SMARTCODE
A Comprehensive Form-Based Planning Ordinance

SmartCode 6.5 | 2005

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ILLUSTRATION BY EUSEBIO AZCUE
Curbing Sprawl With a Code

By Andrés Duany

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

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

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

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

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

Individually, the decisions made in regards to planning are quite plausible, but collectively they lead to a pattern that is dysfunctional. Wide residential streets, for example, seem like a reasonable way to speed emergency vehicles on their way. Yet wide streets are more dangerous for pedestrians and often allow for fewer road interconnections, which may actually make it more difficult for fire trucks to get where they need to go. Whether it is street width, housing density, building placement or landscaping, no design decision should be made in isolation.

In order to create places that serve both people and the natural environment well, planners must be given the proper tools. The best of intentions by planners to incorporate smart growth principles into the planning of their municipalities have often been thwarted by non-permitting or restrictive zoning codes. An attempt to work around the code requires either numerous revisions to the existing code or a slew of variances. Both of these choices are frustrating and time-consuming to implement. A third option is to adopt an enabling code — one that encourages good development practices to be put into practice. An example of this type is the SmartCode.

The SmartCode is a planning tool that promotes a sustainable urban pattern while protecting landscape that is considered ecologically and culturally valuable. This is accomplished by the creation of plans and standards that determine where development will occur and how it will be implemented.

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

What is the Transect?

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

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

In transect planning, the essential task is to find the main qualities of immersive environments. Once these are discovered, transect planning principles are applied to rectify the inappropriate intermixing of rural and urban elements. Finding the proper balance between natural and human-made environments results in higher-quality places at every point of the spectrum and puts an end to creating sprawl conditions.
<table>
<thead>
<tr>
<th>Zone</th>
<th>Land Uses</th>
<th>Buildings</th>
<th>Private Frontages</th>
<th>Public Frontages</th>
<th>Thoroughfares</th>
<th>Open Spaces</th>
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<tbody>
<tr>
<td><strong>T1</strong></td>
<td>Natural preserve, recreation and camping</td>
<td>Utility infrastructure and camp buildings</td>
<td>Common landscapes</td>
<td>Swales and naturalistic planting, bike trails</td>
<td>Highways and roads</td>
<td>Parkland</td>
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<td><strong>T2</strong></td>
<td>Natural reserve, agriculture, recreation and camping</td>
<td>Utility infrastructure, agricultural buildings and farmhouses, migrant workers housing and campgrounds</td>
<td>Common landscapes</td>
<td>Swales and naturalistic planting, bike trails</td>
<td>Highways and roads</td>
<td>Parkland</td>
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<td><strong>T3</strong></td>
<td>Low density residential and home occupations</td>
<td>Houses and outbuildings</td>
<td>Common landscapes</td>
<td>Open swales, some flat curbs, bike lanes and naturalistic tree planting</td>
<td>Roads and a few streets, rear lanes, some unpaved</td>
<td>Orchards, parks and greens</td>
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<tr>
<td><strong>T4</strong></td>
<td>Medium density residential and home occupations, limited commercial and lodging</td>
<td>Houses and outbuildings, townhouses, live/work units, corner stores, inns</td>
<td>Common lawns, porches, fences, naturalistic tree planting</td>
<td>Raised curbs, narrow sidewalks, bike lanes, continuous planters, street trees in alley</td>
<td>Streets and rear lanes</td>
<td>Squares and playgrounds</td>
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<td><strong>T5</strong></td>
<td>Medium intensity residential and commercial: retail, offices, lodging, civic buildings</td>
<td>Townhouses, apartment houses, live-work units, shopfront buildings and office buildings, hotels, churches, schools</td>
<td>Common lawns, porches, fences, naturalistic tree planting</td>
<td>Raised curbs, wide sidewalks, bike routes, continuous or discontinuous planters, street trees in alley</td>
<td>Boulevards, avenues, couplets, main streets, streets and rear alleys</td>
<td>Squares, plazas and playgrounds</td>
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<tr>
<td><strong>T6</strong></td>
<td>High intensity residential and commercial: retail and offices, lodging, civic buildings</td>
<td>High- and medium-rise apartment and office buildings, hotels, townhouses, live-works, shopfronts, churches, civic buildings</td>
<td>Common lawns, porches, fences, naturalistic tree planting</td>
<td>Raised curbs, wide sidewalks, bike routes, discontinuous planters, street trees in alley</td>
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**THE NATURAL ZONE** consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

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

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

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

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

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

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[See newest version of SmartCode at www.smartcodecentral.com]
THE TRADITIONAL NEIGHBORHOOD and SUBURBAN SPRAWL

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

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

The traditional pattern of walkable, mixed-use neighborhoods has been inadvertently prohibited by current ordinances. Thus, designers find themselves in the ironic situation of being forbidden from building in the manner of our admired historic places. One cannot propose a new Annapolis, Marblehead, or Key West, without seeking substantial variances from current codes.

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

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

- The neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The compatible in size and in disposition on their lots. There is a mixture of houses (large and small), outbuildings, small apartment buildings, shops, restaurants, offices and warehouses. Civic buildings (schools, meeting halls, theaters, churches, clubs, museums, etc.) are often placed on squares or at the termination of street vistas. By being built at important locations these buildings serve as landmarks.
- Open space is provided in the form of specialized squares, playgrounds, and parks and, in the case of villages, greenbelts.

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

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

Positive Consequences of TND

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

Negative Consequences of CSD

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

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

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

The SmartCode is divided into Articles:
- Article 1 is general to all plans and it supports all other articles.
- Article 2 is for preparing regional plans and is for use by planning departments.
- Article 3 is for preparing new community plans and is for use by land developers.
- Article 4 is for preparing infill plans and is for use by planning departments.
- Article 5 is for preparing site and building plans and is for use by owners and builders.
- Article 6 contains diagrams and tables supporting the other articles.
- Article 7 contains terms and definitions supporting the other articles.
- The Sector System employed in this Code is diagrammed in Table 4.
- The Transect System of zoning employed by this code is diagrammed in Table 3 and 5, and described as follows:
  - The Transect is a regional framework that identifies and organizes a continuous range of [habitats] from the most natural to the most urban.
  - The continuum of a Transect, when subdivided, lends itself to the creation of zoning categories.
  - The zoning categories include standards that encourage diversity similar to that of organically evolved settlements.

