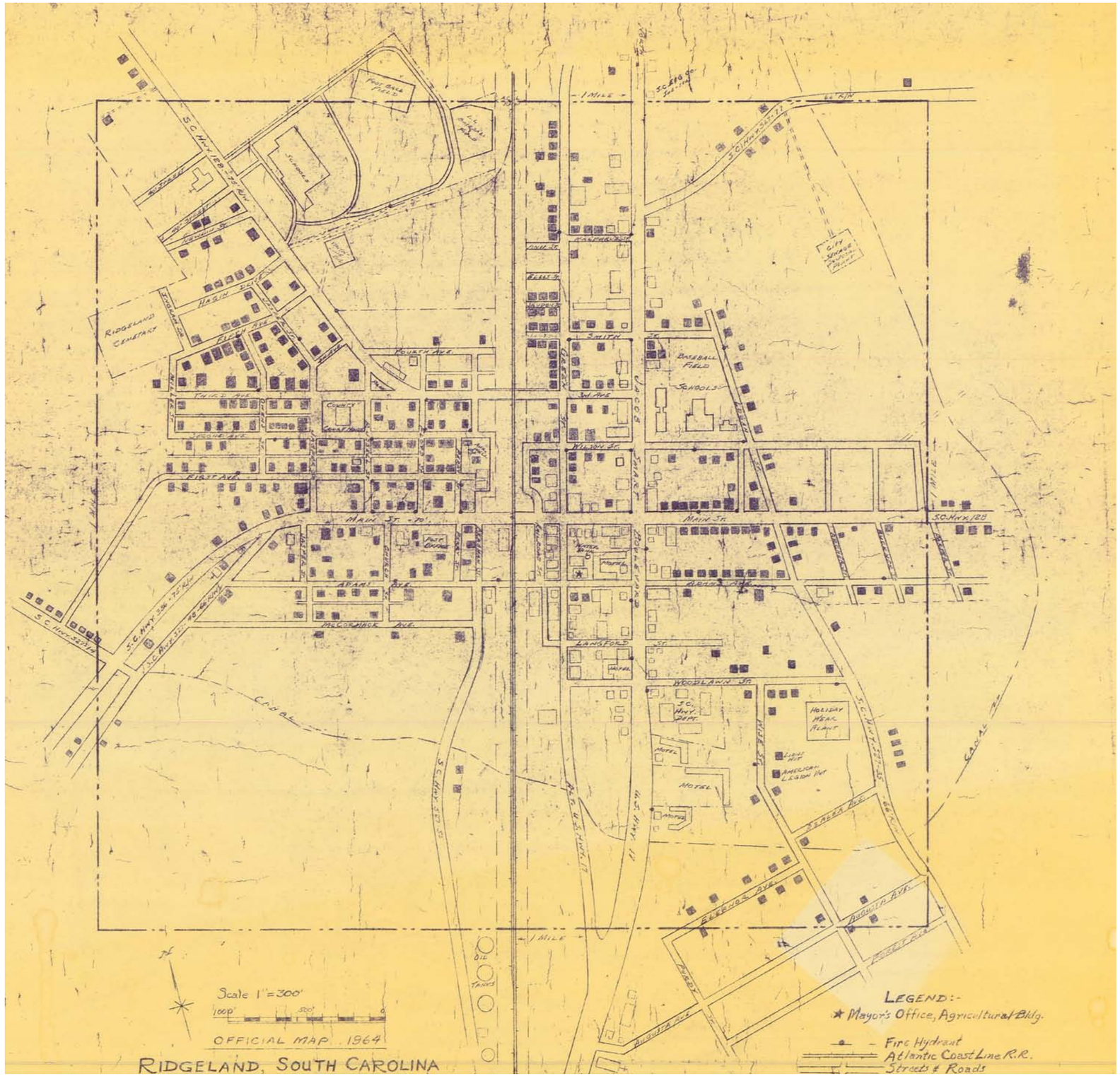

Town of Ridgeland SmartCode

Ridgeland, South Carolina
March 18. 2010

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THIS CODE WAS CREATED BY JOSH MARTIN, AICP, CNU-A, SUSTAINABLE SETTLEMENT, LLC, DURING THE PERIOD FROM MARCH 2009 UNTIL FEBRUARY 2010. THANKS TO ALL OF THE CITIZENS, TOWN STAFF, AND TOWN OFFICIALS THAT CONTRIBUTED TO THIS CODE AND BELIEVE IN A SUSTAINABLE FUTURE FOR THE TOWN OF RIDGELAND, SOUTH CAROLINA.

