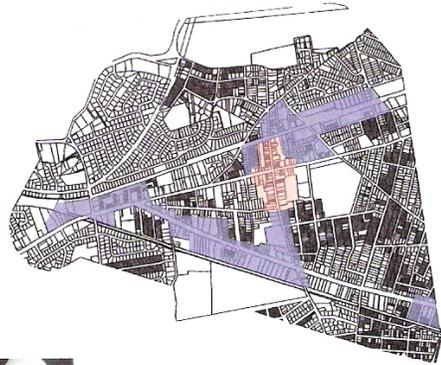
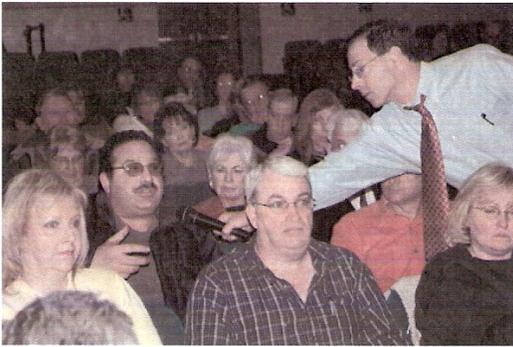




Village of Farmingdale

Visioning

Recommendations



Vision Long Island, 24 Woodbine Ave. Suite One, Northport, NY 11768
631-261-0242, 631-754-4452 fax, info@visionlongisland.org, www.visionlongisland.org

VILLAGE OF
FARMINGDALE
TOWN OF OYSTER BAY, NEW YORK

VISION LONG ISLAND
Creating Smart Growth Communities
24 Woodbine Ave., Suite One
Northport, NY 11768
631.261.0242

ADLIII ARCHITECTURE, PC
Architects and Town Planners
24 Woodbine Ave., Suite One
Northport, NY 11768
631.754.4450

VILLAGE OF FARMINGDALE

I. VISIONING PROCESS
II. RECOMMENDATIONS
III. THE SMART CODE.....
APPENDICES
IV. HOUSING LEGISLATION
V. STREET DESIGN GUIDELINES
VI. ARCHITECTURAL DESIGN GUIDELINES
VII. CASE EXAMPLES

Disclaimer

The contents of this report represent the knowledge, experience and expertise of the citizens and authors in providing ideas and concepts to improve safety, livability and enhance community character through streetscaping, beautification, walking, bicycling, zoning, economic incentives and other community enhancement strategies. This report does not constitute a standard, specification, or regulation; it is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of this location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood, community livability and economic revitalization. These recommendations represent the input from the public workshops held in February 2006 and subsequent public meetings.

This report was prepared for the Village of Farmingdale in the Town of Oyster Bay by Vision Long Island. For further information on the details in this report, contact Eric Alexander, 631-261-0242.

Farmingdale Visioning Process

Overview, Summary & Recommendations

VISIONING PROCESS

OVERVIEW

The Village of Farmingdale and Vision Long Island invited residents, business owners and other stakeholders to help shape the future of their community. The effort, Farmingdale's Future, is a public visioning to fuel Main Street improvements and to shape the hamlet's Master Plan, which will guide development over the next 30 years.

At the opening event, residents came to offer their hopes and horrors for the future of their community. They then prioritized these, and indicated their favorite and least favorite areas in Farmingdale. The most important issue appeared to be dealing with the Secatogue housing complex while ensuring that residents are not displaced.

A full day work session, including walking tours, and opportunities for community stakeholders to create their own visions for the region occurred on February 11th.

VISION's design team, headed up by ADLIII Architecture, took these community designs and bring them together into cohesive visions for Farmingdale. These visions were brought back to the community for their review on February 15th.

Working through the recent blizzard, the Vision Long Island design team took the designs created by the community together with the results of the other visioning exercises and assembled them into a collective vision for the Village of Farmingdale.

This vision was presented for community review on the evening of February 15th, at the Weldon E. Howitt Middle School. Results from a feedback survey administered at the event indicated a very positive reaction. This vision will help guide both short term Main St. improvements and the updates to the Village's long term Master Plan.

The visioning process identified missing elements transforming the Farmingdale area area into a more attractive, functional, safe and enjoyable place to work, shop, be entertained and live. Planned properly, the area will function as a center of public activity, hosting new public space, businesses, services and entertainment and providing better linkages, sidewalks, parks and streetscapes.

By providing higher quality opportunities for interaction, the changes will bring more people to the area. Each segment of the community seeks a street and public area that creates a sense of village life.

The Visioning process was the first step in a six step process that involves a building moratorium, Master Plan update, potential code changes, project development and ongoing accountability and feedback with citizens and business owners.

ASSUMPTIONS

In order for address the feasibility of the concepts and designs generated we need to first identify a number of demographic, economic and infrastructure data. Through the course of the Visioning process the following factors and trends were analyzed: Population, Employment, Retail and Economic Analysis, Traffic and Transportation, Land Use and Infrastructure. Some notable data is as follows:

POPULATION

Population (year 2000): 8,399. Estimated population in July 2005: 8,668 (+3.2% change)

Population change in the 1990s: +109 (+1.3%)

The 2005 population estimate for Farmingdale village, New York is 8,668.

	2005	2000	1990
Population	8,668	8,399	8,022

Population Estimates for Farmingdale Village

July 1994	8,351
July 1995	8,365
July 1996	8,364
July 1997	8,357
July 1998	8,361
July 1999	8,380
July 2000	8,399
July 2001	8,412
July 2002	8,424
July 2003	8,492
July 2004	8,665
July 2005	8,668

Population trends indicate an increase and following this trend we can assume that the population of Farmingdale will continue to increase.

Races in Farmingdale:

- White Non-Hispanic (80.8%)
- Hispanic (12.6%)
- Other race (5.1%)
- Two or more races (2.4%)
- Asian Indian (1.7%)
- Black (1.6%)
- Chinese (1.0%)

(Total can be greater than 100% because Hispanics could be counted in other races) Ancestries: Italian (34.3%), Irish (24.6%), German (17.0%), Polish (5.7%), English (3.0%), United States (2.6%).

For population 25 years and over in Farmingdale

- High school or higher: 84.7%
- Bachelor's degree or higher: 29.0%
- Graduate or professional degree: 11.3%
- Unemployed: 3.7%
- Mean travel time to work: 30.3 minutes

For population 15 years and over in Farmingdale village

- Never married: 30.0%
- Now married: 53.3%
- Separated: 1.9%
- Widowed: 6.8%
- Divorced: 8.0%

17.4% Foreign born (7.9% Latin America, 4.9% Europe, 3.9% Asia).

Median resident age: 37.9 years

Median household income: \$58,411 (year 2000)

Median house value: \$212,000 (year 2000)

Daytime population change due to commuting: +1,271 (+15.1%)

Workers who live and work in the Village: 647 (15.0%)

INCOME

FARMINGDALE CENSUS INFORMATION

Median Household Income: \$58,411
State Average: \$43,393

Low  High

Median Family Income: \$68,235
State Average: \$51,691

Low  High

Per-Capita Income: \$27,492
State Average: \$23,389

Low  High

Median Value of Owner-Occupied Housing Units: \$212,000
State Average: \$148,700

Low  High

Median Price Asked for Housing Units: \$162,500
State Average: \$94,700

Low  High

HOUSING	Farmingdale, 11735	United States
Apartment Rent	\$1,280	\$653
Property Tax Rate	\$25.09	\$0.00
Median Home Age	46.5	27.2
Median Home Cost	\$484,800	\$208,500
Home Appreciation	15.89%	13.62%
Homes Owned	78.38%	64.07%
Homes Rented	20.45%	21.45%
Housing Vacant	1.17%	14.48%

ECONOMY	Farmingdale, 11735	United States
Unemployment Rate	4.30%	5.00%
Recent Job Growth	1.18%	1.30%
Future Job Growth	2.90%	9.06%
Sales Taxes	8.75%	6.00%
Income Taxes	7.13%	5.02%
Household Income	\$71,727	\$44,684
Income per Cap.	\$28,683	\$24,020

PEOPLE	Farmingdale, 11735	United States
Population	32,213	293,655,400
Pop. Density	2950.3	80
Pop. Change	0.40%	5.88%
Median Age	37.8	37.6
Household Size	2.9	2.58
RACE		
White	88.97%	77.53%
Black	2.97%	12.35%
Asian	3.21%	3.58%
American Indian	0.30%	0.89%
Other	4.55%	5.65%
Hispanic	10.13%	12.73%
FAMILY		
Married, w/children	30.41%	27.90%
Married, no children	32.31%	31.04%
Single, w/children	4.45%	9.43%
Single, no children	32.05%	30.05%
Divorced	6.18%	7.64%
Separated	4.51%	2.82%
Widowed	6.91%	7.42%
Now Married	56.39%	57.73%
Never Married	26.01%	24.39%

EMPLOYMENT

Total for ZIP Code 11735	
Number of establishments: 2,111	First quarter payroll in \$1,000: 332,455
Number of employees: 35,281	Annual payroll in \$1,000: 1,408,975

Industry Code Description	Total Estabs	Number of Establishments by Employment-size class								
		1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1000 or more
Total	2,111	1,044	411	298	206	102	35	9	5	1
Construction	212	108	43	32	21	4	2	1	1	0
Manufacturing	291	107	58	52	43	19	10	0	2	0
Wholesale trade	386	160	92	67	43	19	3	2	0	0
Retail trade	252	121	57	34	27	8	4	1	0	0
Transportation & warehousing	72	36	13	8	8	3	3	0	1	0
Information	37	11	7	5	5	7	1	1	0	0
Finance & insurance	58	33	14	7	4	0	0	0	0	0
Real estate & rental & leasing	74	50	10	7	6	0	1	0	0	0
Professional, scientific & technicali	193	115	30	24	14	8	1	1	0	0
Management of companies & enterprises	13	5	1	1	1	1	3	0	1	0
Admin, support, waste mgt, remediation ser	96	58	9	9	7	6	4	2	0	1
Educational services	14	8	2	2	0	2	0	0	0	0
Health care and social assistance	86	43	22	7	3	10	0	1	0	0
Arts, entertainment & recreation	24	12	3	3	4	2	0	0	0	0
Accommodation & food services	116	50	22	22	14	6	2	0	0	0
Other services (except public administration)	177	117	28	18	6	7	1	0	0	0
Unclassified establishments	10	10	0	0	0	0	0	0	0	0

INFRASTRUCTURE

Preliminary investigations indicate that much of the macro utility infrastructure that is needed to support the modest redevelopment of Village of Farmingdale is currently available and adaptable. In certain areas additional investigation of the utility systems will be conducted in order to identify where investment will be required and where it will be prudent to modify the plan to avoid conflicts with existing infrastructure. The opportunity also exists to integrate project-related infrastructure improvements with those currently being planned by the Village.

TRANSPORTATION CAPITAL IMPROVEMENTS

A variety of public investments in infrastructure are underway or anticipated in the near future. A portion of such investment can and should be redirected as a result of potential redevelopment. Review of available federal, state and local funding programs will commence during the planning period. The Village should seek any and all available public funding sources to support and offset needed utility and roadway improvements for downtown improvements.

MARKET ANALYSIS, ENVIRONMENTAL, TRAFFIC, FISCAL IMPACT AND FEASIBILITY STUDIES

Detailed market studies and traffic impact analysis were not commissioned during the Visioning process. A comprehensive study of the local and regional housing market, for example, will need to be performed in order to establish accurate assumptions about market demand, attainable price points and anticipated market absorption rates. Other impacts studies can be attained as part of the SEQRA process through the development process.

LAND USE TRENDS

Building trends include 21 Building permits issued in 2005 and 12 to date in 2006. Residential subdivisions and the flipping of industrial and commercially zoned property continue as development pressures. The Village has put a limit on the overall FAR which has limited the expansion of the building footprint in residential areas of the Village.

GENERAL ASSUMPTIONS

Through the review of existing data, market trends local input and anecdotal evidence the following assumptions are put forward.

- 1) The Village's population will continue to increase. The present growth of thirty-something couples will be searching for additional amenities and services within the Village.
- 2) Land use changes are occurring both in the residential areas of the Village as well as the industrial and commercial districts.
- 3) Traffic increases will continue to occur making most all of the major thoroughfares level F roadways. No roadway capacity improvements will occur due to land use constraints therefore transportation enhancements need to be made in the areas of rail, bus, biking and pedestrian modes.
- 4) Infrastructure needs are being mapped out by the existing administration in the areas of roadway improvements, water service and quality as well as parking management. Additional analysis is needed in order to determine the feasibility of potential growth scenarios.
- 5) Expansion of commercial tax base is needed to support school district infrastructure as well as alleviate the property tax burden.
- 6) Diversification of retail uses and other amenities is needed in order to expand the draw of the downtown as a destination.
- 7) Community character issues persist as residents are concerned about code enforcement, parking, illegal housing, public safety and overall quality of life concerns.
- 8) Continued residential subdivisions are being put forward despite a softening residential market.
- 9) Need for focused management of the Village downtown outside formal roles of Village government. Currently no group exists to plan, market, promote and organize downtown Farmingdale.
- 10) Outside influences potentially detrimental towards health of downtown. The proliferation of big box stores on Route 110, the redevelopment of the Liberty site as a big box supermarket and the continued redevelopment of areas primarily in the Town of Babylon and Oyster Bay will have a negative effect on the Village without proper communication and planning.

GOALS

The Visioning process pointed to an overarching theme that resonated amongst the residents and business owners alike: “We Love Farmingdale”

Towards that end the goals of the Visioning process were to:

- 1) Protect and Preserve Neighborhoods
- 2) Protect and Preserve Downtown Centers

PRIORITIES

Through the various outreach efforts, public workshops and informal meetings with residents and community leaders the following eight priorities emerged:

- Main Street Revitalization
- Transportation
- Housing
- Open Space/Parks
- Community Facilities
- Street Design
- Architectural Character
- Overdevelopment

II.
SECTION II:
RECOMENDATIONS

The following sections outline specific policy recommendations that the design team and subconsultants recommend to address the communities needs.

MAIN STREET REVITALIZATION

In order to improve the conditions on Main Street as part of a comprehensive downtown revitalization program the following recommendations were developed:

RECOMMENDATIONS

1. Main Street management team needed (Main Street Association, focused and staffed Chamber of Commerce or a Business Improvement District.)
2. Better marketing of downtown business district
3. Retail analysis of appropriate mix is needed downtown
4. Study feasibility of bed and breakfast small inn as a complimentary use to the downtown
5. Analyze and access parking in fringe areas (i.e. Waldbaums lot) in the downtown.
6. Long Term expansion of commercial area onto Conklin Street west of Main Street

7. Develop transition areas with office and housing (live/work units)
8. Increased residential development within the downtown business district will improve commerce.
9. Consider improvements to the four back parking lots, and encourage merchants to improve their back entrances.
10. Consider encouraging some building owners to redevelop their one-story structures by expanding to a second story to provide affordable housing and/or office space.

OPEN SPACE/PARKS

Open space and parkland account for less than two Percent of the Village's land area. Strategies to address this condition are as follows:



RECOMMENDATIONS

1. Engage in proactive preservation by identifying the maintenance and acquisition of open spaces as a priority of the Village
2. Landscape existing open spaces, as was done with the Main Street/Melville Road parcel. Such landscaping could be done by volunteers, in cooperation with local nurseries, and possibly as projects by some of the district's students.
3. Work with other levels of government. Nassau County has recently identified open spaces as a priority.
4. Redesign Village park to make it more pedestrian friendly and accessible for public use.



COMMUNITY/CIVIC SPACE

There was a desire to increase the amount of civic and public space in the Village as well as develop different types of activities.

RECOMMENDATIONS

1. Creation of a farmers market somewhere in the Village. NYS has a program dedicated to the start up of Farmers Markets. In addition a Long Island operator has been identified who is currently working in eight communities in Nassau and Suffolk.
2. Creation of a community facility/ community center in the Village

ARCHITECTURAL CHARACTER

Architectural character derives from the aesthetics and patterns of design. This can include pattern books, architectural review boards, and guidelines serve as tools to create architectural character.

- A pattern book, though not often thought of as a code, functions as one and almost always comes under the heading of private regulation. Usually dealing with architectural style, it also addresses how buildings relate to the public realm. Rather than setting parameters like an architectural code, a pattern book offers options usually shown as drawings. Most importantly, pattern books generally introduce historically dominant urban design patterns and the relationship between the built environment and the civic realm.
- Design Guidelines are codes with less specificity. Organizations or officials find them useful when they have leverage to cause a project's implementers to adhere to the guidelines. Where such leverage is minimal or nonexistent, the guidelines are often ignored.
- An architectural review board is a body that reviews proposed developments for their architectural congruity with surrounding developments and either renders an advisory opinion on the matter or is authorized to issue or deny a permit. Its review is based upon design criteria or standards adopted by the Village.

RECOMMENDATIONS

1. Improve visual appearance of new development and redevelopment.
2. Determine Village approach to the following design details: Building materials, doors, windows, roofs, awnings, signage, height and coloring.
3. Determine Village approach to landscaping standards and details: planting, paving, benches, wastebaskets, signs, utilities, and lighting.
4. Approaches could include a design code, design guidelines through a Architectural Review Board, an advisory Pattern Book, in house staff management, or the hiring of a Village Architect.

TRANSPORTATION

Transportation is an ongoing challenge not just for the Village of Farmingdale but for all of Long Island. Traffic increases will continue to occur making most all of the major thoroughfares level F roadways. No roadway capacity improvements will occur due to land use constraints therefore transportation enhancements need to be made in the areas of rail, bus, biking and pedestrian modes. Towards that end the following steps can be taking to address the situation:

RECOMMENDATIONS

1. Work with the MTA/LIRR on the new “Transit Village” program that is in development.
2. Work with MTA LI Bus on improved bus shelters.
3. Determine the feasibility of a downtown trolley that could be used for special events i.e. US Open.
4. Consider a parking garage as a long term parking solution in one of the village lots (ideally in the southeast)

STREET DESIGN

Due to the increased amount of pedestrian traffic there was a desire to improve the walking conditions with the following priorities:

1. Identify pedestrian safety “hot spots” where traffic calming solutions could be applied.
2. Adopt street design guidelines to make areas more pedestrian friendly as a part of roadway redevelopment and maintenance.
3. Work with community organizations to improve pedestrian safety through public education campaigns (case example: Coalition for a Safer Manhasset)
4. Work with NYS DOT in the long term to develop a true boulevard style reconstruction of Route 109.

HOUSING

The following are a series of old and new concepts for the potential increase and guidance of residential development in the Village:

RECOMMENDATIONS

1. Passage of inclusionary zoning ordinance mandating 20% of all new units be set aside for affordable/workforce housing
2. Identify the feasibility of an owner occupied accessory apartment ordinance.
3. Consider adopting a zoning change that would allow for accessory apartments for seniors, where the seniors’ immediate families could own and live in the houses.
4. Make any new affordable housing development preference to Farmingdale residents.
5. Identify strategies to preserve existing affordable and low income housing stock.
6. Use creative building design and architectural guidelines to create a mix of housing options and styles.
7. Incorporate Green Building Standards (i.e. Energy Star) into new residential development.

8. When planning senior housing, look to create housing that meets seniors' needs in terms of affordability, services, and maximizing the role of seniors in the community.
9. Consider tapping the existing multi-unit complexes, both senior and others, to see if the Village can provide a tax benefit to the complex in exchange for an agreed upon number of apartments being designated as affordable.
10. Continue to support the efforts of the Farmingdale-Bethpage Historical Society to identify and bestow recognition on historically significant homes.

OVER-REDEVELOPMENT

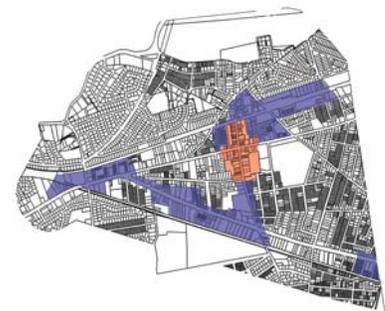
A wide range of definitions include the depletion of open spaces and parkland, the congestion of housing developments and the traffic created by them. High density and minimal space characterize urban environments but the difference between density and overdevelopment are the services provided to handle the explosion of people and activity. Indeed, the nature of the overdevelopment charge is generally that some new building is in the wrong place. The concern presented is related to development outside the Village borders that will have potential negative consequences.

RECOMMENDATIONS

1. Analyze the impact of development outside Farmingdale. Work with other municipalities, and ensure input on projects that might directly affect the Village (such as the Liberty and the Fairchild properties).
2. Revise codes and regulations to protect against maximum build out of residential areas.
3. Enforce existing zoning regulations more strictly. There should be strong and ongoing administrative procedures to identify and if necessary prosecute zoning improprieties.
4. Consider creation of Neighborhood Conservation District.



SPECIFIC AREA VISIONS



A village center is the core of a community, fulfilling most ordinary human needs, including those of transportation. A good one achieves a satisfactory experience for those both going to it and those going through it. Since a village becomes more livable as it becomes more walkable, a village center is typically a compact neighborhood that is mixed use and mixed income, and is defined by a walking distance of (on average about) five minutes or about a quarter of a mile from center to edge. Promoting mixed use and higher density infill at existing shopping centers, as well as encouraging walking and bicycling between nearby residential areas and the community core, can help a village center become a more vital place.

The Village of Farmingdale currently contains a mix of uses such that under ideal conditions, the daily needs of the residents are met within the area. In order to accomplish this, a balanced set of activities such as shopping, work, recreation and dwelling are provided. This includes a variety of business types, from retail to professional offices, as well as outbuildings for business incubation.

Also, housing types that provide for a variety of incomes is important to the economic and social vitality of the community. Housing types include backyard apartments (i.e. apartments above detached garages), housing above stores, and small apartment buildings, as well as single-family housing. Due to an efficient street grid connectivity is a priority between housing and the core of the village center. This allows residents easy access to the center.

The Village should be proactive in making any and all zoning changes which would materially assist these transformations, additions and renovations. Suspending dedicated parking requirements; adopting codes (such as New Jersey's) which do not penalize the renovation of older, nonconforming structures; changing suburban-level standards for lot coverage and FAR; these and similar sorts of things add up to alter for the better the climate for incrementally re-growing the downtown.

Although there were two alternatives suggested during the visioning process, one that suggests commercial/retail/residential use and another that suggests heavy office concentration; our recommendation would concentrate on the former, which currently seems a more market-viable proposal. However, a detailed economic study should be provided for the whole area in order to cater to the market demands and avoid oversaturation..

Concepts from the Visioning process are as follows:



This is a proposal for one portion of Main Street. It features three mixed-use buildings. The corner building is two stories and half-timber inspired. It features two separate spaces for small businesses, each with beautiful display windows to draw in passers-by. Above the stores is space for either apartments or offices, accessible through the central red door. This building anchors the corner of the block.

The second structure is a smaller two-story pitched-roof wood frame with business and living space. Like the larger building, this retail space is fronted by large display windows. The second story space is accessed through a side entrance. The third building is a gambrel-roofed wood frame with window-fronted retail and second story space for living or additional businesses.

The sidewalk is paved with either brick or painted concrete and features classic double fixture streetlamps. Cars are accommodated with parallel parking.



This is a multi-unit residential building. More than just a plain brick, flat-roofed apartment building, this structure features a pitched roof and its windows face the street. Indeed, the entire building is built to the sidewalk allowing for a pedestrian-friendly experience. To augment the building-street connection, the first floor has a covered porch for lounging or visiting. Small architectural details like carved roof brackets add visual interest to the building.