The standards overlap, reflecting the successional ecocores of natural and human communities. A Transect integrates environmental and zoning methodology, enabling environmentalists to assess the design of social habitats and the urbanists to support the viability of natural habitats.

NOTES
- The SmartCode is a model ordinance. It is not persuasive and instructive like a guideline, nor is it intentionally general, like a vision statement. It is meant to be law, precise and technical, administered by professional planning departments and interpreted by elected representatives of local government.
- The SmartCode must be adjusted to regional character by architects and landscape architects, and to state and local law by planners, civil engineers and land-use attorneys.
- This text appears here as a model code. Portions of text that should be altered to reflect local usage appear within brackets [ ]. In addition, every standard appearing in Table 19 is subject to alteration.
- The widespread application of this code would be facilitated by the passage of enabling legislation at the state level. The states of Pennsylvania and California have implemented legislation to this end.
- There is language for such legislation written for the state of Georgia.
- The intent statement which is provided is modified from the Charter of the New Urbanism.
- A supplementary forms-based code is available. This may be used to provide illustrations, or it may be provided to developers for use as guidelines for their private communities.
- Architectural Standards (Sections 5.2, 5.3) are optional.

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

1.1.1 The action of the [Municipality, State] in the adoption of this Code is authorized under:
(a) [The Charter of the Municipality, Section X].
(b) [The Local and State Statutes, Section X].

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

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

1.2 INTENT

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

1.2.1 The Region

(a) That the region [should] retain its natural infrastructure and visual coherence, in part through 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 a neighborhood pattern and be integrated with the existing urban pattern.
(d) That development non-contiguous to urban areas should be organized in the pattern of clusters, traditional neighborhoods or villages, and Regional Centers.
(e) That the pattern of development [should] respect historical precedents.
(f) That remote single-use complexes.
(g) That civic, institutional and commercial activity stops.

1.2.2 The Community

(a) That neighborhoods and Regional Centers [should] be defined and protected, and in place.
(b) That neighborhoods and Regional Centers [should] be the preferred pattern of development and that the approved use in such area [should] be the only exception.
(c) That ordinary activities of daily living [should] occur with walking distance of most dwellings, allowing independence to those who do not drive.
(d) That interconnected networks of thoroughfares [should] be designed to disperse and reduce the length of automobile trips.
(e) That within neighborhoods, a range of housing types and price levels [should] be provided to accommodate diverse ages and incomes.
(f) That appropriate building densities and land uses [should] be provided within walking distance of transit stops.
(g) That civic, institutional and commercial activity [should] be embedded in downtowns, not isolated in remote single-use complexes.
(h) That schools [should] be sized and located to enable children to walk or bicycle to them.
(i) That a range of open space including parks, squares and playgrounds [should] be distributed within neighborhoods and town centers.

1.2.3 The Block and the Building

(a) That buildings and landscaping [should] contribute to the physical definition of thoroughfares as civic places.
(b) That development [should] adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
(c) That the design of streets and buildings [should] reinforce safe environments, but not at the expense of accessibility.
(d) That architecture and landscape design [should] grow from local climate, topography, history, and building practice.
(e) That buildings [should] provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
(f) That civic buildings and public gathering places [should] be provided located 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 referenced, and ‘may’ when optional.

1.3.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the [Local Health & Safety Code].

1.3.3 The [Existing Codes] continue to be applicable to issues not covered by this Code except where these would contradict the Intent Section 1.2, in which case the conflict shall be resolved in favor of this Code.

1.3.4 Terms used throughout this Code shall take their commonly accepted meanings or as defined in the Definitions Section 7.1, in the event of conflicts between these definitions and those of the [Existing Codes], those of this Code shall take precedence.

1.3.5 The Definitions of Terms contains regulatory language that is integral to this Code.

1.4 PROCESS

1.4.1 Sectors (defined geographically in Section 2) contain communities (defined by extent and intensity in Sections 3 and 4) whose requirements are determined through a process of public consultation and approval by the [Legislative Body]. Once these determinations have been incorporated into this Code through the approved plans, projects that require warrants only shall be processed administratively without further recourse to public consultation.

1.4.2 The Planning Officer may include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies that has jurisdiction over the permitting of a project, as well as a representative of the UDC. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.

1.4.3 An applicant may appeal a decision of the CRC to the [Board of Appeals], and appeal a decision of the Board of Appeals to the [Local and State Statutes, Section X].

1.4.4 An applicant may appeal a decision of the Board of Appeals to the [Local and State Statutes, Section X].

1.5 VARIANCES

1.5.1 There shall be two levels of variance: Warranted Variances (Warrants) and Exceptional Variance (Exceptions).

1.5.2 Warrants permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent (Section 1.2) or by hardship. Warrants [may] be granted administratively through the CRC.

1.5.3 Exceptions permit a practice that is not consistent with a provision or the Intent of this Code [Section 1.2]. Exceptions [shall] be granted only by the [Board of Appeals].

1.5.4 The request for an Exception shall not subject the application to public hearing, but only that portion necessary to rule on the issue under consideration.

1.5.5 Warrants and Exceptions shall be considered unique and shall not set precedent for others.

1.5.6 The following standards and requirements shall not be available for Warrants or Exceptions:
(a) The allocation ratios of each T-Zone.
(b) The maximum dimensions of traffic lanes.
(c) The required provision of alleyways and rear lanes.
(d) The minimum residential densities.
(e) The permission to build ancillary apartments.
(f) The requirements of parking location.