Codes and the SmartCode

Many of the most-loved traditional towns of North America were deliberately and thoughtfully planned. Countless other cities, towns, and villages evolved as compact, walkable, mixed-use places, because of their geography and because of the limits of the economic and circumstances of their time. However, in our time, over the past sixty years, places have evolved in a completely different form. They have spread loosely along highways and haphazardly across once-open country, enabled by the widespread ownership of automobiles, cheap petroleum, and generalized wealth.

The corresponding codes incorporate zoning practices that separate our homes from offices, shops, churches, and schools. They include design standards that favor the automobile over the pedestrian. They respond to the homogenizing effects of globalization.

These practices, since World War II, have produced strip shopping, big box stores with enormous parking lots, and sadly gutted downtowns. They have produced tracts of banal housing that consume farmland and forests. They have produced the invention and proliferation of drive-by eateries and billboards. They have made walking or cycling beyond one's own cul-de-sac dangerous or even impossible. They have made children, the elderly, and the poor dependent on those who can drive. There has been 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 a traditional town or neighborhood like those where our grandparents lived. The existing codes prevent it. In most places, people do not have a choice between sprawl and traditional urbanism. Economics and politics favor sprawl and conventional suburban development (CSD). It is not a level playing field. The SmartCode was created to attack 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 a different type from conventional codes that are based primarily on use, process, performance or statistics -- none of which envision or require any particular physical outcome.

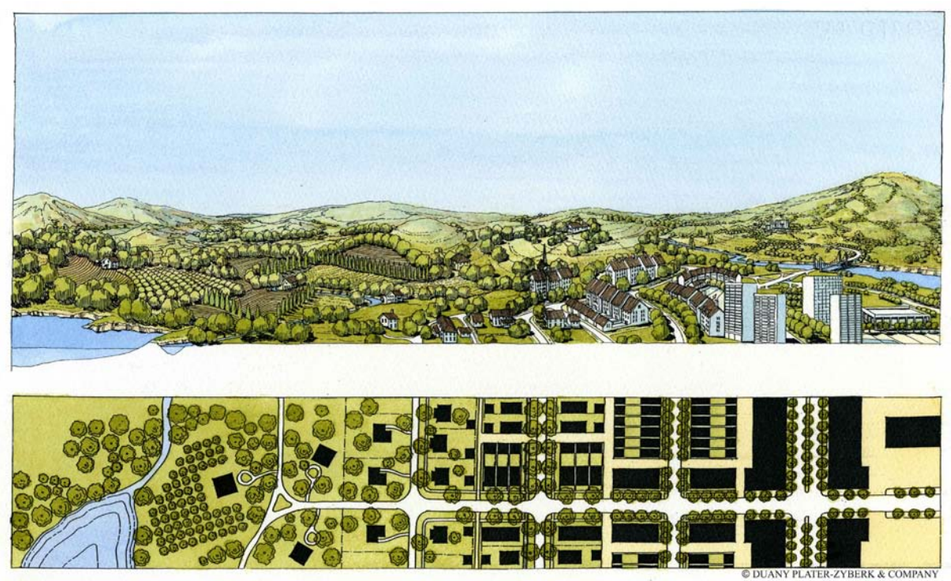
The SmartCode is a tool that guides the form of the built environment to resemble that of traditional neighborhoods, towns and villages. This form is compact, walkable, and mixed-use, and it is meant to be comfortable, safe, and ecologically sustainable. It allows a mix of uses within the neighborhood, so its residents don't have to drive everywhere. It simultaneously preserves the form of urbanism and open lands.

The SmartCode is also a transect-based code. That means it organizes the natural, rural, suburban, and urban landscape into categories of density, complexity, and intensity in the same way the countryside relates to the traditional towns and villages we admire. The operating principle of the Transect is that certain forms belong in certain environments; for example, an apartment building belongs in a more urban setting, and a ranch house belongs in a more rural setting. Some kinds of thoroughfares are urban, and some are rural. This does not limit choices; it expands them. Instead of one-size-fits-all development, it enables different patterns, without becoming a free-for-all.

