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The term "code" derives from "caudex," which was simultaneously the trunk of a tree and set of laws. It is one of several terms clustering around the idea of power being resident in a sacred tree at the center of a traditional village. A code, then, is etymologically and functionally the trunk around which a settlement arranges itself.

Patrick Pinnell

About the SmartCode

The SmartCode is a form-based code that incorporates Smart Growth and New Urbanism principles. It is a unified development ordinance, addressing development at all scales of design, from regional planning on down to the building signage. It is based on the rural-to-urban transect rather than separated-use zoning, thereby able to integrate a full range of environmental techniques. Because the SmartCode envisions intentional outcomes based on known patterns of urban design, it is a more succinct and efficient document than most conventional codes.

The model SmartCode is freeware, available in an editable format from the websites www.smartcodecentral.org and www.transect.org.

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 municipal planning departments and interpreted by elected representatives of local government. The SmartCode is designed to be calibrated to local circumstances, ideally with the participation of the local citizens.

This booklet, *SmartCode Version 9.2*, presents the entire 56-page base code in compact form. Another publication, a printed calibrator's Manual, the *SmartCode Version 9 and Manual*, offers a fully annotated SmartCode Version 9.2, and an extended appendix with sample plans, step-by-step procedures, illustrations, historical commentary, checklists, and resources. In addition, there are numerous supplementary Modules, as listed here in the Table of Contents. The Manual is useful for anyone who is considering calibrating and adopting the SmartCode for a project, city, or region. To date (early 2009), over 100 American municipalities and counties have calibrated the SmartCode, with 25 adoptions and many more in process. These numbers do not include scores of private developments.

The official text of the SmartCode appears in a **sans serif font like this**. The introductory commentary appears in a **serif font like this**. Green text indicates items that should be considered for calibration.

Codes and the SmartCode

Consider the most-loved towns of North America. They were either carefully planned, or they evolved as compact, mixed use places because of their geography and the limits of the transportation and economics of their time. However, over the past sixty years, places have evolved in a completely different pattern. They have spread loosely along highways and haphazardly across the countryside, enabled by the widespread ownership of automobiles, by cheap petroleum and cheap land, and by generalized wealth.

Such patterns are enabled by zoning codes that separate dwellings from workplaces, shops, and schools. These codes include design standards that favor the automobile over the pedestrian, and are unable to resist the homogenizing effects of globalization.

These practices have produced banal housing subdivisions, business parks, strip shopping, big box stores, enormous parking lots, and sadly gutted downtowns. They have caused the proliferation of drive-by eateries and billboards. They have made walking or cycling dangerous or unpleasant. They have made children, the elderly, and the poor utterly dependent on those who can drive, even for ordinary daily needs. They have caused the simultaneous destruction of both towns and open space -- the 20th century phenomenon known as sprawl.

The form of our built environment needs a 21st century correction. But in most places it is actually illegal to build in a traditional neighborhood pattern. The existing codes prevent it. In most places people do not have a choice between sprawl and traditional urbanism. Codes favor sprawl and isolated residential subdivisions. It is not a level playing field.

The SmartCode was created to deal with this problem at the point of decisive impact -- the intersection of law and design. It is a form-based code, meaning it envisions and encourages a certain physical outcome -- the form of the region, community, block, and/or building. Form-based codes are fundamentally different from conventional codes that are based primarily on use and statistics -- none of which envision or require any particular physical outcome.

The SmartCode is a tool that guides the form of the built environment in order to create and protect development patterns that are compact, walkable, and mixed use. These traditional neighborhood patterns tend to be stimulating, safe, and ecologically sustainable. The SmartCode requires a mix of uses within walking distance of dwellings, so residents aren't forced to drive everywhere. It supports a connected network to relieve traffic congestion. At the same time, it preserves open lands, as it operates at the scale of the region as well as the community.

Transect-Based Planning

"A town is saved, not more by the righteous men in it than by the woods and swamps that surround it." -- Henry David Thoreau

The SmartCode is a transect-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical crosssection of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.

Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. Near the close of the 20th century, New Urbanist designers recognized that sprawl was eradicating the pre-war American transect of the built environment. They began to analyze it and extract its genetic material for replication. In this way, they extended the natural transect to include the built environment, thus establishing the basis for the SmartCode.

The rural-to-urban Transect is divided into six Transect Zones for application on zoning maps. These six habitats vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. Smart-Code elements are coordinated by these T-zones at all scales of planning, from the region through the community scale down to the individual lot and building.



A TYPICAL NATURAL TRANSECT

One of the principles of Transect-based planning is that certain forms and elements belong in certain environments. For example, an apartment building belongs in a more urban setting, a ranch house in a more rural setting. Some types of thoroughfares are urban in character, and some are rural. A deep suburban setback destroys the spatial enclosure of an urban street; it is out of context. These distinctions and rules don't limit choices; they expand them. This is the antidote for the one-size-fits-all development of today.

The Transect is evident in two ways. Zones and communities (1) exist as characteristic places on the Transect and (2) they evolve along the Transect over time. As places, the six Transect Zones display identifiable characteristics, based on normative American urban patterns. They also increase in complexity, density and intensity over a period of years, until a "climax condition" is reached. This is a growth process analogous to succession in natural environments.

The best urbanism requires the sequential influence of many participants. A code allows buildings to be designed and built by many hands over years, or even generations. The single designer or committee leads to a lack of robustness, similar to vulnerable monocultures in nature. A parametric and successional code like the SmartCode allows experience to feed back and become integrated -- the fourth dimension of time. Once adopted, it stays in place, allowing urbanism to evolve and mature without losing its necessary foundation of order.

It also ensures that a community will not have to scrutinize all proposed projects, because the intentions of the citizens will have already been determined in the process that leads to the code. The SmartCode is a comprehensive framework for that process.



A Typical Rural-Urban Transect, with Transect Zones

Summary: What the SmartCode Does

- It utilizes a type of zoning category that ranges systematically from the wilderness to the urban core.
- It enables and qualifies Smart Growth community patterns that include Clustered Land Development (CLD), Traditional Neighborhood Development (TNDTM), Regional Center Development (RCD), and Transit-Oriented Development (TOD).
- It integrates the scale of planning concern from the regional through the community scale, on down to the individual lot and, if desired, its architectural elements.
- It integrates the design process across professional disciplines.
- It integrates methods of environmental protection, open space conservation and water quality control.
- It integrates subdivision, public works and Transfer of Development Rights (TDR) standards.
- It provides a set of zoning categories common to new communities and to the infill of existing urbanized areas.
- It is compatible with architectural, environmental, signage, lighting, hazard mitigation, and visitability standards.
- It establishes parity of process for existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It encourages the efficiency of administrative approvals when appropriate, rather than decision by public hearing.
- It encourages specific outcomes through incentives, rather than through prohibitions.
- It specifies standards parametrically (by range) in order to minimize the need for variances.
- It generally increases the range of the options over those allowed by conventional zoning codes.

Outline of the SmartCode

	ARTICLE 2 REGIONAL SCALE PLANSARTICLE 3 & ARTICLE 4 COMMUNITY SCALE PLANS		ARTICLE 5 BUILDING SCALE PLANS	
	A. Regional Sector	B. Community Unit	C.Transect Zones	Standards
Open Lands	O1 Preserved Open Sector	None	T1 Natural Zone	
	O2 Reserved Open Sector	None	T2 Rural Zone	
New Development	G1 Restricted Growth Sector	Clustered Land Development	T2 Rural Zone	-
			T3 Sub-Urban Zone T4 General Urban Zone	
	G2 Controlled Growth Sector	Clustered Land Development	T2 Rural Zone	-
			T3 Sub-Urban Zone	Building Disposition
			T4 General Urban Zone	Building Configuration
		TND Traditional Neighborhood Development	T3 Sub-Urban Zone	
			T4 General Urban Zone	Building Function
			T5 Urban Center Zone	Density
	G3 Intended Growth Sector	TND Traditional Neighborhood Development	T3 Sub-Urban Zone	Calculations
			T4 General Urban Zone	Parking
			T5 Urban Center Zone	Standards
		DCD Regional	T <i>I</i> General Urban	Landscape Standards
		Center Development	T5 Urban Center	
			T6 Urban Core Zone	Signage Standards
Existing	G4 Infill Growth Sector	INFILL Traditional Neighborhood	T3 Sub-Urban Zone	- Supplementary Modules
Development		Development	T4 General Urban Zone	
			T5 Urban Center Zone	
		INFILL Regional	T4 General Urban Zone	-
		Development	T5 Urban Center Zone	
			T6 Urban Core Zone	
Other			Civic Building	-
			CS Space	
		SD Sprcial Districts		-

The Structure of the SmartCode

Article 1 contains the general instructions pertaining to all other Articles.Article 2 prescribes how Regional Plans designate the Open Sectors intended for open lands and the Growth Sectors intended for development and redevelopment. It also prescribes what Community Unit types belong in each Sector.Article 3 prescribes the requirements for New Communities, including the

Transect Zones that make up each type.

Article 4 prescribes the Infill requirements for areas already urbanized.

Article 5 prescribes lot and building standards within each Transect Zone.

Article 6 contains diagrams and tables supporting the other Articles.

Article 7 contains terms and definitions supporting the other Articles.

The SmartCode is a unified planning ordinance that applies to three scales of land use. The three patterns are in a nesting relationship.

- A. Regional Sectors contain designated types of Communities (Article 2).
- B. Community Units contain designated ratios of Transect Zones (Articles 3 and 4).
- **C. Transect Zones** contain the building elements appropriate to them (Articles 5 and 6).

A. Regional Scale:

"Sector" is a neutral term for a geographic area. In the SmartCode, six Sectors establish the locations where certain patterns of development are allowed. This system addresses preservation and development at the Regional scale. The Sectors are assigned as follows:

- O-1 Preserved Open Sector and O-2 Reserved Open Sector for protection of open lands
- G-1 Restricted Growth Sector, G-2 Controlled Growth Sector, and G-3 Intended Growth Sector for New Communities
- G-4 Infill Growth Sector for managed growth of existing urbanized areas.

B. Community Scale:

The Regional Sectors each contain one or more of the three basic Community Unit types (CLD, TND, RCD).

- CLD Clustered Land Development (Hamlet, settlement, cluster) permitted in Growth Sectors G1, G2
- **TND Traditional Neighborhood Development** (Village, neighborhood) permitted in Growth Sectors G2, G3, G4
- **RCD Regional Center Development** (Regional Center, town center, down-town) permitted in Growth Sectors G3, G4

C. Transect Zones:

The Transect, as a framework, identifies a range of habitats from the most natural to the most urban. Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect thereby integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones.

- **T-1 Natural Zone** consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.
- **T-2 Rural Zone** consists of sparsely settled lands in open or cultivated state. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.
- **T-3 Sub-Urban Zone** consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- **T-4 General Urban Zone** consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.
- **T-5 Urban Center Zone** consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.
- **T-6 Urban Core Zone** consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the wide sidewalks. Typically only large towns and cities have an Urban Core Zone.
- Civic Zone consists of Civic Buildings and/or Civic Spaces appropriate to thir Transect Zones.
- **Special Districts** consist of areas with buildings that by their Function, Disposition, or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones.

Adjusting the Structure of the SmartCode

To create SmartCodes for different purposes, certain Articles may be discarded and the code reassembled.

- All codes will require the inclusion of Article 1 General To All Plans, Article 6 Standards & Tables and Article 7 Definitions of Terms.
- If a Regional Plan has already been prepared, or if the code will be used entirely for Infill situations, Article 2 Regional Scale Plans may be eliminated.
- If a Community Scale plan has already been prepared, or if there is no prospect of greenfield development, **Article 3 New Community Scale Plans** may be adjusted or eliminated. (Note: Article 4 depends on Article 3 for larger Infill parcels.)
- If an Infill Community Plan already has been prepared or if there is no prospect of Infill development, Article 4 Infill Community Scale Plans may be eliminated.
- If and when all plans have been prepared, **Article 5 Building Scale Plans** becomes the de facto code for builders and architects. This Article may be used by developers as the guidelines for their private property owners association.
- A calibrated SmartCode for a municipality should include some Thoroughfare standards and large-site provisions even if Article 3 and/or Article 4 are not used. Portions of Section 3.7 and Article 4 may be incorporated into Article 5 or a new Article created for **Thoroughfare Standards** or **Public Space Standards**.
- In Article 6, tables may be individually dropped or modified as necessary.
- In Article 7, definitions that do not apply should be deleted, and any necessary new ones added.
- Modules and their associated definitions may be added as needed.

Responsibilities for Implementation

The SmartCode requires the preparation of plans that allocate the Sectors, lay out the Communities, and show lot and building placement.

- Article 2 Regional Plans shall be prepared by or on behalf of the Municipal Planning Department.
- Article 3 New Community Plans shall be prepared on behalf of the land owner, the developer, or the Municipal Planning Department.
- Article 4 Infill Community Plans shall be prepared by or on behalf of the Municipal Planning Department.
- Article 5 Building Scale Plans shall be prepared on behalf of a builder or the property owner.
- The Planning Office may include a Development and Design Center (DDC). A DDC may be assigned to advise on the use of the SmartCode and to aid in the design of the Communities and buildings based on it.

Calibrating the SmartCode

- The model code in this booklet must be calibrated for local character and metrics. SmartCode calibration should be done in the context of a public charrette with the advice of urban designers, architects, landscape architects, planners, civil engineers and land use attorneys familiar with the SmartCode.
- For free electronic editable files and PDFs of the model SmartCode v9.0 and v9.2, Supplementary SmartCode Modules, case studies, workshop opportunities, and consultant services, please visit www.SmartCodeCentral.org and www.Transect.org.
- A fully illustrated and annotated 250-page calibrator's manual is available for purchase. To order *SmartCode Version 9 and Manual* contact New Urban News Publications at 607-275-3087 or mail@newurbannews.com, or visit www.newurbannews.com.