Main St. Elevation

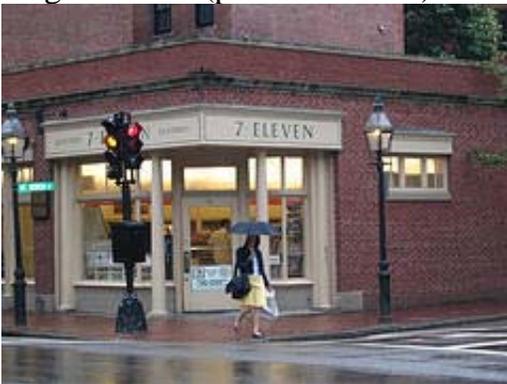
Although Farmingdale has a vibrant Main Street, this elevation improves upon the existing design. With the addition of two or three floors, the street gains architectural presence and interest. The flat roofs, pitched roofs and cornices mingle together to create an eclectic mix of building types and styles. All of the buildings have ground floor retail with inviting display windows. The suggested businesses include a dry cleaners, an art gallery, a sandwich shop, a hair salon and a pub & ale house, though the infrastructure can allow for any type of business.

Above the ground floors are one or two extra stories for office space or apartments (if zoned accordingly). Lining the street are classic double fixture streetlamps with decorative flowerpots. In the middle of the block is access to parking lots behind the stores with additional parking along the street. The end of the elevation is anchored by an asymmetrical, pitched roof two-bay firehouse.



7-11

Although it is a 7-11 inside, the outside conforms to a more exacting main street design standard; this is no single story shack surrounded by a large parking lot. The building is half-timber inspired two-story structure that anchors the corner with an architectural presence; this is a welcome alternative to the hostile space of a parking lot. A Similar 7-11 exists in Boston's Beacon Hill neighborhood (pictured below).



Main Street features a substantial brick crosswalk with a small pedestrian island beyond the right turn lane. The road adjacent to Main has a beautiful tree-lined median designed to calm traffic and give pedestrians a place to stop while crossing the four lanes.

The new Route 109 will be more walkable and will increase the transportation options of those who live near or pass through the corridor. The increase in walkability will be achieved by re-shaping the design of the road to match a more village like context and by designing the road itself to function as a transportation facility serving more than just one mode of transportation.



Walgreens

Like the 7-11, a regular Walgreens exists on the inside while the outside suggests a more refined architectural aesthetic. The structure is built to the corner and affords a strong presence, thanks to

its two floors and an entrance tower that extends beyond the roofline. The long side of the building along the sidewalk has windows with colonial grill patterns (rather than a blank wall) and is divided into three parts by stonework, awning variations and a bay window.



Conklin and Main Streets

To augment this intersection's appearance, laid brick crosswalks have been added. Opposite The Library Café a two-story rendering of Main St. is featured.

IMPLEMENTATION

1) PASSAGE OF A BUILDING MORATORIUM

A building moratorium is a suspension of home construction or development activity in general enacted by a municipality to impede overdevelopment. Often used to protect an area's natural resources, a building moratorium can be used by government officials to pressure a reform of zoning ordinances.

This tool gives local officials time to catch up or change policies in times of heavy development pressure, future permits are evaluated with clear criteria

2) SET UP ARCHITECTURAL REVIEW PROCEDURES

Architectural character derives from the aesthetics and patterns of design. This can include pattern books, architectural review boards, and guidelines serve as tools to create architectural character. In addition a SmartCode is a tool that can be used to guide design.

- A pattern book, though not often thought of as a code, functions as one and almost always comes under the heading of private regulation. Usually dealing with architectural style, it also addresses how buildings relate to the public realm. Rather than setting parameters like an architectural code, a pattern book offers options usually shown as drawings. Most importantly, pattern books generally introduce historically dominant urban design patterns and the relationship between the built environment and the civic realm.

- Design Guidelines are codes with less specificity. Organizations or officials find them useful when they have leverage to cause a project's implementers to adhere to the guidelines. Where such leverage is minimal or nonexistent, the guidelines are often ignored.

- An architectural review board is a body that reviews proposed developments for their architectural congruity with surrounding developments and either renders an advisory opinion on the matter or is authorized to issue or deny a permit. Its review is based upon design criteria or standards adopted by the Village.

A SmartCode provides design criteria for streets, blocks, open spaces and buildings based on their geographic location from rural preserve to urban core. Municipalities can now adopt the SmartCode as a replacement for the aging zoning ordinances. In the SmartCode, regulations that control street design, zoning, preserved and reserved open space, and building design are all allowed to work as an integrated system.

3) WORK WITH BUSINESS OWNERS ON DOWNTOWN REDEVELOPMENT ALTERNATIVES

A management group such as a Main Street Association or a Business Improvement District can be a vehicle for downtown revitalization and redevelopment.

MAIN STREET ASSOCIATION

The collaboration between community and economic development yields techniques that preserve and enhance existing towns. The overlapping goals of a Main Street Program and Smart Growth serve to revitalize small town downtowns. An example of a successful Main Street Association would be the town of Oyster Bay and the Oyster Bay Main Street Association, for joint efforts to protect the historic downtown area and ensure its economic viability.

BUSINESS IMPROVEMENT DISTRICTS

A business improvement district (BID) (also known as a special improvement district, a business improvement area, or a business revitalization zone) is a public/private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of their commercial district. It is, in some ways, similar to a residential community association, but an appropriate analogy would be that of a suburban shopping mall, from which the idea for BIDs is, itself, modelled. Malls are generally single properties managed by one entity that rents out retail spaces to various tenants. Tenants pay a common maintenance fee to pay for services that enhance the appearance of the mall's common areas and provide cooperative advertising for the mall and its various stores. BIDs operate in much the same way. BIDs are grassroots organizations, that are driven by community support and require legislative authorization by the municipality in which it resides, in order to be established. BIDs typically provide services such as street and sidewalk maintenance, public safety officers, park and open space maintenance, marketing, capital improvements, and various development projects. The services provided by BIDs are a supplement to the services already provided by the municipality.

4) PASSAGE OF STREET DESIGN GUIDELINES

5) DEVELOP FARMERS MARKET AND OTHER CIVIC AND OPEN SPACE OPPORTUNITIES

6) PASSAGE OF INCLUSIONARY ZONING ORDINANCE

Inclusionary zoning, which would allow a developer to increase the density -- the maximum number of units that can be built on a parcel -- in return for setting aside a percentage of the units at prices that would be within reach of families whose income is below the region's median.

7) APPLY FOR GRANTS TO SUPPORT IMPLEMENTATION OF THE VISION

Federal, State, County, Town and private funding sources are in place to implement various pieces of the Visioning process. Prioritization of demonstration projects, capital improvements and ongoing planning needs to be put in place to keep the process moving forward.

CONCLUSIONS

In a snapshot the results of this Visioning process if implemented will improve the Village of Farmingdale in the following areas:

- 1) Assist in the re-greening of Village
- 2) Provide 200-500 housing units for Farmingdale residents
- 3) Provide 10,000-20,000 Square foot of commercial tax base
- 4) Assist in the reduction of pedestrian accidents and overall vehicular and pedestrian safety
- 5) Create an improvement of architectural character
- 6) Allow citizen and municipal control of development patterns
- 7) Creation of at least one additional civic space.
- 8) Create awareness of and planning for outside development impacts
- 9) Create additional public and private sector investment

III.
SECTION III:
SMART CODE

SMARTCODE

A COMPREHENSIVE FORM-BASED PLANNING ORDINANCE

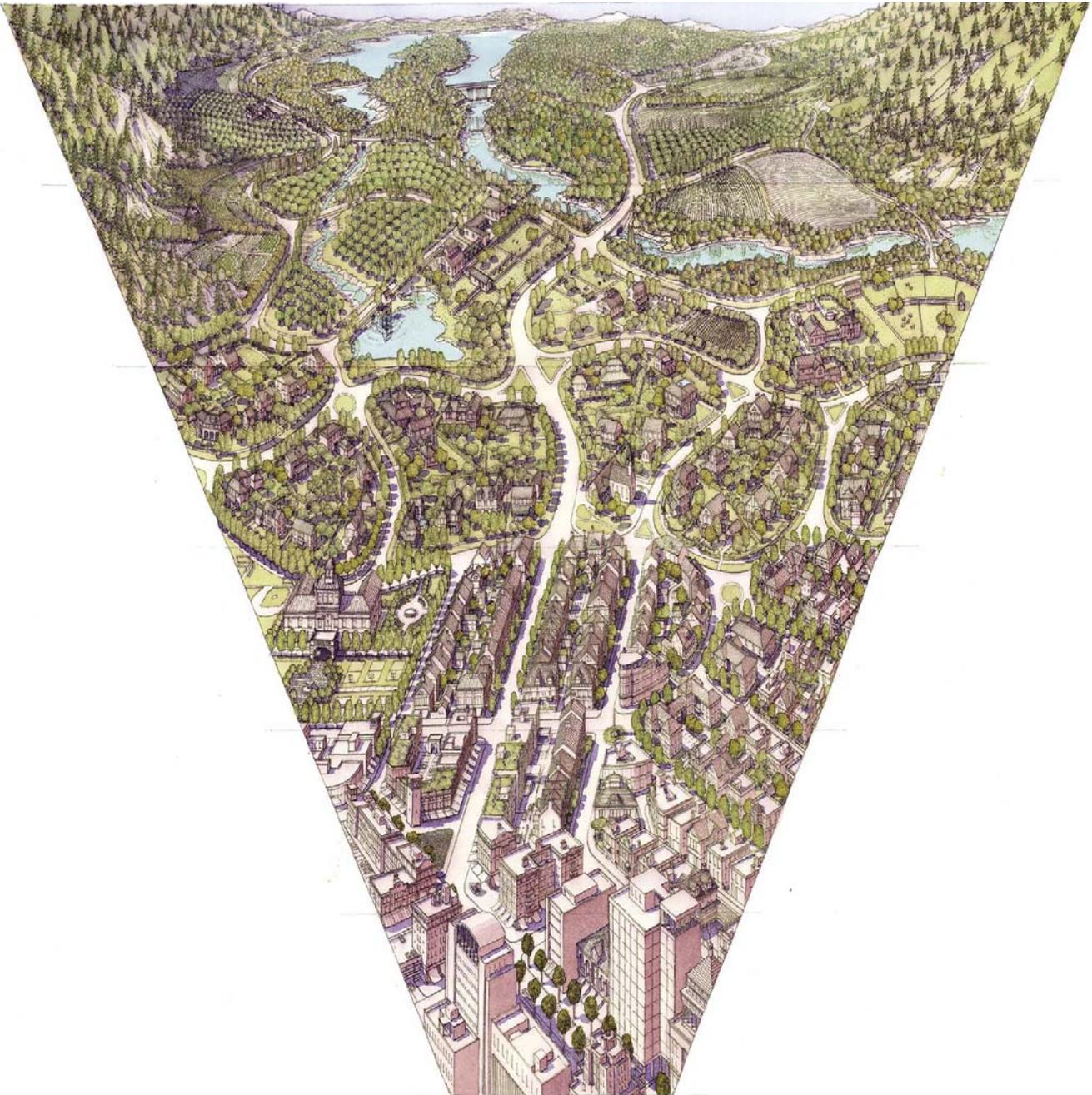


ILLUSTRATION BY EUSEBIO AZCUE

Curbing Sprawl With a Code

By Andrés Duany

A

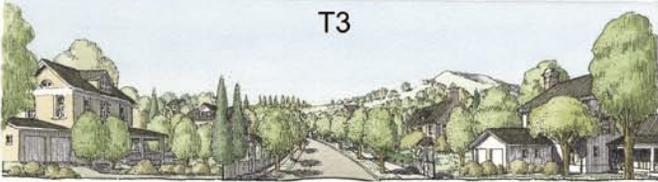
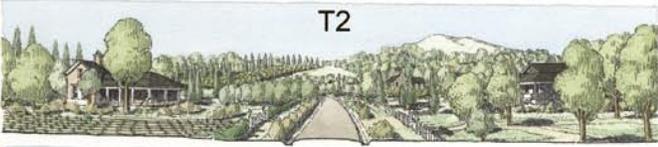
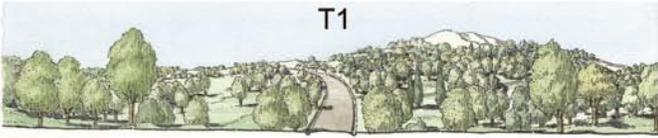
transect is a geographical cross-section of a region used to reveal a sequence of environments. For

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.





What is the Transect?

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.

ILLUSTRATION BY EUSEBIO AZCUE

T1

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

T2

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

T3

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

T4

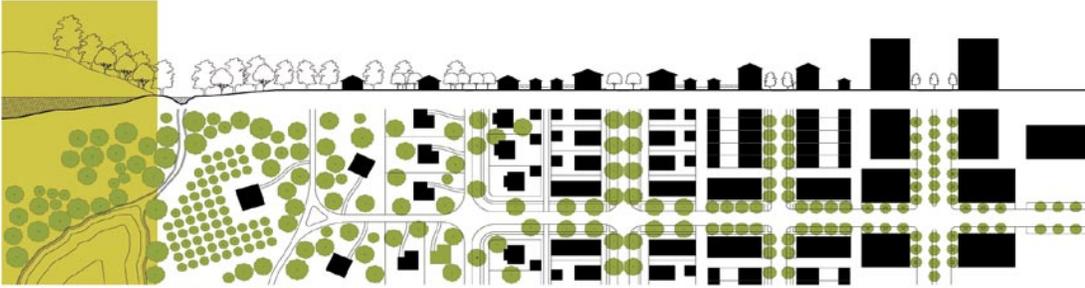
Land Uses: Medium density residential and home occupations; limited commercial and lodging.
Buildings: Houses and outbuildings, sideyard houses, townhouses, live/work units, corner stores, inns.
Private Frontages: Porches & fences.
Public Frontages: Raised curbs, narrow sidewalks, bike lanes, continuous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

T5

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

T6

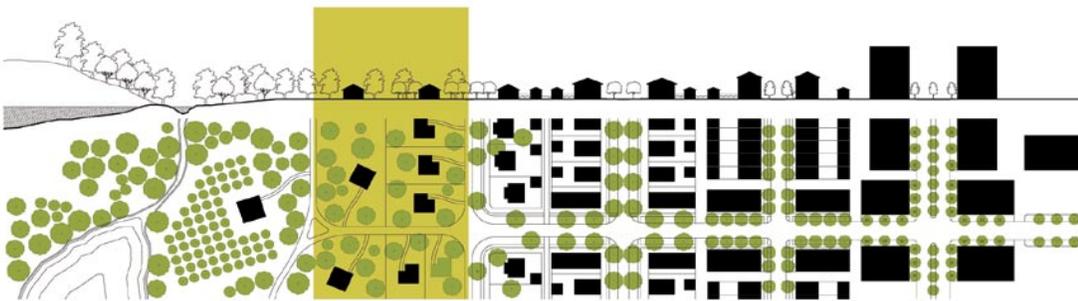
- Land Uses:** High intensity residential and commercial: retail and offices, lodging, civic buildings.
Buildings: High- and medium-rise apartment and office buildings, hotels; townhouses, live-works, shopfronts, churches, civic buildings.
Private Frontages: Stoops, dooryards, forecourts, shopfronts,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



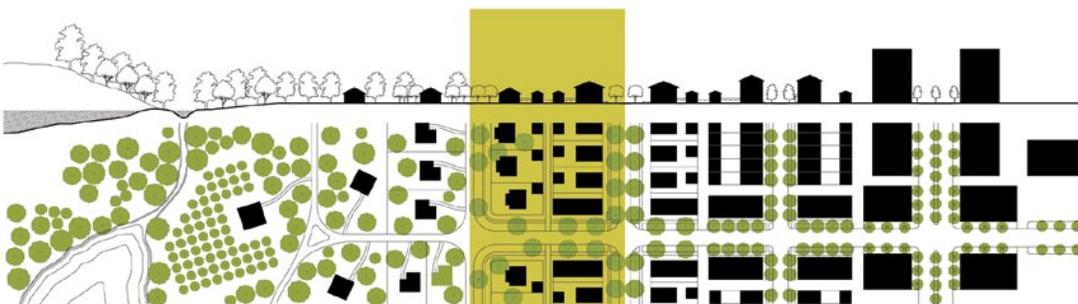
THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.



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



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



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.

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 neighborhood varies in population and density to accommodate localized conditions.
- The neighborhood is limited in size so that a majority of the population is within a 5-minute walking distance of its center (1/4 mile). The needs of daily life are theoretically available within this area. This

center provides an excellent location for a transit stop, convenience work places, retail, community events and leisure activities.

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

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

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

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

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

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

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

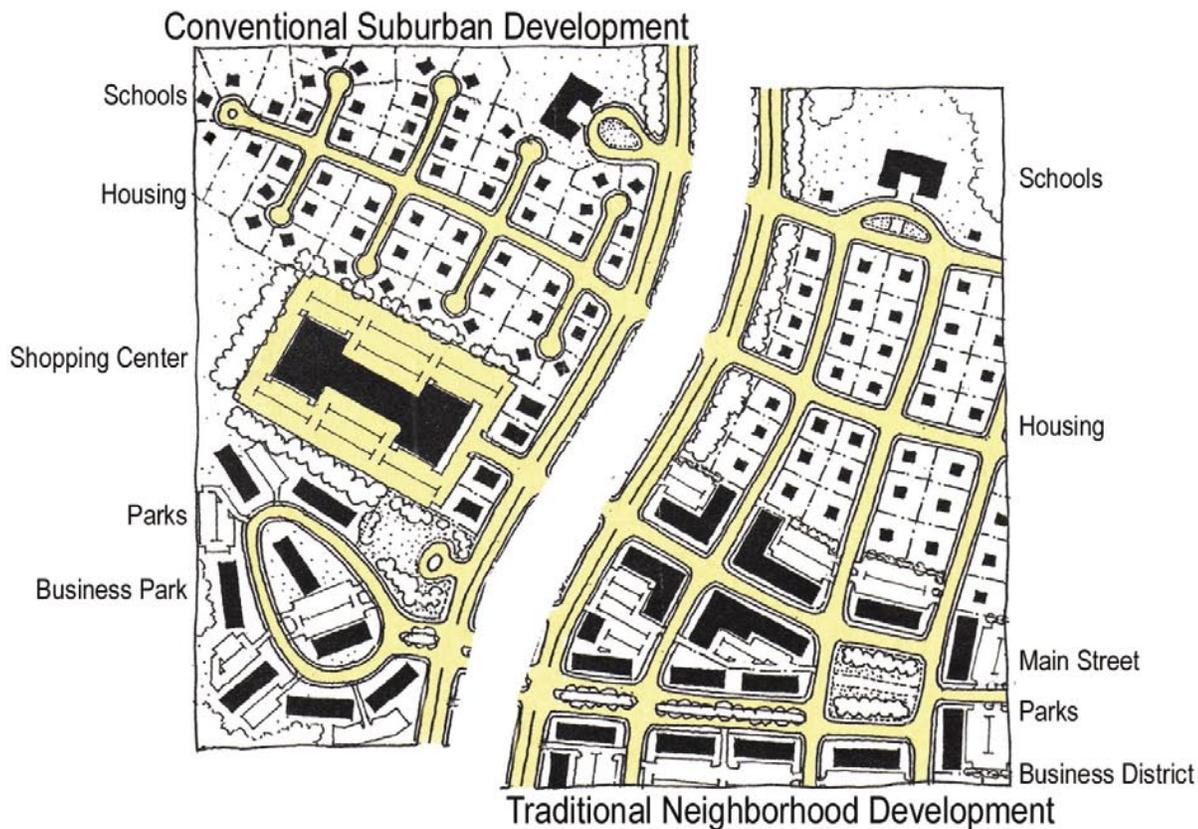
- Sprawl is limited only by the range of the automobile, which easily forms cachement areas for retail, often exceeding 50 miles.

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

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

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

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



Positive Consequences of TND

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

Negative Consequences of CSD

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

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



SMARTCODE CONTENTS

SECTION 1. GENERAL TO ALL PLANS

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

SECTION 2. SECTOR-SCALE PLANS

- 2.1 INSTRUCTIONS
- 2.2 SUCCESSION
- 2.3 (S1) PRESERVED OPEN SPACE SECTOR
- 2.4 (S2) RESERVED OPEN SPACE SECTOR
- 2.5 (S3) RESTRICTED GROWTH SECTOR
- 2.6 (S4) CONTROLLED GROWTH SECTOR
- 2.7 (S5) INTENDED GROWTH SECTOR
- 2.8 (S6) INFILL GROWTH SECTOR
- 2.9 (SD) SPECIALIZED DISTRICT

SECTION 3. NEW COMMUNITY-SCALE PLANS

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

SECTION 4. EXISTING COMMUNITY-SCALE PLANS

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

SECTION 5. BUILDING-SCALE PLANS

- 5.1 INSTRUCTIONS
- 5.2 GENERAL TO ALL ZONES
- 5.3 SPECIFIC TO T1 & T2 ZONES
- 5.4 SPECIFIC TO T3 ZONES
- 5.5 SPECIFIC TO T4 ZONES
- 5.6 SPECIFIC TO T5 ZONES

- 5.7 SPECIFIC TO T6 ZONES
- 5.8 CIVIC OVERLAY ZONES/ALLOWANCES
- 5.9 SPECIAL REQUIREMENTS

STANDARDS & TABLES

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

Executive Summary of the Code

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

The SmartCode:

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

The SmartCode is divided into Articles:

- Article 1 is general to all plans and it supports all other articles.
 - Article 2 is for preparing regional plans and is for use by planning departments.
 - Article 3 is for preparing new community plans and is for use by land developers.
 - Article 4 is for preparing infill plans and is for use by planning departments.
 - Article 5 is for preparing site and building plans and is for use by owners and builders.
 - Article 6 contains diagrams and tables supporting the other articles.
 - Article 7 contains terms and definitions supporting the other articles.
- The Sector System employed in this Code is diagrammed in Table 4.
 - The Transect System of zoning employed by this code is diagrammed in Table 3 and 5, and described as follows:

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

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

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

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

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

NOTES

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

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

SECTION 1: GENERAL TO ALL PLANS

1.1 AUTHORITY

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

- (a) The [Charter of the Municipality, Section X].
- (b) The [Local and State Statutes, Section X].

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

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

1.2 INTENT

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

1.2.1 The Region

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

1.2.2 The Community

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

1.2.3 The Block and the Building

- a. That buildings and landscaping [should] contribute to the physical definition of thoroughfares as civic places.
- b. That development [should] adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
- c. That the design of streets and buildings [should] reinforce safe environments, but not at the expense of accessibility.
- d. That architecture and landscape design [should] grow from local climate, topography, history, and building practice.
- e. That buildings [should] provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- f. That civic buildings and public gathering places [should] be provided locations that reinforce community identity and support self-government.
- g. That civic buildings [should] be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- h. That the preservation and renewal of historic buildings [should] be facilitated to affirm the continuity and evolution of society.

i. That the harmonious and orderly evolution of urban areas [should] be secured through graphic codes that serve as guides for change.

1.3 APPLICABILITY

1.3.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.

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

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

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

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

1.4 PROCESS

1.4.1 Sectors (defined geographically in Section 2) contain communities (defined by extent and intensity in Sections 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Sections 5 and 6).

1.4.2 The geographic determination of sectors and the standards for each Transect Zone [should] be determined through a process of public consultation with approval by [The Legislative Body]. Once these determinations have been incorporated into this Code and the associated plans, projects that require warrants only shall be processed administratively without further recourse to public consultation.