1.6 INCENTIVES

1.6.1 To encourage the use of this Code, the [Legislative Body] shall grant the following incentives, to the extent permitted by law:
(a) The application [shall] be processed administratively rather than through public hearing.
(b) The application [shall] be processed with priority over others under the conventional code with prior filing dates.
(c) Review fees [shall] be waived or reduced.
(d) Density may be increased by the [subsidized] Transfer of Development Rights.
(e) The traffic impact report [shall] be waived.
(f) The municipality [shall] construct and maintain those internal thoroughfares that through-connect to adjacent sites.
(g) Payment of property taxes [shall] be maintained at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
(h) First-time buyers of dwellings and newly created businesses within Zones 14, 15 and 16 [shall] receive tax relief.

TABLE 1: OUTLINE OF THE CODE

<table>
<thead>
<tr>
<th>SECTION 2</th>
<th>SECTOR SCALE PLANS</th>
<th>SECTION 3</th>
<th>COMMUNITY SCALE PLANS</th>
<th>TRANSIENT ZONES</th>
<th>SECTION 5</th>
<th>BUILDING SCALE PLANS</th>
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<tbody>
<tr>
<td>SECTOR TYPE</td>
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SECTION 2: SECTOR-SCALE PLANS

2.1 INSTRUCTIONS

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

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

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

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

2.1.5 [Use GIS] to identify and map the 56 Existing Urbanized Sectors as described in Section 2.8. These areas may be redeveloped according to Existing Community Plans (Section 4).

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

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

2.2 SUCCESSION

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

2.3 (S1) PRESERVE OPEN SPACE SECTOR

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

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

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

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

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

2.4 (S2) RESERVED OPEN SPACE SECTOR

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

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

- Road Plain
- Slopes
- Open Space to be Acquired
- Corridors to be Acquired
- Buffers to be Acquired
- Legacy Woodland
- Legacy Farmland
- Legacy Viewsheds
- [Other Categories]