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1.1 AUTHORITY

- 1.1.1 The action of the Town of Pike Road, Alabama in the adoption of this Code is authorized under the Title II, Chapter 52, Articles 1-4 inclusive of the 1975 Code of Alabama.
- 1.1.2 This Code was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Pike Road Comprehensive Plan. This Code is declared to be in accord with the Pike Road Comprehensive Plan, as required by the Local Land Development Statutes.
- 1.1.3 This Code was adopted to promote the health, safety and general welfare of the Town of Pike Road, Alabama and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.4 This Code is available by right for all Sectors in the Town of Pike Road, but is required for all parcels designated as SmartCode on the October 2006 adopted Zoning Map. The Town of Pike Road Conventional Development Codes shall be available by right for all Sectors in the Town of Pike Road, except as noted above.
- 1.1.5 This Code was adopted and may be amended by vote of the Planning Commission following a public hearing and Town Council following a public hearing.

1.2 APPLICABILITY

- 1.2.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes or when the option to use the Conventional Code is chosen.
- 1.2.3 The existing Pike Road Zoning Ordinance and Subdivision Regulations (the "Existing Local Codes") shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout this Code may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.
- 1.2.5 The metrics of Article 6 Standards and Tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those within Tables 15A - 15D Form-Based Code Graphics, which are also legally binding.
- 1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 INTENT

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

1.3.1 THE REGION

- a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands and riparian corridors.
- 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 pattern of infill TND or infill RCD and be integrated with the existing urban pattern.
- d. That development non-contiguous to urban areas should be organized in the pattern of CLD, TND, or RCD.
- e. That affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- f. That transportation corridors should be planned and reserved in coordination with land use.
- g. That green corridors should be used to define and connect the urbanized areas.
- h. That the region should include a framework of transit, pedestrian, equestrian and bicycle systems that provide alternatives to the automobile.

1.3.2 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 a 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 traffic 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 centers.
- g. That civic, institutional, and commercial activity should be embedded in centers, not isolated in remote single-use complexes.
- h. That elementary and middle schools should be sized and located to enable children to walk or bicycle to them.
- i. That a range of open spaces including parks, squares, and playgrounds should be distributed within neighborhoods and regional centers.

1.3.3 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 areas.
- 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 as 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 form-based codes.

1.3.4 THE TRANSECT

- a. That Communties should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

1.4 PROCESS

- 1.4.1 The Town of Pike Road hereby creates a Consolidated Review Committee ("CRC") is comprised of a representative of the Planning Department, Building Department, Town Engineer, two members of the Planning Commission, two other individuals who shall have demonstrated training or experience in the fields of design, architecture, interior design, urban planning, landscape architecture or law or representatives of other regulatory departments/agencies.
- 1.4.2 The geographic locations of the Sectors and the standards for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 through a process of public consultation with approval by the Town Council. Once these determinations have been incorporated into this Code and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without further recourse to public consultation.
- 1.4.3 An owner may appeal a decision of the CRC to the Planning Commission. The process and timeline for appeals shall be established by the CRC.
- 1.4.4 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Regulating Plan or Building Scale Plan, the Planning Commission has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a Variance to cover the violation.

1.5 DEVIATIONS

- 1.5.1 There shall be two levels of Variance: Warrants and Exceptions. Whether a deviation requires a Warrant or Exception shall be determined by the CRC.
- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The CRC shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the CRC. Applicants requesting a warrant must cite specific sections of the Intent section 1.3 with their request. This request should be supported by additional evidence including drawings or pictures if applicable.

a. The Planning Director may grant administrative warrants for minor dimensional deviations on individual single-family residential lots. The Director may only grant a deviation of less than twenty (20) percent of a specified standard.

1.5.3 Exceptions permit a practice that is not consistent with the provisions of Section 1.3 Intent as determined by the CRC. Exceptions shall be granted only by the Planning Commission. The owner may appeal the disapproval of an Exception by the Planning Commission to the Town Council. The process and timeline for appeals shall be established by the Planning Commission. Applicants requesting an exception should provide written justification for why they are seeking an

exception from a particular section. This request should be supported by additional evidence including drawings or pictures if applicable.

- 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 specific issue requiring the relief.
- 1.5.5 The following standards and requirements shall not be available for Warrants or Exceptions:
 - a. The maximum dimensions of traffic lanes. (See Table 3a.)
 - b. The required provision of Rear Alleys and Rear Lanes.
 - c. The minimum Base Residential Densities. (See Table 14.)
 - d. The permission to build Accessory Buildings.
 - e. The minimum requirements for parking. (See Table 10.)
- 1.5.6 Warrants and Exceptions shall be considered unique and shall not set precedent for others.
- 1.5.7 CRC shall provide a report to the Planning Commission of any warrants or exceptions granted during the previous month.

1.6 SUCCESSION

1.6.1 Twenty years after the approval of a Regulating Plan, each Transect Zone, except the T1 Natural Zones and T2 Rural Zones, shall be considered for rezoning to the successional (next higher) Transect Zone through public hearing by the Town Council.

1.7 INCENTIVES

- 1.7.1 To encourage the use of this Code, the Town Council grants the following incentives, to the extent authorized by state law:
 - a. Applications under this Code shall be processed administratively by the CRC rather than through public hearing.
 - b. Applications under this Code shall be processed with priority over those under the existing conventional zoning code, including those with earlier filing dates.
 - c. The municipality may waive or reduce review fees.
 - d. RESERVED
 - e. The municipality shall waive the traffic impact report.
 - f. RESERVED
 - g. The municipality may maintain property taxes at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
 - h. The municipality may provide tax relief to first-time buyers of dwellings and newly created businesses within Zones T4, T5 and T6.

2.1 INSTRUCTIONS

- 2.1.1 This Article governs the preparation of Regional Scale Plans ("Regional Plans") that allocate Sectors. For lands within the Town of Pike Road that have been mapped pursuant to this Article, Sections 2.5 et seq. prescribe the Community Unit types permitted in each Growth Sector. Articles 3 and 4 regulate the standards of those Community Unit types.
- 2.1.2 Regional Plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.
- 2.1.3 Regional Sectors are defined in Article 2 and are comprised of Open Space and growth areas. Growth areas are intended for the development of Community Units, defined in Article 3 and Article 4, which in turn are comprised of Transect Zones, defined by the elements appropriate to them in Article 5 and Article 6.
- 2.1.4 Regional Plans shall be prepared by the Planning Office and/or consultants under its supervision and approved by the Town Council. The process should involve citizen participation.

2.2 SEQUENCE OF SECTOR DETERMINATION

Determination of Sector designations shall be made in the following sequence:

- 2.2.1 The areas to be designated Preserved Open Sector (O-1) shall be mapped using the criteria listed in Section 2.3. The outline of this Sector is effectively the Rural Boundary Line, which is permanent.
- 2.2.2 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria listed under Section 2.4. The outline of this Sector is effectively the Urban Boundary Line which is to be adjusted by the ongoing permitting of New Community Plans or Infill Community Plans in accordance with this Code.
- 2.2.3 The areas to be designated Infill Growth Sectors (G-4) shall be mapped as described in Section 2.8. These areas may be redeveloped according to Article 4 of this Code.
- 2.2.4 All remaining areas shall be available for new development pursuant to New Community Plans submitted and approved in accordance with Article 3 of this Code. These areas shall be assigned to the Restricted Growth Sector, the Controlled Growth Sector, or the Intended Growth Sector using the criteria listed in this Article. Within these Sectors, the Community Unit types of CLD (Clustered Land Development), TND (Traditional Neighborhood Development), and RCD (Regional Center Development), shall be permitted to the extent set forth in Table 2.
- 2.2.5 Those areas that cannot or should not conform to one of the Community Unit types shall be allocated to Special Districts. See Section 2.9.

2.3 (O-1) PRESERVED OPEN SECTOR

- 2.3.1 The Preserved Open Sector shall consist of Open Space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired for conservation through purchase or by easement.
- 2.3.2 The Preserved Open Sector shall consist of the aggregate of the following categories: a. surface waterbodies
 - b. protected wetlands
 - c. protected habitat
 - d. riparian Corridors
 - e. purchased Open Space

- f. conservation easements
- g. transportation Corridors
- h. areas residual to Clustered Land Development (CLD)
- 2.3.3 Development and construction within the Preserved Open Sector and the specifications required to do so shall be determined on an individual project basis by public hearing of the Town Council.

2.4 (O-2) RESERVED OPEN SECTOR

- 2.4.1 The Reserved Open Sector shall consist of Open Space that should be, but is not yet, protected from development.
- 2.4.2 The Reserved Open Sector shall consist of the aggregate of the following categories: a. flood plain, including Special Flood Hazard Areas
 - b. steep slopes
 - c. Open Space to be acquired
 - d. Corridors to be acquired
 - e. buffers to be acquired
 - f. legacy woodland
 - g. legacy farmland
 - h. legacy viewsheds

2.5 (G-1) RESTRICTED GROWTH SECTOR

- 2.5.1 The Restricted Growth Sector shall be assigned to areas that have value as Open Space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.
- 2.5.2 Within the Restricted Growth Sector, Clustered Land Development (CLD) shall be permitted By Right.

2.6 (G-2) CONTROLLED GROWTH SECTOR

- 2.6.1 The Controlled Growth Sector shall be assigned to those locations that can support Mixed Use by virtue of proximity to an existing or planned Thoroughfare.
- 2.6.2 Within the Controlled Growth Sector, CLD and Traditional Neighborhood Development (TND) shall be permitted By Right.

2.7 (G-3) INTENDED GROWTH SECTOR

- 2.7.1 The Intended Growth Sector shall be assigned to those locations that can support substantial Mixed Use by virtue of proximity to an existing or planned regional Thoroughfare and/or transit.
- 2.7.2 Within the Intended Growth Sector, Communities in the pattern of Regional Center Developments (RCD), as well as TNDs, shall be permitted By Right.

2.8 (G-4) INFILL GROWTH SECTOR

2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of Infill TNDs or Infill RCDs.

2.9 (SD) SPECIAL DISTRICTS

2.9.1 Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of a CLD, a TND,

or an RCD as set forth in Article 3.

2.9.2 Conditions of development for Special Districts shall be determined in public hearing of the Town Council and recorded on Table 16. Alternatively, the provisions of the Existing Local Codes shall remain applicable to Special Districts.

3.1 INSTRUCTIONS

- 3.1.1 Within the Growth Sectors as shown on the Regional Scale Plan ("Regional Plan"), the provisions of Article 3 and this Code in general shall be available By Right, upon request by the owner.
- 3.1.2 New Community Plans may be prepared in the absence of a Regional Plan or Comprehensive Plan by approval of the Town Council. New Community Plans may contain more than one Community Unit and/or more than one Community Unit type.
- 3.1.3 Once the CRC or Town Council approves a New Community Plan, the parcel shall become a Community Planning Area and shall be marked as such on the Zoning Map of the Town. Within the Community Planning Area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.
- 3.1.4 New Community Plans submitted in accordance with the provisions of this Code, for the appropriate Sector of a Regional Plan and requiring no Deviations, other than Warrants, shall be approved administratively by the CRC. Major amendments to adopted Community Plans must involve public input prior to approval by the appropriate Planning authority.
- 3.1.5 Requests to modify an adopted Community Plan in whole or in part shall be filed with and considered by the CRC. In instances where any of the area within an adopted Community Plan is developed, the following types of changes shall require approval by the CRC and concurrence by the Planning Commission including a public hearing:

a. Land area being added or removed from the Community Plan;

b. Changes to the Transect Zone Regulating Plan that results in changes to the percentage allocations of any Transect Zone by more than 5%;

c. Cumulative changes to the Civic Zone Regulating Plan that reduce the amount of Civic Open Space by more than 5%; and

d. Changes to the Thoroughfare Regulating Plan that reduces connectivity within or between neighborhoods. This includes a reduction in the number of connections to additional neighborhoods or central thoroughfares.

- 3.1.5.1 Minor modifications of the above criteria that are below the threshold for review by the Planning Commission shall still require a notice to the community. Notice shall state that plans are available for review at the Town of Pike Road Town Hall. Notice must be provided seven (7) days prior to the CRC review of proposed modifications.
- 3.1.5.2 The applicant is required to submit revised Community Plan documents showing any modifications from the original. This plan should include all of the sub-plans in the Regulating Plan such as the Transect Zone Regulating Plan, Block Perimeter Plan, Thoroughfare Plan, Civic Plan or any other plans that are being modified by the request.
- 3.1.6 New Community Plans may be prepared by an owner, a developer, or by the Planning Office.
- 3.1.7 New Community Plans shall include a Regulating Plan consisting of one or more maps showing the following for each Community Unit in the plan area, in compliance with the standards described in this Article:
 - a. Transect Zones
 - b. Civic Zones

- c. Thoroughfare network
- d. Special Districts, if any
- e. Special Requirements, if any
- f. numbers of Warrants or Exceptions, if any.
- 3.1.8 New Community Plans shall include one set of preliminary site plans for each Transect Zone, as provided by Table 15 and Section 5.1.3a.
- 3.1.9 A community plan's approval from the Consolidated Review Committee, Planning Commission, or Town Council shall expire in one (1) year if no subdivision plat is recorded or building permit issued. The CRC may grant a one (1) year extension if they feel adequate progress has been made towards the platting or permitting. In the case of a master plan that includes multiple contiguous community plans, the vesting of the first community plan through platting or permitting shall constitute a vesting of all community plans shown on the same master plan.