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

1.4.4 An applicant may appeal a decision of the CRC to the [Board of Appeals], and appeal a decision of the [Board of Appeals] to the [Legislative Body].

1.4.5 Should a violation of an approved plan occur during construction, the [Board of Appeals] has the right to require the owner or developer to stop, remove and/or mitigate the violation, or to require the owner or developer to secure an Exception to cover the violation.

1.5 VARIANCES

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

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

1.5.3 Exceptions permit a practice that is not consistent with a provision nor the Intent of this Code (Section 1.2). Exceptions [shall] be granted only by the [Board of Appeals].

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

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

1.5.6 [The following standards and requirements shall not be available for Warrants or Exceptions:

- a. The allocation ratios of each T-Zone.
- b. The maximum dimensions of traffic lanes.
- c. The required provision of alleys and rear lanes.
- d. The minimum residential densities.
- e. The permission to build ancillary apartments.
- f. The requirements of parking location.]

1.6 INCENTIVES

1.6.1 To encourage the use of this Code, the [Legislative Body] [shall] grant the following incentives, to the extent authorized by state law:

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

TABLE 1: OUTLINE OF THE CODE

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

SECTION 2: SECTOR-SCALE PLANS

SAMPLE SECTOR PLAN

2.1 INSTRUCTIONS

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

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

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

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

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

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

2.1.7 Where transit service is planned or available, Regional Centers shall be re-designated a Transit-Oriented

Developments (TOD).

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

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

2.2 SUCCESSION

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

2.3 (S1) PRESERVE OPEN SPACE SECTOR

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

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

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

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

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

2.4 (S2) RESERVED OPEN SPACE SECTOR

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

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

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

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

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

2.5 (S3) RESTRICTED GROWTH SECTOR

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

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

2.6 (S4) CONTROLLED GROWTH SECTOR

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

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

2.7 (S5) INTENDED GROWTH SECTOR

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

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

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

2.8 (S6) INFILL GROWTH SECTOR

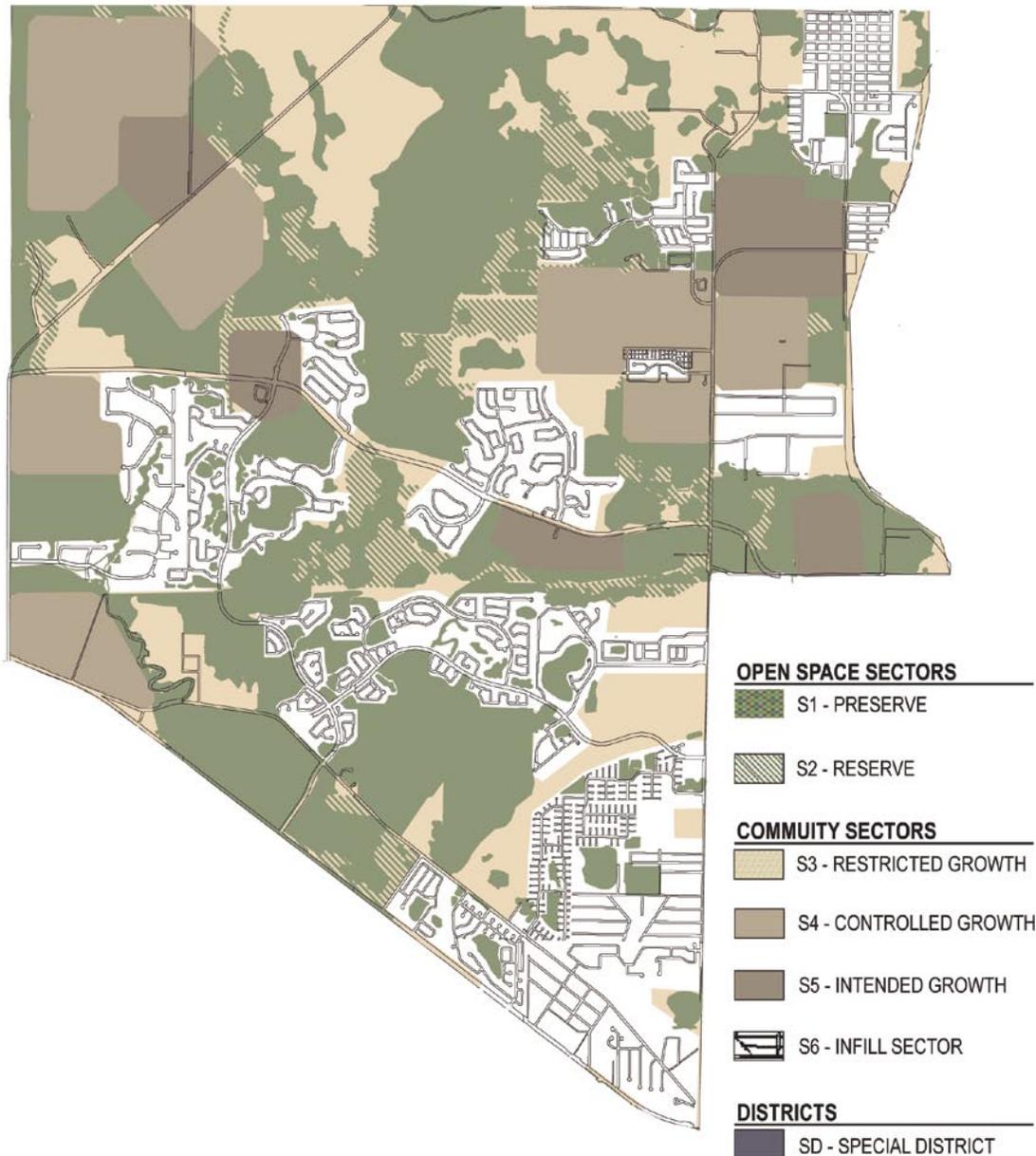
2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of TNDs or RCDs. [Such areas may include conventional suburban developments, greyfield and brownfield sites, and historic urban areas.]

2.9 (SD) SPECIALIZED DISTRICT

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

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

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



SECTION 3: NEW COMMUNITY-SCALE PLANS

3.1 INSTRUCTIONS

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

3.2 TRANSECT ZONES

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

3.3 COMMUNITY TYPES

3.3.1 Clustered Land Development (CLD)

- Clusters shall be permitted by right within the S3, Restricted Growth Sector and by Exception within S2 Reserved Open Space Sector.
- A Cluster shall consist of no more than one Standard Pedestrian Shed, including T2, T3 and T4 zones as specified in Table 19A. However, a minimum of 50 percent of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).
- The urbanized area of a CLD shall consist of the Transect Zone requirements of a CLD as specified in Table 19A.

3.3.2 Traditional Neighborhood Development (TND)

- Neighborhoods, as well as Clusters, shall be permitted by right within S4, the Controlled Growth Sector.
- The minimum developable area of a site to be planned as a TND shall be 80 acres. The simultaneous planning of adjacent parcels is encouraged.
- A TND is one Standard Pedestrian Shed including including T3, T4 and T5 zones as specified in Table 19A. Larger sites shall be designed and developed as multiple contiguous Pedestrian Sheds, each with the individual Transect Zone requirements of a TND as specified in Table 19A.

3.3.3 Regional Center Development (RCD)

- Regional Centers shall be permitted by right within S5, the Intended Growth Sector.
- 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.
- A Regional Center shall be limited to one Long (1/2-mile radius) Pedestrian Shed including T4, T5 and T6 zones as specified in Table 19A and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of an RCD as specified in Table 19A.

3.3.4 Transit-Oriented Development (TOD)

- Regional Centers that are on an existing or projected transit network shall be redesignated TOD and subject to the additional density shown in Table 19A and calculated in Section 3.4.

3.4 DENSITY CALCULATIONS

3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 19A.

3.4.2 The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 19B. For purposes of density calculation, the Transect Zone Areas include the thoroughfares but not land allocated to Civic use.

3.4.3 [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Table 19B. [Fifteen percent (15 percent) of the increase by TDR purchase shall be in the Affordable Housing range.]

3.4.4 The resulting density is calculated in housing units. Between 20 and 50 percent of the housing units shall be exchanged for other functions at the following rates:

- a. For Lodging: [2] bedrooms for each unit of Overall Density.
- b. For Office or Retail: [1,000] square feet for each unit of Overall Density.
- c. The number of units exchanged shall be approved by Warrant.

3.4.5 The housing and other functions for each zone shall be further adjusted at the building scale according to Section 5.2.3.

3.5 ENVIRONMENTAL REQUIREMENTS

3.5.1 General

a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).

b. There shall be three classes of Waterways: Class I Perennial, Class II Intermittent, and Class III Ephemeral, each generating a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.

c. There shall be three classes of Wetland: Class I Connected, Class II Isolated, and Class III Xeric, each subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.

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

a. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to Local, State and Federal guidelines.

b. The Riparian Corridors of Class I and II Waterways shall be [300] feet in width each side, and Class III Waterways shall be [100] feet in width each side. Riparian Corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.

c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [100] feet for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.

d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).

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

f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.3 Specific to Sub-urban Zones (T3)

a. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to Local, State and Federal guidelines.

b. The Riparian Corridors of Classes I and II Waterways shall be [100] feet in width. These Riparian Corridors shall be maintained free of structures, except that Thoroughfare crossings may be allowed by Warrant. Class III Waterways may be modified by Warrant.

c. Class I, II and III Wetlands shall be retained [and restored if in degraded condition]. Additional buffers shall be maintained at [50] feet for Class I and II Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Exception.

d. The Public Frontage (Tables 8 and 19D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 8B and 16).

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

f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.4 Specific to General Urban Zones (T4)

a. Within T4 Zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination for modification and mitigation shall be made by Warrant.

b. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare

network.

c. Class I and II Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Warrant.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

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

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

3.5.5 Specific to Urban Center Zones (T5)

a. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination shall be made by Warrant.

b. The Riparian Corridors of all classes or Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.

c. Class I and II Wetlands may be modified if mitigated off-site at a two to one ratio. Thoroughfare crossings shall be allowed by Right.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories, but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

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

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

3.5.6 Specific to Urban Core Zones (T6)

a. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made by Warrant.

b. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.

c. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.

d. The Public Frontage (Tables 8A and 19D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The new landscape shall consist primarily of durable species tolerant of soil compaction (Tables 8B and 16).

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

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

3.6 STREETSCAPE REQUIREMENTS

3.6.1 General

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

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

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

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

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

3.6.2 Thoroughfares

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

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

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

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

a pedestrian passage.

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

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

3.6.3 Public Frontages

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

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

3.6.4 Specific to Districts

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

3.7 CIVIC REQUIREMENTS

3.7.1 General

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.7.4 Civic Zones Specific to T1 & T2

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

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

3.8 SPECIAL REQUIREMENTS

3.8.1 A Community Plan may designate the following special requirements:

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

b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at

sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70 percent glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.

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

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

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

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

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

CONTINUED ON NEXT PAGE

SECTION 3: NEW COMMUNITY-SCALE PLANS

CONTINUED

ILLUSTRATION OF A NEW COMMUNITY PLAN



CONTEXT ZONES

- T6 - URBAN CORE ZONE
- T5 - URBAN CENTER ZONE
- T4 - GENERAL URBAN ZONE

OTHER ZONES

- AD
- DA - DISTRICT BY ASSIGNMENT
- WV
- V-W - WARRANTED VARIANCE
- EV
- V-E - EXCEPTIONAL VARIANCE

REQUIREMENTS

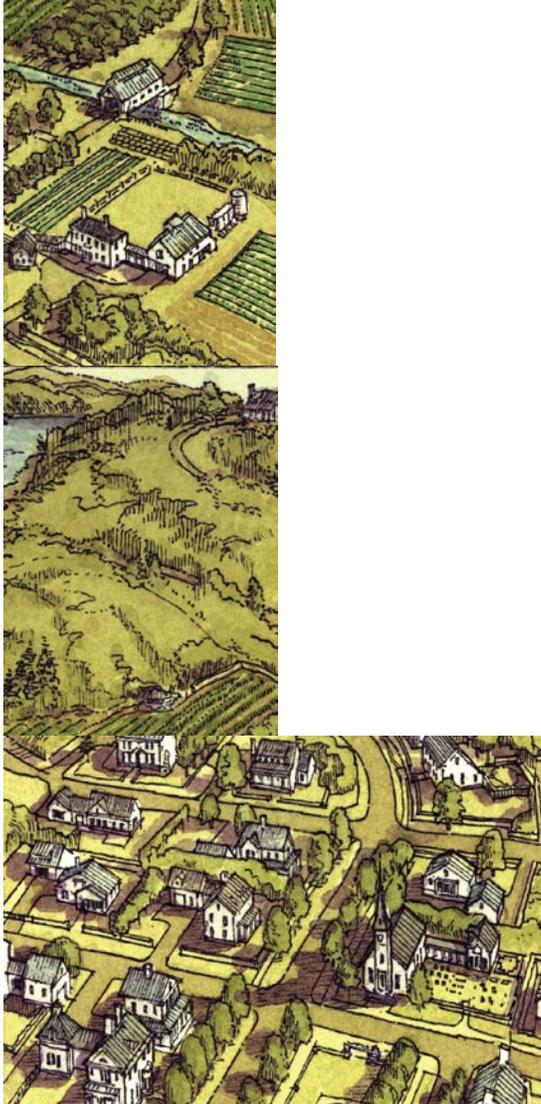
- LONG PEDSHED (10 MIN. WALK)
- STANDARD PEDSHED (5 MIN. WALK)
- RD-47-27 THOROUGHFARE TYPE

SECTION 5: PREPARING SITE AND BUILDING-SCALE PLANS

5.4 SPECIFIC TO SUB-URBAN (T3)

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

5.2 GENERAL TO ALL ZONES



5.2.1 General Building Disposition

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

5.4.1 (T3) Building Disposition

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

- 5.3.1 Buildings shall be generally forbidden. Permission to build and the standards for disposition, configuration, function, parking, architectural, environmental, ambient and visitability shall be determined concurrently as Exceptions, in a public hearing of the [Legislative Body].
- 5.2.2 General Building Configuration
- Frontage 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 Section 6.3 and summarized in Paragraph 6.11.10.
- 5.4.2 (T3) Building Configuration
- In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.11.8, 6.11.9 and 6.11.10.
 - Agricultural uses shall be permitted by Warrant.
- 5.2.3 General Building Function
- Buildings in each Context Zone may be dedicated to functions described in Sections 6.4 and 6.6. Functions not shown require approval by Warrant.
 - The Functions specified in Section 6.4 shall be as limited in intensity by the Required Parking (6.5.1). This constitutes the base intensity. Functions not limited in intensity by parking shall be limited by Warrant.
 - The base intensity may be adjusted upward by adding the actual parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Section 6.5). The result shall be the parking available for calculating Adjusted Intensity.
 - [The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Paragraph 6.11.2.b. Fifteen percent of the increase by TDR purchase shall be in the Affordable Housing range.]
 - Within the Long Pedestrian Shed of a TOD, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of 30 percent percent.
- 5.4.3 (T3) Building Function
- In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
- 5.2.4 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 frontage 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 (1/4-mile) radius of the site which it serves by Exception. The required parking [may] be purchased or leased from a Civic Parking Reserve.
 - Parking 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 shall be provided for every 10 vehicular parking spaces.
- 5.4.4 (T3) Parking Standards
- In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 - Open parking areas shall be located at the Second and Third Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
 - Parking may be accessed from the frontage by a driveway.
- 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 proportion.
 - Openings above the first story 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 [5:12], except that porches may be attached sheds with slopes no less than [2:12].
 - 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 [CRC].]
- 5.4.5 (T3) Architectural Standards
- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
- The exterior finish material on all facades shall be limited to [brick, wood siding and/or stucco].
 - Balconies and porches shall be made of [painted wood].
 - Buildings shall have [sloped] roofs.
 - Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other layers may be of painted wood board [or coated chain link].]
- 5.2.6 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 fabric shall have priority in the more urban zones (T4-T6) as detailed in the specific zones as detailed in Sections 5.3 and following.
- 5.3.2 (T1 & T2) Environmental Standards
- The modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be constrained according to local, state and federal guidelines.
- 5.4.6 (T3) Environmental Standards
- In addition to the general specifications shown in Paragraph 5.2.6, the landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
 - The Private Frontage (Section 6.2) shall consist of tree clusters of various species, naturalistically clustered, as well as low maintenance understory. Lawn shall be permitted only by Warrant.
 - Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Paragraph 6.11.6.
 - The management of storm water shall be primarily through retention and percolation on the individual lot.
- 5.2.7 General Landscape Standards
- A minimum of one tree to match the species of street trees on the enfronting streetscape shall be planted within private frontage for each 30 feet of frontage within the First Layer of each lot unless otherwise specified.
- 5.4.7 (T3) Landscape Standards
- There shall be no requirements additional to those specified in Paragraph 5.2.7.
- 5.2.8 General Signage Standards
- One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance, or at a mailbox.
 - One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 3 square feet unless otherwise specified for the specific zone.
 - Signage may be externally lit with full-spectrum bulbs unless otherwise specified.
- 5.4.8 (T3) Signage Standards
- There shall be no signage permitted additional to that specified in Paragraph 5.2.8.
 - Signage may not be lit.
- 5.2.9 General Ambient Standards (See full SmartCode.)
- 5.2.10 General Visitability Standards (See full SmartCode.)

5.5 SPECIFIC TO GENERAL URBAN (T4)

5.6 SPECIFIC TO URBAN CENTER (T5)

5.7 SPECIFIC TO URBAN CORE (T6)



SITE AND BUILDING PLANS

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.

5.5.1 (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.

5.7.1 (T6) Building Disposition

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

- 5.6.2 (T5) Building Configuration
- 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.
 - Buildings with a first level residential or lodging function shall be raised a minimum of 2 feet from sidewalk grade.
- 5.5.2 (T4) Building Configuration
- In addition to the general specifications of Paragraph 5.2.2, specific building configuration shall be as shown in Sections 6.1, 6.2, 6.3 and summarized in Paragraphs 6.11.8, 6.11.9 and 6.11.10.
- 5.7.2 (T6) Building Configuration
- 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.
 - Buildings with a first level residential use shall be raised a minimum of 2 feet from average sidewalk grade.
- 5.6.3 (T5) Building Function
- In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
 - Ground floor commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
 - Manufacturing within the first story may be permitted by Exception.
- 5.5.3 (T4) Building Function
- In addition to the general specifications of Paragraph 5.2.3, specific building function shall be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
 - Accessory uses of Limited Lodging or Limited Office shall also be permitted within an outbuilding.
- 5.7.3 (T6) Building Function
- In addition to the general specifications of Paragraph 5.2.3, specific building function may be as shown in Section 6.4 or 6.6 and summarized in Paragraph 6.11.11.
 - Ground floor commercial shall be permitted throughout and shall be required at mandatory shopfront frontages.
 - Manufacturing within the first story shall be permitted by Exception.
- 5.6.4 (T5) Parking Standards
- In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 - All parking areas shall be located at the Third Layer and masked by a Streetwall or Liner Building.
 - Parking shall be accessed from a rear alley.
 - The required parking may be provided by warrant on sites elsewhere within the same Pedestrian Shed.
 - 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.
 - The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.
- 5.5.4 (T4) Parking Standards
- In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 - All parking areas except for driveways shall be located at the Third Layer (Paragraph 7.4.5). Garages shall be at the Third Layer.
 - Parking shall be accessed from a rear alley or rear lane.
- 5.7.4 (T6) Parking Standards
- In addition to the general specification shown in Paragraph 5.2.4, parking shall be provided as specified in Sections 6.4 and 6.5.
 - All parking areas shall be located at the Third Layer and masked by a Streetwall or Liner Building.
 - Parking shall be accessed from a rear alley.
 - The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.
 - 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.
 - The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.
- 5.7.5 [(T6) Architectural Standards
- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
- The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco].
 - Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
 - Buildings may have flat roofs enclosed by parapets or sloped roofs.
 - Streetwalls shall be located at the First Layer along the building frontage line.]
- 5.6.5 [(T5) Architectural Standards
- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
- The exterior finish materials on all facades shall be limited to [stone, brick and/or stucco].
 - Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
 - Buildings may have flat roofs enclosed by parapets or sloped roofs.
 - Streetwalls shall be located at the First Layer along the building frontage line.]
- 5.5.5 [(T4) Architectural Standards
- In addition to the general specifications shown in Paragraph 5.2.5, specific standards shall be as follows:
- The exterior finish materials on all facades shall be limited to [brick, clapboard, siding and/or stucco.]
 - Balconies and porches shall be made of painted wood or metal.
 - Buildings shall have sloped roofs.
 - Fences, if provided, shall not be allowed within the First Layer of a lot. Fences at other Layers may be of painted wood board or chain link.]
- 5.7.6 (T6) Environmental Standards
- 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.
 - The private frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
 - Impermeable surface by building shall be confined to ratio of lot coverage by building shown in Paragraph 6.11.6.
 - Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.
- 5.5.6 (T4) Environmental Standards
- 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.
 - The Private Frontage (Section 6.2) shall consist of trees planted in allees of single or alternated species with shade canopies of a diameter that, at maturity, remain clear of building frontages.
 - Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Paragraph 6.11.6.
 - 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.
- 5.6.6 (T5) Environmental Standards
- 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.
 - The Private Frontage (Section 6.2) shall consist of trees planted in allees of a single species with shade canopies of a diameter that, at maturity, remain

clear of building frontages.

c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Paragraph 6.11.6.

d. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention and detention required on the individual lot.

5.7.7 (T6) Landscape Standards

a. In addition to those requirements specified in Paragraph 5.2.7, the First Layer shall be landscaped or paved to match the enfronting streetscape.

b. Trees shall not be required in the First Layer.

5.6.7 (T5) Landscape Standards

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

5.5.7 (T4) Landscape Standards

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

5.6.8 (T5) Signage Standards

a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.

c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

5.7.8 (T6) Signage Standards

a. In addition to the signage permitted in Paragraph 5.2.8, a single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length.

b. Blade signs, not to exceed 4 square feet for each separate business entrance, may be attached perpendicular to the facade.

c. Signage shall be externally lit, except that signage within the shopfront may be neon lit.