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

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

2.5 (S3) RESTRICTED GROWTH SECTOR

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

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

2.6 (S4) CONTROLLED GROWTH SECTOR

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

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

2.7 (S5) INTEGRATED GROWTH SECTOR

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

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

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

2.8 (S6) INFILL GROWTH SECTOR

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

2.9 (SD) SPECIALIZED DISTRICT

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

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

2.9.3 The standards determined for specialized districts shall be recorded on Table 20.
3.1 INSTRUCTIONS
3.1.1 Section 3 is available [as an optional overlay] by right. (The Existing Zoning Ordinance) remains available by Right. [This Code shall be applied in its entirety or not at all.
3.1.2 Incentives for the use of this overlay are listed in Section 4.1.6.2.
3.1.3 New Community plans may be prepared by a property owner, a developer, or by the [Planning Office].
3.1.4 New Communities of the types corresponding to the non-concurrent, permitted categories listed according to the provisions of this Code shall be allowed administratively by the [Consolidated Review Committee]. For Existing Communities (Tables 8A and 19D), the property owner or the developer may request a New Community designation other than the one that is allowed by the [Planning Office], through the [Legislative Body].
3.1.5 The Three Growth Sectors (described in Section 2.4.2.2.4) shall determine the potential geographic locations of three types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND), Regional Centers & Watersheds (RCW) or Transit-Oriented Development (TOD). These changes shall be further adjusted at the building scale according to Section 2.2.5.2.
3.1.6 Consult surveys of existing conditions showing the site, adjacent developments, connecting thoroughfares, natural features and man-made traces. The design of the Community Plan shall respond to these existing conditions to the satisfaction of the [Consolidated Review Committee].
3.1.7 Each Community Plan, according to its type, and responding to existing conditions, shall be structured to allow several Pedestrian Sheds as specified in Section 3.3.
3.1.8 Allocate the T-Zones and densities as specified in Tables 3 and 4, and adjusted by right within the Regional Center for any parcel that is not permanently allocated to a Natural or Rural Zone (T1 and T2).
3.1.9 The urbanized area of a CLD shall consist of a Core area, as defined in Section 3.7, and T20 zones as specified in Table 19A and calculated in Section 3.4.
3.1.10 Prepare a set of building standards based on Section 5, [to be administered by a private Community Council created for this purpose].
3.2 TRANSECT ZONES
3.2.1 A Transect Zone shall be constituted of the elements described in Tables 3 and 5 and the standards summarized in Table 19.
3.3 COMMUNITY TYPES
3.3.1 Clustered Land Development (CLD)
3.3.1.1 Clustered Land Development shall consist within the 53 Restricted Growth Sector and by Exception within 52 Reserved Open Space Sector.
3.3.1.2 A Cluster shall consist of no more than one Standard Pedestrian Shed, including T3 and T4 zones as specified in Table 19A. However, a minimum of 50 percent of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 and T2).
3.3.1.3 The urbanized area of a CLD shall consist of the Transect Zone Areas included in Table 19A.
3.3.2 Traditional Neighborhood Development (TND)
3.3.2.1 Traditional neighborhoods, as well as Clusters, shall be permitted by right within 54, the Controlled Growth Sector.
3.3.2.2 The minimum developable area of a site to be planned as a TND shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
3.3.3 Regional Center Development (RCD)
3.3.3.1 Regional Centers shall be permitted by right within 55, the Regional Growth Sector.
3.3.3.2 The minimum developable area of a site to be planned as an RCD shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
3.3.3.3 A Regional Center shall be limited to one Long [1/2 mile radius]. Pedestrian Shed including T4, T16 zones as specified in Table 19A and may be, adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone Areas included in Table 19A. Regional Centers may be added only by Warrant in Section 3.3.4.
3.3.4 Transit-Oriented Development (TOD)
3.3.4.1 Regional Centers on an extending or projected transit network shall be redesignated TOD and subject to the additional density shown in Table 19A and calculated in Section 3.4.
3.4 DENSITY CALCULATIONS
3.4.1 The Development 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 standards specified in Tables 8B and 19A
3.4.2 The Overall Density shall be calculated in terms of housing units as specified for each Transect Zone. For purposes of density calculation, the Transect Zone Areas include the thoroughfares but not land allocated to Civic use.
3.4.3 The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Table 19B. (Fifteen percent (15 percent) of the increase by TBD purchase shall be in the Affordable Housing area.)
3.4.4 The resulting density is calculated in housing units. Between 20 and 50 percent of the housing units shall be exchanged for other functions at the following rates.
3.5 ENVIRONMENTAL REQUIREMENTS
3.5.1 General
3.5.1.1 Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more urbanized zones (T4-16).
3.5.1.2 There shall be three classes of Waterways: Class I, Perpendicular, Class II Intermittent, and Class III Ephemerol, each generating a Streamside Corridor subject to a Warrant for creation and maintenance of its spatial condition as specified below for each Transect Zone.
3.5.1.3 There shall be three classes of Wetland: Class I, Connected, Class II Isolated, and Class III Xeric, each subject to a standard of restoration, retention and mitigation as specified in Table 19C for each Transect Zone.
3.5.2 Specific to Natural and Rural Zones (T1-12)
3.5.2.1 Within T1 Zones the continuity of the natural area should take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, when necessary, may be mitigated off-site. The determination for modification and mitigation shall be made by Warrant.
3.5.3 Specific to Commercial Zones (T13-19)
3.5.3.1 The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, closely resembles the topography. The introduced landscape shall consist primarily of native species tolerant of soil compaction (Tables 8B and 16).
3.5.3.2 The Public Frontage (Tables 8A and 19D) shall be permitted only by Warrant. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).
3.5.3.3 Impervious surface shall be confined to the ratio of lot coverage by building, as specified in Table 19B.
3.5.3.4 Storm water management on thoroughfares and lots shall be primarily through underground storm drainage and by raised curbs. There shall be no retention or detention required on the individual lot.
3.5.4 Specific to Urban Center Zones (T5)
3.5.4.1 Within T5 Zones the continuity of the urbanized areas and streets shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, when necessary, shall be mitigated off-site. The determination shall be made by Warrant.
3.5.4.2 The Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
3.5.5 Specific to Core Urban Zones (T6)
3.5.5.1 Class I and II Wetlands shall be retained and maintained free of structures of other modifications to the natural landscape, including agriculture. Thoroughfare crossings may be allowed by Exception only.
3.5.5.2 The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, closely resembles the topography. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).
3.5.5.3 Impervious surface shall be confined to the ratio of lot coverage by building, as specified in Table 19B.
3.5.5.4 Storm water management on thoroughfares shall be primarily through underground storm drainage and by raised curbs. There shall be no retention or detention required on the individual lot.
3.5.6 Specific to Urban Core Zones (T8)
3.5.6.1 Within T8 Zones the continuity of the urbanized areas and streets shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, when necessary, shall be mitigated off-site. The determination shall be made by Warrant.
3.5.6.2 The Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
3.5.6.3 Each and II Wetlands may be altered by Right requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).
3.5.6.4 Impervious surface shall be confined to the ratio of lot coverage by building, as specified in Table 19B.
3.5.6.5 Storm water management on thoroughfares shall be primarily through underground storm drainage and by raised curbs. There shall be no retention or detention required on the individual lot.
3.5.6.6 Specific to Urban Core Zones (T8)
3.5.6.7 Within T8 Zones the continuity of the urbanized areas and streets shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, when necessary, shall be mitigated off-site. The determination shall be made by Warrant.
3.5.6.8 The Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
3.5.6.9 Each and II Wetlands may be altered by Right requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).
SECTION 3: NEW COMMUNITY-SCALE PLANS

CONTINUED

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

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

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

3.6 STREETSCAPE REQUIREMENTS

3.6.1 General

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

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

c. Thoroughfares shall be designed for capacity and augmented according to the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly. Alternatively, the Transect Zone may follow the trajectory (alignment) of the thoroughfare to the depth of one lot, retaining a single Public Frontage throughout its trajectory.

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

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

3.6.2 Thoroughfares

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

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

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

d. Lots shall front on a vehicular Thoroughfare, except that 20 percent of the lots within each Transect Zone may be provided an alternative.

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

f. A bicycle network consisting of trails, routes and lanes should be provided throughout as defined in Section 7.1 and allocated in Table 19D. The community bicycle network shall 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 B and located within Transect Zones as specified in Table 19D.

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

3.6.4 Specific to Districts

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

3.7 CIVIC REQUIREMENTS

3.7.1 General

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

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

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

d. The (ongoing construction and improvement of the required Civic Spaces and Buildings shall be supported by an annual assessment dedicated to this purpose and administered by a (Community Council) established by the developer under (State Association Law).

3.7.2 Civic Space (CS) Specific to T1-16 Zones

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

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

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

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

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

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

3.7.3 Civic Building Zones (CB) Specific to T1-16 Zones

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

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

c. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed.

d. Civic Building sites may be located within or adjacent to Civic Spaces, or at the axial terminations of significant Thoroughfares.

e. Civic Buildings shall be designed and constructed as building sites.

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

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

h. Civic Buildings shall be designed and constructed as building sites.

i. Civic Building parking lots may be unpaved if warranted, compacted and landscaped.

