD5</b>	DISTRICT <b>SD6</b>	DISTRICT <b>SD7</b>
<b>A. ALLOCATION OF ZONES</b>							
a. CLD / Cluster	X						
b. TND / Village	X						
c. TOD / Town	X						
<b>B. BASE DENSITY ALLOCATION</b>							
a. HousingBy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

DISPOSITION

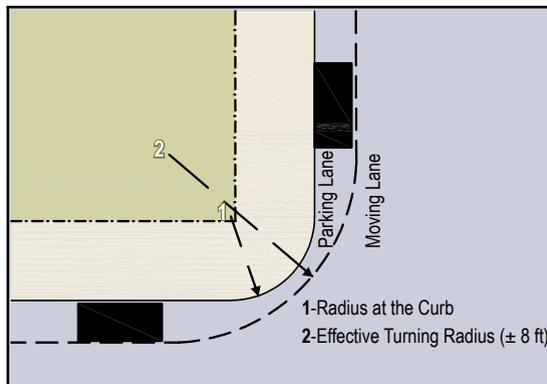
CONVERSION

FUNCTION

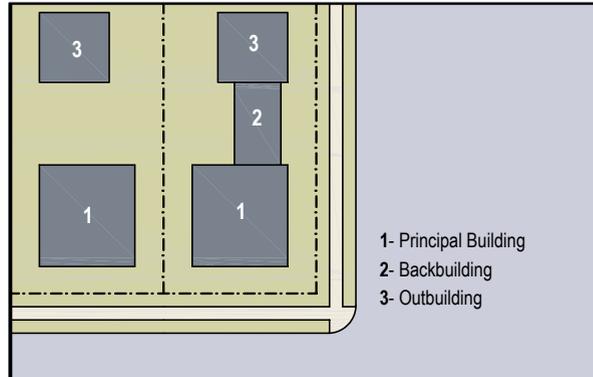
**a. THOROUGHFARE & FRONTAGES**



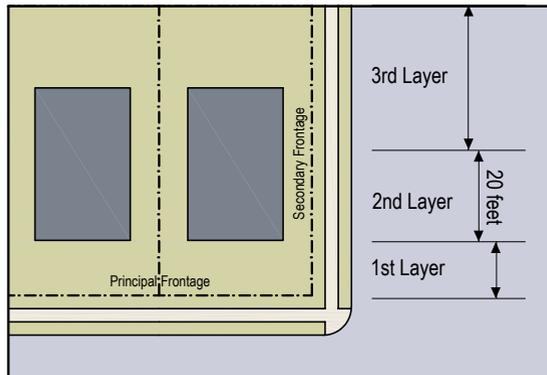
**b. TURNING RADIUS**



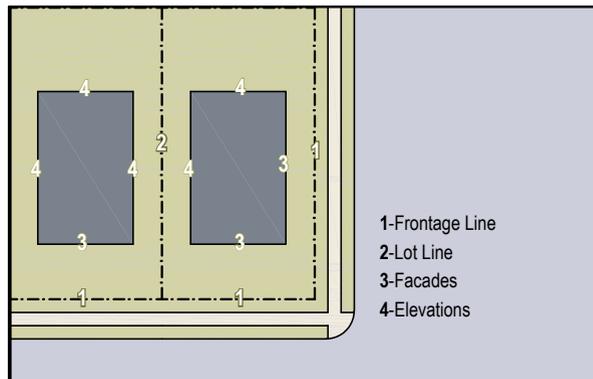
**c. BUILDING DISPOSITION**



**d. LOT LAYERS**



**e. FRONTAGE & LOT LINES**



This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Planning Office shall determine the correct definition of the term.