True urbanism requires the sequential influence of many participants. A code is necessary to allow buildings to be designed by many hands over time. The single designer or committee leads to a lack of robustness, similar to a monoculture in nature. The result will be a large architectural project rather than urbanism. Indeed, the principal difference between the architectural project and the urban one is not a factor of scale -- there are enormous architectural projects -- but of time and diversity. The fourth dimension of time allows built experience to feed back and become integrated.

A code, once adopted as law, stays in place, allowing urbanism to evolve and mature without losing its sense of order. A code ensures that a com¬munity will not have to scrutinize all proposed projects, because, in the process that leads to the code, what the community intends has already been specified. The SmartCode is a comprehensive framework for that process.

Source: *SmartCode Version 9 and Manual*



Transect Image Courtesy of Duany, Plater-Zyberk & Comany

Credit: Duany Plater-Zyberk & Co.

How To Use The SmartCode

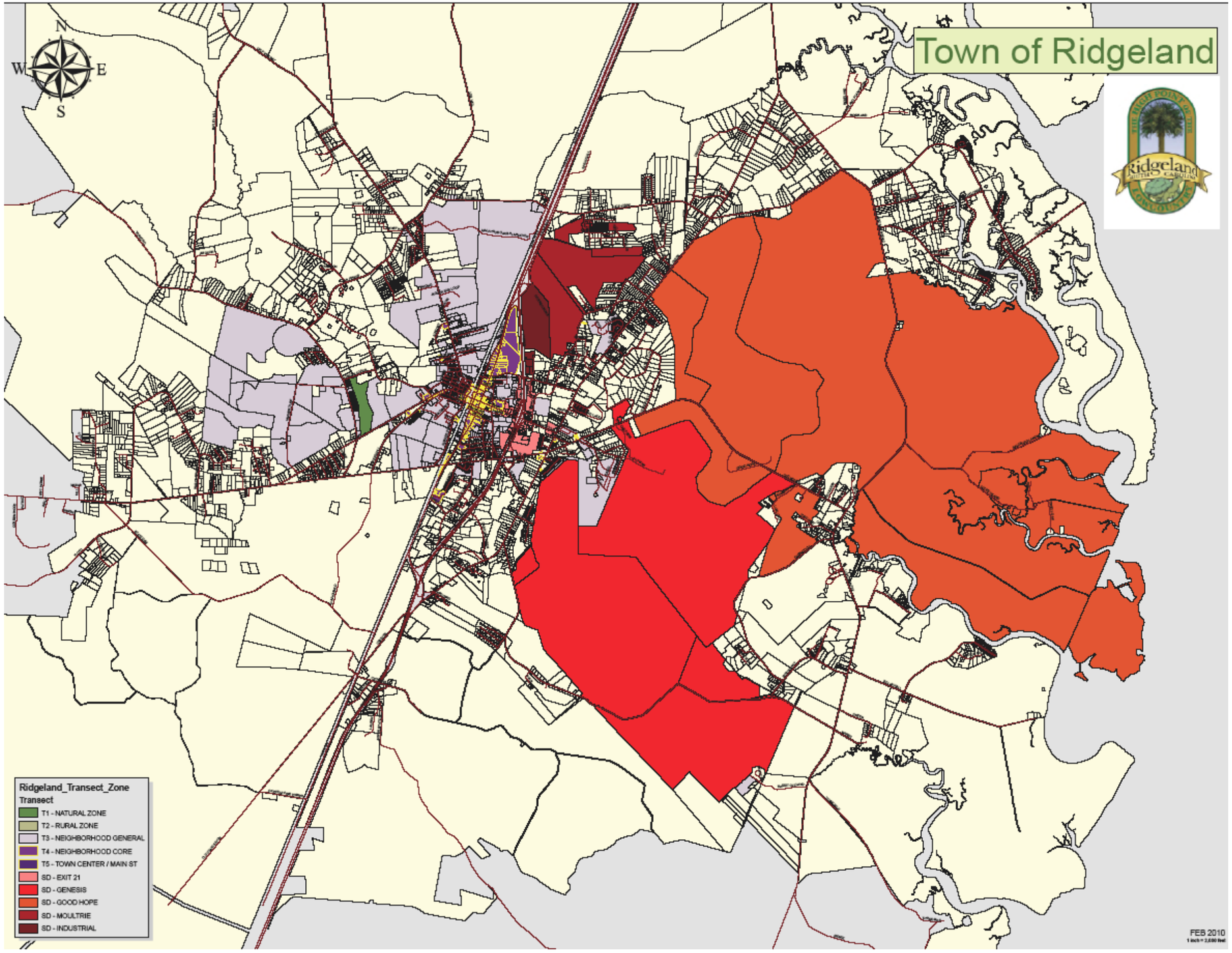
Community Scale Plans

Step 1: Determine Sector of Subject Property	Step 2. Determine Community Type	Step 3. Applicable Standards	Step 4. Form/Checklist
O1 Preserved Open Sector	Community Types Not Permitted	Article 2.3, Page 8	N/A
O2 Reserved Open Sector	Community Types Not Permitted, Transfer of Development Rights (TDR) Sending Area for G-2 & G-3	Article 2.4, Table 14, Pages 8 & 41	N/A
G-1 Restricted Growth Sector	If property is less than 30 Acres, then prepare plan per base T-Zone standards	Table 14, Page 41	Form D
	If property is 30-80 Acres, Clustered Land Development (CLD)	Articles 3.3.1, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, Pages 9-11	Form B