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

3.7.4 Civic Zones Specific to T1 & T2

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

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

3.8 SPECIAL REQUIREMENTS

3.8.1 A Community Plan may designate the following special requirements:

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

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

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 6-foot-wide pedestrian access be reserved between buildings.

g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or modified only when in accordance with (Municipal Preservation Standards and Protocol).
Section 5: Preparing Site and Building-Scale Plans

5.2 General to All Zones

5.2.1 General Building Disposition
- Neatly planted lots shall be dimensioned as shown graphically on the Community Plan or as described in Table 11. Preceding planted lots may be expected to comply with the standards of Table 11.
- Buildings shall be generally disposed in relation to the boundaries of their lots. For precise location of the building see Paragraphs 6.11.1 and 6.11.2.
- The principal building at the frontage and one outbuilding at the rear of it may be built on each lot.
- Lot coverage by building shall not exceed that shown in Table 11.
- Facades shall be built parallel in the principal frontage line if straight. Facades shall be built along, or on a line tangential to, a curved frontage line. Lots shall have their principal frontage determined by the Planning Officer.
- Setbacks for principal buildings shall be as shown in Paragraph 6.11.7. In the case of an existing lot, setbacks shall match one or the other of the existing adjacent setbacks. Setbacks may be otherwise adjusted by Warrant.
- Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the side or rear line. In the absence of a rear alley or rear lane, the rear setback shall be as shown in Paragraph 6.11.7.
- Hedges, seborras, sengoc, and any windows may encroach into any setback as approved by Warrant.
- Open porches may increase up to 50 percent of the depth of the required setback.
- Decks and veranda areas shall be permitted on frontages only by Exception. Awnings may encroach the public sidewalk without limit.
- For Buildings on S-Grids, the disposition requirements shall be developed and approved by Warrant.

5.2.2 General Building Configuration
- Fringe types shall be as allocated and as described in Section 6.2 and summarized in Paragraph 6.11.10.
- Building heights shall be as described and illustrated in Sections 6.3 and summarized in Paragraph 6.11.10.

5.2.3 General Building Function
- Buildings in each Context Zone may be allocated to functions described in Sections 6.4 and 6.6. Functions not shown require approval by Warrant.
- The Functions specified in Section 6.4 shall be as listed in intensity by the Required Parking (5.3.1). This constitutes the base intensity. Functions not limited in intensity by parking shall be limited by Warrant.
- The base intensity may be adjusted upward by adding the actual parking available for each of two functions within any pair of adjacent blocks, and the result shall then multiplied by the corresponding Sharing Factor (Section 6.5). The result shall be the parking available for calculating Adjusted Intensity.
- The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Paragraph 6.11.9. Fifteen percent of the increase by TSR purchase shall be in the Affordable Housing range.
- Within the Low Pedestrian Shed of 10", the effective parking available for calculating the intensity on each lot may be increased by a multiplier of 30 percent percent.

5.2.4 General Parking Standards
- Vehicular parking shall be provided as required and adjusted (Section 6.5).
- Parking shall be accessed by alley or rear lane, when available on the Community Plan.
- On-street parking available along the front lines that correspond to each lot shall be counted toward the parking requirement of the lot.
- The required parking may be provided within a five-minute (2-4 min) radius of the site which it serves by Exception. The required parking (may be purchased or leased from a Civic Parking Fund.
- Parking lots shall be located within Layers as described in the Specific Zones of this Section and illustrated in Paragraph 7.4.5.
- Parking lots shall be masked from the frontage by a Liner Building, a streetwall and/or a hedge as specified in the Specific Zones of this Section.
- One bike rack space is provided for every 10 vehicular parking spaces.

5.2.5 [General Architectural Standards
- Building wall materials must be combined on each facade horizontally, heavier generally below lighter.
- Streetwalls shall be made to match the facade of the principal building as shown in Table 11C.
- Windows shall use clear glass panels.
- All openings including porches, galleries, arcades and windows, with the exception of storefronts, shall be [square or vertical] in properties.
- Openings above the first floor shall not exceed 50 percent of the building wall area, with each facade calculated independently.
- Detail facades on retail frontages as storefronts and glaze at no less than 70 percent that level.
- Doors and windows that operate as sliders are prohibited along frontages.
- Pitched roofs, if provided, shall be symmetrically sloped no less than 7:12, except that porches may be attached with slopes no less than 7:12.
- 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 IRC.

5.2.6 General Environmental Standards
- [Context Zones manifest a range of responses to natural and urban conditions. In case of conflict, the green infrastructure shall have priority in the more rural zones (T1-T3); the urban zone.
- The Private Frontage (Section 6.2) shall consist of tree clusters of various species, naturalistically clustered, as well as permanent plantings along the frontage.
- The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco]
- The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco].
- Trees, shrubs and porches shall be made of [painted wood].
- Garages shall have [slanted roofs].
- Doors, if provided, shall not be allowed within the First Layer of a lot.
- Fences at other layers may be of painted wood board [or coated chain link].

5.2.7 General Landscape Standards
- A. On streets within the frontage streetscape to be planted within private frontage for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.

5.2.8 General Signage Standards
- a. Sidewalks on more than 6 inches vertically shall be attached to the building in proximity to the principal entrance, or at a mailbox.
- b. A blade sign for each business may be permanently installed perpendicular to the facade. Signage shall not exceed a total of 3 square feet unless otherwise specified for the specific zone.
- c. Signage may be externally lit with full-spectrum bulbs unless otherwise specified.

5.2.9 General Aesthetic Standards

5.2.10 General Visibility Standards

5.3 Specific to Natural (T1) & Rural (T2)

5.4 Specific to Sub-Urban (T3)
5.5 SPECIFIC TO GENERAL URBAN (T4)

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

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

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

5.5.4. Parking Standards
a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4, 6.6 and summarized in Section 6.11.2. b. All parking areas except for driveways shall be located at the Third Layer (Paragraph 7.4.5). Garages shall be at the Third Layer. c. Parking shall be accessed from a rear alley or rear lane.

5.5.5. Architectural Standards
a. In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
   a. The exterior finish materials on all facades shall be limited to [brick, clayboard, siding and/or stucco.]
   b. Balconies and porches shall be made of painted wood or metal.
   c. The vehicular entrance of a parking lot or garage on a frontage line shall be no wider than 30 feet.

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

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

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

5.6 SPECIFIC TO URBAN CENTER (T5)

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

5.6.2. (T5) Building Configuration
a. In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3; summarized in Sections 6.11.8, 6.11.9 and 6.11.10.
   b. Buildings with a first level residential or lodging function shall be located as shown in Paragraph 6.11.11.
   c. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.