## DEFINITIONS

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

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

**Ancillary Unit:** an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 16 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. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

**Backbuilding:** a single-story structure connecting a principal building to an outbuilding (see Table 16).

**Bicycle Lane (BL):** a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

**Bicycle Route (BR):** a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

**Bicycle Trail (BT):** a bicycle way running independently of a high-speed vehicular thoroughfare.

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

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

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

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

**Building Configuration:** the form of a building, based on its massing, private frontage, and height.

**Building Disposition:** the placement of a building on its lot (see Table 9).

**Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 10 & 11).

**Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Table 8).

**Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

**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 **Warrant** and **Variance**).

**CLD:** Conservation Land Development, Clustered Land Development. An incomplete neighborhood, standing free in the countryside. Because of a location away from transportation, CLD has a weak commercial center. This is the only Community type permitted by Right in the Restricted Growth Sector. (Syn: Hamlet, Cluster)

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

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

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

**Civic Space:** an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings (see Table 13).

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

**Common Destination:** An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, a bus stop. A Common Destination may act as the social center of a Neighborhood. (See Section 3.7 Civic Function).

**Community Type:** a category defining the physical form of a settlement. The three basic Community Types addressed in this Code are CLD, TND, and RCD/TOD. The choice of Community Type will depend upon the regional Sector, level of urban intensity desired, particulars of the site, transportation, and implementation.

**Consolidated Review Committee (CRC):** Usually part of the Planning Office, a CRC is composed of one representative from each of the regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the UDC or DDC. See Section 1.4.3.

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

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

**Cottage:** an edgeyard building type. A single-family dwelling, on a regular lot, often shared with an ancillary building in the rearyard.

**Courtyard Building:** a building that occupies the boundaries of its lot while internally defining one or more private patios.

**Curb:** the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 4).

**DDC:** Design and Development Center. See **UDC**.

**Density:** the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.4).

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

MPH). Lane width is determined by desired design speed.

**Developable areas:** residual to the Preserved Open Sector.

**District:** see **Special District**.

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

**Edgeyard Building:** a building that occupies the center of its lot with setbacks on all sides.

**Elevation:** an exterior wall of a building not along a Frontage Line. See: **Facade** (Table 16)

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

**Entrance, Principal:** the main point of access of pedestrians into a building.

**Estate House** (Syn.: Country house, Villa): an edgeyard building type. A single-family dwelling on a very large lot of rural character, often shared by one or more ancillary buildings.

**Facade:** the exterior wall of a building that is set along a Frontage Line (see **Elevation**; **Frontage Line**).

**Frontage Line:** those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 16).

**GIS (Geographic Information System):** a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sector Plan should be based on GIS information (Section 2.1).

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

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

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

**Growth Sector:** one of the three Sectors for New Communities or the Infill Sector, where development is permitted by right.

**Hamlet:** See **CLD**.

**Home Occupation:** non-retail commercial enterprises permitted in Zones T3-6. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding. Permitted activities are defined by the Restricted Office category (Table 11).

**House** (Syn.: Single): an edgeyard building type. A single-family dwelling on a large lot, often shared with an ancillary building in the rearyard.

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

**Infill:** a project within existing urban fabric.

**Inside Turning Radius:** the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. (See Tables 3 and 16)

**Layer:** a range of depth of a lot within which certain elements are permitted (see Table 16).

**Linear Pedestrian Shed:** A Pedestrian Shed that is elongated along an important Commercial corridor such as a main street. The resulting shed is shaped like a lozenge. (Sometimes called an Elongated Pedestrian Shed.)

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

**Live-Work:** a fee-simple dwelling unit that contains a Commercial component anywhere in the unit. (Syn.: Flexhouse.) (See **Work-Live**.)

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

**Long Pedestrian Shed:** A Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination. People have been shown to walk ten minutes to transit. **See Pedestrian Shed.**

**Lot Line:** the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 16 and 14G).

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

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

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

**Neighborhood:** a mostly residential area, often but not necessarily with a recognizable edge, based on a mapped Pedestrian Shed with a mixed-use center or corridor.