G-2 Controlled Growth Sector	If property is less than 30 Acres, then prepare plan per base T-Zone standards	Table 14, Page 41	Form D
	If property is 30-80 Acres, Clustered Land Development (CLD)	Articles 3.3.1, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, Pages 9-11	Form B
	If property is 80-160 Acres, Traditional Neighborhood Development (TND)	Articles 3.3.2, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, Pages 9-11	Form C
G-3 Intended Growth Sector	If property is less than 80 Acres, then prepare plan per base T-Zone standards	Table 14, Page 41	Form D
	If property is 80-160 Acres, Traditional Neighborhood Development (TND)	Articles 3.3.2, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, Pages 9-11	Form C
G-4 Infill Growth Sector	If property is less than 10 Acres, then prepare Regulating Plan	Articles 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.3, 4.4, 4.5, 4.6, 4.7, Pages 12-13	Form D
	If property is 10-30 Acres, then prepare Special Area Plan	Articles 4.1.5, 4.3, 4.4, 4.5, 4.6, 4.7, Pages 12-13	Form D
	If property is greater than 30 Acres, then prepare New Community Plan: Infill TND or TOD	Articles 4.1.6, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7 , Pages 12-13	Form D

** For all existing lots of record, development standards of the applicable transect zone shall apply. (Table 14, Page 41)
For Building Scale Plans, Form A is the appropriate form.

Town of Ridgeland Regulating Plan

The Regulating Plan is a Zoning Map that shows the transect zones, civic zones, special districts or areas subject to the smartcode.



Please Note: The Official Regulating Plan is on file at the Town of Ridgeland Town Hall.

Credit: Duany Plater-Zyberk & Co.