3.2 SEQUENCE OF COMMUNITY DESIGN

- 3.2.1 The site shall be structured using one or several Pedestrian Sheds, which should be located according to existing conditions, such as traffic intersections, adjacent developments, and natural features. The site or any Community Unit within it may be smaller or larger than its Pedestrian Shed.
- 3.2.2 The Pedestrian Sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.3 for the applicable Community Unit type. An Adjusted Pedestrian Shed becomes the boundary of a Community Unit.
- 3.2.3 Areas of Transect Zones (Section 3.4) shall be allocated within the boundaries of each Community Unit as appropriate to its type. See Section 3.3 and Table 14a.
- 3.2.4 Civic Zones shall be assigned according to Section 3.5.
- 3.2.5 Special Districts, if any, shall be assigned according to Section 3.6.
- 3.2.6 The Thoroughfare network shall be laid out according to Section 3.7.
- 3.2.7 Density shall be calculated according to Section 3.8.
- 3.2.8 Remnants of the site outside the Adjusted Pedestrian Shed(s) shall be assigned to Transect Zones or Civic Space by Warrant or Special District by Variance.

3.3 COMMUNITY UNIT TYPES

3.3.1 CLUSTERED LAND DEVELOPMENT (CLD)

- a. A Clustered Land Development (CLD) shall be permitted within the G-1 Restricted Growth Sector and the G-2 Controlled Growth Sector.
- b. A CLD shall be structured by one Standard Pedestrian Shed and shall consist of no fewer than 30 acres and no more than 80 acres.
- c. A CLD shall include Transect Zones as allocated on Table 2 and Table 14. A minimum of 50% of the Community Unit shall be permanently allocated to a T1 Natural Zone.

3.3.2 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

- a. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector.
- b. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by one Standard or Linear Pedestrian Shed and shall be no fewer than 40 acres and no more than 160 acres. See Article 4 for Infill TND acreage requirements in the G-4 Infill Growth Sector.

- c. A TND shall include Transect Zones as allocated on Table 2 and Table 14. Within the G-2 Controlled Growth Sector, a minimum of 30% of the Community Unit shall be permanently allocated to Civic Space. Refer to 3.5.3.a for the amount of Civic Space that is required within the Urbanized area of the Community Unit.
- d. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 2 and Table 14a. The simultaneous planning of adjacent parcels is encouraged.
- e. In the T-4 General Urban Zone, a minimum Residential mix of three Building Disposition types (none less than 15%) shall be required, selected from Table 9.

3.3.3 REGIONAL CENTER DEVELOPMENT (RCD)

- a. A Regional Center Development (RCD) shall be permitted within the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.
- b. An RCD within the G-3 Intended Growth Sector shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80 acres and no more than 640 acres. See Article 4 for Infill RCD acreage requirements in the G-4 Infill Growth Sector
- c. An RCD shall include Transect Zones as allocated on Table 2 and Table 14.
- d. For larger sites, an RCD may be adjoined without buffer by one or more TNDs, each subject to the individual Transect Zone requirements for TND as allocated on Table 2 and Table 14. The simultaneous planning of adjacent parcels is encouraged.

3.4 TRANSECT ZONES

- 3.4.1 Transect Zones shall be assigned and mapped on each New Community Plan according to the percentages allocated on Tables 2 and 14.
- 3.4.2 A Transect Zone may include any of the elements indicated for its T-zone number throughout this Code, in accordance with Intent described in Table 1 and the metric standards summarized in Table 14.

3.5 CIVIC ZONES

3.5.1 General

- a. Civic Zones dedicated for public use shall be required for each Community Unit and designated on the New Community Plan as Civic Space (CS) and Civic Building (CB).
- b. Civic Space Zones are public sites permanently dedicated to Open Space.
- c. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the The Town Council.
- d. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 3.6.
- e. Parking for Civic Zones shall be determined by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.
- 3.5.2 Civic Zones Specific to T1 & T2 Zones
 - a. Civic Buildings and Civic Spaces within T1 Natural and T2 Rural Zones shall be permitted only by Variance.

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

a. Each Pedestrian Shed shall assign at least 5% of its Urbanized area to Civic

Space.

- b. Civic Spaces shall be designed as generally described in Table 13, approved by Warrant, and distributed throughout Transect Zones as described in Table 14e.
- c. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the Civic Space allocation and should conform to the Civic Space types specified in Table 13.
- d. 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 prevent such location. A Main Civic Space shall conform to one of the types specified in Table 13.
- e. Each Pedestrian Shed shall contain at least one Civic Space designed and equipped as a playground. A playground shall conform to Table 13.
- f. Each Civic Space shall have a minimum of 25% of its perimeter enfronting a Thoroughfare, except for playgrounds.
- g. Civic Spaces may be permitted within Special Districts by Warrant.
- h. Parks may be permitted in Transect Zones T4, T5 and T6 by Warrant.

3.5.4 Civic Buildings (CB) Specific to T3-T6 Zones

- a. The owner shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed.
- b. The CRC, or Planning Commission, in conjunction with the School Board, may require that one Civic Building Lot be reserved for an elementary school. Its area shall be one (1) acre for each increment of 100 dwelling units provided by the Community Plan, with a minimum of three (3) acres and a maximum of fifteen (15) acres. The school site may be within any Transect Zone. Any playing fields should be outside the Pedestrian Shed.
- c. The CRC, or Planning Commission, may require that one Civic Building Lot suitable for a childcare building be reserved within each Pedestrian Shed. The owner or a homeowners' association or other community council may organize, fund and construct an appropriate building as the need arises.
- d. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed.
- e. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.
- f. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by Warrant.
- g. Civic Buildings may be permitted within Special Districts by Warrant.

3.6 SPECIAL DISTRICTS

3.6.1 Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Conditions of development for Special Districts shall be determined in public hearing of the Town Council and recorded on Table 16. Alternatively, the provisions of the Existing Local Codes shall remain applicable to Special Districts.

3.7 THOROUGHFARE STANDARDS

3.7.1 General

- a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
- b. Thoroughfares shall generally consist of vehicular lanes and Public Frontages.
- c. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
- d. Within the most rural Zones (T1 and T2) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T6) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- e. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 14. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Warrant.
- f. 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 subject to approval by Warrant to accommodate specific site conditions only.
- g. Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage. Lots that enfront a civic space shall be approved by warrant.
- h. Thoroughfares along a designated B-Grid may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Table 7.
- i. Standards for Paths and Bicycle Trails shall be approved by Warrant. Standards for Paths and Bicycle Trails that comply with the adopted Trails Master Plan shall be approved by right.
- j. The standards for Thoroughfares within Special Districts shall be determined by Variance.
- k. Thoroughfares being extended into a new phase or Community may continue to use the existing thoroughfare type provided:

1. The transect, building disposition and lot occupation are similar,

2. The Town Engineer agrees that the change in type will not create safety or traffic issues.

3.7.2 VEHICULAR LANES

- a. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 3A.
- b. A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should be provided throughout as defined in Article 7 Definitions of Terms and

allocated as specified in Table 14. Bicycle Routes should be marked with Sharrows. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.

3.7.3 PUBLIC FRONTAGES

a. General to all zones T1, T2, T3, T4, T5, T6

- i. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, planter, bicycle facility, and street trees.
- ii. Public Frontages shall be designed as shown in Table 4A and Table 4B and allocated within Transect Zones as specified in Table 14.
- iii. Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 4A, Table 4B, Table 5 and Table 6. The spacing may be adjusted by Warrant to accommodate specific site conditions.
- iv. Trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space.
- v. Rain Gardens and Bioswales should be installed to infiltrate runoff from parking lots, Thoroughfares, Plazas and other impervious surfaces.
- vi. Where vegetative solutions are not feasible, porous concrete or porous asphalt should be specified for Sidewalks, parking lots, and Plazas to infiltrate stormwater.

b. Specific to zones T1, T2, T3

- i. The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory.
- ii. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- C. SPECIFIC TO ZONE T4, T5, T6
 - i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.
 - ii. Native plant perennial landscapes should replace turf grass where possible and be very diverse. They should be placed lower than walkways, not mounded up.
- d. Specific to zone T4
 - i. The Public Frontage 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 at least one Story.
- e. Specific to zones T5, T6
 - i. The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.
 - ii. Streets with a Right-of-Way width of 40 feet or less shall be exempt from the tree requirement.

3.8 DENSITY CALCULATIONS

- 3.8.1 All areas of the New Community Plan site that are not part of the O-1 Preserved Sector shall be considered cumulatively the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 14.
- 3.8.2 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14. The Density calculation may be within ten percent of the minimum required Density of Transect Zones 3 and 4, and within

twenty percent of the minimum required Density of Transect Zone 5 in Table 14. Thoroughfares and land assigned to Civic Zones shall be excluded from the Density calculation.

- 3.8.3 RESERVED
- 3.8.4 Within the percentage range shown on Table 14 for Other Functions, the housing units specified on Table 14 shall be exchanged at the following rates:
 - a. For Lodging: 2 bedrooms for each unit of Net Site Area Density.
 - b. For Office or Retail: 1000 square feet for each unit of Net Site Area Density.
 - c. The number of units exchanged shall be subject to approval by Warrant.
- 3.8.5 The housing and other Functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 10, Table 11 and Section 5.9.

3.9 SPECIAL REQUIREMENTS

3.9.1 A Community Plan proposing new streets accessed from an abutting major street shall provide a separation distance of 200 feet measured from the right-of-way of the existing major street to Transect Zones T3-T6, a Thoroughfare, or Civic Open Space. Warrants to vary from this requirement may be granted as follows: a. A Warrant to reduce the required separation distance to a minimum of 100 feet if it can be demonstrated to the CRC that existing vegetation, proposed vegetation, topography, or a combination of these form an effective visual screen. The rears of buildings shall not be oriented toward the separation distance area.

b. A Warrant may be granted for development that includes uses other than Residential the ground floor.

- 3.9.2 Refer to Table 7-4 iin Section 702.03.D of the Pike Road Zoning Ordinance for required buffers between SmartCode development and adjacent conventional zoning districts.
- 3.9.3 A New Community Plan may designate any of the following Special Requirements:
 - a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
 - b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7 and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d)
 - c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
 - d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
 - e. A designation for Coordinated Frontage, requiring that the Public Frontage

(Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.

- f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.
- g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
- h. A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with Municipal Preservation Standards and Protocols.

3.10 ENVIRONMENTAL STANDARDS

3.10.1 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) and the built environment shall have priority in the more urban zones (T4-T6).
- b. There shall be three classes of Streams: Class I Perennial, Class II Intermittent, and Class III Ephemeral, each generating a Stream Buffer 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 Wetlands: 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.

3.10.2 Specific to zones T1, T2

- a. Within T1 Zones and T2 Zones, the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to applicable local, state and federal law.
- b. The Stream Buffers for Class I and Class II Streams shall be 200 feet in width each side, and for Class III Streams shall be 100 feet in width each side. Stream Buffers shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be permitted by Variance only.
- c. Class I, Class II, and Class 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 maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be permitted only by Variance.

3.10.3 Specific to zones **T1**, **T2**, **T3**

a. Stormwater management on Thoroughfares shall be primarily through retention and percolation, channeled by curbside Swales.

3.10.4 SPECIFIC TO ZONE T3

- a. Within T3 Zones, the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to local, state and federal law.
- b. The Stream Buffers for Class I and Class II Streams shall be 100 feet in width each side. Stream Buffers shall be maintained free of structures, except that

Thoroughfare crossings may be permitted by Warrant. Class III Streams may be modified by Warrant.

- c. Class I, Class II, and Class III Wetlands shall be retained (and restored if in degraded condition). Additional Buffers shall be maintained at 50 feet for Class II and Class III Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings shall be permitted only by Variance.
- 3.10.5 SPECIFIC TO ZONE T4
 - a. Within T4 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 shall be mitigated off-site but within the Town of Pike Road, and the determination for modification and mitigation shall be made by Warrant.
 - b. The Stream Buffers for Class I and Class II Streams shall be 50 feet in width each side. Stream Buffers and Streams of all classes may be crossed by Thoroughfares as required by the Thoroughfare network.
 - c. Class I and Class II Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape [and restored if in degraded condition]. Thoroughfare crossings may be permitted by Warrant.

3.10.6 SPECIFIC TO ZONE T5

- a. Within T5 Zones, the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions should be mitigated off-site but within the Town of Pike Road, and the determination for modification and mitigation shall be made by Warrant.
- b. The Stream Buffers for Class I and Class II Streams shall be 25 feet in width each side, with the exception that Stream Buffers and Streams of all classes may be embanked and crossed by Thoroughfares as required by the Thoroughfare network.
- c. Class I and Class II Wetlands may be modified if mitigated off-site at a two to one ratio. Class III Wetlands may be modified, not requiring off-site mitigation. Thoroughfare crossings shall be permitted By Right.
- 3.10.7 SPECIFIC TO ZONE 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 shall not require off-site mitigation, and the determination for alteration of such conditions shall be made by Warrant.
 - b. The Stream Buffers for Class I and Class II Streams shall be [25] feet in width each side with the exception that Stream Buffers and Streams of all classes may be embanked and crossed or enclosed by Thoroughfares as required by the Thoroughfare network.
 - c. Class I, Class II and Class III Wetlands may be modified, not requiring off-site mitigation. Thoroughfare crossings shall be permitted By Right.
- 3.10.8 SPECIFIC TO ZONES T4, T5, T6
 - a. Stormwater management on Thoroughfares and Lots shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual Lot.