**Net Developable Area, Net Site Area:** the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 14A.

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

**Open Sector:** One of the two Sectors where development is not permitted.

**Outbuilding:** an accessory building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 16).

**Parking Structure:** a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

**Passage (PS):** a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.

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

**Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND and a T6 Zone for RCD. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed. (Sometimes called a “walkshed” or “walkable catchment.”) A Linear Pedestrian Shed is elongated to follow a Commercial corridor. See **Standard, Long, or Linear Pedestrian Shed**.

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

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

**Principal Building:** the main building on a lot, usually located toward the frontage (see Table 16).

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

**Public Frontage:** the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 4).

**Rear Alley (AL):** a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

**Rear Lane (LA):** a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

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

**RCD or Regional Center Development :** a Community Type based upon a partial or entire Long Pedestrian Shed, oriented toward a strong Town Center. With transit existing or proposed, it is called TOD (Transit-Oriented Development). The minimum developable area of an RCD/TOD is 160 acres. This Community Type is permitted by right within the G-3 Intended Growth Sector (see Section 3.3.3) and the G-4 Infill Growth Sector (see Section 4.3.2) RCD/TOD may be adjoined without buffers by one or several Standard Pedestrian Sheds that meet the individual Transect Zone requirements of an RCD as specified in Tables 2 and 14A.

**Residential:** premises available for long-term human dwelling.

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

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

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

**Rowhouse:** a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line (Syn: Townhouse; see **Rearyard Building**).

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

**Secondary Grid:** see **Primary-Secondary Grid**.

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

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

**Setback:** the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback (see Section 5.2.1 and Table 14G).

**Shared Parking Policy:** an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Tables 11 and 12).

**Sideyard Building:** a building that occupies one side of the lot with a setback to the other side.

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

**Special District (SD):** Special District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or four Community Types specified by this Code. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc.

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

**Standard Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather

than drive. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. (Sometimes called a “walkshed” or “walkable catchment.”) See **Pedestrian Shed**.

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

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

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

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

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

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

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

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

**TDR Sending Area:** an area previously zoned for development within the designated Reserved Open Sector (O2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserved Open Sector (O1)

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

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

**Thoroughfare:** a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Tables 3 and 16).

**Tier:** synonym for Sector.

**TND or Traditional Neighborhood Development:** a Community Type based upon a Standard Pedestrian Shed oriented toward a Common Destination consisting of a mixed-use center or corridor, and having a minimum developable area of 80 acres. This Community Type is permitted by right within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector (see Section 3.3.2) and the G-4 Infill Growth Sector (see Section 4.3.2). A TND may be comprised of a partial or entire Standard

Pedestrian Shed or more than one Standard Pedestrian Shed. (Syn.: Village, Urban Village).

**TOD:** Transit-Oriented Development. TOD is Regional Center Development (RCD) with transit available or proposed. This Community Type is permitted by right within the G-3 Intended Growth Sector and G-4 Infill Growth Sector.

**Town:** RCD. A Community Type consisting of at least one Long Pedestrian Shed with a strong mixed-use center, or more than one TND sharing a center.

**Town Center:** the mixed-use center or main Commercial corridor of a community. A Town Center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A Town Center for RCD or TOD communities may be a substantial downtown Commercial area, often connected to other Town Centers by transit.

**Townhouse:** Syn. **Rowhouse.** (See **Rearyard Building.**)

**Transect:** a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

**Transect Zone (T-Zone):** Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core (see Table 1).

**Transition Line:** a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

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

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

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

**Urban Village:** A TND Community Type within an urbanized area. See: **TND.**

**Variance:** a ruling that would permit a practice that is not consistent with either a provision or the Intent of this Code (Section 1.2). Variances are usually granted by the Board of Appeals in a public hearing. See Section 1.5.

**Village:** A Village is usually a TND Community Type standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor. See: **TND.**

**Warrant:** a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by its Intent (Section 1.2). Warrants are usually granted administratively through the CRC (See Section 1.5).