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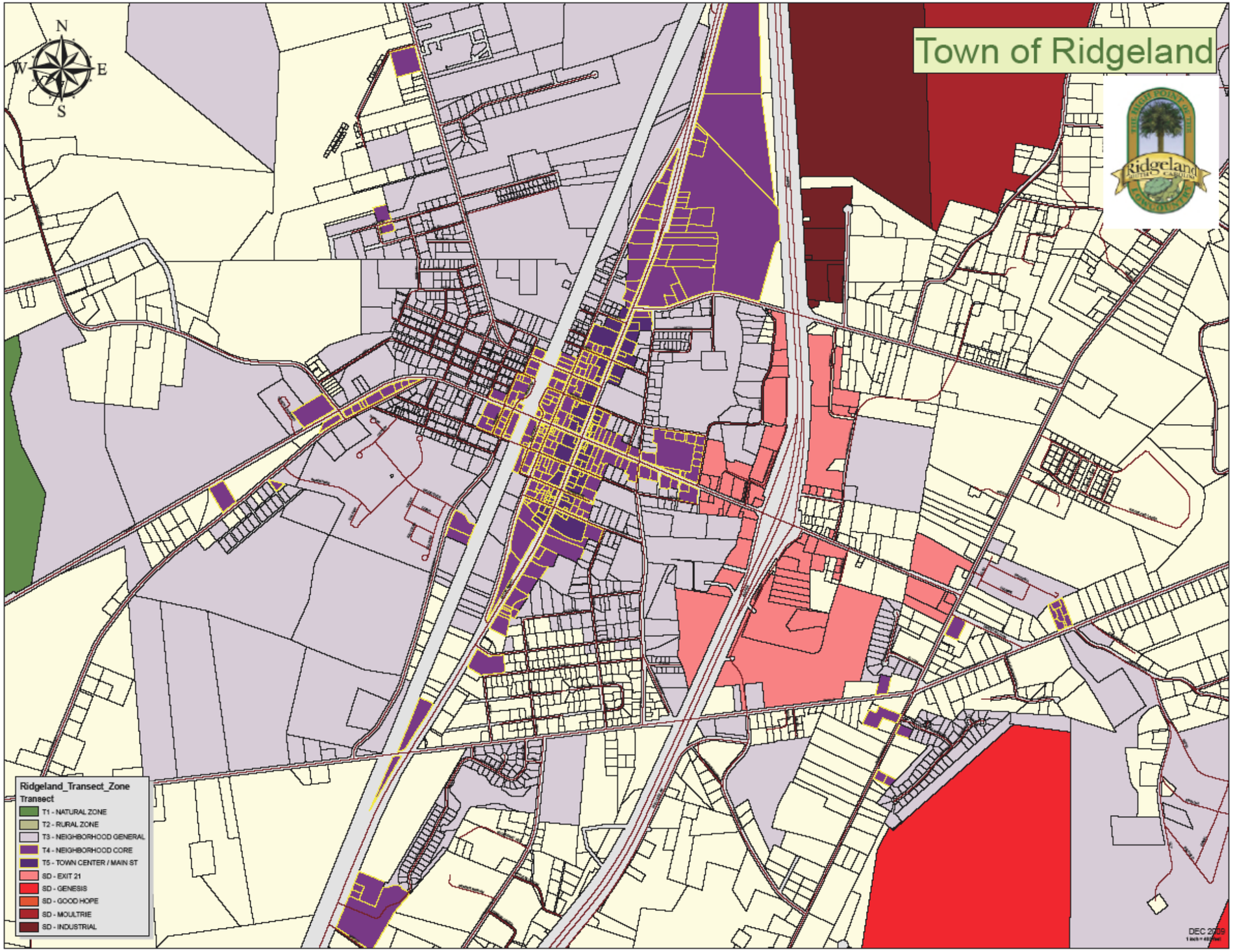


Please Note: The Official Regulating Plan is on file at the Town of Ridgeland Town Hall.

Credit: Duany Plater-Zyberk & Co.

ARTICLE 1. GENERAL TO ALL PLANS

1.1 AUTHORITY

1.1.1 The action of the Town of Ridgeland, South Carolina in the adoption of this Code is authorized under the Charter of the Town of Ridgeland and by the General Statutes of South Carolina Code Section 6-29-710, as amended.

1.1.2 The Code was adopted as one of the instruments of the public purposes and objectives of the adopted Town of Ridgeland Comprehensive Plan, dated September 2007. This Code is declared to be in accord with the Town of Ridgeland, South Carolina Comprehensive Plan.

1.1.3 This Code was adopted to promote the health, safety and general welfare of the Town of Ridgeland, South Carolina, and its citizens, including protection of the environment, conservation of land, energy, and natural resources, reduction in vehicular traffic congestion 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 to the built environment.

1.1.4 This Code was adopted and may be amended by vote of the Town of Ridgeland Planning Commission and Town Council.

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 Town of Ridgeland Health and Safety Codes (need to insert correct name here).

1.2.3 The existing Town of Ridgeland Zoning Ordinances 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 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 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 Form-Based Code Graphics, which are also legally binding.

1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

Credit: Duany Plater-Zyberk & Co.

1.3 INTENT

The intent and purpose of this Code is to enable, encourage, and qualitfy 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, riparian corridors and coastlines.

B. That growth strategies should encourage Infill and redevelopment in parity with New Communities.

C. That development contiguous to urban areas should be structured in the pattern of Infil TND and be integrated with the existing settlement pattern of Ridgeland, South Carolina.

D. That development non-contiguous to urban areas should be organized in the pattern of CLD, or TND.

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. Land use should take precedence over transportation.

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

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

1.3.2 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 distrance 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 use should be provided within walking distance of transit stops.

G. That Civic, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

H. That schools should be sized and located to enable children to walk or bicycle to them.

I. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

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 spatial form of public areas.