4.1 INSTRUCTIONS

- 4.1.1 Within the G-4 Infill Growth Sector of the Regional Plan (Article 2), or other areas designated as Infill, the Planning Office shall prepare, or have prepared on its behalf, Infill Regulating Plans to guide further development. Infill Regulating Plans shall be prepared in a process of public consultation subject to approval by the Town Council.
- 4.1.2 Infill Regulating Plans shall regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.2. The Planning Office shall determine a Community Unit type based on existing conditions and intended evolution in the plan area.
- 4.1.3 Infill Regulating Plans shall consist of one or more maps showing the following:
 - a. The outline(s) of the Pedestrian Shed(s) and the boundaries of the Community Unit(s)
 - b. Transect Zones and any Civic Zones within each Pedestrian Shed, assigned according to an analysis of existing conditions and future needs
 - c. A Thoroughfare network, existing or planned (Table 3A, Table 3B, Table 4A, Table 4B, and Table 4C)
 - d. any Special Districts (Section 4.5)
 - e. any Special Requirements (Section 4.7)
 - f. a record of any Warrants or Variances.
- 4.1.4 Within any area subject to an approved Infill Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit Building Scale Plans under Article 5 in accordance with the provisions of this Code. Building Scale Plans requiring no Variances shall be approved administratively by the CRC.
- 4.1.5 The owner of a parcel, or abutting parcels, consisting of 10 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, Special Districts and/ or Special Requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by Warrant.
- 4.1.6 The owner of a parcel, or abutting parcels, consisting of 30 acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Regulating Plan, may initiate the preparation of a New Community Plan. New Community Plans for the G-4 Sector, or other areas designated as Infill by the Planning Office, shall regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and blend with surrounding urbanism.

4.2 COMMUNITY UNIT TYPES

- 4.2.1 Infill Regulating Plans shall encompass one or more of the following Community Unit types. The allocation percentages of Table 14 do not apply.
- 4.2.2 INFILL TND (TRADITIONAL NEIGHBORHOOD DEVELOPMENT)
 - a. An Infill TND should be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill TND shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more existing or planned Common Destinations.

- b. The edges of an Infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.
- 4.2.3 INFILL RCD (REGIONAL CENTER DEVELOPMENT)
 - a. An Infill RCD should be assigned to areas that include significant Office and Retail uses as well as government and other Civic institutions of regional importance. An Infill RCD shall be mapped as at least one complete Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.
 - b. The edges of an Infill RCD should blend into adjacent neighborhoods without buffers.

4.3 TRANSECT ZONES

- 4.3.1 Transect Zone standards for Infill Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the Town Council. Metrics shall be recorded on Table 14 and Table 15.
- 4.3.2 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

4.4 CIVIC ZONES

- 4.4.1 General
 - a. Infill Plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).
 - b. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 4.5.
 - c. Parking provisions for Civic Zones shall be determined by Warrant.

4.4.2 CIVIC SPACE ZONES (CS)

a. Civic Spaces shall be generally designed as described in Table 13, their type determined by the surrounding or adjacent Transect Zone in a process of public consultation subject to the approval of the Town Council.

4.4.3 CIVIC BUILDING ZONES (CB)

- a. Civic Buildings shall be permitted by Variance in any Transect Zone or by Warrant on Civic Zones reserved in the Infill Regulating Plan.
- b. Civic Buildings shall not be subject to the Requirements of Article 5. The particulars of their design shall be determined by Warrant.

4.5 SPECIAL DISTRICTS

4.5.1 Areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts by the Planning Office in the process of preparing an Infill Plan. Conditions of development for Special Districts shall be determined in public hearing of the Legislative Body and recorded on Table 16. Alternatively, the provisions of the Existing Local Codes shall remain applicable to Special Districts.

4.6 PRE-EXISTING CONDITIONS

4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a Substantial Modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this Section that shall apply.

- 4.6.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated shall be subject to review and approval of the Building Official.
- 4.6.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.
- 4.6.4 Where buildings exist on adjacent Lots, the CRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 4.6.5 Any addition to or modification of a Building of Value that is actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Planning Commission.
- 4.6.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 10 and 11.

4.7 SPECIAL REQUIREMENTS

- 4.7.1 An Infill Community Plan may designate any of the following Special Requirements:
 - a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
 - b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7 and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d.)
 - c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
 - d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
 - e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.
 - f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.
 - g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - h. A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with Municipal Preservation Standards and Protocols.

5.1 INSTRUCTIONS

- 5.1.1 Lots and buildings located within a New Community Plan or Infill Community Plan governed by this Code and previously approved by the Town Council shall be subject to the requirements of this Article.
- 5.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the CRC unless the CRC delegates such authority to an Architectural Review Board (ARB) established by the Owner or Developer through a Declaration of Covenants and Restrictions. The CRC shall review and approve the procedures of the ARB and its Design Standards as consistent with the intent of the SmartCode. Review and approval by the ARB shall not relieve the Town staff from its review and approval of Building Scale Plans at the issuance of permits.
- 5.1.3 Building and site plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
 - a. For preliminary site and building approval:
 - Building Disposition
 - Building Configuration
 - Building Function
 - Parking Location Standards
 - b. For final approval, in addition to the above:
 - Landscape Standards
 - Signage Standards
 - · Special Requirements, if any
 - Natural Drainage Standards
 - Architectural Standards
 - Lighting Standards
- 5.1.4 Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

5.2 PRE-EXISTING CONDITIONS

- 5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.
- 5.2.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated shall be subject to review and approval by the Building Official.
- 5.2.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.
- 5.2.4 Where buildings exist on adjacent Lots, the CRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 5.2.5 Any addition to or modification of a Building of Value that is actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Planning Commission.
- 5.2.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/ detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 10 and Table 11.

5.3 SPECIAL REQUIREMENTS

- 5.3.1 To the extent that a Regulating Plan for either a New Community Plan or an Infill Community Plan designates any of the following Special Requirements, standards shall be applied as follows:
 - a. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards.
 - b. A Mandatory or Recommended Retail Frontage designation requires or advises that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d.)
 - c. A Mandatory or Recommended Gallery Frontage designation requires or advises that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 7). A Gallery Frontage may be combined with a Retail Frontage.
 - d. a Mandatory or Recommended Arcade Frontage designation requires or advises that a building overlap the Sidewalk such that the first floor Facade is a colonnade (as generally illustrated in Table 7 and Table 8). The Arcade Frontage may be combined with a Retail Frontage.
 - e. a Coordinated Frontage designation requires that the Public Frontage (Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.
 - f. a Mandatory or Recommended Terminated Vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the CRC.
 - g. a Cross Block Passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - h. a Building of Value designation requires that the building or structure may be altered or demolished only in accordance with Municipal Preservation Standards and Protocols.

5.4 CIVIC ZONES

5.4.1 General

- a. Civic Zones are designated on Community Plans as Civic Space (CS) or Civic Building (CB).
- b. Parking provisions for Civic Zones shall be determined by Warrant.

5.4.2 Civic Spaces (CS)

a. Civic Spaces shall be generally designed as described in Table 13.

5.4.3 CIVIC BUILDINGS (CB)

a. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined by Warrant.

5.5 SPECIFIC TO T1 NATURAL ZONE

5.5.1 Buildings in the T1 Natural Zone are permitted only by Variance. Permission to build in T1 and the standards for Article 5 shall be determined concurrently as Variances, in public hearing of the Town Council.
5.6 BUILDING DISPOSITION

5.6.1 **S**PECIFIC TO ZONE **T2**

a. Building Disposition shall be determined by Warrant.

5.6.2 SPECIFIC TO ZONES T3, T4, T5, T6

- a. Newly platted Lots shall be dimensioned according to Table 14 and Table 15.
- b. Building Disposition types shall be as shown in Table 9 and Table 14
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 14, Table 14, and Table 15.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 17.
- e. Lot coverage by building shall not exceed that recorded in Table 14 and Table 15.
- f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 14 and Table 15.
- g. Setbacks for Principal Buildings shall be as shown in Table 14 and Table 15. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- h. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 14 and Table 15.
- i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

5.6.3 **S**PECIFIC TO ZONE **T6**

a. The Principal Entrance shall be on a Frontage Line.

5.7 BUILDING CONFIGURATION

5.7.1 **G**ENERAL TO ZONES **T2**, **T3**, **T4**, **T5**, **T6**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 7 and Table 14.
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 17. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. All Facades shall be glazed with clear glass no less than 30% of the first Story.
- d. Building heights, Stepbacks, and Extension Lines shall conform to Table 8 and Table 14.
- e. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.
- f. In a Parking Structure or garage, each above-ground level counts as a single Story regardless of its relationship to habitable Stories.
- g. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

5.7.2 **Specific to zones T2, T3, T4, T5**

a. The habitable area of an Accessory Unit within a Principal Building or an Outbuilding shall not exceed 600 square feet, excluding the parking area.

5.7.3 Specific to zone T3

- a. No portion of the Private Frontage may Encroach the Sidewalk.
- b. Open porches may Encroach the first Layer 50% of its depth. (Table 17)
- c. Balconies and bay windows may Encroach the first Layer 25% of its depth except that balconies on porch roofs may Encroach as does the porch.

5.7.4 **S**PECIFIC TO ZONE **T4**

a. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. (Table 17)

5.7.5 **SPECIFIC TO ZONES T5, T6**

- a. Awnings, Arcades, and Galleries may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet.
- b. Maximum Encroachment heights (Extension Lines) for Arcades shall be as shown on Table 8.
- c. Stoops, Lightwells, balconies, bay windows, and terraces may Encroach the first Layer 100% of its depth. (Table 17)
- d. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- e. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade.
- f. Streetscreens shall be between 3.5 and 8 feet in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- g. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade along frontage.

5.8 BUILDING FUNCTION

- 5.8.1 GENERAL TO ZONES T2, T3, T4, T5, T6
 - a. Buildings in each Transect Zone shall conform to the Functions on Table 10, Table 12 and Table 14. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 12.

5.8.2 Specific to zones T2, T3

a. Accessory Functions of Restricted Lodging or Restricted Office shall be permitted within an Accessory Building. See Table 10.

5.8.3 Specific to zones T4, T5

a. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Accesory Building. See Table 10.

5.8.4 **S**PECIFIC TO ZONES **T5**, **T6**

- a. First Story Commercial Functions shall be permitted.
- b. Manufacturing Functions within the first Story may be permitted by Variance.

5.9 PARKING AND DENSITY CALCULATIONS

- 5.9.1 SPECIFIC TO ZONES T2, T3
 - a. Buildable Density on a Lot shall be determined by the actual parking provided within the Lot as applied to the Functions permitted in Table 10 and Table 11.

5.9.2 **S**PECIFIC TO ZONES **T4**, **T5**, **T6**

a. Buildable Density on a Lot shall be determined by the sum of the actual parking

calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease from a Civic Parking Reserve within the Pedestrian Shed, if available.

- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
- c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 10.
- d. RESERVED
- e. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 3 or Article 4.
- f. Accessory Units do not count toward Density calculations.
- g. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.

5.10 PARKING LOCATION STANDARDS

- 5.10.1 General to zones T2, T3, T4, T5, T6
 - a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.
 - b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.
 - c. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage by Warrant, except for corner lots at intersections with the A-Grid.

5.10.2 **Specific to zones T2, T3**

- a. Open parking areas shall be located at the second and third Lot Layers, except that Driveways, drop-offs and unpaved parking areas may be located at the first Lot Layer. (Table 17)
- b. Garages shall be located at the third Layer except that side- or rear-entry types may be allowed in the first or second Layer by Warrant.

5.10.3 Specific to zones T3, T4

a. Driveways at Frontages shall be no wider than 10 feet in the first Layer. (Table 3B)

5.10.4 **S**PECIFIC TO ZONE **T4**

a. All parking areas and garages shall be located at the second or third Layer. (Table 17)

5.10.5 **Specific to zones T5, T6**

- a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 17)
- b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage. (Table 3B)
- c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- d. Parking Structures on the A-Grid shall have Liner Buildings lining the first and second Stories.
- e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every fifteen vehicular parking spaces.

5.11 LANDSCAPE STANDARDS

5.11.1 GENERAL TO ZONES T2, T3, T4, T5, T6

- a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 14f.
- b. Refer to Table 7-4 iin Section 702.03.D of the Pike Road Zoning Ordinance for required buffers between SmartCode development and adjacent conventional zoning districts.

5.11.2 Specific to zones T2, T3, T4

a. The first Layer may not be paved, with the exception of Driveways and pedestrian paths accessing a public sidewalk as specified in Section 5.10.2 and Section 5.10.3. (Table 17)

5.11.3 **Specific to zone T3**

- a. A minimum of two trees shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17)
- b. Trees may be of single or multiple species as shown on Table 6.
- c. Trees shall be naturalistically clustered.

5.11.4 **S**PECIFIC TO ZONE **T4**

- a. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17)
- b. Trees shall be a single species to match compliment the tree shape species of Street Trees on the Public Frontage, or as shown on Table 6.
- c. Lawn shall be permitted By Right.

5.11.5 **Specific to zones T5, T6**

- a. Trees shall not be required in the first Layer.
- b. The first Layer may be paved to match the pavement of the Public Frontage.

5.12 SIGNAGE STANDARDS

- 5.12.1 General to zones T2, T3, T4, T5, T6
 - a. There shall be no signage permitted additional to that specified in this section.
 - b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.

5.12.2 **S**PECIFIC TO ZONES **T2**, **T3**

a. Signage shall not be illuminated.

5.12.3 **Specific to zones T4, T5, T6**

a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

5.12.4 **Specific to zones T2, T3, T4**

- a. One blade sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the Sidewalk.
- 5.12.5 **Specific to zones T5, T6**
 - a. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached to and should be perpendicular to the Facade, and shall clear 8 feet above the Sidewalk.
 - b. A single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.