5.6.3. (T5) Building Function
a. In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Sections 6.4 or 6.6 and summarized in Section 6.11.11. b. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
   c. The vehicular entrance of a parking lot or garage on a frontage line shall be no wider than 30 feet.

5.6.4. Parking Standards
a. In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4, 6.6. All parking areas shall be located at the Third Layer and masked by a Streetwall or Linear Building.
   c. Parking shall be accessed from a rear alley.
   d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Exception.
   e. Pedestrian entrances to all parking lots and parking parking structures shall be provided as specified in Sections 6.4 or 6.6 and summarized in Paragraph 6.11.2.

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

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

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

5.6.8. Signage Standards
a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height and 6 feet in width.
   b. Blade signs, not to exceed 4 square feet for each separate business, shall be attached perpendicular to the facade.
   c. Signage shall be externally lit, except that signage within the streetscape may be neon lit.
Table 4 & 6: Geography, including both the natural and the infrastructure, determines the areas that are suitable for development in various intensities that correspond to various typical community patterns. Each of the community types is comprised of different proportions of the six T-zones.

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

Table 7: The private frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 8 is diagrammed in Table 11A.
### TABLE 9: BUILDING HEIGHTS

<table>
<thead>
<tr>
<th>Type</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>10 ft</td>
<td>12 ft</td>
<td>14 ft</td>
<td>16 ft</td>
<td>18 ft</td>
<td>20 ft</td>
</tr>
<tr>
<td>Medium</td>
<td>12 ft</td>
<td>14 ft</td>
<td>16 ft</td>
<td>18 ft</td>
<td>20 ft</td>
<td>22 ft</td>
</tr>
<tr>
<td>High</td>
<td>14 ft</td>
<td>16 ft</td>
<td>18 ft</td>
<td>20 ft</td>
<td>22 ft</td>
<td>24 ft</td>
</tr>
</tbody>
</table>

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

### TABLE 10A: VEHICULAR LANES

<table>
<thead>
<tr>
<th>Design ADT (average daily traffic)</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
</tr>
<tr>
<td>High</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
</tr>
</tbody>
</table>

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

### TABLE 10B: VEHICULAR LANES

<table>
<thead>
<tr>
<th>Design ADT (average daily traffic)</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
<td>5-10 feet</td>
</tr>
<tr>
<td>High</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
<td>15-20 feet</td>
</tr>
</tbody>
</table>

The design ADT (average daily traffic) is the determinant for each of these sections.
STANDARDS & TABLES

TABLE 11: EXPLANATORY DIAGRAMS

TABLE 12: GENERAL FUNCTION

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

<table>
<thead>
<tr>
<th>Function</th>
<th>T2</th>
<th>T3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restricted Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited Lodging</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited Retail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limited Civil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Table 13.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Table 13.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### TABLE 13: SPECIFIC FUNCTION

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

<table>
<thead>
<tr>
<th>Specific Function</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartment building</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Row house</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duplex house</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bungalow house</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>College</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hostel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estate house</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured home</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary tent</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Live work unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TABLE 14: PARKING STANDARDS

Table 14: The Required Parking Table is a summary of the parking requirements that appear in Table 12. Note that density at the level of the individual site is controlled by the amount of parking provided. The Sharing Factor Table shows how the intensity of a function is adjusted. The sum of the parking provided for any two dissimilar functions (as proximity to be determined by warrant) is multiplied by the given factor of 1.4 to provide the equivalent of 28 shared parking spaces. This is then the basis of the density calculation for both.
### TABLE 15: STREETLIGHT ILLUSTRATIONS

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

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

### TABLE 16: STREET TREE ILLUSTRATIONS

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

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Oval</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Ball</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Pyramid</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Umbrella</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Vase</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
</tbody>
</table>
TABLE 17: BUILDING DISPOSITION
Building disposition approximates the location of the structure relative to the boundaries of each individual lot. This provides a rough approximation of appropriate building types for each T-zone.

TABLE 18: CIVIC SPACE TYPES
The intended types of civic space are diagrammed by this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.
### TABLE 19: TRANSECT ZONE SUMMARY

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

#### TABLE 19: TRANSECT ZONE SUMMARY

<table>
<thead>
<tr>
<th>District</th>
<th>Rural</th>
<th>T2 Rural</th>
<th>T3 Sub-Urban</th>
<th>T4 Neighborhood General</th>
<th>T5 Neighborhood Center</th>
<th>T6 Urban Core</th>
<th>SD Special Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. ALLOCATION OF ZONES</strong></td>
<td>(see Section 3.1 and Table 6)</td>
<td>(see Table 1b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GBD</td>
<td></td>
<td>20 - 80%</td>
<td>30 - 50%</td>
<td>prohibited</td>
<td></td>
<td>30% max</td>
<td></td>
</tr>
<tr>
<td>TND</td>
<td>no minimum</td>
<td>10 - 20%</td>
<td>30 - 50%</td>
<td>prohibited</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RCD</td>
<td>no minimum</td>
<td></td>
<td>10 - 20%</td>
<td>30 - 50%</td>
<td>prohibited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TUD</td>
<td>no minimum</td>
<td></td>
<td>0 - 20%</td>
<td></td>
<td></td>
<td>30 - 100%</td>
<td></td>
</tr>
</tbody>
</table>

#### B. BASE RESIDENTIAL DENSITY

- **By Right:**
  - 1 unit / 100 ac. avg. 1 unit / 20 ac. avg. 2 units / ac. gross 4 units / net. gross 6 units / ac. gross 12 units / ac. gross
  - 24 units / ac. gross 66 units / ac. gross

- **By Exception:**
  - 60 - 70% min. 20 - 30% max

#### C. BLOCK SIZE

- **Block Perimeter:**
  - 3000 ft. avg. max
  - 2400 ft. avg. max
  - 2000 ft. avg. max