C. That the design of street and buildings shall reinforce safe environments, but not at the expense of accessibility.

D. That architecture and landscape design shall 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 shall 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 that the other buildings that constitute the fabric of the town.

H. That the preservation and renewal of historic building should be facilitated, to affirm the community 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 Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

B. That the Transect Zone descriptions 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 Ridgeland, South Carolina hereby creates a Consolidated Review Committee ("CRC") comprised of the members of the existing Planning Commission as well as The Town Administrator And Planning Director, to process administratively applications and plans for proposed projects.

1.4.2 The geographic locations of the Sectors and the standards of for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 through a process of consultation with approval by the Town of Ridgeland Planning Commission and Town Council. Once these determinations have been incorporated into the Code and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively by the Town Administrator or his or her designee without further recourse to public consultation.

1.4.3 An owner may appeal a decision of the CRC to the Board of Zoning Appeals and may appeal a decision of the Board of Zoning Appeals to the Town Council.

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 Town Administrator or his or her designee 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 WARRANTS AND VARIANCES

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

1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by 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.

1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with South Carolina Code Section 6-29-800, as amended.

1.5.4 The request for a Warrant or Variance 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 Variances:

A. The maximum dimensions of traffic lanes of thoroughfare types.

B. The required provision of Rear Alleys and Rear Lanes.

C. The minimum Base Residential Densities.

D. The permission to build Accessory Buildings.

E. The minimum requirements for parking.

1.6 AFFORDABLE HOUSING INCENTIVES

1.6.1 TO ENCOURAGE THE PROVISION OF AFFORDABLE HOUSING, THE TOWN OF RIDGELAND GRANTS THE FOLLOWING INCENTIVES:

A. APPLICATIONS CONTAINING AFFORDABLE HOUSING THAT MEETS THIS CODE SHALL BE PROCESSED ADMINISTRATIVELY BY THE CRC. OTHERS MAY BE PROCESSED BY VARIANCE.

B. APPLICATIONS CONTAINING AFFORDABLE HOUSING MAY BE PROCESSED WITH PRIORITY OVER OTHERS, INCLUDING THOSE WITH EARLIER FILING DATES, PROVIDING THAT OTHER APPLICATIONS ARE NOT PUSHED PAST THEIR DEADLINES.

C. HIGHEST PRIORITY FOR PROCESSING AND FOR APPROVAL MAY BE GIVEN TO APPLICATIONS INVOLVING PARTNERSHIP WITH A COMMUNITY LAND TRUST OR OTHER NON-PROFIT ORGANIZATION RESPONSIBLE FOR ENSURING THE LONG-TERM RETENTION OF THE AFFORDABLE HOUSING.

D. THE MUNICIPALITY MAY INCREASE DENSITY FOR PROJECTS CONTAINING AFFORDABLE HOUSING.

E. THE MUNICIPALITY MAY WAIVE OR REDUCE PARKING REQUIREMENTS FOR AFFORDABLE HOUSING UNITS LOCATED WITHIN A QUARTER MILE OF A TRANSIT STOP.

ARTICLE 2. REGIONAL SCALE PLANS

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 Ridgeland, South Carolina 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 of the Town. Growth areas are intended for the development of Community Units, defined in Article 3 and 4, which in turn are comprised of Transect Zones, defined by elements appropriate to them in Article 5 and Article 6.

2.1.4 Regional Plans shall be prepared by the Planning Department and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Planning Commission and Town Council.

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 cited within the respective heading of this Article. 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 cited within the respective heading of this Article. 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 using the criteria cited within the respective heading of this Article. The 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) and TND (Traditional Neighborhood Development) shall be permitted to the extent set forth in the Table within this Article.

2.2.5 Those areas that cannot or should not conform to one of the Community Unit Types shall be allocated to Special Districts as described within this Article.