5.13 NATURAL DRAINAGE STANDARDS

5.13.1 GENERAL TO ZONES T3, T4, T5, T6

- a. Buildings should be equipped with roofs of shallow 4-inch soils and droughttolerant plants. Buildings approved for Intensive Green Roofs may hold soils deeper than 4" and larger plants and trees.
- b. Balconies should be equipped with planter boxes designed to capture runoff from the balcony.
- c. Green walls, if provided, shall be restricted to non-invasive species.
- d. Cisterns may be used to capture and recirculate stormwater from buildings.

5.13.2 SPECIFIC TO ZONE T3

a. The landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization, and maintenance

5.13.3 SPECIFIC TO ZONES T3, T4

a. Native plant perennial landscapes should replace turf grass wherever possible and be highly diverse. These should be placed lower than walkways, not mounded up.

5.13.4 SPECIFIC TO ZONES T4, T5, T6

- a. The landscape installed shall consist primarily of durable species tolerant of soil compaction.
- b. Planter boxes should be bottomless, flow-through boxes with native plants, placed next to buildings and designed to capture building runoff. They may be placed in courtyards or adjacent sidewalks with runoff sent to them via French drains or hidden pipes.

5.14 ARCHITECTURAL STANDARDS

5.14.1 GENERAL TO ZONES T3, T4, T5, T6

a. General

- i. Buildings shall be oriented so that the primary entrance(s) faces the street or fronting open space. Building entrances (excluding emergency access) facing a public way shall be defined by a roof covering or by being recessed.
- ii. Buildings located at the intersection of two Thoroughfares (public or private) shall address both streets with at least two of the following architectural and massing elements, including porches, windows, bay windows, and other facade projections or features. For the purpose of this standard, a lane or alley is not a street.
- iii. Buildings shall be built parallel to the street frontage. If the street frontage is not straight, facades shall be built tangent to the street frontage.
- iv. Buildings shall avoid long, monotonous, uninterrupted walls or roof planes. Wall planes of facades visible from a street (public or private) shall not exceed 30 feet in length without a change in plane by means such as a vertical recess, projection, change in material or color, or opening. No frontage, however, may present more than six exterior corners to public view. Corners are counted by shifts in roofline and/or shifts in foundation of the main body of the building. Attachments are not included.
- v. Along street and open space frontages in buildings with ground-level residential uses, the ground level finished floor elevation shall be raised above the average elevation of the adjacent grade a minimum of 18 inches. Assisted Living Facilities, Nursing Homes, and structures designed or intended for

occupation by persons with physical disabilities shall be exempt from this standard.

- vi. Outdoor equipment, such as HVAC equipment, shall be placed on the roof, in the rear or side of the building, or otherwise screened from the street. Outdoor equipment, such as meters or panels, permanent grills (except grills located in public open spaces), and permanent play equipment shall be placed in the rear of side of the building, or otherwise screened from the street.
- b. Facades
 - i. These standards apply to facades that are visible from a Civic Space or Thoroughfare (public or private), with the exception of alleys, and visible from a building's primary entrance.
 - ii. Visible foundation walls shall be constructed of or clad in brick, cement-parged concrete block, stone, or stucco.
 - iii. Primary facades shall be clad in brick, fiber-cement siding/shingles, stone, stucco, wood siding/shingles.
 - iv. Vertical siding with flush joints and smooth finish, stucco, and medium density overlay plywood with smooth finish are permitted accent materials in gables, dormers, and bays.
 - v. Siding shall be lap, shiplap, drop or shingle. Smooth siding is preferred. Siding shall be prefinished, painted, or stained.
 - vi. Building walls shall be built of no more than two primary materials, excluding accent materials, and shall only change material along a horizontal line at front and side elevations with the heavier material (e.g. brick) below the lighter material (e.g. siding).
 - vii. Streetscreens, walls and fences, with the exception of re should be constructed of a material matching the adjacent building Facade.
- c. Attachments
 - i. These standards apply to attachments that are visible from a Civic Space or Thoroughfare (public or private), with the exception of alleys, and visible from a building's primary entrance.
 - ii. Posts or brackets shall be primarily constructed of composite, GFRC, masonry, or wood.
 - iii. Piers and arches shall be finished in brick, stone, or stucco.
 - v. Porch and stoop floors shall be constructed of brick, wood, composite decking, or concrete.
 - vi. Balconies shall be constructed of concrete, metal, wood, or compositie decking.
 - vii. Railings shall be constructed of metal, vinyl, GFRC, or wood.
 - viii. Openings in porches, galleries, and arcades shall be square or vertical in proportion.
 - ix. Balconies shall have a minimum depth of 4 feet.
 - x. Decks shall be limited to rear and side yards and shall be screened from the street.
- d. Openings
 - i. These standards apply to openings that are visible from a Civic Space or Thoroughfare (public or private), with the exception of alleys, and visible from a building's primary entrance.

- ii. Windows and doors may be constructed of any material permitted by the Town of Pike Road; however, for windows subject to this section, the outside face of the window shall not be flush or extend beyond the face of the surrounding exterior wall material.
- iii. Windows, with the exception of transoms, shall be square or vertically proportioned and rectangular in shape with vertically proportioned or square sashes and panes. Windows should not be flush mounted to the exterior of the façade.
- iv. Muntins, if installed, shall be true-divided lites or simulated divided lites on both sides of the window. Snap-in type muntins are prohibited.
- v. Shutters, if installed, shall be sized and shaped to match the their openings. Shutters shall be operable or have the appearance of operability including shutter hardware.
- vi. Openings, including dormers, shall be centered vertically with other openings or shall be centered with the wall between openings.

e. Roofs

- i. Roofs shall be clad in composition shingles, metal with factory-applied finish, slate (or synthetic equivalent), or wood shingles.
- ii. The principal roof of a residential building shall be hipped or gabled.
- iii. The principal roof of a building that contains non-residential uses or a mixture of uses may have a flat roof. Flat roofs shall be enclosed by parapets a minimum of 36 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.
- iv. Roofs over porches, stoops, and balconies shall be hipped, gabled, shed, or flat.
- v. The ridge of the roof on a principal building shall be either parallel or perpendicular to the street.
- vi. Hipped and gabled roofs shall be symmetrically pitched between 4:12 and 14:12. Ancillary roofs may have slopes lower than 4:12.
- vii. Dormers should light habitable spaces. Dormers shall be placed a minimum of 3 feet from side building walls, and shall be a minimum of 3 feet wide (exterior) where found in groups of two or more on a single facade. Dormers shall have shed roofs with a minimum slope of 2:12, or hipped or gable roofs with a slope that matches the principal structure. Eyebrow dormers are also permitted.

5.15 LIGHTING STANDARDS

5.15.1 GENERAL TO ALL ZONES T1, T2, T3, T4, T5, T6

a. Streetlights shall be of a general type illustrated in Table 5.

5.15.2 SPECIFIC TO ZONE T1

a. No lighting level measured at the building Frontage Line shall exceed 0.5 fc.

5.15.3 SPECIFIC TO ZONES T2, T3, T4 a. No lighting level measured at the building Frontage Line shall exceed 1.0 fc.

5.15.4 SPECIFIC TO ZONE T5

a. No lighting level measured at the building Frontage Line shall exceed 2.0 fc.

5.15.5 SPECIFIC TO ZONE T6

a. No lighting level measured at the building Frontage Line shall exceed 5.0 fc.

Town of Pike Road, Alabama

TABLE 1: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone.



Frontage Types: Stoops, dooryards, forecourts, shopfronts, galleries, and arcades Typical Building Height: 4-plus story with a few shorter buildings Type of Civic Space: Parks, plazas and squares; median landscaping

towns and cities have an Urban Core

Zone

TABLE 2. SECTOR/COMMUNITY ALLOCATION

Town of Pike Road, Alabama

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

ALREADY DEVELOPED ARE]	
PROXIMITY TO THOROUGH	FARES]			
MEDIUM SLOPES WOODLANDS								
FLOOD PLAIN OPEN SPACE TO BE ACQUIR CORRIDORS TO BE ACQUIRED BUFFERS TO BE ACQUIRED LEGACY WOODLAND LEGACY VARMLAND LEGACY VIEWSHEDS CLD RESIDUAL OPEN SPAC	RED IED							
SURFACE WATERBODIES PROTECTED WETLANDS PROTECTED HABITAT RIPARIAN CORRIDORS PURCHASED OPEN SPACE CONSERV. EASEMENTS LAND TRUST TRANSPORT. CORRIDORS CLD OPEN SPACE	RURAL GROWTH BOUNDARY	URBAN GROWTH BOUNDARY						
(PRIMARILY	OPEN SPACE)	(PRIMARILY NEV	V COMMUNI	TIES)	(SUC	CESSIONAL	COMMUNI	TIES)
01 PRESERVED OPEN SECTOR	O2 RESERVED OPEN SECTOR	G1 RESTRICTED GROWTH SECTOR	G2 GROW	ROLLED ITH SECTOR		DED TH SECTOR	G4 GROW	TH SECTOR
· · ·								
		CLD	CLD	TND	TND	RCD	TND	RCD
NO MINIMUM	NO MINIMUM	50% MIN	50% MIN					
NO MINIMUM	NO MINIMUM	NO MINIMUM	NO MIN	NO MIN	NO MIN			
		20 - 30%	20 - 30%	10 - 30%	10 - 30%		VARIABLE	
		20 - 30%	20 - 30%	30 - 60%	30 - 60%	10 - 30%	VARIABLE	VARIABLE
				10 - 30%	10 - 30%	10 - 30%	VARIABLE	VARIABLE
						40 - 80%		VARIABLE

TABLE 3A. VEHICULAR LANE DIMENSIONS

Town of Pike Road, Alabama

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

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T 4	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						-

BY RIGHT

□ BY WARRANT

DESIGN SPEED PARKING LANE WIDTH

	20-25 mph	(Angle) 18 feet				•	•
	20-25 mph	(Parallel) 7 feet		•	•		
	25-35 mph	(Parallel) 8 feet		•	•	•	-
A	oove 35 mph	(Parallel) 9 feet				•	

DESIGN SPEED	EED EFFECTIVE TURNING RADIUS			(See Table 17b			
Below 20 mph	5-10 feet			•	-	-	-
20-25 mph	10-15 feet	-	•	•	-	-	-
25-35 mph	15-20 feet	-	•	•	-	-	-
Above 35 mph	20-30 feet	-	•				

SMARTCODE AMENDED 05/24/17TABLE 3B. VEHICULAR LANE & PARKING ASSEMBLIES

Town of Pike Road, Alabama

TABLE 3B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and Turning Radii assembled for Thoroughfares.



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

-	PLAN
	LOT ► < R.O.W. PRIVATE FRONTAGE ► < PUBLIC FRONTAGE
a. (HW) For Highway: 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. Build- ings are buffered by distance or berms.	T1 T2 T3
b. (RD) For Road: 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.	T1 T2 T3
c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.	T3 T4 T5
d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	• T3 T4 • T5 T6
e. (AV) For Avenue: 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 Allee.	• T3 T4 • T5 T6
f. (CS) (AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.	T5 T6
g. (BV) For Boulevard: 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 Allee.	• T3 T4 • T5 T6

Town of Pike Road, Alabama

 Table 4B: Public Frontages - Specific. This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and

 Planters - relative to specific Thoroughfare types within Transect Zones. Table 4B-a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.



Town of Pike Road, Alabama

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

KEY ST-57-20-BL Thoroughfare Type		24'
THOROUGHFARE TYPES Highway: HW Boulevard: BV Avenue: AV Commercial Street: CS Drive: DR Street: ST Road: RD Rear Alley: RA Rear Lane: RL Bicycle Trail: BT Bicycle Route: BR	1	11
Path: PT Passage: PS Transit Route: TR		
	RL-24-12	RA-24-24
Thoroughfare Type	Rear Lane	Rear Alley
Transect Zone Assignment	T3, T4	T4, T5, T6
Right-of-Way Width	24 feet	24 feet
Pavement Width	12 feet	24 feet
Movement	Yield Movement	Slow Movement
Design Speed	10 MPH	10 MPH
Pedestrian Crossing Time	3.5 seconds	7 seconds
Traffic Lanes	n/a	n/a
Parking Lanes	None	None
Curb Radius	Taper	Taper
Walkway Type	None	None
Planter Type	None	None
Curb Type	Inverted Crown	Inverted Crown
Landscape Type	None	None
Transportation Provision	None	None