**Work-Live:** a fee-simple mixed-use unit with a substantial Commercial component that may accommodate employees and walk-in trade. Therefore the unit shall require ADA compliance for accessibility. (Syn.: Live-With.) (See **Live-Work.**)

## **APPENDIX A**

### **TREES AND SHRUBS SUITABLE FOR MISSISSIPPI GULF COAST**

for Table 6 of the SmartCode (Source: Mark LaSalle, Audubon Society)  
Specific Transect Zone calibration of Table 6 will be made available soon  
to all Renewal Forum towns.

**The following species can thrive in FEMA's V Zones and A Zones, for all 6 Transect Zones, Maritime Forest and upland (tolerant of salt spray, thrive in wet soils):**

Bald Cypress – excellent landscape tree  
Darlington Oak – tall  
Live Oak  
Slash Pine  
Southern Magnolia – can trim up tall  
Spruce Pine  
Sweetbay Magnolia  
Water Oak - deciduous

#### **Wet soil, but not V salt zone:**

Big Leaf Magnolia – 100-200 meters upland, no salt  
Black Gum – all 6 Transect Zones, regular branches, cone shape  
Buckwheat  
Fringe Tree  
Overcup Oak  
River Birch  
Serviceberry  
Sycamore  
Wild Olive – urban evergreen

#### **Shrubs:**

American Beauty Berry  
Azalea  
Wax Myrtle – good in parking lots & medians, low maint. evergreen  
Yaupon – irregular shape

#### **Drier areas:**

American Beech  
Longleaf Pine  
Red Cedar – tolerant, good native, blocks frontages so not best for T5/6  
Southern Red Oak – deciduous  
Tulip Poplar – deciduous  
White Oak – beautiful, columnar/canopy

#### **General Advice:**

*Overused:* Crepe Myrtle (high maintenance); Red Maple (blows down)  
Generally avoid overplanting under power lines.  
T5/6 trees need adequate drip line (large enough planters).  
Compaction in T5/6 hurts many species.  
Trees (including Live Oaks) that lose leaves during storms are fine,  
if roots haven't been exposed.

## **APPENDIX B**

### **RESOURCES**

#### **On the New Urbanism:**

*The Charter of the New Urbanism*, by the Congress for the New Urbanism  
*Suburban Nation*, by Andrés Duany, Elizabeth Plater-Zyberk, and Jeff Speck  
*New Urbanism: Toward an Architecture of Community*, by Peter Katz  
*The Next American Metropolis: Ecology, Community and the American Dream*, by Peter Calthorpe  
*New Urbanism: Comprehensive Report & Best Practices Guide*,  
by New Urban News  
*The Geography of Nowhere*, by James Howard Kunstler  
*The Wealth of Cities*, by John Norquist  
*The New Transit Town*, by Hank Dittmar  
*The New American Urbanism*, by John Dutton

#### **On the Transect and SmartCode:**

List of publications and resources at:

<http://www.placemakers.com/info/infoClear.html>

Short piece about the launch of the SmartCode (2003):

<http://www.tndtownpaper.com/Volume5/smartcode.htm>

CNU Council Report IV - information on the SmartCode and progressive codes in general; transcripts from Santa Fe 2002 Council on Codes:

<http://www.nucouncil.net/nucouncil.asp?a=spf&pfk=3>

“Making the Good Easy: The Smart Code,” Andrés Duany and Emily Talen, *Fordham Urban Law Review Journal* 29, 4: 1445-1468. (2002)

Forthcoming (February 2006) - “Making Traditional Town Planning Legal Again: Legally Calibrating the SmartCode for Local Jurisdictions” by Chad Emerson. [cemerson@FAULKNER.EDU](mailto:cemerson@FAULKNER.EDU)

#### **On Charrettes:**

<http://www.charretteinstitute.org/>

#### **Selected Books and Articles:**

[http://dpz.com/company\\_bibliography.htm](http://dpz.com/company_bibliography.htm)

To order a hard copy of the *SmartCode & Manual* including the complete Annotated v8.0 SmartCode, contact New Urban Publications, Inc. at 607-275-3087 or [<rob@newurbannews.com>](mailto:rob@newurbannews.com)