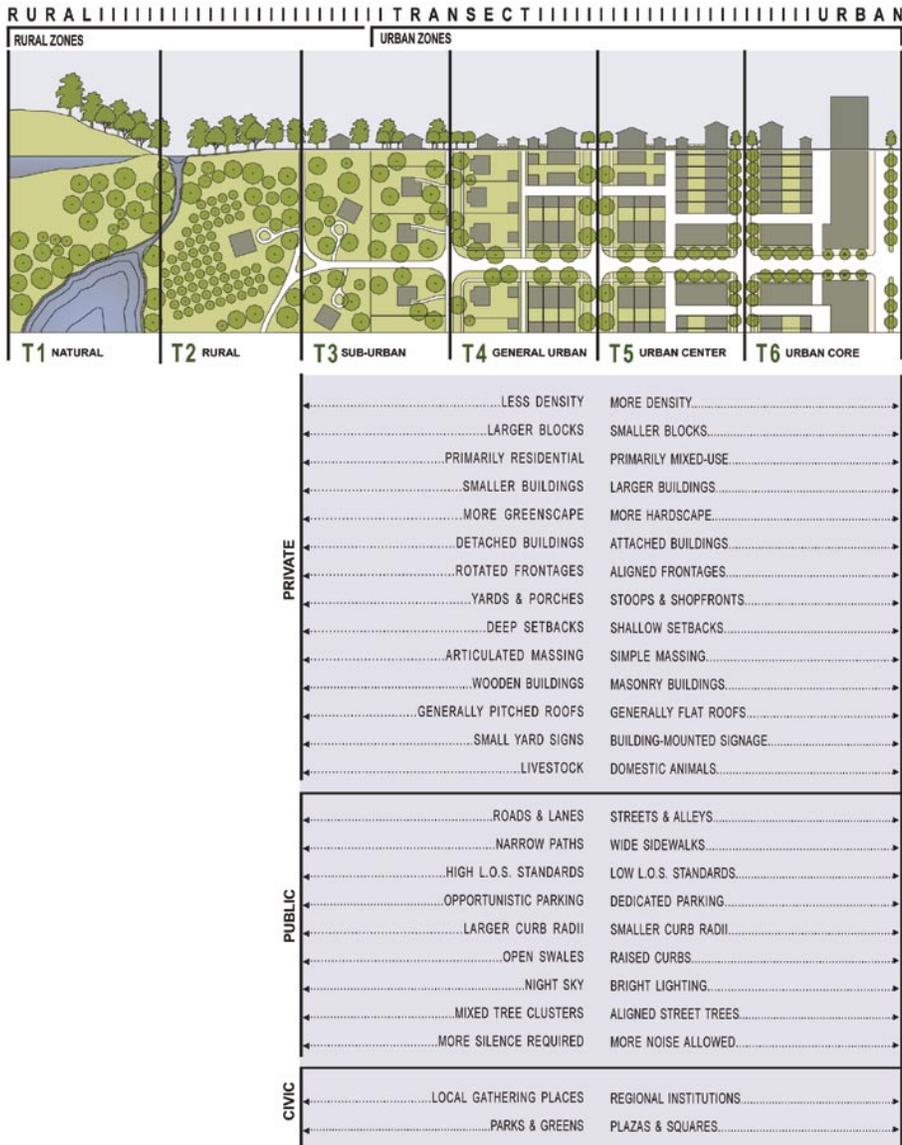
5.5.8 (T4) Signage Standards

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

ILLUSTRATIONS BY JAMES WASELL

STANDARDS & TABLES

TABLE 5: TRANSECT SYSTEM ILLUSTRATED
TABLE 4 & 6: SECTOR SYSTEM ILLUSTRATED



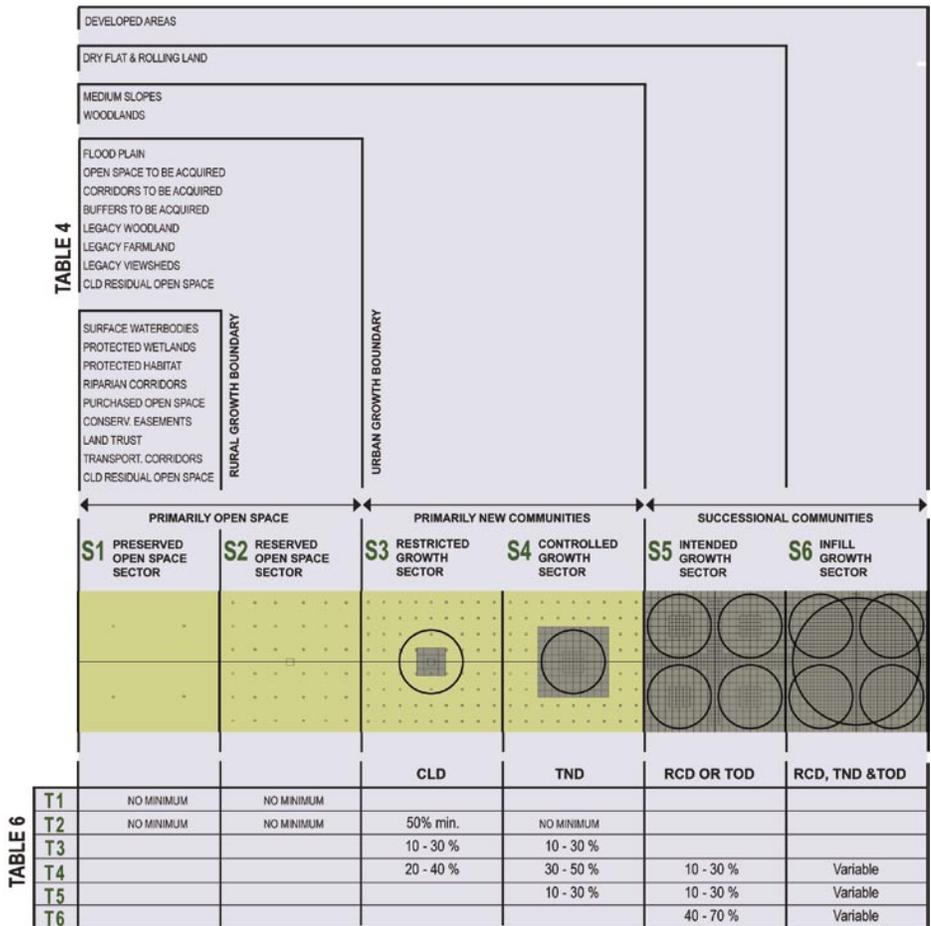


Table 4 & 6: Geography, including both the natural and the infrastructure, determines the areas that are suitable for development in various intensities that correspond to various typical community patterns. Each of the community types is comprised of different proportions of the six T-zones.

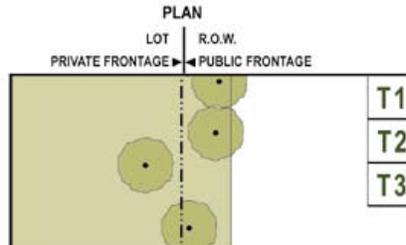
Table 5: Elements that determine urbanism exist in a range that can correspond to the gradient of the Transect. Most of the elements listed here are addressed in the transect zones.

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.

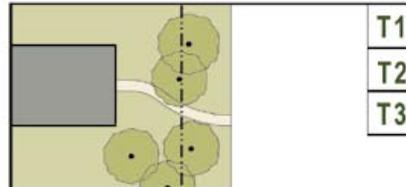
TABLE 7: PRIVATE FRONTAGES
TABLE 8A: PUBLIC FRONTAGES

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

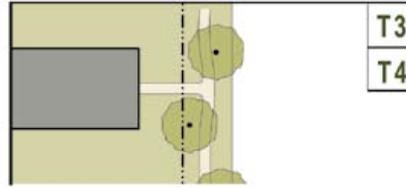
a. **(HW) For Highways:** This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.



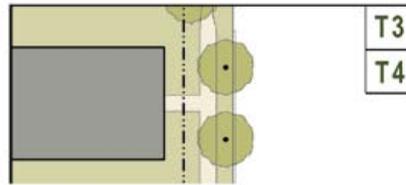
b. **(RR) For Rural Roads:** This frontage has open swales drained by percolation, with-out parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters.



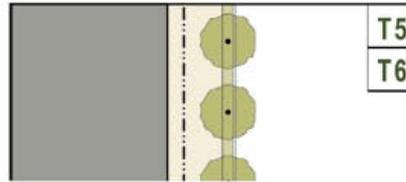
c. **(SR) For Standard Roads:** This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.



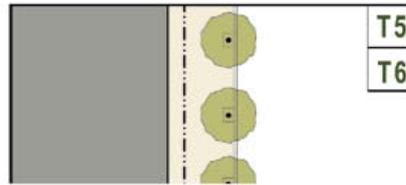
d. **(RS) For Residential Street:** This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.



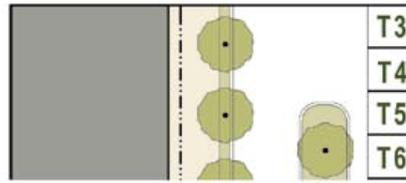
e. **(SS) (AV) For Standard Streets or Avenues:** This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.



f. **(CS) (AV) For Commercial Streets or Avenues:** This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate treewells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.



g. **(BV) For Boulevards:** This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.



STANDARDS & TABLES

TABLE 8B: PUBLIC FRONTAGES

		R U R A L I I I I I I I I I I T R A N S E C T I I I I I I I I I I U R B A N													
TRANSECT ZONE		T1	T2	T3	T1	T2	T3	T3	T4	T4	T5	T5	T6	T5	T6
Type		HW & RR			RR & SR			RS	RS-SS-AV		RS-CS-AV-BV		CS-AV-BV		
a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape.															
	Total Width	16-24 feet			12-24 feet			12-18 feet	12-18 feet		18-24 feet		16-30 feet		
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.															
	Type Radius	Open swale 10-30 feet			Open swale 10-30 feet			Raised curb 5 - 20 feet	Raised curb 5 - 20 feet		Raised curb 5 - 20 feet		Raised curb 5 - 20 feet		
c. Walkway: The pavement dedicated exclusively to pedestrian activity.															
	Type Width	Path optional n/a			Path 4-8 feet			Sidewalk 4-8 feet	Sidewalk 4-8 feet		Sidewalk 12-20 feet		Sidewalk 12-30 feet		
d. Planter: The layer which accommodates street trees and other landscape.															
	Arrangement Species Planter Type Planter Width	Clustering Multiple Continuous swale 8 feet-16 feet			Clustering Multiple Continuous swale 8 feet-16 feet			Regular Alternating Continuous planter 8 feet-12 feet	Regular Single Continuous planter 8 feet-12 feet		Regular Single Continuous planter 4 feet-6 feet		Opportunistic Single Tree well 4 feet-6 feet		

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

TABLE 9: The vertical extent of a building is measured by number of stories not including a raised basement or an inhabited attic. Numerical heights are measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits do not apply to towers or lot coverage less than 400 square feet.

TABLE 10A: 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: The design ADT (average daily traffic) is the determinant for each of these sections.

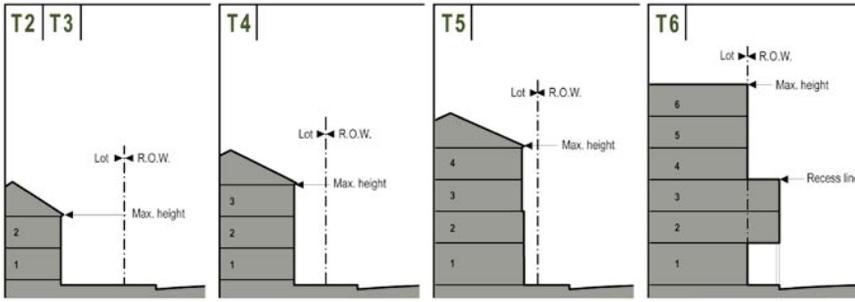


TABLE 9: BUILDING HEIGHTS

TABLE 10B: VEHICULAR LANES

PARKING	T2		T3		T4		T5		T6		
	Design AADT	300 VPH		600 VPH		2,500 VPH		22,000 VPD		36,000 VPD	
edestrian Crossing	3 Seconds		5 Seconds		5 Seconds		9 Seconds		13 Seconds		
Design Speed	25-30 MPH		Below 20 MPH		20-25 MPH		25-30 MPH		35 MPH and above		
3. YIELD PARKING	T3 T4		T3 T4		T3 T4		T3 T4		T3 T4		
	Design AADT		1,000 VPD		1,000 VPD		1,000 VPD		1,000 VPD		
edestrian Crossing		5 Seconds		5 Seconds		7 Seconds		7 Seconds			
Design Speed		Below 20 MPH		Below 20 MPH		Below 20 MPH		Below 20 MPH			
2. PARKING ONE SIDE PARALLEL	T3 T4		T3 T4 T5		T4 T5		T5 T6		T5 T6		
	Design AADT		5,000 VPD		18,000 VPD		16,000 VPD		15,000 VPD		32,000 VPD
edestrian Crossing		5 Seconds		8 Seconds		8 Seconds		11 Seconds		13 Seconds	
Design Speed		20-25 MPH		25-30 MPH		25-30 MPH		25-30 MPH		35 MPH and above	
1. PARKING BOTH SIDES PARALLEL	T4		T4 T5 T6		T4 T5 T6		T5 T6		T5 T6		
	Design AADT		8,000 vpd		20,000 VPD		15,000 VPD		22,000 VPD		32,000 VPD
edestrian Crossing		7 Seconds		10 Seconds		10 Seconds		13 Seconds		15 Seconds	
Design Speed		Below 20 MPH		25-30 MPH		25-30 MPH		25-30 MPH		35 MPH and above	
4. PARKING BOTH SIDES DIAGONAL	T5 T6		T5 T6		T5 T6		T5 T6		T5 T6		
	Design AADT		18,000 VPD		20,000 VPD		15,000 VPD		22,000 VPD		31,000 VPD
edestrian Crossing		15 Seconds		17 Seconds		17 Seconds		20 Seconds		23 Seconds	
Design Speed		Below 20 MPH		20-25 MPH		20-25 MPH		25-30 MPH		25-30 MPH	
3. PARKING ON SLIP ROAD	T4 T5 T6		T5 T6		T5 T6		T5 T6		T5 T6		
	Design AADT		3,000 & 15,000 VPD		3,000 & 22,000 VPD		3,000 & 32,000 VPD		3,000 & 32,000 VPD		
edestrian Crossing		24 Seconds		27 Seconds		31 Seconds		31 Seconds			
Design Speed		20-25 MPH & 35 MPH		20-25 MPH & 35 MPH		20-25 MPH & 35+ MPH		20-25 MPH & 35+ MPH			

TABLE 10A: VEHICULAR LANES

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph	8 feet	■	■	■	□		
20-25 mph	9 feet	■	■	■	■	□	□
25-35 mph	10 feet	■	■	■	■	■	■
25-35 mph	11 feet	■	■			■	■
Above 35 mph	12 feet	■	■			■	■

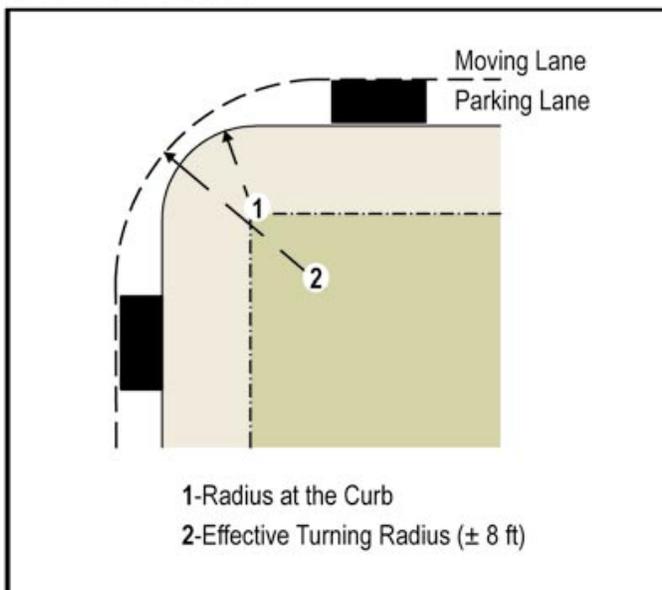
DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T4	T5	T6
20-25 mph	(Angle) 18 feet					■	■
20-25 mph	(Parallel) 7 feet				■		
25-35 mph	(Parallel) 8 feet			■	■	■	■
Above 35 mph	(Parallel) 9 feet					■	■

DESIGN SPEED	EFFECTIVE TURNING RADIUS	T1	T2	T3	T4	T5	T6
Below 20 mph	5-10 feet			■	■	■	■
20-25 mph	10-15 feet	■	■	■	■	■	■
25-35 mph	15-20 feet	■	■	■	■	■	■
Above 35 mph	20-30 feet	■	■			□	□

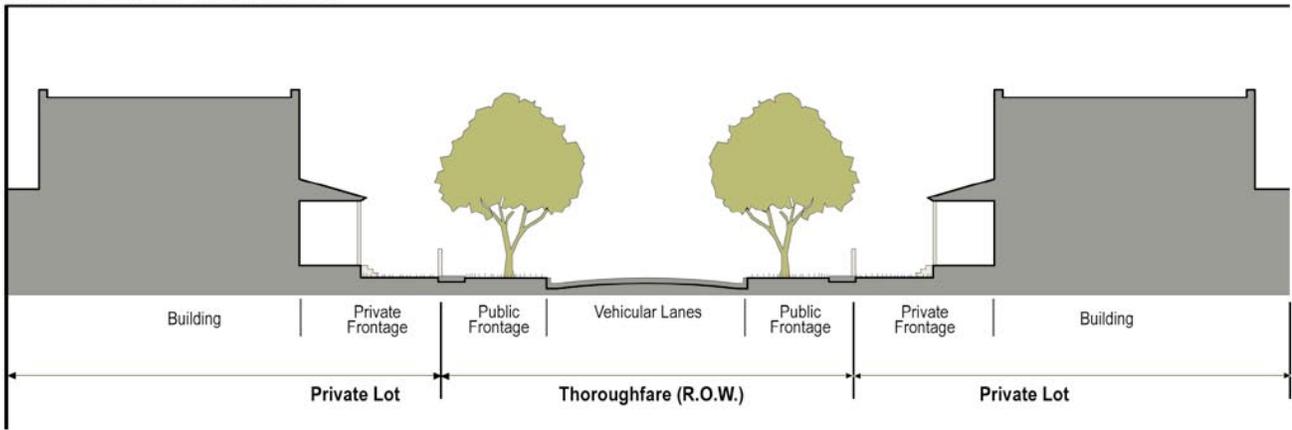
STANDARDS & TABLES

TABLE 11: EXPLANATORY DIAGRAMS

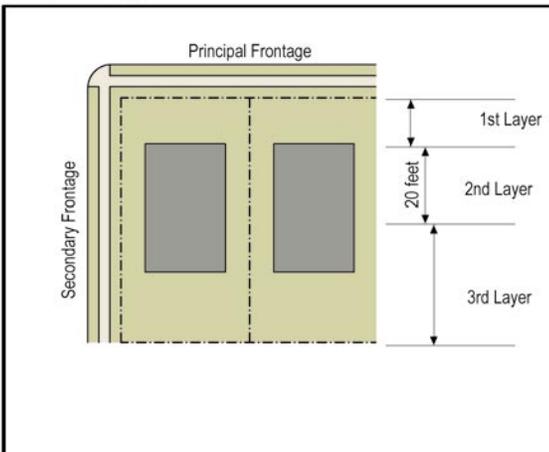
b. TURNING RADIUS



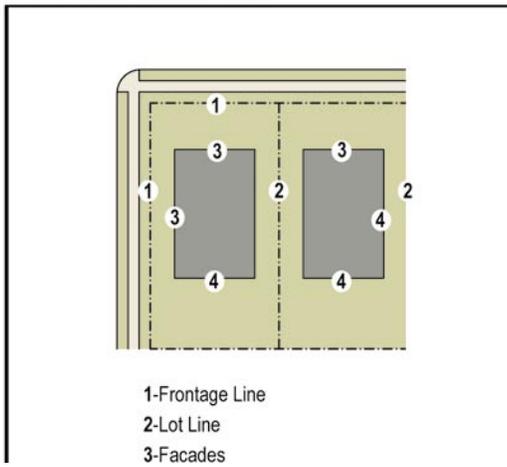
a. THOROUGHFARE & FRONTAGES



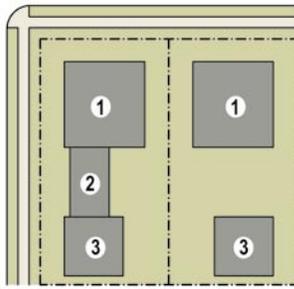
d. LOT LAYERS



e. FRONTAGE & LOT LINES



c. BUILDING DISPOSITION



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

TABLE 12: GENERAL FUNCTION

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

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.

STANDARDS & TABLES

TABLE 13: SPECIFIC FUNCTION

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

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

TABLE 14: PARKING STANDARDS

	REQUIRED PARKING (See Table 12)						SHARING FACTOR (see Section 5.2.4)			
	T2	T3	T4	T5	T6		Function	with	Function	
RESIDENTIAL	2.0 / dwelling		1.5 / dwelling		1.0 / dwelling		RESIDENTIAL		RESIDENTIAL	
LODGING	1.0 / bedroom		1.0 / bedroom		1.0 / bedroom		LODGING		LODGING	
OFFICE	3.0 / 1000 sq. ft.		3.0 / 1000 sq. ft.		2.0 / 1000 sq. ft.		OFFICE	1	OFFICE	
RETAIL	4.0 / 1000 sq. ft.		4.0 / 1000 sq. ft.		3.0 / 1000 sq. ft.		RETAIL	1.1	RETAIL	
CIVIC	To be determined by warrant.							1.4		
OTHER	To be determined by warrant.							1.3		

Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE	1	OFFICE
RETAIL	1.1	RETAIL
	1.4	
	1.3	
	1	
	1.2	
	1	

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

STANDARDS & TABLES

TABLE 15: STREETLIGHT ILLUSTRATIONS

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

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

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

STANDARDS & TABLES

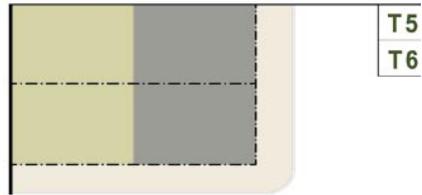
a. Edge Yard: A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.



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



c. Rear Yard: A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.



d. Court Yard: A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.



e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption from disposition requirements.

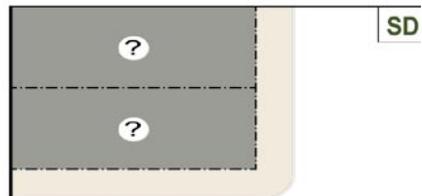


TABLE 17: BUILDING DISPOSITION

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.

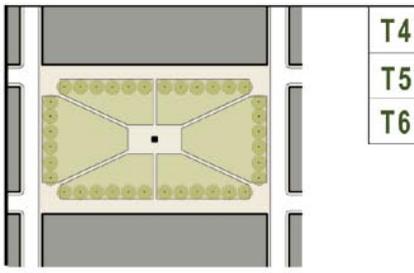
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrant as districts in all zones.



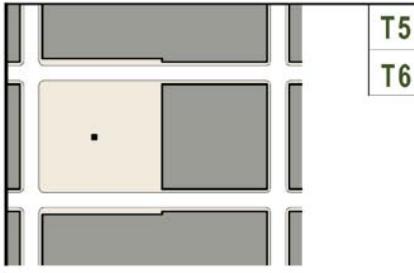
b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres.



c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres.



d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres.



e. Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.

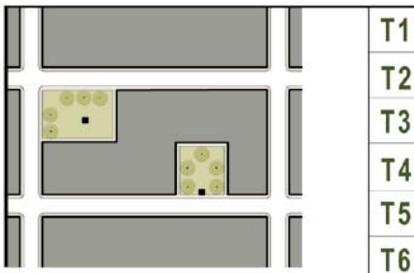
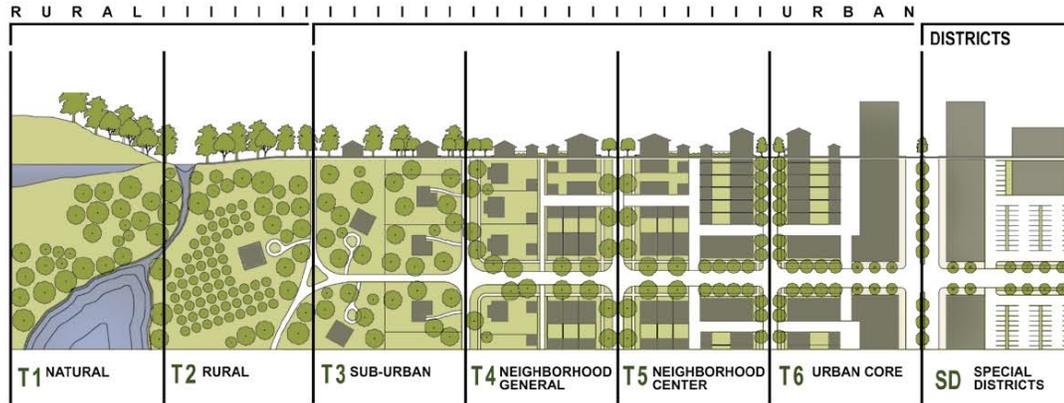


TABLE 18: CIVIC SPACE TYPES

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.