Town of Pike Road, Alabama

KEY ST-57-2 Thoroughfare Type Right of Way Width Pavement Width Transportation	0-BL	50' 18' 7' 7' 18'	50'
THOROUGHFARE TYPES Highway: Boulevard: Avenue: Commercial Street: Drive: Street: Road: Rear Alley: Rear Lane: Bicycle Irail: Bicycle Irail: Bicycle Route: Path: Passage: Transit Route:	HW BV AV CS DR ST RD RA RL BT BL BR PT PS TR		
		RD-50-14	RD-50-18
Thoroughf	are Type	Road	Road
Transect Zone Ass	signment	T1, T2, T3	T1, T2, T3
Right-of-W	ay Width	50 feet	50 feet
		14 feet	18 feet
Paveme	ent Width		10 1001
Paveme	ovement	Yield Movement	Slow Movement
M Desig	ovement n Speed	Yield Movement 15 MPH	Slow Movement 15 MPH
Paveme M Desig Pedestrian Cross	nt Width ovement In Speed ing Time	Yield Movement 15 MPH 4 seconds	Slow Movement 15 MPH 5.1 seconds
Paveme M Desig Pedestrian Cross Traff	int Width ovement in Speed ing Time fic Lanes	Yield Movement 15 MPH 4 seconds 2 lanes	Slow Movement 15 MPH 5.1 seconds 2 lanes
Paveme M Desig Pedestrian Cross Traff Parkir	int Width overnent in Speed ing Time fic Lanes	Yield Movement 15 MPH 4 seconds 2 lanes None	Slow Movement 15 MPH 5.1 seconds 2 lanes None
Paveme M Desig Pedestrian Cross Traff Parkir Curt	int Width overment in Speed ing Time ic Lanes Ig Lanes b Radius	Yield Movement 15 MPH 4 seconds 2 lanes None 25 feet	Slow Movement 15 MPH 5.1 seconds 2 lanes None 25 feet
Paveme M Desig Pedestrian Cross Traff Parkir Curt Walkv	int Width overment in Speed ing Time ic Lanes b Radius vay Type	Yield Movement 15 MPH 4 seconds 2 lanes None 25 feet Path optional	Slow Movement Slow Movement 15 MPH 5.1 seconds 2 lanes None 25 feet Path optional
Paveme M Desig Pedestrian Cross Traff Parkir Curt Walkv Walkv	int Width overment in Speed ing Time ic Lanes ig Lanes b Radius vay Type iter Type	Yield Movement 15 MPH 4 seconds 2 lanes None 25 feet Path optional Continuous Swale	Slow Movement Slow Movement 15 MPH 5.1 seconds 2 lanes None 25 feet Path optional Continuous Swale
Paveme M Desig Pedestrian Cross Traff Parkir Curt Walkv Plar Clar Curt	Int Width overment in Speed ing Time ic Lanes b Radius vay Type iter Type urb Type	Yield Movement 15 MPH 4 seconds 2 lanes None 25 feet Path optional Continuous Swale Swale	Slow Movement Slow Movement 15 MPH 5.1 seconds 2 lanes None 25 feet Path optional Continuous Swale Swale
Paveme M Desig Pedestrian Cross Traff Parkir Curt Walkv Plar Clandscz Landscz	Int Width overment in Speed ing Time ic Lanes b Radius vay Type iter Type urb Type ape Type	Yield Movement 15 MPH 4 seconds 2 lanes None 25 feet Path optional Continuous Swale Swale Trees clustered	Slow Movement Slow Movement 15 MPH 5.1 seconds 2 lanes None 25 feet Path optional Continuous Swale Swale Trees clustered

Town of Pike Road, Alabama

KEY	ST-57-20-BL
Thoroughfare Type _	
Right of Way Width _	
Pavement Width	
Transportation	

THOROUGHFARE TYPES	
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	ΒT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

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



RD-50-24

Road
T1, T2, T3
50 feet
24 feet
Slow Movement
20 MPH
6.8 seconds
2 lanes
None
25 feet
Path optional
Continuous Swale
Swale
Trees clustered
BT



Street
T5, T6
40 feet
19 feet
Slow Movement
20 MPH
5.4 seconds
1 lane
One side @ 7 feet marked
15 feet
13/8 foot Sidewalk
4x4" tree well
Curb
Trees at 30' o.c. Avg.

Town of Pike Road, Alabama

KEY	ST-57-20-BL	
Thoroughfare Type		
Right of Way Width		
Pavement Width		
Transportation		
THOROUGHFARE	TYPES	
Highway:	HW	
Boulevard:	BV	
Avenue:	AV	
Commercial Street:	CS	
Drive:	DR	
Street:	ST	
Road:	RD	
Rear Alley:	RA	
Rear Lane:	RL	
Bicycle Trail:	BT	
Bicycle Lane:	BL	
Bicycle Route:	BR	\bigtriangleup
Path:	PT	•
Passage:	PS	\smile
Transit Route:	TR	

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



Street
T4, T5, T6
50 feet
26 feet
Free Movement
20 MPH
7.4 seconds
2 lanes
One side @ 8 feet marked
10 feet
5 foot Sidewalk
7 foot continuous Planter
Curb
Trees at 30' o.c. Avg.



Stieet
T3, T4, T5, T6
50 feet
28 feet
Yield Movement
20 MPH
7.6 seconds
2 lane
Both sides @ 8 feet unmarked
10 feet
5 foot Sidewalk
6 foot continuous Planter
Curb
Trees at 30' o.c. Avg.

Town of Pike Road, Alabama

KEY	ST-57-20-BL
Thoroughfare Type _	
Right of Way Width _	
Pavement Width	
Transportation	

THOROUGHFARE TYPES	
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	ΒT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

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



Slow Movement 20 MPH 8.5 seconds 2 lanes Both sides @ 7 feet unmarked 10 feet 5 foot Sidewalk 5 foot continuous Planter Curb

Trees at 30' o.c. Avg.

60'
13' 7' 10' 10' 7' 13'
ST-60-34
Street
T3, T4, T5
60 feet
34 feet
Slow Movement
20 MPH
9.7 seconds
2 lanes
Both Sides @ 7 feet marked
15 feet
15 feet 6 foot Sidewalk
15 feet 6 foot Sidewalk 7 foot continuous Planter

Trees at 30' o.c. Avg.

BR

Town of Pike Road, Alabama

Thoroughfare Type Right of Way Width Pavement Width Transportation	50' 18' 8' 14' 10'	55' 13' 7' 15' 7' 13'
HHOROUGHFARE TYPES Highway: HW Boulevard: BV Avenue: AV Commercial Street: CS Drive: DR Street: ST Road: RD Rear Alley: RA Bicycle Trail: BT Bicycle Route: BR Path: PT Passage: PS Transit Route: TR		
	CS-50-22	CS-55-29
Thoroughfare Type	Commercial Street	Commercial Street
• •	T5 T6	TC T0
Transect Zone Assignmen	10,10	15, 16
Transect Zone Assignmen Right-of-Way Width	50 feet	5, 16
Transect Zone Assignmen Right-of-Way Width Pavement Width	50 feet 22 feet	55 feet 29 feet
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen	50 feet 22 feet Slow Movement	15, 16 55 feet 29 feet Slow Movement
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec	50 feet 22 feet Slow Movement 20 MPH	15, 16 55 feet 29 feet Slow Movement 20 MPH
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanes	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanes Parking Lanes	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanee Parking Lanee Curb Radius	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked 15 feet	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked 15 feet
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanee Parking Lanee Curb Radius Walkway Type	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked 15 feet 18/10 foot Sidewalk	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked 15 feet 13 foot Sidewalk
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanee Parking Lanee Curb Radius Walkway Typp Planter Typp	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked 15 feet 18/10 foot Sidewalk 4x4" tree well	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked 15 feet 13 foot Sidewalk 4x4" tree well
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanee Parking Lanee Curb Radius Walkway Typp Planter Typp Curb Type	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked 15 feet 18/10 foot Sidewalk 4x4" tree well Curb	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked 15 feet 13 foot Sidewalk 4x4" tree well Curb
Transect Zone Assignmen Right-of-Way Widt Pavement Widt Movemen Design Speec Pedestrian Crossing Time Traffic Lanes Ourb Radius Walkway Type Planter Type Curb Type Landscape Type	50 feet 22 feet Slow Movement 20 MPH 6.2 seconds 1 lane One side @ 8 feet marked 15 feet 18/10 foot Sidewalk 4x4" tree well Curb Trees at 30" o.c. Avg.	15, 16 55 feet 29 feet Slow Movement 20 MPH 8.2 seconds 1 lane Both sides @ 7 feet marked 15 feet 13 foot Sidewalk 4x4" tree well Curb Trees at 30" o.c. Avg.

Town of Pike Road, Alabama

KEY	ST-57-20-BL
Thoroughfare Type _	
Right of Way Width _	
Pavement Width	
Transportation	

THOROUGHFARE TYPES	
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

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



Commercial Street
T5, T6
60 feet
34 feet
Slow Movement
20 MPH
9.7 seconds
2 lanes
Both sides @ 7 feet marked
10 feet
13 foot Sidewalk
4x4" tree well
Curb
Trees at 30' o.c. Avg.

80' 18' 8' 14' 14' 8' 18'
CS-80-44
Commercial Street
T5, T6
44 feet
Free Movement
25 MPH
8 seconds at corners
2 lanes
Both sides @ 8 feet marked

10 feet 18 foot Sidewalk 4x4" tree well Curb Trees at 30' o.c. Avg.

Town of Pike Road, Alabama

KEY ST-57-20-BL Thoroughfare Type	80' 13' 17' 10' 10' 17' 13'	100' 18' 17' 15' 15' 17' 18' 18' 17' 15' 15' 17' 18'
THOROUGHFARE TYPESHighway:HWBoulevard:BVAvenue:AVCommercial Street:CSDrive:DRStreet:STRoad:RDRear Alley:RABicycle Trail:BTBicycle Lane:BLBicycle Route:BRPath:PTPassage:PSTransit Route:TR		
	CS-80-54	CS-100-64
Thoroughfare Type	Commercial Street	Commercial Street
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	80 feet	100 feet
		1001000
Pavement Width	54 feet	64 feet
Pavement Width Movement	54 feet Slow Movement	64 feet Slow Movement
Pavement Width Movement Design Speed	54 feet Slow Movement 25 MPH	64 feet Slow Movement 25 MPH
Pavement Width Movement Design Speed Pedestrian Crossing Time	54 feet Slow Movement 25 MPH 5.7 seconds at corners	64 feet Slow Movement 25 MPH 8.5 seconds at corners
Pavement Width Pavement Width Design Speed Pedestrian Crossing Time Traffic Lanes	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes Curb Radius	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes Curb Radius Walkwav Type	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 13 foot Sidewalk	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 18 foot Sidewalk
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes Curb Radius Walkway Type Planter Type	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 13 foot Sidewalk 4X4' tree well	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 18 foot Sidewalk 4X4' tree well
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes Curb Radius Walkway Type Planter Type Curb Type	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 13 foot Sidewalk 4X4' tree well Curb	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 18 foot Sidewalk 4X4' tree well Curb
Pavement Width Movement Design Speed Pedestrian Crossing Time Traffic Lanes Parking Lanes Curb Radius Walkway Type Planter Type Curb Type Landscape Type	54 feet Slow Movement 25 MPH 5.7 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 13 foot Sidewalk 4X4' tree well Curb Trees at 30' o.c. Avg.	64 feet Slow Movement 25 MPH 8.5 seconds at corners 2 lanes Both sides angled @ 17 feet marked 10 feet 18 foot Sidewalk 4X4' tree well Curb Trees at 30' o.c. Avq.

Town of Pike Road, Alabama

KEY	ST-57-20-BL
Thoroughfare Type _	
Right of Way Width _	
Pavement Width	
Transportation	

THOROUGHFARE TYPES	
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

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



Avenue
T3, T4, T5
75 feet
40 feet total
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds
2 lanes
Both sides @ 8 feet marked
10 feet
6 foot Sidewalk
7 foot continuous Planter
Curb or Swale
Trees at 30' o.c. Avg.
BR, TR

90' 13' 8' 20' 8' 20' 8' 13'
AV-90-56
Avenue
T3, T4, T5
90 feet
56 feet total
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds at corners

4 lanes Both sides @ 8 feet marked 10 feet 6 foot Sidewalk 7 foot continuous Planter Curb or Swale Trees at 30' o.c. Avg. BR, TR

Town of Pike Road, Alabama

ST-57-20-BL	115' 13' 20' 8' 33' 8' 20' 13'	
HW BV AV CS DR ST RD RA RL BT BL BR PT PS TR		
	BV-115-33	BV-125-43
horoughfare Type	Boulevard	Boulevard
Zone Assignment	T5, T6	T5, T6
ight-of-Way Width	115 feet	125 feet
Pavement Width	20 feet - 33 feet - 20 feet	20 feet - 43 feet - 20 feet
Movement	Free Movement (inner lanes)	Free Movement (inner lanes)
Design Speed	35 MPH	35 MPH
ian Crossing Time	5.7 seconds - 9.4 seconds - 5.7 seconds	5.7 seconds - 12.2 seconds - 5.7 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads	4 lanes & two one-way slip roads
Parking Lanes	8 feet	8 feet
Curb Radius	10 feet	10 feet
Walkway Type	6 foot Sidewalk	6 foot Sidewalk
Planter Type	7 foot continuous Planter	7 foot continuous Planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
portation Provision	BR, TR	BR, TR

Thoroughfare Type Right of Way Width	
Transportation	
THOROUGHFARE TYPE	s
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

KEY

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

Town of Pike Road, Alabama

KEY	ST-57-20-BL
Thoroughfare Type _	
Right of Way Width	
Pavement Width	
Transportation	

THOROUGHFARE TYPES							
Highway:	HW						
Boulevard:	BV						
Avenue:	AV						
Commercial Street:	CS						
Drive:	DR						
Street:	ST						
Road:	RD						
Rear Alley:	RA						
Rear Lane:	RL						
Bicycle Trail:	BT						
Bicycle Lane:	BL						
Bicycle Route:	BR						
Path:	PT						
Passage:	PS						
Transit Route:	TR						

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



Boulevard
T5, T6
135 feet
30 feet - 33 feet - 30 feet
Free Movement
35 MPH
8.5 seconds - 9.4 seconds - 8.5 seconds
3 lanes, one turning lane & two one-way slip roads
8 feet
10 feet
6 foot Sidewalk
7 foot continuous Planter
Curb
Trees at 30' o.c. Avg.
BR, TR

135'	
13' 20' 8' 53'	8' 20' 13'
BV-135-53	
Boulevard	
T5, T6	
135 feet	
20 feet - 53 feet - 20 fee	t
Free Movement	
35 MPH	
5./ seconds - 15.1 seconds - 5.7	seconds
5 Lanes, one turning lane & two one-	way siip roads
10 feet	
6 foot Sidewalk	
7 foot continuous Plante	r
Curb	
Trees at 30' o.c. Avg.	
BR TD	

Town of Pike Road, Alabama

TABLE 5: Public Lighting. Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company and listed on the page.