#### D. PUBLIC FRONTAGES

- **HW & RR:**
  - permitted
  - prohibited
- **BV:**
  - permitted
  - prohibited
- **SR:**
  - permitted
  - prohibited
- **RS:**
  - permitted
  - prohibited
- **SR & AV:**
  - permitted
  - prohibited
- **CM & AV:**
  - permitted
  - prohibited
- **Septic:**
  - permitted
  - prohibited
- **Pavement:**
  - permitted
  - prohibited
- **Biodegradable:**
  - permitted
  - prohibited
- **Bicycle Lane:**
  - permitted
  - prohibited
- **Bicycle Route:**
  - permitted

#### E. CIVIC SPACE

- **Park:**
  - permitted
  - by exception
- **Green:**
  - prohibited
  - permitted
- **Fence:**
  - permitted
  - prohibited
- **Playground:**
  - permitted
  - prohibited

#### F. LOT OCCUPATION

- **Lot Area:**
  - by exception
  - min. 20 ac. avg. 5,000 sq. ft. avg. 2,500 sq. ft. avg. 1,000 sq. ft. min. no min.
  - by exception
- **Lot Coverage:**
  - by exception
  - 50% max 75% max 100% max 90% max

#### G. BUILDING SETBACK

- **Front:**
  - by exception
  - 12 ft. min. 24 ft. max 12 ft. min. 24 ft. max 6 ft. min. 12 ft. max 6 ft. min. 12 ft. max
  - by exception
- **Side:**
  - by exception
  - 30 ft. min. 60 ft. max 12 ft. max 30 ft. max 60 ft. max
  - by exception
- **Rear:**
  - by exception
  - 30 ft. min. 12 ft. max 3 ft. min. 6 ft. max 3 ft. min. 6 ft. max

#### H. BUILDING DISPOSITION

- **Endwall:**
  - permitted
  - prohibited
- **Exterior:**
  - permitted
  - prohibited
- **Rearyard:**
  - permitted
  - prohibited

#### I. PRIVATE FRONTAGES

- **Common Yard:**
  - not applicable
  - permitted prohibited
- **Porch & Fence:**
  - not applicable
  - permitted
  - prohibited
- **Terrace or S.C.:**
  - not applicable
  - permitted
  - prohibited
- **Fences:**
  - not applicable
  - permitted
  - prohibited
- **Steps:**
  - not applicable
  - permitted
  - prohibited
- **Staircase & Atrium:**
  - not applicable
  - permitted
  - prohibited
- **Deck:**
  - not applicable
  - permitted
  - prohibited

#### J. BUILDING HEIGHT

- **Principal Building:**
  - not applicable
  - 2 stories max. 3 stories max. 4 stories max. 2 stories max. 3 stories max.
  - by exception
- **Outbuilding:**
  - not applicable
  - 2 stories max. 2 stories max.

#### K. BUILDING FUNCTION

- **Residential:**
  - permitted
  - restricted use limited use open use
  - by exception
- **Lodging:**
  - permitted
  - restricted use limited use open use
  - open use
- **Office:**
  - permitted
  - restricted use limited use open use
  - open use

**SECTIONS 4.4.5**

**SECTIONS 4.4.3**
### TABLE 20: SPECIAL DISTRICT SUMMARY

<table>
<thead>
<tr>
<th>DISTRICT SD1</th>
<th>DISTRICT SD2</th>
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Definitions of Terms

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

Alien: a regularly spaced and aligned row of trees usually planted along a Thoroughfare that defines a visual separation between urban centers. Avenue (AV): a thoroughfare of high vehicular capacity and low speed. Boulevards are long distance connections between urban centers. Avenues may be equipped with a landscaped median, sidewalks, and bicycles collectors upon exiting urban areas.

Backbuilding: a single-story structure connecting a principal building to another building. Building Type: designations by a building and its lot. Functions and/or uses. Apartments may be for rent or sale as condominiums.

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

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

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

Block: an aggregation of private lots, passages, rear lanes and alleys, circuitously surrounded 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. Boulevards: a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long distance thoroughfares traversing urban districts. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become linear areas upon exiting urban areas.

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

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

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

Building Height: the vertical extent of a building measured in stories, not including a basement or a habitable attic. Height limits do not apply to massing elements, chimneys, flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured to the highest grade of the adjoining thoroughfare (see Table 9).

Building Type: a structure category defined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style. By Right Permit: a proposal for a building or community plan that complies with this code and may thereby be processed administratively, without public hearing (see Variance).

Civil: the profession consisting of not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic: a designated building or district designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particular use of a civic building shall be determined by Exception.

Civic Parking Reserve: parking structure or lot within a quarter-mile of the civic building, to place an element along a frontage line, as in “porches fronting the street.”

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

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

Facade: the external shell of a building that is set along a Frontage Line (see Facade). Facades support the public realm and are subject to requirements in addition to those required of elevations.

Frontage Line: those lots 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 the side and rear lot lines (see Diagram 7.4.4).

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

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

Greenway: an open space corridor in natural or naturalized form which may include Trails for bicycles and pedestrians.

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

Hamlet: an incomplete neighborhood, standing alone in the countryside. Because of a location away from transportation, a Hamlet has a weak commercial center, transportation corridor, natural/urban boundary, or civic space boundary. For the purposes of this Code, a “complete neighborhood” is further defined as consisting of one pedestrian shed (1/2 mile diameter) from core buildings, providing for mixed-use, and integrated with transportation corridors.

Independent Building: a building designed by a different architect from the principal building and designed to be self-sustaining.

Infill: a project within existing urban fabric above 35 square feet per dwelling unit on its own lot with the commercial component. A Live-Work Unit is a fee-simple component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. Live-Work: a dwelling unit that contains, among other uses, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level.

Lot Line: the boundary that legally and geographically demarcates a lot (see Frontline). Such lines appear graphically on Community and Site Plans. A front line lot (see Table 11) is the baseline for measuring setbacks (Tables 11 and 19G).