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



A. ALLOCATION OF ZONES (see Section 3.1 and Table 6)							(see Table 20)
CLD	no minimum	50 % min.	10 - 30 %	20 - 40 %	prohibited		20 % max
TND	no minimum		10 - 30 %	30 - 60 %	10 - 30 %	prohibited	
RCD	no minimum		prohibited	10 - 30 %	10 - 30 %	40 - 70 %	
TOD	no minimum		prohibited	0 - 30 %	0 - 30 %	70 - 100 %	

B. BASE RESIDENTIAL DENSITY (see Section 3.4)							
By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 unit / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross	by exception
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross	
Other Functions	by exception		10 - 20 % min	20 - 30 % min	30 - 50 % min	50 - 70 % min	

C. BLOCK SIZE							
Block Perimeter	no maximum		3000 ft. avg. max	2400 ft. avg. max	2000 ft. avg. max	2000 ft. avg. max *	by exception
							* 3000 ft. max for blocks with parking structures

D. PUBLIC FRONTAGES (see Table 8)							
HW & RR	permitted			prohibited			by exception
BV	prohibited		permitted				
SR	prohibited		permitted		prohibited		
RS	prohibited		permitted		prohibited		
SS & AV	prohibited			permitted	permitted		
CS & AV	prohibited				permitted		
Rear Lane	permitted				prohibited		
Rear Alley	prohibited		permitted	required			
Path	permitted				prohibited		
Passage	prohibited		permitted				
Bicycle Trail	permitted			prohibited *			
Bicycle Lane	permitted				prohibited		
Bicycle Route	permitted						

E. CIVIC SPACE (see Table 18)							
Park	permitted			by warrant	by warrant	by warrant	by exception
Green	prohibited		permitted			prohibited	
Square	prohibited			permitted			
Plaza	prohibited				permitted		
Playground	permitted						

F. LOT OCCUPATION							
Lot Area	by exception	min. 20 ac. avg.	5,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. min.	no min.	by exception.
Lot Coverage	by exception	by variance	60% max	70% max	80% max	90% max	

G. BUILDING SETBACK							
Front	by exception	32 ft. min.	24 ft. min.	12 ft. min. 24 ft. max	6 ft. min. 12 ft. max	6 ft. min. 12 ft. max	by exception.
Side	by exception	100 ft. min.	6 ft. min.	12 ft. total min	0 ft. min. 24 ft. max	0 ft. min. 24 ft. max	
Rear	by exception	100 ft. min.	12 ft. min.	3 ft. min.*	3 ft. min.*	0 ft. min.	

H. BUILDING DISPOSITION (see Table 17)							
Edgeward	permitted				prohibited		by exception
Sideyard	prohibited			permitted		prohibited	
Rearyard	prohibited			permitted			

I. PRIVATE FRONTAGES (see Table 7)							
Common Yard	not applicable	permitted			prohibited		by exception
Porch & Fence	not applicable	prohibited	permitted		prohibited		
Terrace or L.C.	not applicable	prohibited		permitted		prohibited	
Forecourt	not applicable	prohibited		permitted			
Stoop	not applicable	prohibited		permitted			
Shopfront & Awning	not applicable	prohibited		permitted			
Gallery	not applicable	prohibited		permitted			
Arcade	not applicable	prohibited			permitted		

J. BUILDING HEIGHT (see Table 9)							
Principal Building	not applicable	2 stories max.		3 stories max.	4 stories max., 2 min.	6 stories max.	by exception
Outbuilding	not applicable	2 stories max.		2 stories max.	2 stories max.	not applicable	

K. BUILDING FUNCTION (see Tables 12 & 13)							
Residential	prohibited	restricted use		limited use	open use		by exception
Lodging	prohibited	restricted use		limited use	open use		
Office	prohibited		restricted use	limited use	open use		
Retail	prohibited		restricted use	limited use	open use		

DISPOSITION

CONFIGURATION

FUNCTION

TABLE 19: TRANSECT ZONE SUMMARY

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

TABLE 20: SPECIAL DISTRICT SUMMARY

DEFINITIONS OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

Brownfield: an area previously used primarily as an industrial site. **Building Disposition:** the placement of a building on its lot (see Table 17).

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

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

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

By Right Permit: a proposal for a building or community plan that complies with this code and may thereby be processed administratively, without public hearing (see Variance).

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

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

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

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

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

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

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

Context: surroundings made up of the particular combination of elements that create specific habitat. **Corridor:** a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

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

patios. This type is able to shield the private realm while strongly defining the public thoroughfare. Because of its ability to mask incompatible activities, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

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

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

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

Developable areas: residual to the Preserved Open Space Sector.

District: see Specialized District.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the Curb Radius is an important variable in the design of a pedestrian environment (see Tables 10 and 11).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RCD: Regional Center Development. A Community Type consisting of one Long Pedestrian Shed with a strong Town Center. This type is permitted by right within the Intended Growth Sector (S5) (see Section 3.3.3).

Residential: premises available for long-term human dwelling.

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

Retail Frontage Line: Frontage Lines designated on a Community Plan that require the provision of a Shopfront,

causing the ground level to be available for retail use.

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

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

Secondary Grid: see Primary and Secondary Grid.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of

development rights from TDR Sending Areas.

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

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

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

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

Tier: synonym for Sector.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The SmartCode Can Be a Form-Based Code.

T3 SUB-URBAN ZONE

SMARTCODE SPECIFICATIONS



(see 2.1)

4.6 LOT OCCUPATION

a. Lot Area	10,000 sq. ft. avg.
b. Lot Coverage	40% max.

4.8 BUILDING DISPOSITION

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

4.10 BUILDING HEIGHT

a. Principal Building	2 stories max.
b. Outbuilding	2 stories max.

4.7 BUILDING SETBACK

a. Front	32 ft. min.
b. Side	12 ft. min.
c. Rear	12 ft. min.
d. Frontage at Setback	

OUTBUILDING SETBACK

a. Front	10 ft. min. (or 55 ft. w/alleys)
b. Side	5 ft. min.
c. Rear	3 ft. min.

4.9 PRIVATE FRONTAGE TYPE (see 2.2)

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

ENCROACHMENT

a. At Bldg. Frontage	12 ft. max.
b. At Bldg. Side	3 ft. max.
b. At Bldg. Rear	0 ft.

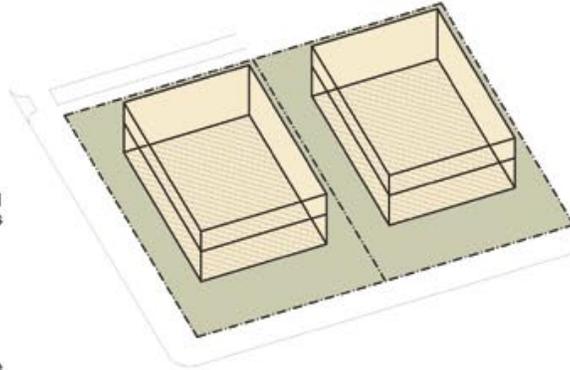
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)

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

GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

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

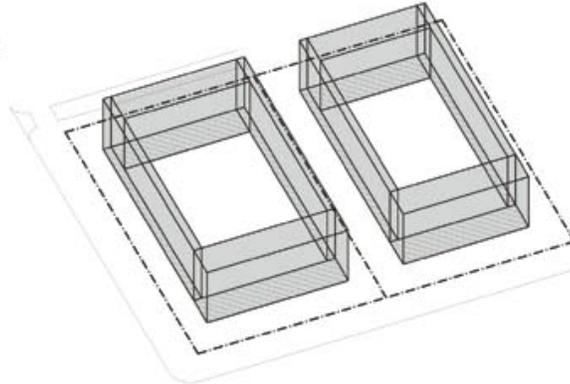


BUILDING PLACEMENT

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

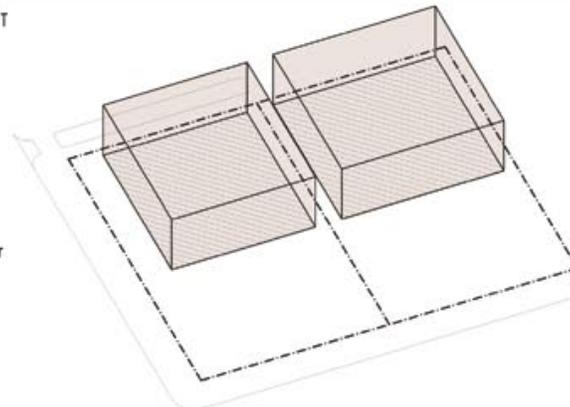
BUILDING ELEMENTS

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

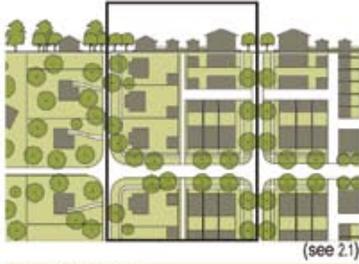


OUTBUILDING PLACEMENT

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



SMARTCODE SPECIFICATIONS



4.6 LOT OCCUPATION

a. Lot Area	2,500 sq.ft. avg.
b. Lot Coverage	70% max

4.8 BUILDING DISPOSITION

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

4.10 BUILDING HEIGHT

a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.

4.7 BUILDING SETBACK

a. Front	18 ft. min. 24 ft. max
b. Side	0 ft., 10 ft. combined min
c. Rear	3 ft. min.
d. Frontage at Setback	70% min.

OUTBUILDING SETBACK

a. Front	10 ft. + front bldg. setback
b. Side	0 ft. or 6 ft. min corners
c. Rear	3 ft. min.

4.9 PRIVATE FRONTAGE TYPE (see 2.2)

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

ENCROACHMENT

a. At Bldg. Frontage	8 ft. max.
b. At Bldg. Side	3 ft. max. or 8 ft. max sideyard
b. At Bldg. Rear	0 ft.

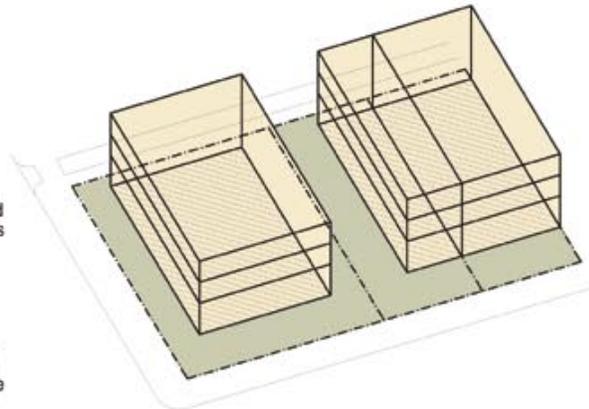
4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)

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

GRAPHIC SPECIFICATIONS

BUILDING HEIGHT

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

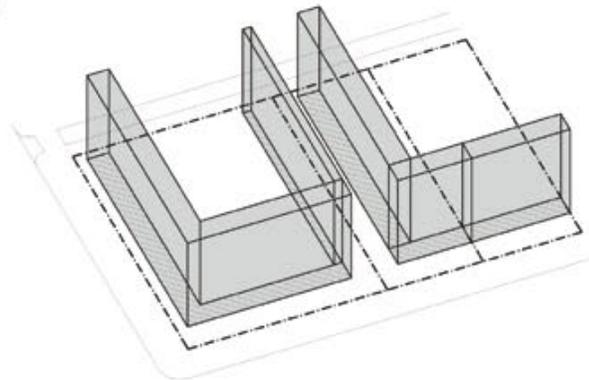


BUILDING PLACEMENT

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

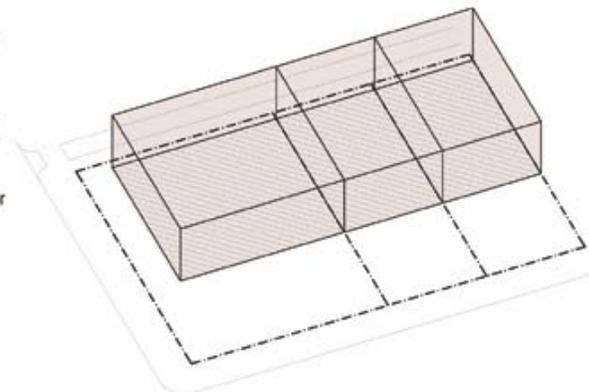
BUILDING ELEMENTS

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

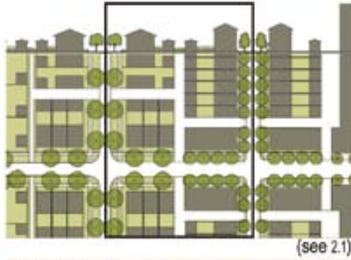


OUTBUILDING PLACEMENT

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



SMARTCODE SPECIFICATIONS



(see 2.1)

4.6 LOT OCCUPATION

a. Lot Area	1,500 sq.ft. avg.
b. Lot Coverage	80% max

4.8 BUILDING DISPOSITION

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

4.10 BUILDING HEIGHT

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

4.7 BUILDING SETBACK

a. Front	6 ft. min., 12 ft. max
b. Side	0 ft. min., 24 ft. max
c. Rear	3 ft.
d. Frontage at Setback	70% min.

OUTBUILDING SETBACK

a. Front	26 ft. min.
b. Side	0 ft. min.
c. Rear	3 ft. min.

4.9 PRIVATE FRONTAGE TYPE (see 2.2)

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

ENCROACHMENT

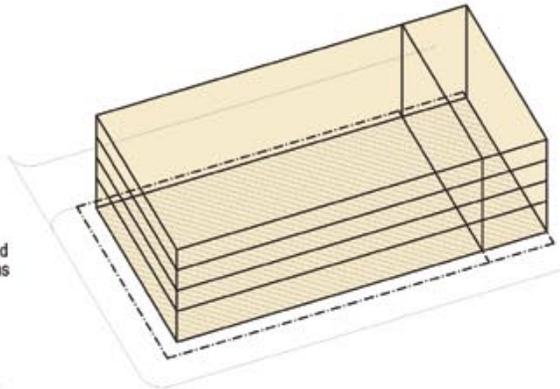
a. At Bldg. Frontage	6 ft. max.(+12 ft. min. arcades)
b. At Bldg. Side	3 ft. max.
b. At Bldg. Rear	0 ft.

4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)

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

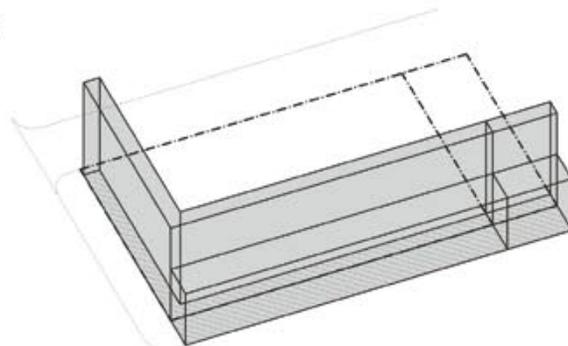
GRAPHIC SPECIFICATIONS

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

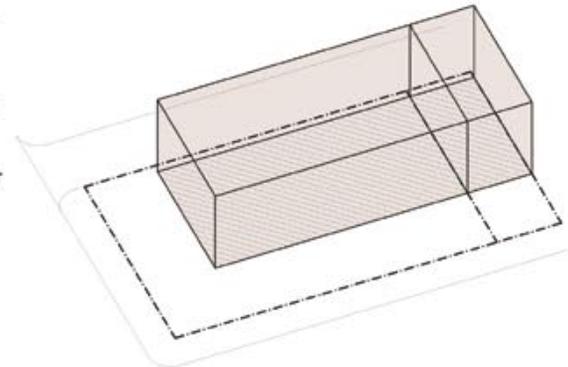


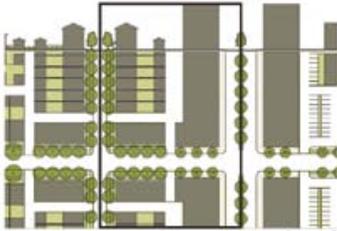
BUILDING PLACEMENT
 1. Buildings shall be placed within the areas hatched as shown in the diagram.
 2. Buildings shall have facades along frontage lines and elevations along lot lines.
 3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.

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



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





(see 2.1)

4.6 LOT OCCUPATION

a. Lot Area	no min.
b. Lot Coverage	90% max

4.8 BUILDING DISPOSITION

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

4.10 BUILDING HEIGHT

a. Principal Building	6 stories max.
b. Outbuilding	not applicable

4.7 BUILDING SETBACK

a. Front	6 ft. min. 12 ft. max
b. Side	0 ft. min. 24 ft. max
c. Rear	3 ft. min.
d. Frontage at Setback	70% min.

OUTBUILDING SETBACK

a. Front	N/A
b. Side	N/A
c. Rear	N/A

4.9 PRIVATE FRONTAGE TYPE (see 2.2)

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

ENCROACHMENT

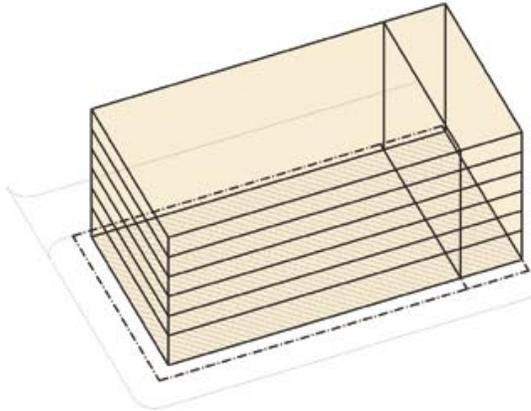
a. At Bldg. Frontage	3 ft or 12 ft. max.
b. At Bldg. Side	0 ft. or 3 ft. max.
b. At Bldg. Rear	0 ft.

4.11 BUILDING FUNCTION (see 2.4, 2.5, 2.6)

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

BUILDING HEIGHT

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

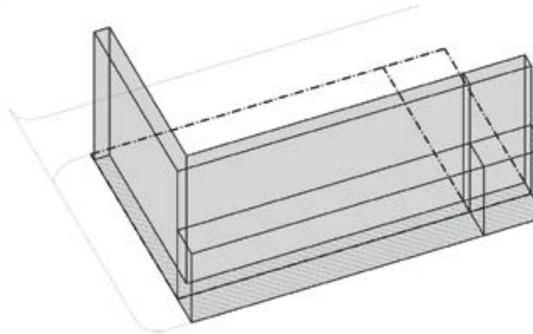


BUILDING PLACEMENT

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

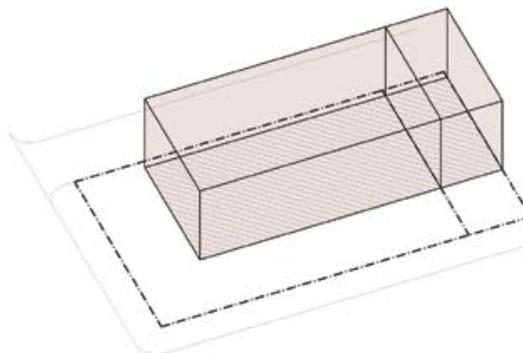
BUILDING ELEMENTS

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



PARKING PLACEMENT

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





T3



T4



T5



T6

CONDITIONS OF USE

- The text and diagrams appearing in this document are the property of Duany Plater-Zyberk & Company (DPZ). Their reproduction and use are permitted with “Credit: Duany Plater-Zyberk & Company” in print.

ILLUSTRATION BY SETH HARRY

Municipal Code Corporation

Duany Plater-Zyberk & Company

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IV.
SECTION IV:
HOUSING

Inclusionary Zoning Around the Country

This compendium was assembled to assist a community preparing to develop an inclusionary zoning program. – Joyce Siegel, March 2, 2000

This is published without modification from the printed document to expedite access. A web-oriented version is in process which will offer quicker loading and links from the table of contents. IHI Webmaster, March 2, 2000

What is inclusionary zoning?

There are various definitions of Inclusionary Zoning. The 1994 report of the California Coalition for Rural Housing Project conducted a comprehensive study of inclusionary zoning in that state. Their definition is appropriate for this paper, "Inclusionary... is defined as a mandatory requirement or voluntary goal to reserve a specific percentage of housing units for lower-income households in new residential developments."

Introduction

One of the earliest applications of inclusionary zoning occurred in California. The California Coastal Commission has had, for many years, an inclusionary (affordable) housing requirement for development of any property within 1,000 feet of the coast. Subsequently, numerous Inclusionary Zoning programs appeared in California in the early 70's. Housing prices had escalated to a point where there was little supply of "affordable housing." There was a growing interest in the need to develop programs that would provide housing at a price affordable to low level employees, public servants and others whose needs were not being met by the market. Statewide legislation was passed that applied to all redevelopment areas: if developed by a private developer there had to be a 15% set-aside; if developed by a public agency the set-aside is 30% (6% of the units must serve very low income households, 3% low and 6% moderate income). In addition, a model inclusionary zoning law was written and subsequently at one time, approximately 75 California jurisdictions adopted their own inclusionary zoning laws.

The preamble to California's model inclusionary zoning law states:

The housing shortage for persons of low and moderate income is detrimental to the public health, safety and welfare, since low-and moderate-income households are forced to live in unsafe, unsanitary, overcrowded housing and/or housing they cannot afford. Thus, in the name of the public interest, inclusionary programs promote the development of community housing that would not otherwise be built."

Common Elements of Inclusionary Zoning Programs

- There is a density or other bonus to developers who participate
- For voluntary programs the bonuses are used as an incentive
- For mandatory programs the bonuses are used as compensation and to avoid constitutional challenges of "a taking"
- There are income limits for eligibility
- There are pricing criteria for the affordable units
- There is some period of control on resale price or rental increase
- There are building standards

Poor economic conditions make it hard to have an effective inclusionary zoning program. Mandatory programs that don't provide incentives generally serve moderate income households, not low income. They also require smaller set-asides.