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

TABLE 6. PUBLIC PLANTING

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

	T1	T2	T3	T4	T5	T6	SD	Specifications
RESERVED								
Oval	-				-	-		STREET TREES Tulip Tree, Willow Oak, Red Maple, American Sycamore UNDERSTORY TREES American Hornbeam, Chinese Pistache OTHER TREES Loblolly Pine
Ball	-		-		-	-		STREET TREES Thornless Honeylocust, Southern Red Oak, Overcup Oak, Chinkapin Oak, Shumard Oak UNDERSTORY TREES Trident Maple
Pyramid	-	-	-	-				STREET TREES Dawn Redwood, Sweetgum, Laurel Oak, Ginkgo UNDERSTORY TREES Sourwood
Umbrella	-	-	-	-				STREET TREES Chinese Elm UNDERSTORY TREES Eastern Redbud, Flowering Dogwood
Vase								STREET TREES Japanese Zelkova UNDERSTORY TREES Crapemyrtle, Carolina Silverbell, Eastern Hophornbeam

Town of Pike Road, Alabama

TABLE 7: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.



TABLE 8: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone. It must be modified to show actual calibrated heights for local conditions. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 14, item k.



Stepbacks/Arcade Heights. The diagrams below show Arcade Frontages. Diagrams above apply to all other Frontages.



Town of Pike Road, Alabama

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



TABLES 10 & 11. BUILDING FUNCTION & PARKING CALCULATISMAARTCODE AMENDED 05/24/17

Town of Pike Road, Alabama

TABLE 10: Building Function. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	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 Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 600 sf, excluding the parking area.	Limited Residential: The number of dwell- ings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	Restricted Lodging: The number of bed- rooms 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. The Lodging must be owner occupied. 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 park- ing place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied.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 places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
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 first and second story of the Accessory 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 Accessory 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 avail- able 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. The specific use shall be further limited to neighborhood store, or food service seating 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. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 12	See Table 12	See Table 12
f. OTHER	See Table 12	See Table 12	See Table 12

TABLE 11: Parking Calculations. The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 10)									
	T2 T3	T4	T5 T6							
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling							
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom							
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.							
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.							
CIVIC	To be determined by	To be determined by Warrant								
OTHER	To be determined by	To be determined by Warrant								
SC52	-									

SHARED PARKING FACTOR



TABLE 12: Specific Function & Use. This table expands the categories of Table 10 to delegate specific Functions and uses within Transect Zones. Table 12 should be customized for local character and requirements.

	T1	T2	T 3	T 4	T5	T6	SD		T1	T2	T 3	T4	T5	T6	SD
	_														
Mixed Use Block			1					Grain Storage			1	1			
Flex Building			1				<u> </u>	Livestock Pen			 				
Apartment Building								Greennouse							
Live/work Unit	1							Stable							
Row House										•	•			U	U U
Duplex House				-				Gasoline							
*Courtyard House				•	•			Automobilo Sorvico		<u> </u>					
Sideyard House			•	•	•	<u> </u>		Automobile Service							
Cottage	<u> </u>		•	•	<u> </u>	<u> </u>					 				-
House		•	•	-	<u> </u>			Drive - I nrough Facility		<u> </u>	 				•
Villa		•						Rest Stop		•					
Accessory Unit		•	-	-	-			Roadside Stand	•	•		<u> </u>			
b. LODGING								Billboard		<u> </u>		<u> </u>			
Hotel (no room limit)					-	-		Shopping Center		1					
Inn (up to 12 rooms)		•		-	-	-		f OTHER: CIVIL SUPPORT							
Bed & Breakfast (up to 5 rooms)			•	-	-	•		Fire Station							
S.R.O. hostel							•	Delice Station						-	
School Dormitory				-	-	•	•	Folice Station						-	
c. office					·	·		Eunoral Homo							
Office Building			 	•	•	•		Fulleral Hospital				- 			
Live/Work Unit			•	-	-	•		Modical Clinic						-	
0. RETAIL Open-Market Building				-	-			f OTHER: EDUCATION							-
Retail Building	i –							College							=
Display Gallery								High School		i –					
Display Gallery	1							Trada School		<u> </u>					
Kestaulalit								Flamentary School		<u> </u>				-	
KIOSK								Elementary School		 _					
Push Cart								f OTHER: INDUSTRIAL		•	•	•		•	U U
Liquor Selling Establishment	1		 	<u> </u>				Heavy Industrial Facility		1					
								Light Industrial Facility		<u> </u>					
e. CIVIC			<u> </u>			1	1			<u> </u>				_	
			1							1					-
Convention Center								Laboratory Facility			 	1			•
Conference Center	1		1	<u> </u>				Water Supply Facility		<u> </u>					-
Exhibition Center	<u> </u>		<u> </u>				•	Sewer and Waste Facility							•
Fountain or Public Art		•	•	-	-	•	-	Electric Substation		-		-			-
Library				-	-	•	•	Wireless Transmitter				<u> </u>			-
Live Theater					-	-	-	Cremation Facility							=
Movie Theater					-	-	-	Warehouse							-
Museum						-	-	Produce Storage							-
Outdoor Auditorium			-		-	-	•	Mini-Storage							=
Parking Structure															
Passenger Terminal												BYR	IGHT		
Playaround	i											BYW	/ARRA	NT	
Sporte Stadium															
Surface Darking Lat															
Surface Parking Lot	1	-	-	-	-	-									
Religious Assembly															

TABLE 13. CIVIC SPACE

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Town of Pike Road, Alabama



Town of Pike Road, Alabama

	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICT
a. ALLOCATION OF ZONES per	Pedestrian Shed (applica	ble to Article 3 only)					(see Table 16)
CLD requires	50% min	no minimum	20 - 30%	20 - 30%	not permitted	not permitted	
TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted	
RCD requires	no minimum	l no minimum	not permitted	10 - 30%	10 - 30%	40 - 70%	
b. BASE RESIDENTIAL DENSIT	Y (see Section 3.4)						
By Right	not applicable	1 unit / 5 ac avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross	ļ
By TDR	not permitted	not permitted					
Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%	
c. BLOCK SIZE							
Block Perimeter	no maximum	no maximum	3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *	
d. THOROUGHFARES (See Tab	le 3 and Table 4)					* 3000 ft. max with parkir	ng structures
HW	nermitted	nermitted	permitted	not permitted	not permitted	not nermitted	
BV	not normitted	not permitted	permitted	not permitted	not permitted	not permitted	i
AV	not permitted	not permitted	permitted	permitted	permitted	permitted	i
<u>(</u>)	not permitted	not permitted	not permitted	permitted	permitted	permitted	
DP	not permitted	not permitted	norpermitted	not permitted	permitted	permitted	
DR CT	not permitted	not permitted	r permitted	permitted	permitted	permitted	1
51	not permitted		permitted	permitted	permitted	not permitted	1
RD .	permitted	permitted	permitted	not permitted	not permitted	not permitted	1
Rear Lane	permitted	I permitted	permitted	permitted	not permitted	not permitted	1
Rear Alley	not permitted	I not permitted	permitted	required	required	required	1
Path	permitted	I permitted	permitted	permitted	not permitted	not permitted	1
Passage	not permitted	I not permitted	permitted	permitted	permitted	permitted	1
Bicycle Trail	permitted	permitted	permitted	not permitted *	not permitted	not permitted	1
Bicycle Lane	permitted	l permitted	permitted	permitted	not permitted	not permitted	n an
Bicycle Route	permitted	I permitted	permitted	permitted	permitted	permitted	<u> </u>
e. CIVIC SPACES (see Table 13)					" permitted within Open a	spaces
Park	permitted	permitted	permitted	by Warrant	by Warrant	by Warrant	
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted	
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted	1
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted	ļ
Playground	permitted	permitted	permitted	permitted	permitted	permitted	
f. LOT OCCUPATION							_
Lot Width	by Variance	by Warrant	72 ft. min 120 ft. max	18 ft. min 96 ft. max	18 ft. min 180 ft. max	18 ft. min 700 ft. max	NO
Lot Coverage	by Variance	by Warrant	60% max	70% max	90% max	90% max	
g. SETBACKS - PRINCIPAL BUIL	DING (see Table 15)						SPO
(g.1) Front Setback (Principal)	by Variance	48 ft. min	24 ft. min	6 ft. min 18 ft. max	2 ft. min 12 ft. max	2 ft. min 12 ft. max	
(g.2) Front Setback (Secondary)	by Variance	48 ft. min	12 ft. min	6 ft. min 18 ft. max	2 ft. min 12 ft. max	2 ft. min 12 ft. max	1
(g.3) Side Setback	by Variance	96 ft. min	12 ft. min	0 ft. min	0 ft. min 24 ft. max	0 ft. min 24 ft. max	1
(g.4) Rear Setback	by Variance	96 ft. min	12 ft. min	3 ft. min *	3 ft. min *	0 ft. min	1
Frontage Buildout	by Variance	not applicable	40% min	60% min	80% min	100% min	1
h. SETBACKS - OUTBUILDING	(see Table 15)						
(h.1) Front Setback	by Variance	20 ft. min +bldg setback	20 ft. min +bldg setback	20 ft. min +bldg setback	40 ft. max from rear prop	not applicable	
(h.2) Side Setback	by Variance	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min or 3 ft.	0 ft min	not applicable	1
(h.3) Rear Setback	by Variance	3 ft. min	3 ft. min	3 ft.	3 ft. max	not applicable	
i. BUILDING DISPOSITION (see	Table 9)						
Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted	
Sideyard	not permitted	not permitted	not permitted	permitted	permitted	not permitted	1
Rearvard	not permitted	not permitted	not permitted	permitted	permitted	permitted	1
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted	1
i. PRIVATE FRONTAGES (see Ta	ble 7)						
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted	Z
Porch & Fence	not applicable	not permitted	permitted	permitted	not permitted	not permitted	
Terrace or Dooryard	not applicable	not permitted	not permitted	permitted	permitted	not permitted	
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted	9
Shopfront & Awning	not applicable	not permitted	not permitted	permitted	permitted	permitted	1
Gallery	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted	
	see Table 8)					,	
Principal Building	not applicable	3 Stories max	3 Stories max	4 Stories max	6 Stories max 2 min	8 Stories max 2 min	1
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable	
	la 10 8 Table 42)			_ 0101100 IIIUA	2 010100 mux		
Pasidential	not applicable	restricted use	restricted use	limited use	0000 1100	0000 1150	2
Lodging	not applicable	restricted use	restricted use	limited use	open use	open use	
Office	not applicable	restricted use	restricted use	limited use		open use	N N
Detail	not applicable	restricted USB	restricted use	limited use	open use	open use	
	not applicable	กระเทนเซน นรช	าธอสามปลิยา แอช	milleu use	openuse	openuse	

ARTICLE 5 ARTICLE 2, 3, 4

TABLE 15A. FORM-BASED CODE GRAPHICS - T3 SMARTCODE AMENDED 05/24/17

Town of Pike Road. Alabama



and maximums

SMARTCODE AMENDED 05/24/17 TABLE 15B. FORM-BASED CODE GRAPHICS - T4

Town of Pike Road, Alabama

T4	(see Table 1)	 BUILDING CONFIGURATION Building height shall be measured in number of Stories, excluding Attics and raised basements. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a firstfloor Commercial function which must be a minumum of 11 ft with a maximum of 25 ft. Height shall be measured to the eave or roof deck as specified on Table 8. 	Max. height	N 2 1	2 1	height
I. BUILDING FUNCTION (see Table 10 & Table 12)					
Residential	limited use					
Lodging	limited use					
Office	limited use	1. The Facades and Elevations				
Retail	limited use	of Principal Buildings shall be				
k. BUILDING CONFIGUR	ATION (see Table 8)	as shown.	[] [·-·-·-·-·-	(g.2)		
Principal Building	4 stories max	2. Facades shall be built along		A	Con	ner Lot
Outbuilding	2 stories max.	the Principal Frontage to the	► (g.1) ◄		(g.4) ► Con	ndition
f. I OT OCCUPATION (se	e Table 14f)	the table.		<u>A</u>		
Lot Width	18 ft min 96 ft max			V	Mid	-Block
Lot Coverage	70% max		▶ (g.1) ◄	(a)	(g.4) ► 🗖 Con	ndition
				(g.3) ▼		
Edgovard	n (see Table 9)			A		
Sidovard	permitted					
Poppard	permitted					
Courtward	not permitted	SETRACKS - OUTBUILDING				
		1. The Elevations of the Out-		(h 2)		
g. SETBACKS - PRINCIPA	AL BUILDING (see Table 14g)	building shall be distanced		(11.2)		
(g.1) Front Setback Principal	16 ft. min. 18 ft. max.	from the Lot lines as shown.		X		
(g.2) Front Setback Secondar	yl 6 ft. min. 18 ft. max		(h.1)		(h 3)	orner Lot
(g.3) Side Setback	To ft. min.			~		Jonation
(g.4) Rear Setback	13 ft. min.*			······		
Frontage Buildout	1 60% min at setback		(6.1)		(h.3) ►	/lid-Block Condition
h. SETBACKS - OUTBUIL	DING (see Table 14h)		()	(h.2)		
(h.1) Front Setback	20 ft. min. + bldg. setback		<u>i</u> _	(IIII_)	↓ i ↓	
(h.2) Side Setback	0 ft. min. or 3 ft at corner					
(h.3) Rear Setback	3 ft. min					
j. PRIVATE FRONTAGES	(see Table 7)					
Common Lawn	not permitted	PARKING PLACEMENT				
Porch & Fence	permitted	1. Uncovered parking spaces				
Terrace or L.C.	permitted	third Layer as shown in the		Secondary Frontage		
Forecourt	permitted	diagram (see Table 17d).			i i	
Stoop	permitted	provided within the third Layer	0			
Shopfront & Awning	permitted	as shown in the diagram (see	outag			
Gallery	permitted	3. Trash containers shall be				
Arcade	not permitted	stored within the third Layer.	Princi			
	Refer to Summary Table 14					
PARKING PROVISIONS				▲ 3rd		
See Table 10 & Table 11			Layer Layer	Layer		
*or 15 ft. from center line	e of alley		2011			
"N" stands for any Stor the maximum. Refer to and maximums	ies above those shown, up to o metrics for exact minimums					