Lot Width: the length of the principal lot as measured at the sideyard.

Manufacturing: premises available for the creation, assembly and/or re- pair of artifacts, using table-mounted electrical machinery and including their resale sale.

Meeting Hall: a building available for purposes of the development until the sale of 75 percent of the dwelling units. The Meeting Hall may be used for purposes of the development until the sale of 75 percent of the dwelling units at which time control of its use shall be given to the [Community Council].

Neighborhood: a mostly residential area, often with a recognizable edge and a commercial corridor, transportation corridor, natural/urban boundary, or civic space boundary. For the purposes of this Code, a “complete neighborhood” is further defined as consisting of one pedestrian shed (1/2 mile diameter) from core buildings, providing for mixed-use, and integrated with transportation corridors.

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

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

Outbuilding: an ancillary building, usually located toward the rear of the same building as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 300 square feet of gross building space, excluding parking areas (see Table 11).

Parking Structure: a building containing two or more stories of parking. The proximity of Parking Structures to create negative pedestrian experiences for the public may be prohibited by the provision of a Linear Building at the first story.

Passage (PS): a pedestrian connector that is a narrow expressway, including shortcuts through long blocks and con-
necing rear parking areas to frontages. Presently, any area oriented toward the rear of the lot as the so-called rear yard can be quite private. This type is permitted within T5 and T6 Zones; either a lane or alley is permitted within T4.

Rear Lane (LA): A vehicular driveway located to the rear of lots providing access to parking and outbuildings and conditioned by the location of the edges. Such a driveway is permitted within T2-14 Zones; either a lane or alley is permitted within T4.

Reyard Building: a building that occupies the area of a vehicular lane and is oriented toward the rear of the lot as the so-called rear yard. This is a more urban type, as the continuous facade visible from the streetscape. Such a building is permitted within T1-24 Zones; either a lane or alley is permitted within T4.

Reyard Frontage: the area between the rear yard and the frontage dedicated exclusively to parking and passenger loading. Such a building is subject to the provisions of a streetwall. Such a building is permitted within T1-24 Zones; either a lane or alley is permitted within T4.

RDC: Regional Center Development. A Community Type consisting of one Long Pedestrian Shed with a strong Town Center. This type is permitted by right within the Intended Growth Sector (S5). A Community Type that, by their design and function, cannot be conforming to one of the six normative Transit Zones or Community Types specified by the SmartCode. Typical RDCs may include large parks, institutional campuses, refinery sites, airports, etc. However, if at all possible the remaining part of a lot (excluding parks) should be designed as one or more non-transect Zones to integrate with the surrounding context.

Road (RD): A local, rural and suburban thoroughfare for vehicular traffic and access. Its streetfront consists of single-family homes, commercial buildings, and open space. The streetfront consists of swales drained by percolation and a walking path or bicycle path along one or both sides. The streetfront can consist of multiple species composed in naturalistic clusters. This type is allocated to the more urban Transect Zones (T1-T3).

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

Secondary: see Primary and Secondary Sector.

Sector: a neutral term for a geographic unit. In the SmartCode there are six specific Sectors that establish the legal boundaries for several kinds of development rights. The land occupied by substantial parking may be paved lightly to driveway standards. Its streetscape consists of gravel or grass as open space to areas to be more urban Transect Zones (T4-T6).

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

UDC (Urban Design Center): A community typology that is defined by the project or neighborhood's position, or configuration, cannot conform to one of the six normative Transit Zones or Community Types specified by the SmartCode. Typical UDCs may include large parks, institutional campuses, refinery sites, airports, etc. However, if at all possible the remaining part of a lot (excluding parks) should be designed as one or more non-transect Zones to integrate with the surrounding context.

TDR - Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved or articulated to avoid blank walls. Such a building is permitted within T1-24 Zones; either a lane or alley is permitted within T4.

TDR Receiving Area: an area intended development that may be opened up to more density by the purchase of development rights from TDR Sending Areas. The receiving area is subjected to the provisions of a streetwall. Such a building is permitted within T1-24 Zones; either a lane or alley is permitted within T4.

Village: a community type of land use zoning in conventional codes, except that in addition to specifying the usual building use, density, height, and parking, it also includes one or both sides. The intended habitat is integrated, including those of the private lot and building as well as those of the adjoining public streetscape. The intended habitat is determined by their location on the Transect scale.

Urban Growth Sector: one of the three sectors for New Communities where development is permitted by right. The primary type of development is Village.

Urban Village: A TOD Community Type within an urbanized area (see TOD). Urban Village is a community type that is defined by function, disposition, and configuration, including size or extent. There are five community types, street types, building types, etc. See also: Building Type.
What Type of Code Does Your Municipality Need?

By Andrés Duany

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

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

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

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

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

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

This checklist above is a draft of an assessment protocol that was developed at a new urbanists’ conference held in Santa Fe, N.M. It is intended to organize new urbanist codes for this purpose.
The SmartCode Can Be a Form-Based Code.
Duany Plater-Zyberk & Company

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

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

Focusing their attention in this new direction, the couple-founded Duany Plater-Zyberk & Company (DPZ) in 1980. It was that same year that their groundbreaking project, Seaside, was designed in Florida. This now famous “village by the sea” won worldwide praise as the first traditionally organized new town designed in over 50 years. The planning method used to design Seaside was coined the “new urbanism” and led to diverse new commissions for DPZ. Ultimately this spearheaded a resurgence of neighborhood-based design in the United States and abroad.

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

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

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

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

Municipal Code Corporation

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

In 1999 the company installed its first Print on Demand (POD) system. POD allows clients and subscribers to order one copy of a code or supplement, without MCC incurring the expense of prior printing and physical storage. Additionally, the year 1999 saw establishment of a custom publishing division. MCC has made a commitment to stay abreast of technology and organizational opportunities so that everyone — clients, employees and stockholders — may benefit.

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

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

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