The California Experience

(From a 1992 study and the 1994 California Coalition for Rural Housing mentioned above)

- As of 1994 there were 64 jurisdictions that had inclusionary zoning in place (54 cities)

<http://www.inhousing.org/USA%20Inclusionary/USA%20Inclusion.htm>

4/17/01

- and 10 counties) which produced just over 25,000 units statewide
- 66% of the programs are mandatory. The mandatory programs produced the most very low and low income affordable units
 - The programs typically apply to a specified project threshold (average 5 to 25 units)
 - In 2/3 of the cases the inclusionary requirement is from 10% to 15 % of the number of market units but the range is from 5% to 35% and apply to developments ranging in size from 2 units to 100 (the most common is 10 but some require the units regardless of size)
 - The size of the land parcel is not used as a threshold
 - Some jurisdictions lower the requirement if the affordable units reach lower than required limits
 - There is considerable variation in income limits (typically low and very low income is defined by Federal Section 8 income limits and moderate goes to 120%) Some jurisdictions link the ratio of affordable unit requirement to the size of the development
 - All programs define targeted income linked to regional median incomes. "The main problem is that as incomes increasethe median is increased commensurately. Housing targeted to very low and low income households no longer meets the needs of the poorest members of the communities..."
 - If a multi-family development is sold the deed restrictions on affordability pass to the new owner
 - There is a different approach to resale of ownership units. Some jurisdictions restrict profit on resale, some require maintenance of affordability of the units (in Palo Alto there is a 59 year control period that renews on resale)
 - The period of affordability ranges from 5 years to perpetuity
 - Non-local subsidies are used by 50% of the jurisdictions. Sources include tax credits; HOME; Section 8; Mortgage Revenue Bonds; State Housing Agency; Farmers Home Administration; HUD 202; and other programs
 - Assets are generally not used to determine eligibility
 - Generally, affordable means households pay no more than 30% of income for rent
 - Jurisdictions have a variety of monitoring methods but the most common method is through local government. Income verification, house price, zoning compliance etc are generally the responsibility of local authorities
 - 2/3 of the jurisdictions permit the payment of a fee in lieu of providing the affordable housing. There is a great variation of the "in lieu" fee, donated land or credit transfers"
 - Most of the programs don't require that all the below market units be provided on-site. Some programs permit the transfer of affordable housing credits from a prior project or the sale of credits from one developer to another
 - There are frequently comparability guidelines so the affordable units are similar in appearance to and are dispersed throughout the market-rate units
 - Almost all the programs offer the developer density increases. Less commonly, fee waivers are offered. Other incentives vary from fast-track permit approval to relaxation of design issues.
 - 34% of the programs utilize housing trust funds to subsidize the development of the units for lower income households
 - Generally, affordable means households pay no more than 30% of income for rent
 - 17% of the jurisdictions require permanent affordability (10 years to perpetuity)
 - If units are not protected in perpetuity many localities give the jurisdiction or a non-profit the right of first refusal.
 - Deed restrictions regulate subsequent sales to income qualified buyers (62% of localities)
 - Both for-profit and non-profit developers and public agencies develop these units
 - 72% of the jurisdictions rely solely on for profit developers
 - 35% of the jurisdictions allow for a land dedication option
 - Affordable units developed through inclusionary zoning laws are expected to look like the market rate units -- many of the California programs require dispersal and equal site access to community amenities
 - In multi-family housing the most common approach is that the units be dispersed, that 50% of the set aside units are affordable to very low and 50% to low income. There is also regulation about the time the units are brought "on-line" (in the same sequence as the market unit)
 - One jurisdiction contracts out compliance monitoring, others require reports from

<http://www.inhousing.org/USA%20Inclusionary/USA%20Inclusion.htm>

4/17/01

§ 68-516

ZONING

§ 68-600

Town of Islip Subdivision and Land Development Regulations, and a permit shall be obtained prior to land clearing as such permit is required by said regulations.

§§ 68-517 through 68-599. (Reserved)

ARTICLE XLVII
Accessory Apartments
[Added 7-7-1992]

§ 68-600. Legislative intent.

It is the purpose of this ordinance to provide an opportunity, in locations where adverse impacts do not result and in a manner consistent with the Comprehensive Plan, for the

(Cont'd on page 7113)

7112.1

6 - 25 - 97

creation of small apartments within the existing structure of owner-occupied single-family detached dwellings. It is the intent of the ordinance to meet the special housing needs of small households and to allow for the efficient use of the town's existing stock of single-family dwellings. It is also the intent of this ordinance to increase compliance with building and fire codes, preserve neighborhood stability and reduce the impact of foreclosure and deferred property maintenance, thereby preserving property values and the health, safety and general welfare of the community.

§ 68-601. Definitions.

As used in this ordinance, the following terms shall have the meanings indicated:

ACCESSORY APARTMENT — A single-family detached dwelling unit which is self-contained, but incorporated within an existing structure that was originally designed for residence by a single family, the gross floor area of which shall be at least 300 square feet and shall not exceed 40% or 800 square feet of the gross floor area of the principal dwelling, including the area of the accessory apartment in which it is located. [Amended 1-4-1994]

§ 68-602. Permit and certificate of occupancy required.
[Amended 1-4-1994]

No person shall create or occupy an accessory apartment without obtaining an accessory apartment permit from the Board of Zoning Appeals and a certificate of occupancy for said use from the Department of Building. In no case shall floor area which is located more than 50% below grade, as defined in the New York State Uniform Fire Prevention and Building Code, be used for accessory apartment purposes.

creation of small apartments within the existing structure of owner-occupied single-family detached dwellings. It is the intent of the ordinance to meet the special housing needs of small households and to allow for the efficient use of the town's existing stock of single-family dwellings. It is also the intent of this ordinance to increase compliance with building and fire codes, preserve neighborhood stability and reduce the impact of foreclosure and deferred property maintenance, thereby preserving property values and the health, safety and general welfare of the community.

§ 68-601. Definitions.

As used in this ordinance, the following terms shall have the meanings indicated:

ACCESSORY APARTMENT — A single-family detached dwelling unit which is self-contained, but incorporated within an existing structure that was originally designed for residence by a single family, the gross floor area of which shall be at least 300 square feet and shall not exceed 40% or 800 square feet of the gross floor area of the principal dwelling, including the area of the accessory apartment in which it is located. [Amended 1-4-1994]

§ 68-602. Permit and certificate of occupancy required.
[Amended 1-4-1994]

No person shall create or occupy an accessory apartment without obtaining an accessory apartment permit from the Board of Zoning Appeals and a certificate of occupancy for said use from the Department of Building. In no case shall floor area which is located more than 50% below grade, as defined in the New York State Uniform Fire Prevention and Building Code, be used for accessory apartment purposes.

§ 68-603. Owner occupancy required. [Amended 4-21-1998]

No accessory apartment permit shall be granted nor shall any said permit remain valid unless the owner(s) of the lot upon which the accessory apartment is located resides within the principal dwelling unit. Tenants shall be limited in occupancy to the accessory apartment unit.

§ 68-604. Code compliance required.

No occupancy of the accessory apartment shall be permitted prior to compliance with all the requirements for two-family dwellings as per the New York State Uniform Fire Prevention and Building Code and/or the laws and housing regulations of the State of New York, County of Suffolk and Town of Islip, as well as any conditions pertaining to the accessory apartment permit. The applicant will be required to meet these standards within six months from the issuance of the building and zoning permit or the special permit will become null and void.

§ 68-605. Expressly prohibited uses.

An accessory apartment shall not be located within an accessory structure.

§ 68-606. Minimum required lot area.

The minimum required lot area for an accessory apartment within a single-family dwelling shall be 7,500 square feet.

§ 68-607. Minimum required lot width. [Amended 1-4-1994]

The minimum width of lot for an accessory apartment within a single-family dwelling shall be 75 feet. In the case of lots located on curvilinear roads or culs-de-sac, said width shall be measured at the front building line of the principal dwelling.

§ 68-608. Limitation of bedrooms and occupants.
[Amended 1-4-1994; 4-21-1998]

There shall be permitted a maximum of two bedrooms for each accessory apartment. Occupancy of the accessory apartment shall not exceed one per 150 feet of gross floor area.

§ 68-609. Number of apartments permitted.

There shall be no more than one accessory apartment permitted per lot. Accessory apartments shall only be permitted within structures with a certificate of occupancy or certificate of compliance for a single-family dwelling.

§ 68-610. Expansion and alteration of main dwelling.
[Amended 1-4-1994]

- A. The structure in which an accessory apartment is created shall not be expanded by more than 25% of the existing gross floor area of the principal dwelling to accommodate an accessory apartment. In no case shall expansion of the structure result in a floor ratio exceeding 0.25.
- B. No changes shall be made to the exterior design of a structure in which an accessory apartment is created that would alter the single-family appearance of the dwelling. Only one visible front entrance shall be permitted, except that a second front entrance may be permitted upon a finding by the Board of Appeals that the additional door existed on or before July 7, 1992 and the subject premises benefitted from a permit for two-family, family use only pursuant to this chapter. Any electrical and water meters installed to service an accessory apartment shall not be visible from any roadway. [Amended 4-21-1998]

§ 68-611. Compliance with health requirements.
[Amended 1-4-1994]

Occupancy of an accessory apartment shall be contingent upon compliance with all appropriate health code requirements.

§ 68-612. Off-street parking requirements. [Amended 9-12-2000]

There shall be located on-site not fewer than four off-street parking spaces. Parking shall be provided pursuant to the direction of the Town Engineer in a manner that is consistent with the residential appearance of the dwelling. The maximum width of the driveway shall not exceed 18 feet or 24% of the lot frontage. Required driveway improvements must be completed prior to the issuance of a certificate of occupancy or certificate of compliance for the accessory apartment unit.

§ 68-613. Permit issuance restricted by age of structure.
[Amended 1-4-1994; 4-21-1998]

Any dwelling which receives a certificate of occupancy after September 1, 1992, must be at least seven years old, as stated from said certificate of occupancy, in order to have an accessory apartment. Additions to the principal dwelling, which are in excess of 50% of the size of the principal dwelling, must also be at least seven years old in order to allow for the submission of an accessory apartment permit.

§ 68-614. Maintenance of structure and property.

All structures, landscaping and paving on a lot on which an accessory apartment is located shall be maintained in a neat and clean manner, including but not limited to driveways, walkways, sidewalks adjoining the subject parcel, exterior shingles, paint, shutters and trim, as well as landscaping, lawns and shrubbery. The town or its designee reserves the right to enter onto the subject property after 15 days' written

notice by certified mail, return receipt requested, to the then owner to its address as it appears on the assessment roll, to remove littered debris or to maintain or replace any fencing or planting if found that the improvements are not being maintained, and shall bill the owner for any expense incurred.

§ 68-615. Permit applications.

- A. No change of any kind shall be made to the structure until the Board of Appeals grants an accessory apartment permit and the Building Department issues a permit to construct said apartment. Subsequent to the granting of the permit by the Board of Appeals, an application shall be submitted to the Department of Building for all necessary building permits.
- B. All applications must be supplied by owner(s) of the property, and the applicant shall be required to file a notarized document with the Board of Appeals. This document shall state that the accessory apartment use and permit shall terminate upon the death of the applicant or the survivor of the applicant, upon the transfer of title to said premises, upon the applicant no longer occupying the premises as their principal residence or upon conviction for a violation of this section.
- C. The applicant will be required to file a form stating that the subject dwelling shall meet all New York State Uniform Fire Prevention and Building Code requirements and all Town of Islip requirements pertaining to temporary special permits for accessory apartments.
- D. A public hearing before the Town of Islip Zoning Board of Appeals shall be required for all applications for an accessory apartment permit, including transfers of said permits, except for renewals by the same owner.
- E. Every accessory apartment permit granted by the Board of Appeals shall become null and void and of no further

force and effect unless the applicant obtains a building and change of use permit to create an accessory apartment no later than 90 days after approval is granted by the Board of Appeals.

§ 68-616. Renewal of permits.

- A. All accessory apartment permits must be renewed every three years or upon transfer of title. The owner of an accessory apartment is required to apply to the Board of Appeals to renew this permit, in accordance with adopted Department procedures. The applicant is required to submit an affidavit of residency and to notify the owners of all dwellings on the same street as the subject parcel, which dwellings are within 200 feet of the application.
- B. The Board of Appeals reserves the right to require a public hearing prior to the renewal of the permit if, on the basis of responses from the neighboring residences or by an inspection of municipal officials, reason exists to believe that the conditions of the permit are not being met.

§ 68-617. Revocation of permits. [Amended 1-4-1994]

The Board of Appeals reserves the right to revoke any accessory apartment permit issued hereunder should the applicant or applicant's tenant violate any provision or any condition imposed upon the issuance of the special permit. Said revocation shall be after a hearing held by the Board of Appeals. The standard notification requirements for a hearing on a new accessory apartment applicant shall apply. Refusal to permit entry by authorized town officials for the purpose of determining compliance with all regulations relating to this ordinance between the hours of 9:00 a.m. and 7:00 p.m. within 24 hours after receipt of said request may result in automatic revocation of the accessory apartment permit.

§ 68-618. Transfer of apartment permit.

An application for a transfer of an accessory apartment permit to a subsequent property owner shall be on such forms and in such a manner as shall be prescribed by the Board of Appeals. A public hearing shall be required for such applications.

§ 68-619. Penalties for offenses.

All penalties for violations of this ordinance are delineated in § 68-421 of the Town Code.

§ 68-620. Fees; reassessments. [Amended 1-4-1994; 9-12-2000]

The creation of the accessory apartment which results in an expansion of the gross floor area of the dwelling shall be subject to a reassessment of the property, the amount of which shall be determined by the Islip Town Assessor.

§ 68-621. Discriminatory practices prohibited.

Discriminatory practices in the rental or lease of an accessory apartment shall be prohibited in accordance with Chapter 26, Housing: Discriminatory Practices, of the Code of the Town of Islip.

§ 68-621.1. Completion of improvements. [Added 4-21-1998]

Improvements required in accordance with the issuance of an accessory apartment permit shall not be required prior to the date of the grant of the Board of Appeals but shall be completed prior to the issuance of a certificate of occupancy or in no case later than six months after the date of the grant of the Board.

§ 68-621.2. Variances. [Added 4-21-1998]

Any variance required in connection with the issuance of an accessory apartment permit shall be heard by the Board of Appeals in accordance with § 68-412 of the Islip Town Code. This provision shall not apply to § 68-606, Minimum required lot area, or § 68-607, Minimum required lot width.

ARTICLE XLVIII
Use District Regulations: Industrial
Business District
[Added 10-6-1992]

§ 68-622. Legislative intent.

- A. The Industrial Business District is intended to allow many of the uses typically found in a light industrial district, including offices and manufacturing. In addition, the district is also intended to allow single-user bulk retail establishments commonly identified as "warehouse clubs." These uses are identified as nontraditional retail establishments that share characteristics of both industrial and retail facilities. It is not the intention of this ordinance to allow shopping centers or uses that would typically locate within a shopping center.
- B. This district shall be applied to those locations that are serviced by an adequate arterial highway system, that do not interfere with neighborhoods and residential properties and are otherwise consistent with the Comprehensive Plan.

§ 68-623. Permitted uses.

In an Industrial Business District, no building, structure or premises shall be used or occupied and no building or part thereof or other structure shall be so erected or altered except for one or more of the following purposes:



zoning and a special permit granted by the Town Board. [Added 1-19-1982]

- E. Notwithstanding the foregoing provisions, no boardinghouse, lodging house or mixed-use building within an area designated as a Downtown Development District (DDD), as described in § 68-180.3A herein, may continue as a nonconforming use for more than five years after the effective date of this amendment, unless said use is made into a conforming use and fully complies with all zoning, building, housing, health and fire codes. [Added 1-21-1992]
- F. The subdivision of any parcel(s) on which a legal nonconforming use(s) exists terminates such legal nonconforming use of a structure or premises, and, thereafter, said structure or premises shall not be used except in conformity with the provisions of the ordinance. However, this subsection shall not apply to the merger of parcels improved with principal structures if the subdivision shall restore the parcels and structures to the identical dimensions and densities which existed prior to the merger. [Added 3-24-1992; amended 11-16-1993]
- G. Merger of nonconforming lots. If at any time a nonconforming lot shall be held in the same ownership as one or more adjoining parcels, the lot shall lose its status as a nonconforming lot, except to the extent that the lot created by the merger of the adjoining parcels remains nonconforming with respect to one or more dimensional regulations of the district in which it is situated [Added 12-16-1997]

group of uses or buildings and the accessory uses or buildings customarily incident thereto, including open spaces as are required by this ordinance. Upland only shall be termed land; neither land under water, shore, strand nor beach shall be deemed land for the purpose of this ordinance.

LOT AREA — The total area measured inside all the lot lines, leaving out the underwater portion.

LOT, CORNER — A lot with frontage on two or more intersecting streets.

LOT, THROUGH — A lot extending from one street to another, having frontage on two streets.

MARINA or MARINE WHARF — A structure built or maintained for the purpose of providing, as a principal use, secure moorings for boats and offering, as accessory uses, supply, repair and other boat-related facilities.¹¹ [Amended 5-6-1980]

MIXED-USE BUILDING — A building in which residential uses are permitted to exist simultaneously with legally permitted commercial uses.¹² [Added 1-6-1981, amended 4-8-1997]

MOTOR VEHICLE DEALERSHIP — A building or a part of a building or a lot or a part of a lot used for the sale, rental, lease, display or storage of new or used vehicles, including but not limited to automobiles, vans, trucks, trailers, buses, campers, recreational vehicles or boats or any vehicle required to be registered with the New York State Department of Motor Vehicles. This definition shall not be construed to include heavy construction vehicles, emergency vehicles and related equipment. Motor vehicle dealerships may also include a

¹¹ Editor's Note: The former definition of "minor food service establishment," added 11-14-1995, which immediately followed this definition, was repealed 4-8-1997.

¹² Editor's Note: The former definition of "motel," amended 6-22-1971, which immediately followed this definition, was repealed 4-8-1997. See now "hotel (motel)."

V.
SECTION V:
STREET DESIGN

TRAFFIC CALMING



Speed bumps are just one way to “calm” neighborhood traffic.

TYPICAL CONCERNS

Over the past several decades, automobile travel has increased dramatically. As arterial and collector streets become congested, motorists search for alternative routes on nearby neighborhood streets. In too many cases, increased vehicular traffic and speed on these residential alternatives leads to more car/pedestrian conflicts and a loss of identity and livability within the invaded neighborhood.

POSSIBLE SOLUTIONS

“Calm” traffic on residential streets. Most traffic calming techniques involve modifying intersections or roadway channelization to encourage motorists to (1) drive slower or (2) stop using residential streets as bypasses. By lowering speeds and/or discouraging through traffic, the number of crashes can be reduced and pedestrian safety can be enhanced.

An important factor in all pedestrian crashes is speed, and studies have shown a dramatic correlation between motor vehicle speeds and fatality rates. Implementing measures to reduce the speed of traffic produces a corresponding reduction of the severity and frequency of car/pedestrian crashes. Traffic calming not only discourages through traffic volume in residential settings, it also slows the speed of all traffic.

COMMON TRAFFIC CALMING TECHNIQUES

Slowing traffic speed is a good first step to take toward eliminating intersection conflicts as slower speeds decrease braking distances and allow for increased reaction times.

For example, one way to slow traffic speed is to install traffic circles. Circles produce immediate, readily observable improvements in traffic safety, reducing motor vehicle speeds and crashes in residential intersections.

A second but equally important purpose of traffic calming is to discourage through traffic. A list of traffic calming techniques that both slow and discourage traffic includes:

- Traffic circles (a.k.a. roundabouts).
- Speed humps and tables.
- Partial street closures.
- Diverters.
- Curb extensions or bulb-outs.
- Chicanes.
- Choke points.
- Gateway treatments.
- Woonervern.

Technique

Traffic circles



Definition

Raised islands located in the middle of an intersection to slow traffic

Speed humps



Raised surfaces on the road over a short distance to force motorists to slow down to an intended speed with minimal discomfort

Partial street closures



Access to a road barred in one direction, though the rest of the road remains two-way

Diverters



Structures placed at intersections to prevent through traffic by forcing motorists onto another street

Curb extensions

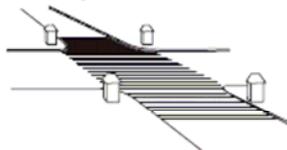
Sidewalk extensions at intersections that reduce crossing distances, and increase pedestrian visibility

Chicanes

Obstacles or parking bays staggered on alternate sides to create an obstructed route for motorists

Choke points

Narrowing a road over a short distance to a single lane in order to slow traffic

Gateway treatments

Raised intersections and surface alteration to show a change from arterial to residential streets

Woonert

A Dutch term (meaning “living yard,”) for the strategy in which motorized and non-motorized traffic are not segregated, and pedestrians are given priority

For more details, refer to the *National Bicycling and Walking Study, Case Study # 19, Traffic Calming, Auto Restricted Zones, and Other Traffic Management Techniques: Their Effect on Bicyclists and Pedestrians*, FHWA-PD-93-028.

IMPLEMENTATION STRATEGIES

The following discussion shows various ways in which one traffic calming technique—traffic circles—can be implemented.

Traffic circles have a strong traffic calming impact, particularly on the way motorists negotiate intersections. But they should only be installed in a thoughtful step-by-step fashion. There are at least three general strategies to installing traffic circles.

Piggy-back on other projects: Traffic circle projects can be included in related capital projects such as street repaving, curb realignments, and sub-surface utility projects. It is, however, necessary to gauge community support and to evaluate the appropriateness of all proposed traffic circles. (See the 60 percent rule in paragraph A on the next page.)

Development regulation: Traffic circle installation can also be required as a condition of development. If, for instance, a development will generate additional automobile traffic on nearby residential streets, the developer

could be required to install circles to ameliorate the impact. The conditions triggering this requirement would depend on the nature of the development and existing traffic conditions within the community. The downside of this strategy is that it is usually difficult to require off-site improvements.

Annual program: A fixed amount of money for traffic circle installation could be appropriated annually. This strategy has been used in Seattle, Washington, since 1978.

SEATTLE'S TRAFFIC CIRCLE EXPERIENCE

Creating a traffic circle selection process is a crucial step in allocating scarce resources. Seattle uses a two-step procedure. Proponents must first show the idea is supported by a substantial majority of the neighborhood. The City will then do a technical assessment. This is necessary because the City gets several hundred requests but can afford to build only 20 to 25 circles each year. Here are the steps:

A. Citizens propose traffic circle locations: Rather than relying exclusively on engineering analysis, Seattle encourages residents to begin the process. When citizens ask for a traffic circle, they receive a petition form on which to gather signatures of residents living within one block of the proposed site. If 60 percent support the traffic circle, it next receives a formal review in order to compete for funding. In this way, the City need not worry about public support. Highly controversial locations are eliminated up front.

B. Department analyzes sites: Because of the many technical aspects involved, it is essential to closely scrutinize each proposed location. Strong neighborhood support alone does not guarantee that the proposed traffic circle will be installed. The City uses a formal system for comparing intersections to rank all citizen proposals.

This is a necessary step to ensure that there are technically sound reasons to install a traffic circle at one location rather than another. The analysis consists of the following:

- Evaluation of crash records in the 3.5 years prior to the request.
- Traffic volume counts.
- Speed checks.

Points are assigned for each category. A location must accumulate at least three points to compete for funds. Competing locations are then prioritized. If a location ranks high on the priority list, and if installation is feasible, a community meeting is scheduled.

C. Project implementation: Once an intersection is chosen, City representatives meet with residents to introduce the design and appearance of the traffic circle, explain the implementation process, and answer questions. This step reassures citizens that the City is working with the community to solve a local traffic problem.

Once the layout is established, a mock-up traffic circle is installed using traffic cones to judge the efficacy of the design, as well as fire truck and emergency vehicle clearance. If there is any doubt, the Fire Department brings a truck out to the location. When all tests are satisfactorily completed, the final circle is installed. An important feature that should not be

overlooked when designing traffic circles is a concrete apron around the circle. This apron permits trucks to drive over the edge of a circle should the turning radius be too tight.

In Europe, mock-up traffic circles are tested using devices like giant Lego blocks. The blocks are considered to be more effective than traffic cones as most drivers will slow excessively in the presence of cones assuming there might be construction in progress or there is a open hole or rough road ahead, thereby diminishing the effect of the test.

One benefit of traffic circles is the creation of new public space for landscaping. Once the circle is permanent, the City provides basic landscaping but only if local residents commit to maintaining it. In addition, neighborhoods are encouraged to plant additional greenery that will not impair visibility. This aspect promotes local "ownership" and helps reduce maintenance costs.