TABLE 15C. FORM-BASED CODE GRAPHICS - T5 SMARTCODE AMENDED 05/24/17

Town of Pike Road, Alabama


SMARTCODE AMENDED 05/24/17

Town of Pike Road, Alabama

I. BUILDING FUNCTION (s Residential	(see Table 10 & Table 12)	 BUILDING CONFIGURATION Building height shall be measured in number of Stories, excluding Attics and raised basements. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function which must be a minumum of 25 ft. Height shall be measured to the eave or roof deck as specified on Table 8. Stepbacks, Recess Lines, and Extension Lines shall be as shown on Table 8. 	Max	N 5 4 3 2 min. 1		
Lodging	open use	 				
Retail	open use	SETBACKS - PRINCIPAL BLDG				
		1. The Facades and Elevations of Principal Buildings shall be				
R. BUILDING CONFIGURA	8 storios max 2 min	distanced from the Lot lines				
Outbuilding	not applicable	as shown. 2 Facades shall be built along		(g.2)	······	
		the Principal Frontage to the		•		Corner Lot
Lot Width	18 ft min 700 ft max	minimum specified width in the table	■ ► < (g.1)	Δ.	(g.4) ► ◄	Contaition
Lot Coverage	90% max			······ / ^······	<u>_</u>	-
	(see Table 9)		► (g.1)		(g.4) ► ◄	Condition
Edgevard	not permitted			(g.3)		
Sidevard	not permitted			*	•	
Rearyard	permitted					
Courtyard	permitted					
a. SETBACKS - PRINCIPA	L BUILDING (see Table 14g)					
(g.1) Front Setback Principal	2 ft. min. 12 ft. max.					
(g.2) Front Setback Secondary	2 ft. min. 12 ft. max.	1. Uncovered parking spaces may				
(g.3) Side Setback	0 ft. min. 24 ft. max.	be provided within the third				
(g.4) Rear Setback	0 ft. min.	(see Table 17d).	ال د.غغ		··-·-·	
Frontage Buildout	100% min. at setback	2. Covered parking shall be provided within the third Laver				Corner Loi
h. SETBACKS - OUTBUIL	DING (see Table 14h)	as shown in the diagram (see				Condition
Front Setback	not applicable	Iable 17d). 3. Trash containers shall be stored				-
Side Setback	not applicable	within the third Layer.		·		Mid-Block
Rear Setback	not applicable					Condition
j. PRIVATE FRONTAGES (see Table 7)		║╺╸┊╴┫		+	
Common Lawn	not permitted		1st 2nd	3rd		
Porch & Fence	not permitted		Layer Layer	Layer		
Terrace or L.C.	not permitted					
Forecourt	permitted	1				
Stoop	permitted					
Shopfront & Awning	permitted					
Gallery	permitted					
Arcade	permitted					
	Refer to Summary Table 14					
PARKING PROVISIONS						
See Table 10 & Table 11	6 11					
"or 15 ft. from center line "N" stands for any Storie the maximum. Refer to and maximums	e or alley as above those shown, up to metrics for exact minimums					

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Town of Pike Road, Alabama

The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

SD1	SD2	SD3	SD4	SD5	SD6	SD7	
I							
a. ALLOCATION OF	FZONES	1 1					
CLD	I X			1	1	1	1
TND	I X	<u> </u>		1	1	1	1
TOD	I X	<u> </u>					
b. BASE RESIDEN	ITIAL DENSITY						
By Right	Х						
By TDR	Х]
Other Functions	Х]
c. BLOCK SIZE		т т					
Block Perimeter	X	I I		1	1	1	
d. THOROUGHFAR	ES						
HW	Х						
BV	Х						1
AV	X	ÍÍÍ					1
CS	x						1
DR	X	i i					1
ST	X	i i				l I	1
RD	X	i i					1
Boarlana	v v	1 1					i
Rear Larie		1				1	1
Rear Alley					1	1	1
Path							1
Passage				1	1	1	-
Bicycle Irali				1	1	1	
Bicycle Lane	I X			1	I I	1	1
Bicycle Route	X	<u> </u>					
e. CIVIC SPACES							
Park	Х						
Green	Х	1				1	1
Square	Х						1
Plaza	Х]
Playground	Х	1 1					1
				-			
f. LOT OCCUPATIO	N L	1 1			r		· · · · · · · · · · · · · · · · · · ·
Lot Width				1	1	1	1
Lot Coverage	I X						
g. SETBACKS - PR	INCIPAL BUILDING						
Front Setback	Х						
Side Setback	Х	I I					1
Rear Setback	Х	I I					1
	altion						
n. BUILDING DISPO		1					
Edgeyard		1				1	1
Beapyard	X X	1					1
Rearyard	Α					1	
i. PRIVATE FRONTA	AGES						
Common Yard	х						
Porch & Fence	х						
Terrace, Dooryard	х						
Forecourt	х						
Stoop	х						
Shopfront	х						
Gallery	х						
Arcade	х						
Parking Lot	х						
J. BUILDING CONFI		1					
- rincipal Building		1				1	1
Jutbuilding	Α					1	
k. BUILDING FUNC	TION						
Residential	х						
Lodging	X						
Office	х						
Retail	X						

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TABLE 17. DEFINITIONS ILLUSTRATED

Town of Pike Road, Alabama







c. BUILDING DISPOSITION



d. LOT LAYERS



f. SETBACK DESIGNATIONS







g. NETWORK-BASED PEDESTRIAN SHED



DEFINITIONS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to *Articles, Sections,* or *Tables* in the SmartCode.

A-Grid: cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See **B-Grid**. (Syn: primary grid.)

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 10 and Table 17. (Syn: ancillary unit)

Adjusted Pedestrian Shed: a Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

Affordable Housing: dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county.

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

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Architectural Review Board (ARB): An architectural review board is a body that reviews proposed buildings within developments for architectural congruity with the intent of the SmartCode. An ARB must be established through a Declaration of Covenants and Restrictions. Its review is based upon Design Standards adopted by the CRC. Developments with an active ARB must review and approve Building Plans prior to submitting for building permits.

Attic: the interior part of a building contained within a pitched roof structure.

Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

B-Grid: cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See **A-Grid.** (Syn: secondary grid.)

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 17.*

Base Density: the number of dwelling units per acre before adjustment for other Functions and/or TDR. See **Density.**

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms,

permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

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

Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.

Bioswale: an extended Rain Garden that sometimes runs the length of the block.

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: the aggregate of all the building Facades on one side of a Block.

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

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

Buffer: A vegetated area, including trees, shrubs, and herbaceous vegetation, that exists or is established to protect a stream system, lake, reservoir, or coastal estuarine area. Alteration of this natural area is strictly limited.

By Right: characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (*Article 3, Article 4, or Article 5*) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See **Warrant** and **Variance**.

CLD or **Clustered Land Development:** a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. *See Table 2 and Table 14a.* (Syn: Hamlet, Conservation Land Development, cluster)

CRC: Consolidated Review Committee.

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

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves. *See Section 5.9.2.*

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. *See Table 13.*

Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. *See Table 7*.

Community Unit: a regulatory category defining the physical form, Density, and extent of a settlement. The three Community Unit types addressed in this Code are CLD, TND, and RCD. Variants of TND and RCD for Infill (*Article 4*) are called Infill TND and Infill RCD.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is 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 Development and Design Center. *See Section 1.4.3.*

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

Cottage: an Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. *See Table 9.*

Cross Block Passage: access for pedestrians in between blocks usually requiring a minimum total width of 10 ft. and a minimum path or sidewalk width of 5 ft.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. *See Table 4A and Table 4B.*

Density: the number of dwelling units within a standard measure of land area.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four 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. *See Table 3A.*

Developable Areas: lands other than those in the O-1 Preserved Open Sector.

Disposition: the placement of a building on its Lot. See Table 9 and Table 17.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. *See Table 7.* (Variant: Lightwell, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage. See Section 5.10 and Table 3B-f.

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. *See Table 9.*

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 11.*

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. *See Table 17.*

Elevation: an exterior wall of a building not along a Frontage Line. See Table 17.

See: Facade.

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

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

Estate House: an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Exception: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (Section 1.3). See Section 1.5.

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. *See Table 8.* (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage. *See Table 8.*

Facade: the exterior wall of a building that is set along a Frontage Line. See Elevation.

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. *See Table 7.*

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**. See Table 4A and Table 7.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 17.*

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited,* or *Open,* according to the intensity of the use. *See Table 10 and Table 12.*

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 7.*

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a *Regional Plan* should be based on GIS information. *See Section 2.1.*

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. *See Table 13.*

Green Roof: a building roof partially or completely covered with vegetation and soil, or a growing medium, over a waterproofing membrane. Green roofs may be categorized as Extensive, Semi-Intensive, or Intensive, depending on the depth of the planting medium and the amount of maintenance required. (Syn: eco-roof, living roof, greenroof)

Greenfield: an area that consists of open or wooded land or farmland that has not

been previously developed.

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. (Variant: Grayfield.)

Growth Sector: one of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. *See Article 2.*

Hamlet: See CLD. (Syn: cluster, settlement.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. *See Table 10.*

House: an Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single.)

Infill: *noun* - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. *verb*- to develop such areas.

Infill RCD: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed and consisting of T-4, T-5, and/or T-6 Zones. An Infill RCD is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 4. *See Section 4.2.3.* (Var: downtown.)

Infill TND: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, and/or T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 4. *See Section 4.2.2.* (Var: neighborhood.)

Inn: a Lodging type, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. *See Table 10.*

Intensive Green Roof: a building roof with a planting medium between 8 inches and 4 feet. It can sustain elaborate plantings that include shrubs and trees. Intensive Green Roofs are heavy and usually installed over concrete roof decks. They require considerable maintenance. In addition to their role in carbon mitigation, they are used for recreation or aesthetics, being park or garden-like.

Layer: a range of depth of a Lot within which certain elements are permitted. *See Table 17.*

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. *See Table 7.* (Syn: light court.)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately 1/4 mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Syn: elongated pedestrian shed.)

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function.

The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See **Work-Live.** (Syn.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms. *See Table 10 and Table 12.*

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. See **Pedestrian Shed**.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: the boundary that legally and geometrically demarcates a Lot.

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

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

Meeting Hall: a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. *See Table 17.*

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. *See Table 10.*

Open Space: land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. *See Table 17.*

Park: a Civic Space type that is a natural preserve available for unstructured recreation. *See Table 13.*

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape match-

ing the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. *See* **Standard, Long, Linear** or **Network Pedestrian Shed.** (Syn: walkshed, walkable catchment.)

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: the main building on a Lot, usually located toward the Frontage. *See Table 17.*

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

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage with the exception of instances where a community governing document on the date hereof requires otherwise.. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See **Frontage**.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. *See Table 7 and Table 17.*

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. *See Table 4A and Table 4B.*

RCD: see Regional Center Development.

Rain Garden: sunken garden using native plants and sometimes trees.

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

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 9.* (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. *See Table 8.*

Regional Center: Regional Center Development or RCD.

Regional Center Development (RCD): a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect

Zone requirements of a TND. RCD takes the form of a high-Density Mixed Use center connected to other centers by transit. See **Infill RCD**, *Table 2 and Table 14a*. (Var: town center, downtown. Syn: **Regional Center**)

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

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

Retail: characterizing premises available for the sale of merchandise and food service. *See Table 10 and Table 12.*

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. *See* **Special Requirements.**

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). *See Table 3A.*

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

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

Sector: a neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. *See Table 17*.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 5.7. See Table 14g.* (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. *See Table 11.*

Sharrow: a street marking placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. *See Table 7.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. *See Table 9.*

Slip Road: an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. *See Table 9.*

Special District (SD): an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: provisions of Section 3.9, Section 4.7, and Section 5.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See *Table 13*.

Standard Pedestrian Shed: a Pedestrian Shed that is an average 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground. *See Table 8.*

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. *See Table 7.*

Story: a habitable level within a building, excluding an Attic or raised basement. *See Table 8.*

Streams: Perennial and intermittent watercourses identified through site inspection and US Geological Survey (USGS) maps. Perennial streams are those depicted on a USGS map with a solid blue line. Intermittent streams are those depicted on a USGS map with a dotted blue line.

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 3B and Table 4B.*

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) *See Section 5.7.5f.*

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

Swale: a low or slightly depressed natural area for drainage.

TDDC: Town Development and Design Center.

T-zone: Transect Zone.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended 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 way for use by vehicular and pedestrian traffic and to provide

access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See Table 3A, Table 3B and Table 17a.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. *See Table 2 and Table 14a.* (Syn: village. Variant: Infill TND, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND or RCD, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in *Section 5.9.2d*.

Town Development and Design Center (TDDC): 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.

Townhouse: See Rearyard Building. (Syn: Rowhouse)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. *See Table 1.*

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 3B and Table 17.

Understory: an underlying layer of vegetation; specifically, the layer of trees between canopy trees and the ground cover.

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

Urbanism: collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (*Section 1.3*). Warrants are usually granted administratively by the CRC. See Section 1.5.

Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With.)

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan**.