EVALUATION

It's best to consider traffic circles temporary until a three- to six-month test period has passed. During this period, do traffic counts and speed studies. In addition, distribute survey cards to gauge citizen support and identify any problems. If the traffic circle is unpopular, citizens should be able to petition to have it removed. In Seattle, for instance, a 60 percent majority is required for removal; removal of traffic circles has occurred very rarely.

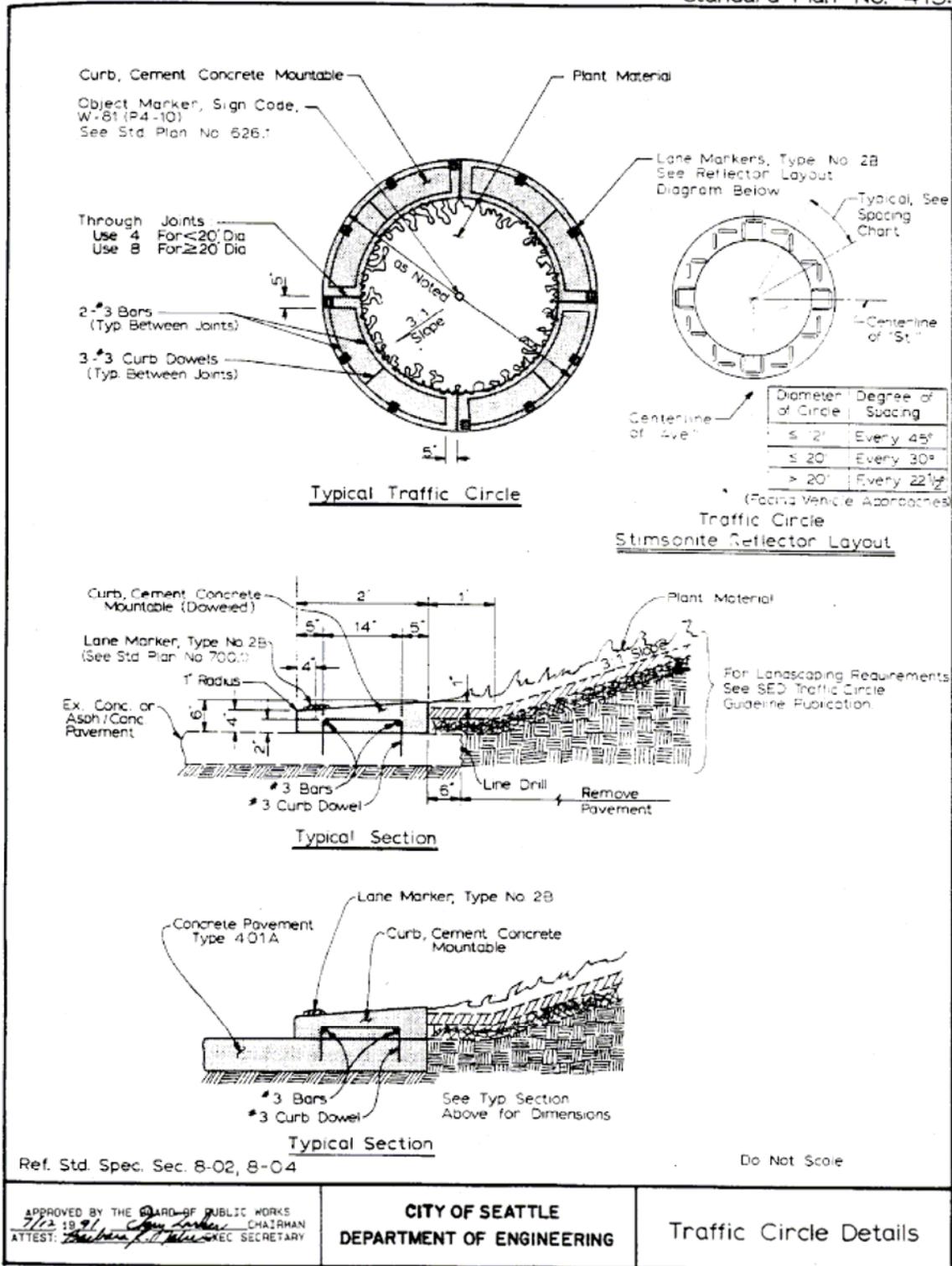
RESOURCE REQUIREMENTS & SCHEDULING

Traffic circles can cost between \$5,000 and \$15,000 to build. In Seattle, because of the popularity of the program and the technical requirements, it can take one to two years from the time a neighborhood requests a circle to when it gets built. In general, traffic circles are almost maintenance free and can last as long as the road itself. Neighborhood landscaping efforts can help keep city maintenance at a minimum.

SPECIFICATIONS

The exact location and shape of each traffic circle should be designed to the particulars of the intersection. Size is determined by the intersection's geometrics, using the largest circle that meets basic design considerations.

The diagram on the next page illustrates a typical traffic circle design being used in Seattle.



APPROVED BY THE BOARD OF PUBLIC WORKS
 7/12/1991
 ATTEST: *[Signature]* CHAIRMAN
[Signature] SECRETARY

CITY OF SEATTLE
DEPARTMENT OF ENGINEERING

Traffic Circle Details

Source: Seattle (Washington) Engineering Department

VI.
SECTION VI:
ARCHITECTURAL
DESIGN
GUIDELINES

THE NEW

PLEASANT HILL BART STATION PROPERTY CODE



ARCHITECTURAL STANDARDS

GEOFFREY FERRELL ASSOCIATES FINAL DRAFT
TABLE OF CONTENTS

I. GENERAL PRINCIPLES AND INTENT 3

II. ARCHITECTURAL STANDARDS 6

- A. BUILDING WALLS 7
- B. ROOFS 9
- C. WINDOWS AND DOORS 11
- D. STREET WALLS 13
- E. LIGHTING AND MECHANICAL EQUIPMENT 15
- F. COLORS 16

III. LANDSCAPE STANDARDS 18

IV. DEVELOPMENT REVIEW PROCEDURE 20

GENERAL PRINCIPLES AND INTENT

1. TRADITION

These standards favor an aesthetic that is traditional in a broad sense. They specify an architectural language of load-bearing walls, pitched roofs, and regional materials reminiscent of northern California's Spanish Colonial Revival structures. The standards also coincide with the Code requirements that specify certain details, such as column spacing, window proportions, roof pitches, and overhangs.

The intention behind these standards is not to copy the past, but to utilize its discipline when designing new buildings. Structures created according to these standards will also demonstrate a clear relationship to the longstanding architectural traditions of northern California.

Buildings designed to withstand the elements (gravity, sun, weather, and time) that also incorporate traditional rules of proportion and massing retain their appeal beyond a simple question of "style."

All building materials shall express their specific properties. For example, heavier more permanent materials (i.e. masonry) support lighter materials (i.e. wood).

2. SIMPLICITY

The building mass shall consist of a simple composition of basic building forms that follow a clear hierarchy. For example, the principal structure and accessory buildings will be sited in a manner appropriate to their size and function.

Rooflines shall be simple, utilizing gables, hips, and sheds, or combinations of these basic forms. Complicated rooflines are to be avoided.

Details such as doors, windows, eaves, railings, etc. should be carefully designed and constructed. These will contribute significantly a building's visual interest and value.

3. EQUIVALENT OR BETTER

- While only materials, techniques, and product types prescribed here are allowed, equivalent or better practices and products are encouraged. Their introduction shall be submitted to the TOWN ARCHITECT for review and approval.

4. WHERE CLEARLY VISIBLE FROM THE STREET

- Many of these standards apply only in conditions WHERE CLEARLY VISIBLE FROM THE STREET. Note that the definition of STREET includes, PARKS, SQUARES, the BART passenger platform, and all public areas but not the BART LINE. These controls therefore concentrate on the public realm and minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a STREET WALL is not CLEARLY VISIBLE FROM THE STREET.

ARCHITECTURAL INTENT

FOR THE
PLEASANT HILL BART STATION PROPERTY REDEVELOPMENT



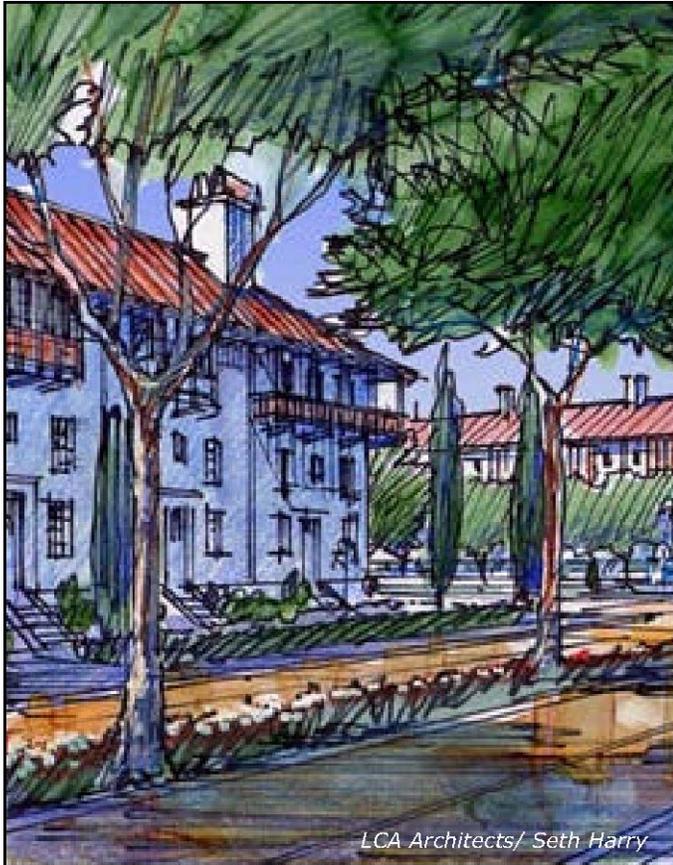
SHOPFRONT and WORKPLACE buildings are common in every American downtown. These building types are designed to foster active street life. Their ground floor fronts have large windows to encourage a connection between the commercial activity within and the public life of street and sidewalk. Since upper-storey uses may be offices or residences, those windows are appropriately smaller.

Other large buildings utilize the same basic components as SHOPFRONT and WORKPLACE buildings as shown in the illustration to the left.



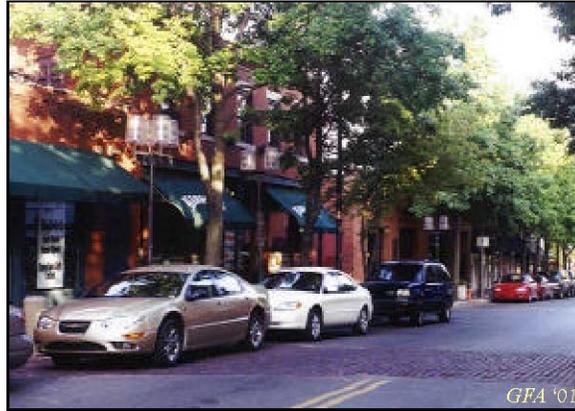
ARCHITECTURAL INTENT

FOR THE
PLEASANT HILL BART STATION PROPERTY REDEVELOPMENT



The architectural aesthetic shall pursue the following characteristics:

1. Steeply pitched gable and hip roofs
2. Overhanging eaves and balconies with heavy timber-supporting brackets and/or rafter tails
3. Simple building walls of stucco, stone, or brick
4. Muted exterior colors with rich trim and detail colors



These illustrations show typical views that exemplify the desired aesthetic.

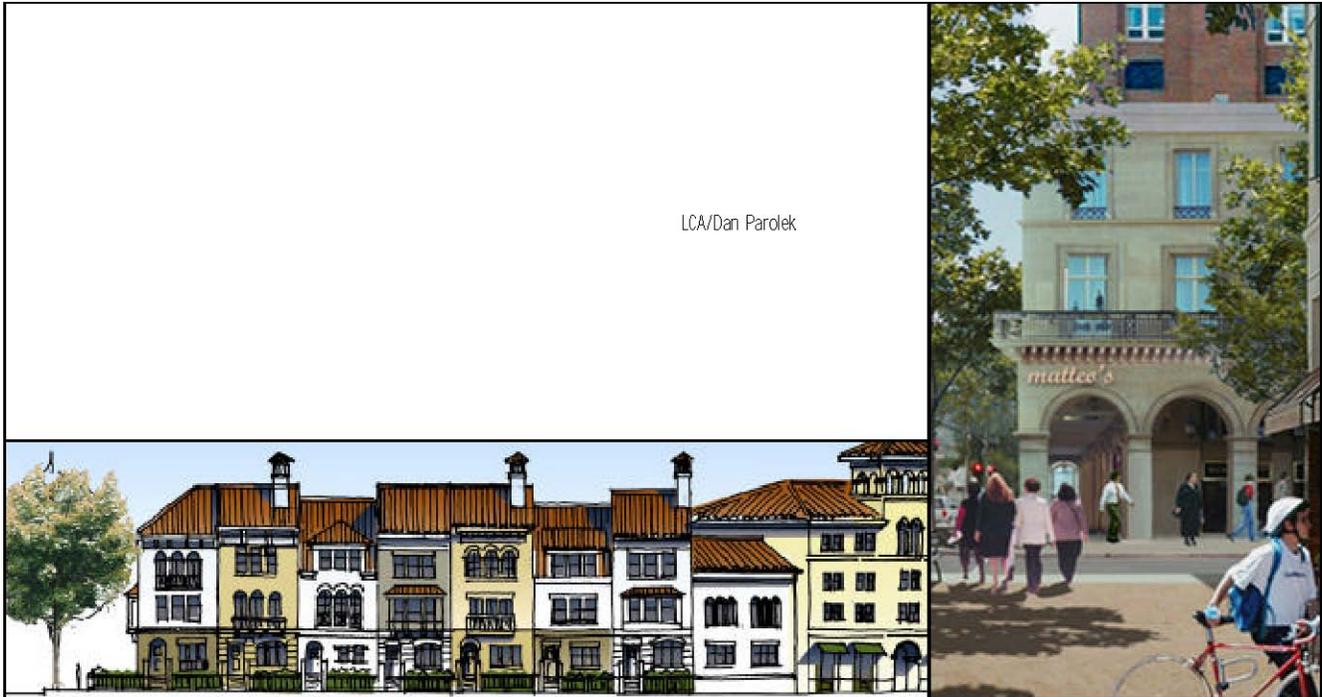
Buildings must undergo a process of careful review with the TOWN ARCHITECT to ensure a building that makes both economic and architectural sense for the BART Station Property. The TOWN ARCHITECT will also work with the developer and/or designer to show them how the BART Station Property will satisfy their site needs and other requirements.

The TOWN ARCHITECT will make recommendations to the Community Development Department prior to consideration of Final Development Plans or modifications. The TOWN ARCHITECT will also consult with the zoning administrator before the issuance of building permits.

INTENT: BUILDING WALLS (EXTERIOR)

INTENT AND GUIDING ILLUSTRATIONS

The illustrations and statements on this page are advisory only. Refer to the Code Standards at right for the specific prescriptions of this section.



Building walls should reflect the traditional materials and techniques of California's Spanish Colonial Revival architecture. They should express the construction techniques and structural constraints of traditional, long-lasting materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form.

STANDARDS: BUILDING WALLS (EXTERIOR)

WHERE CLEARLY VISIBLE FROM THE STREET

MATERIALS - BUILDING WALLS

- Brick
- Stucco (cementitious finish)
- Native stone
- Precast masonry
- Gypsum Reinforced Fiber Concrete (GFRC --for trim elements only)

CONFIGURATIONS AND TECHNIQUES

- *Walls*
 - o Wall openings shall be "no more squat than square" (i.e. must be taller than wide).
 - o Wall openings shall not span vertically more than one storey.
 - o Wall materials shall be consistent horizontally (i.e. joints between different materials must be horizontal and continue around corners) except for towers, chimneys and piers.
- *Brick, Block and Stone*
 - o Must be properly detailed and in appropriate load-bearing proportions.
- *Stucco (cementitious finish)*
 - o Smooth or sand finish only

INTENT: ROOFS

INTENT AND GUIDING ILLUSTRATIONS

The illustrations and statements on this page are advisory only. Refer to the Code Standards at right for the specific prescriptions of this section.



No other architectural element so directly expresses the relationship between a building and the forces of nature and time. Roofs should have consistent pitches and generous overhangs in order to provide visual coherence to the BART Station Property. Roofs shall also demonstrate a common-sense recognition of the climate by utilizing appropriate pitch, drainage, and materials.

STANDARDS: ROOFS

WHERE CLEARLY VISIBLE FROM THE STREET

MATERIALS

- Clay or concrete (faux clay)
- Tile: barrel or flat roman
- Slate, equivalent synthetic or better

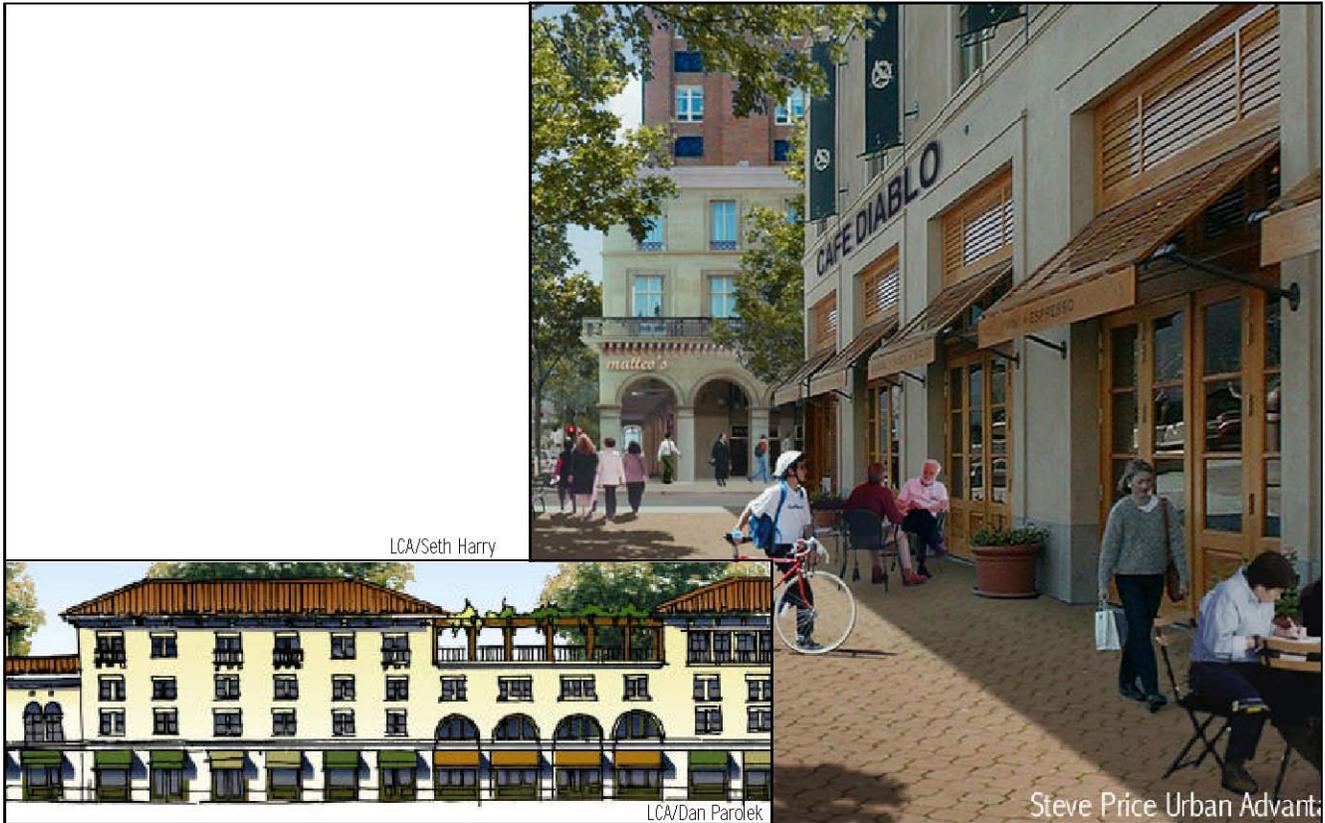
CONFIGURATIONS AND TECHNIQUES

- Pitch
 - o Simple hip and gable roofs shall be symmetrically pitched between 6:12 and 10:12.
 - o Shed roofs, subordinate and attached to the primary structure, shall be pitched between 4:12 and 7:12.
 - Overhang
 - o Eaves must overhang at least 30” on the primary structure.
 - o Rakes (gable end) must overhang at least 24.”
 - o Eaves and rakes on accessory buildings, dormers, and other smaller structures must overhang at least 8.”
 - o Open eaves and simple classical soffits and fascia are allowed.
 - o Soffits shall be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes).
 - o Cornices and soffits may be a combination of vinyl, wood, and/or metal.
 - o Timber eaves and BALCONY brackets must be a minimum of 5.5” in dimension.
 - Cornices and Other Features
 - o Overly elaborate, “postmodern” and/or “high-tech” designs are not allowed. Consult the TOWN ARCHITECT for appropriate configurations.
 - o Skylights and roof vents are permitted only on the roof plane opposite the primary STREET or RBL.
 - Buildings seven (7) storeys and above may vary from the exact prescriptions of these standards as long as this is not perceptible from the STREET. Specific roof and cornice features permitted include:
 - o So-called “mansard” roofs: flat roof platform behind partial roof slope
 - o Alternate imitation clay tile materials, such as fiberglass
- Parking structures that front the STREET or RBL may satisfy the overhang requirement with a cornice with a projection beyond the structure walls that is not less than 10” total.

INTENT: WINDOWS AND DOORS

INTENT AND GUIDING ILLUSTRATIONS

The illustrations and statements on this page are advisory only. Refer to the Code Standards at right for the specific prescriptions of this section.



Windows and doors should be simple in both design and placement. Windows should be divided by mullions into multiple panes of glass.. This helps the window “hold” the surface of the façade, rather than appearing like a “hole” in the wall, an effect that is produced by a single sheet of glass.

STANDARDS: WINDOWS AND DOORS

WHERE CLEARLY VISIBLE FROM THE STREET

MATERIALS

Windows of anodized aluminum, wood, clad wood, vinyl, or steel

Window glass must be clear, with light transmission at the ground storey at least 90% and 75% for the upper storeys (subject to modification if necessary to meet Title 24 requirements)

Specialty windows may utilize stained or opalescent glass

Window screens shall be black or gray

Screen frames shall match window frame material or dark anodized

Doors of wood, clad wood, or steel (dark bronze)

CONFIGURATIONS AND TECHNIQUES

- For all windows:

- o Openings for windows, windowpanes, and doors shall be "no more squat than square" (i.e. must be taller than wide). Transom windows are not included in the measurements of this requirement.

- o Windows may be ganged horizontally (maximum 3 per group) if subdivided by a mullion that is at least 7" wide.

- o Windows shall be no closer than 30" to building corners.

- o Exterior shutters shall be sized and mounted appropriately for the window (1/2 the width), even if inoperable.

- Upper-storey windows:

- o Double-hung, single-hung, awning, and casement windows.

- o Minimum 2-over-1 double-hung, single-hung sash configurations.

- o For residential buildings: panes of glass no larger than 36" vertical by 20" horizontal (except for the bottom sash in a 2-over-1 configuration).

- o The maximum pane size for office uses is 60" vertical by 48" horizontal.

- o Egress windows may be installed according to the Uniform Building Code (UBC).

- Shopfront (ground floor) windows and doors:

- o Single panes of glass not larger than 6' height by 4' width

- o Ground floor windows shall not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space), and shall allow a minimum 60% of surface view into the building (to at least a 20' depth)

- Doors:

- o Double-height entryways are not allowed.

- o Shopfronts may extend up to 12" beyond the building façade toward the STREET.

- o Doors shall not be recessed more than 3' behind the shopfront windows and, in any case, shall have a clear view to a 45-degree angle past the perpendicular from each side of the door.

INTENT: STREET WALLS

INTENT AND GUIDING ILLUSTRATIONS

The illustrations and statements on this page are advisory only. Refer to the Code Standards at right for the specific prescriptions of this section.



STREET WALLS establish clear edges where buildings do not. The BART Station Property includes a series of masonry walls that define outdoor spaces and separate the public realm (street and sidewalk) from the private realm (gardens, trash cans, and equipment).

STANDARDS: STREET WALLS

WHERE CLEARLY VISIBLE FROM THE STREET

MATERIALS

Native stone (carved with local and traditional techniques) and equivalent imitation stone

Metal – wrought iron, welded steel and/or aluminum (black) for gates only)

Brick

Stucco on concrete block (or poured) only with brick or stone coping

A combination of materials; i.e. stone piers with brick infill panels

CONFIGURATIONS AND TECHNIQUES

STREET WALLS along any unbuilt STREET FRONTAGE shall be between 6' and 15' above the adjacent ground

Stucco STREET WALLS shall have a hardy species of climbing vine planted along them

Metal work may additionally be treated to imitate a copper patina

All STREET WALL facades shall be as carefully designed as the building façade, with the finished side out, i.e. the “better” side facing the STREET.

STANDARDS: LIGHTING AND MECHANICAL EQUIPMENT

INTENT Materials and equipment chosen for lighting fixtures should be durable, longlasting, and weather well. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution.

STANDARDS

The lighting for the Station Property shall create light necessary for convenience and safety without causing light pollution or glare. Lighting standards will be reevaluated if light pollution becomes evident

STREET lighting: lights located between 9' and 15' above grade with a maximum average spacing (per block face) of 60' on center and located on STREET TREE ALIGNMENT LINE on each side of the STREET and travel lanes.

At the front of the building, exterior lights shall be mounted between 6' and 15' above grade.

Lighting elements shall be incandescent, metal halide, or halogen only. No HID or fluorescent lights (excepting compact fluorescent bulbs, which screw into standard sockets) may be used on the exterior of buildings.

Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate parking garages and working (maintenance) areas, but must be shielded or aimed in such a way that they do not shine into other lots, the STREET, or direct light out of the BART Station Property.

Floodlighting shall not be used to illuminate building walls (i.e. no up-lighting).

Lighting of the site shall be of a design and height and shall be located so as to illuminate only the lot. An exterior lighting plan must be approved by the TOWN ARCHITECT.

No flashing, traveling, animated, or intermittent lighting shall be visible from the exterior of any building whether such lighting is of temporary or long-term duration. Also, the operation of search lights and other upward-directed and moving lights used to promote business activity is strictly prohibited.

Lighting for parking garages shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.

MECHANICAL EQUIPMENT

The following shall be placed away from any RBL and be screened from view from the STREET:

- Air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company meters or boxes, garbage cans, storage tanks, and the like may not be stored or located within any area considered a STREET under this Code.

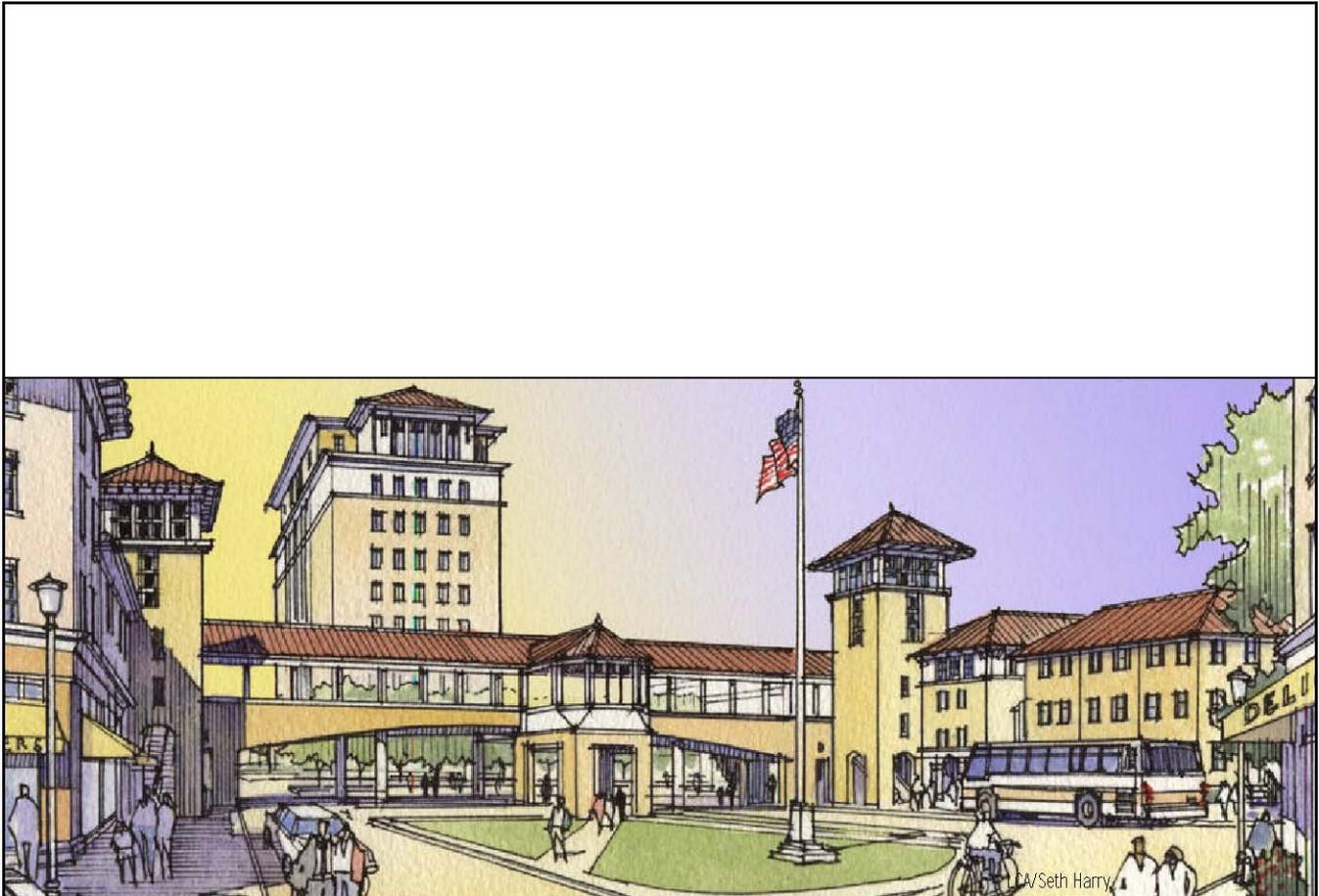
ROOF MOUNTED EQUIPMENT

Roof mounted equipment shall be placed away from the RBL FRONTAGE and be screened from view from the STREET.

INTENT: COLORS

INTENT AND GUIDING ILLUSTRATIONS

The illustrations and statements on this page are advisory only. Refer to the Code Standards at right for the specific prescriptions of this section.



Exterior wall colors should reflect the traditional materials and techniques of California's Spanish Colonial Revival architecture. Just as simple configurations are favored over complexity and ostentation in construction and detailing, they are also necessary in color selection.

COLORS

WHERE CLEARLY VISIBLE FROM THE STREET

MATERIALS

Building Wall Colors

Colors chosen for the building exteriors should be taken from the Station Property color palette.

Brick shall approximate the color of bricks made from regional clays

Primary colors shall not be used for building walls unless they are muted in tone

Neon colors are not allowed.

Roof Colors

- Natural colors (i.e., terra cotta for clay or ersatz clay) tiles

Trim Colors

For windows, soffits, cornices, moldings, etc.: whites or dark saturated cool colors (greens, blues), or bronze. Aluminum windows, screen frames, etc. shall be bronze anodized.

Schemes may have no more than two trim colors.

Entry doors are permitted a greater color latitude (including reds), subject to TOWN ARCHITECT approval.

Brick and stone may be left their natural color.

CONFIGURATIONS

- Schemes with building walls of more than one color are discouraged except where materials are different, such as when a decorative stucco door surround is used. Where different wall materials allow two-tone schemes, similar colors and tones are recommended. Sharply contrasting colors shall not be used (e.g., red-green, blue-yellow).

LANDSCAPE STANDARDS AND GUIDELINES



Lennertz Coyle and Associates/Seth Harry

“The memorable quality of Savannah, Paris and Old Philadelphia can be attributed as much as to the organized patterns of trees as to the architecture and urban design.” Henry Arnold, *Trees in Urban Design*,

A. INTRODUCTION

The BART Station Property is designed with “perimeter blocks” with buildings placed at the STREET along the outer edge of their sites. The LANDSCAPE STANDARDS ensure the coherence of blocks. They also serve to assist building owners and operators with understanding the relationship between the STREET and their own lots. The use of native plants and trees is mandatory; native trees and plants generally conserve water and require less maintenance than imported or exotic species.

B. GENERAL PRINCIPLES

THE STREETScape

In the BART Station Property, the PUBLIC SPACE receives more emphasis than the individual buildings through its tree-lined corridors.

STREET TREES are part of an overall STREETScape plan designed to give special character to each PUBLIC SPACE and coherence to each area.

The desired aesthetic shall be achieved through the use of native trees.

FRONTS AND BACKS

Building FRONTS are the public "face" of every building. Owners are encouraged to place native landscaping plants and/or climbing vines along the area in front of their buildings. Planters and window boxes are also recommended.

The walled off back areas allow building owners to utilize these spaces as efficient working environments unseen by the public.

C. MINIMUM STANDARDS

THE STREETScape

Each street shall have a canopy of shade trees (STREET TREE) as shown on the REGULATING PLAN. Wherever the REGULATING PLAN does not show specific streetscape, STREET TREES shall be planted along the STREET TREE ALIGNMENT LINE at an average spacing not greater than 30 feet on center (measured per block face). At planting, trees shall be at least 3 inches in diameter (at chest height), and at least twelve (12) feet in overall height. Consult the TOWN ARCHITECT for the designated species for a particular PUBLIC SPACE.

For special locations or lot configurations, the REGULATING PLAN may recommend or require additional plantings.

Any unpaved ground area fronting the lots (to the curb) shall be covered with sod or planted with vegetation. Groundcovers may be used in place of turf grass.

ARCHITECTURAL REVIEW



The Pleasant Hill BART Station Property TOWN ARCHITECT shall administer an ARCHITECTURAL REVIEW PROCEDURE to execute this authority and to protect the value of all parcels within the BART Station Property. It is the responsibility of the TOWN ARCHITECT to review architectural and landscape plans for compliance with the Pleasant Hill BART Station Property Code and to provide design guidance when necessary. The TOWN ARCHITECT, under the direction of the Community Development Department, shall be responsible for interpreting and enforcing the Pleasant Hill BART Station Property Code regarding architectural and landscape standards, as well as any other standards not otherwise addressed and regulated by the County Code.

The Pleasant Hill BART Station Property Code, which includes the Regulating Plan and the Building Envelope Standards, has been prepared for use in the Pleasant Hill BART Station Property. All copyrights and publishing rights are exclusively reserved by Geoffrey Ferrell Associates. The Contra Costa County Redevelopment Agency, BART, the Developers and Builders and Realtors, etceteras, and Lennertz Coyle and Associates L.L.C. are granted full use of this manual for the permitting, regulation, development, management and promotion of the Pleasant Hill BART Station Property, including copying and distribution to interested parties upon their request as a matter of public record. All reproductions and publications of this manual, in whole or in part, shall carry the following credit: “**Geoffrey Ferrell Associates, Washington, D.C.**” This manual may not be otherwise photocopied, in whole or in part, without the expressed written permission of Geoffrey Ferrell Associates, and may not be used for any other purposes whatsoever.

KENTLANDS, GAITHERSBERG, MD - ARCHITECTURAL GUIDELINES

MATERIALS

EXTERNAL WALLS

1. Building walls may be built of smooth cut cedar shingles (4" - 6" inches exposed to weather).
2. Building walls may be built of wood clapboard (4" - 6" inches exposed to the weather).
3. Building walls may be built of wood beaded siding (7" exposed to the weather).
4. Building walls may be built of Masonite, Superside hardboard siding, or equal, with smooth or pine texture not greater than 8" exposed to weather.
5. Building walls may be built of brick or stone selected from *The Master List*.
6. Building walls may be built of stucco with smooth finish.
7. Building walls may be built of Dryvit or equal.
8. Exposed foundation walls may be built of brick, local fieldstone, parged block, smooth-finished poured concrete; or painted brick-form poured concrete.

BUILDING ELEMENTS

1. Piers and arches shall be built of brick, or block with stucco finish.
2. Porches shall be made of wood, or concrete faced on three sides with brick or stone.
3. Stoops shall be made of brick, concrete or stone. Wood may be used at secondary entrances.
4. Posts, columns, and balustrades, shall be built of wood.
5. Railings shall be built of wood, steel or wrought iron.
6. Decks may be built of pressure treated wood when not visibly obtrusive from nearby streets.
7. Decks and stairs built of pressure treated wood and easily visible from nearby streets must be painted with the exception of the "floor" and the treads which may be painted, stained or left unfinished.
8. Flower boxes on windows and railings shall be made of wood (and are strongly encouraged!).
9. Chimney enclosures shall be brick, stone or stucco. Chimneys two stories or more above grade and not within 4' of an exterior wall, may be simulated brick subject to the approval of the Town Architect. Flues must be tile or metal.

CONFIGURATION

1. Building walls of wood or hardboard shall have all openings trimmed in wood boards 2"-4" nominal width and corners trimmed in wood boards of 4"-6" nominal width. Doors may have wider trim.
2. Building walls constructed of more than one material shall only change material along a horizontal line (not a vertical or diagonal line). Additionally, the heavier material shall always go beneath the lighter material.
3. Front and side facades of any one building on a corner lot shall be made of the same materials, similarly detailed, etc. Corner lots are those at the intersection of streets, alleys, paths, parks, etc.
4. Brick or stone used only on the front facade must return onto the side facade 8" to 12".
5. House foundation walls of poured concrete which face a street shall be exposed no more than 18" above the ground.
6. Gables atop brick walls may be finished in stucco, wood, or brick.

S CODE
CODE

ANDRES

TECHNIQUES

1. Brick shall be in a horizontal running bond pattern with mortar joints of raked or grapevine pattern of not greater than 1/2" height.
2. Stone shall be set in a uncoursed ledgerstone pattern.
3. Butt joints between wood siding pieces may be caulked or covered, but must be painted.

1. Wood porches, stoops, railings, etc., shall be painted when easily visible from nearby streets.
2. Railings of steel or wrought iron shall be painted black.

1. Roofs built of steel standing seam shall be painted or galvanized.
2. All vents, attic ventilators, turbines, flues and other roof penetrations shall be painted to match the color of the roof or flat black except those made of metal which may be left natural.
3. Gutters built of wood shall be oiled or oiled on its interior and painted on its exterior.
4. Gutters and downspouts built of metal shall be painted or galvanized except copper which must be left to age naturally.
5. Copper anodized aluminum gutters and downspouts are not permitted.

TOWN PLANNERS
DUANY & ELIZABETH PLATER-ZYBERK
ET. AL.

MISCELLANEOUS

1. Variances may be granted by the Town Architect on the basis of architectural merit, site conditions and/or other extenuating or unusual circumstances.
2. The Town Architect and the Community Architect referred to elsewhere are one and the same.
3. It is the design intention, not the "letter", of The Kentlands Code to which properties and improvements must conform.
4. "*The Master List*" is compiled, expanded and revised by the Town Architect and is available for use in the Town Architect's office during business hours.
5. Materials other than those specified may be used subject to the approval of the Town Architect.
6. Paint and other finish colors shall be selected from *The Master List*.
7. Miscellaneous items such as the following, shall be selected from *The Master List*: mailboxes and newspaper boxes (design and location), lettering and numbering.
8. The following items shall not be located in front yards, side yards facing a street or sidewalk, nor visibly obtrusive from nearby streets: clothes drying apparatus, air conditioner equipment, electrical or gas meters, solar panels, antennas, satellite dishes, garbage cans, bird baths or statuary (except that of museum quality which may be located in front and side yards), synthetic fauna and flora, permanent grills, in-ground swimming pools, firewood (except on porches), rock gardens and vegetable gardens, recreation and play equipment, doghouses and dog runs, hot tubs and spas, etc.
9. The following items are not permitted: window air conditioning units, above-ground pools (except those of the inflatable variety).
10. Flagpoles less than 6' long may be mounted at an angle to porch columns or posts and building walls. Free standing flagpoles are permitted on public property only.
11. Exterior light fixtures shall be compatible with the style of the building to which they are attached.
12. Exterior lighting must be incandescent. Parking lots may be lit with mercury vapor lamps subject to the approval of the Town Architect.
13. Garage doors opening onto an alley shall have a fixture and a photocell.
14. Fixtures and doors with direct access to paths shall have a fixture and a photocell.
15. Sign design and location must be approved by the Town Architect. Signs providing notice of a security system must be affixed to a building. One real estate sign advertising a property for sale or rent may be displayed in the front yard.

1. Roofs shall be simple and symmetrically pitched, and only in the configuration of gables and hips. The pitch of the roof shall be between 9:12 and 14:12.
2. Shed roofs (roofs which pitch in one direction) shall only be permitted when the ridge is attached to an exterior wall of a building. The pitch shall be between 4:12 and 14:12.
3. Flat roofs are permitted only when they are occupiable and accessible from an interior room and must be edged by a railing or parapet. The railing pattern is subject to the approval of the Town Architect. Garages may have "flat" roofs which are not accessible if edged by a well detailed parapet wall.
4. Roofs should overhang a gable end a minimum of 12".
5. Dormers shall be roofed with a symmetrical gable, hip, barrel or shed roof.
6. Skylights shall be flat in profile.
7. Skylights, solar panels, vent stacks, and other roof protrusions shall not be placed on a roof facing a street nor shall they be visibly obtrusive from nearby streets.
8. Gutters shall be half-round in profile on overhangs and ogee where there is no overhang.
9. Downspouts shall be round.

1. Windows shall be square or vertical in proportion.
2. Windows may be circular, semi-circular, hexagonal, or octagonal in shape, but only one such window may placed on each facade. Windows may be quarter circular in shape when paired in a gable end.
3. Bay windows on street facades shall extend to the ground or be visually supported on brackets.
4. Window lines shall be square or vertical in proportion.
5. Snap-in muntins may be provided in lieu of actual muntins if the surface facing the exterior is milled and painted to match the exterior sash.
6. Single glass panes shall be no larger than 20 square feet.
7. Total fenestration (rough window openings) on the front facade shall not exceed 30% of the total surface area.
8. Two or more windows in the same rough opening and easily visible from nearby streets or sidewalks must be separated by a minimum 4" wide post.
9. Windows on elevations facing a street or sidewalk shall be no closer than 2' to the corners of the building except on Types I, II, and III.
10. Shutters shall be applied to all or none of the typical windows on any given elevation.
11. Shutters shall be shaped, sized and proportioned to the window they serve.
12. Shutters shall be fully functional with all necessary hardware or shall be provided with adequate hardware to make them appear functional and shall be mounted as if hinged to the window sash.
13. Awnings may not be of the quarter-round variety.
14. Sustain doors and screen doors shall be full view and free of decorative trim.
15. Double doors shall not exceed 5'-4" in overall width except where intermediate 4" minimum posts are provided.
16. Garage doors shall not exceed 8' in height or 9' in width if accessed from a street, 10' in width if accessed from alley.

ROOFS

1. Roofs may be built of steel standing seam, copper, cedar shakes, natural slate, or an artificial slate selected from *The Master List*.
2. Gutters, when provided, shall be built of wood, copper, steel, or aluminum.
3. Splash blocks shall be stone, brick, gravel, or concrete.

WINDOWS & DOORS

1. Windows shall be built of wood and may be clad in white vinyl.
2. Glass shall be clear and free of color. Stained glass and art glass applications are allowable subject to the approval of the Town Architect. Glass may be frosted when not easily visible from nearby streets.
3. Windows of glass blocks are allowable when not easily visible from nearby streets.
4. Solariums may be of tinted glass when not easily visible from nearby streets.
5. Storm windows and screens shall be of the same material as the windows they serve.
6. Shutters shall be built of wood or vinyl.
7. Awnings shall be made of canvas. The canvas material is subject to the approval of the Town Architect.
8. Doors may be of wood, embossed steel, or fiberglass with a wood veneer.
9. Doors may be of the "sliding patio" variety when not easily visible from nearby streets.
10. Garage doors shall be built of wood, embossed hardboard, embossed steel, or fiberglass with a wood veneer.

1. Roofs built of steel standing seam shall be painted or galvanized.
2. All vents, attic ventilators, turbines, flues and other roof penetrations shall be painted to match the color of the roof or flat black except those made of metal which may be left natural.
3. Gutters built of wood shall be oiled or oiled on its interior and painted on its exterior.
4. Gutters and downspouts built of metal shall be painted or galvanized except copper which must be left to age naturally.
5. Copper anodized aluminum gutters and downspouts are not permitted.

1. Windows shall be single-hung, double-hung, casement, or fixed in decorative applications.
2. Shutters shall be painted white or a dark neutral color.
3. Awnings may not be visibly obtrusive to adjoining living units.
4. Doors, including garage doors, shall have glass, raised panels, or both.
5. Storm doors and screen doors shall be finished to match the door they serve or the trim around it.

1. Fences built of wood shall be painted white when facing streets, sidewalks, parks, etc.
2. Fences built of steel or wrought iron shall be painted black.
3. Brick walls shall be no less than 8" wide and capped. The cap shall overhang the wall no less than 1/2" on each side.
4. Garden walls of brick or stone shall be capped in a brick rowlock course of brick, cut brick or dressed coping stone 1-1/2" - 3" thick.
5. All plant material shall be planted and maintained as per the instructions and recommendations of *The Master List*.

GARDENS

1. Fences may be built of wood pickets, wood lattice or wood board. Hedges may be used in addition to fences. Hedges may be used instead of fences subject to the approval of the Town Architect.
2. Fences may be built of steel or wrought iron.
3. Fence patterns are subject to the approval of the Town Architect.
4. Gates in fences shall be built of the fence material, and are subject to the approval of the Town Architect.
5. Garden walls shall be built of brick or stone to match the principal building at all front yards, side yards facing a street or path, and rear yards facing a street.
6. Gates in garden walls may be of wood, steel, or wrought iron, and are subject to the approval of the Town Architect.
7. Retaining walls shall be brick or stone at all front yards and side yards facing a street or sidewalk. Retaining walls not visible from nearby streets may be of brick, stone, concrete or wood.
8. Lead walks shall be brick when connecting to a brick public walk. Other walks and paths may be built of brick, stone or concrete.
9. Driveways off a street shall be asphalt, brick or brick pavers.
10. All plant material (trees, shrubs, etc.), shall be selected from *The Master List*.
11. Patios may be built of brick, brick pavers, stone, slate, concrete, concrete pavers, asphalt, gravel or other materials approved by the Town Architect.

AUGUST 4, 1993

© 1993 THE ABOVE FORMAT AND TECHNIQUE