Determining Sectors (Article 2)

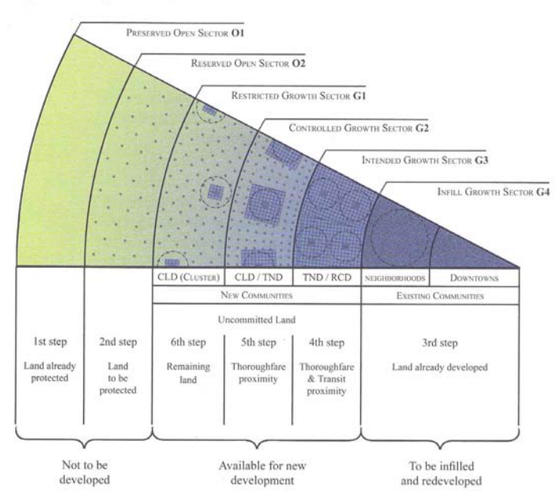
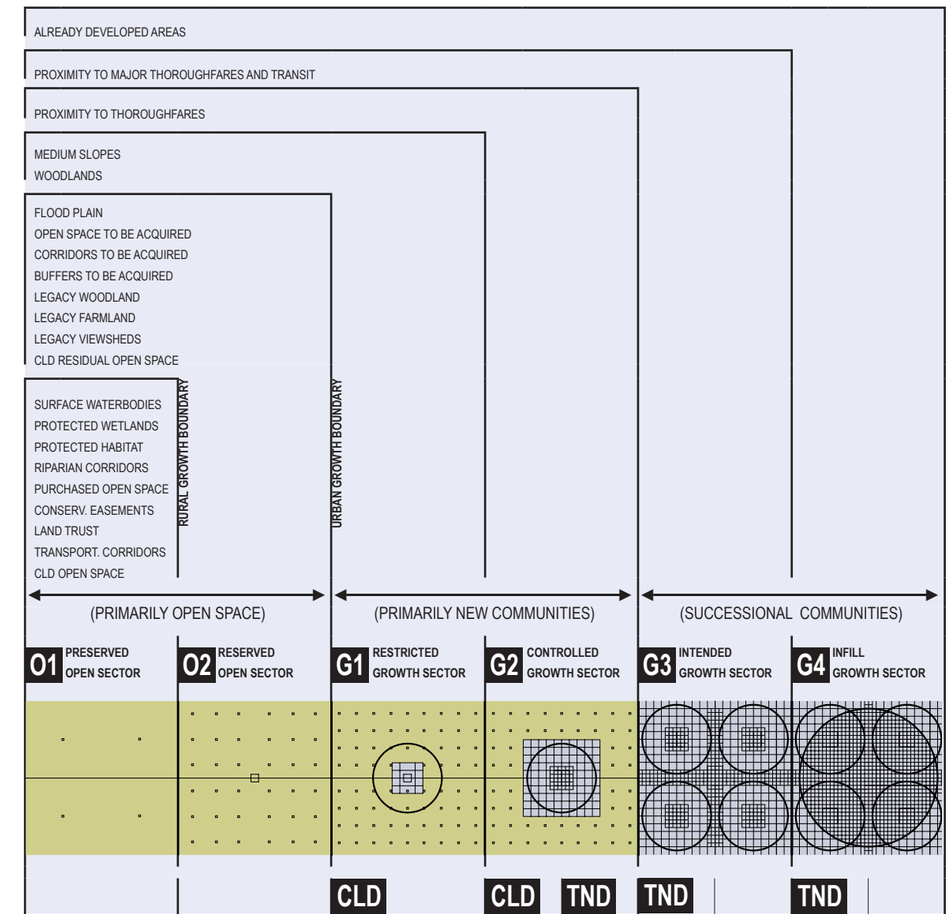


TABLE 2: Sector/Community Allocation. Table 2 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific Community Types of various intensities are allowable in specific Sectors. This table also allocates the proportions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



			CLD	CLD	TND	TND		TND	
T1	NO MINIMUM	NO MINIMUM	50% MIN	50% MIN					
T2	NO MINIMUM	NO MINIMUM			NO MIN	NO MIN			
T3			10 - 30%	10 - 30%	10 - 30%	10 - 30%			
T4			20 - 40%**	20 - 40%**	30 - 60%	30 - 60%		VARIABLE	
T5					10 - 30%	10 - 30%		VARIABLE	
T6								VARIABLE	

** CLD's may opt for T2.5, Rural Crossroads, instead of T4

SECTOR DESCRIPTIONS

2.3 (O-1) Preserved Open Sector

This 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 fro conservation through purchase, by easement, or by past Transfer of Development Rights. Consists of the aggregate of the following: surface waterbodies, protected wetlands, protected habitat, riparian Corridors, purchased Open Space, conservation easements, transportation Corridors, and areas residual to Clustered Land Development (CLD). 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 hearings of the Town of Ridgeland Planning Commission and Town Council.

2.4 (O-2) Reserved Open Sector

The Reserved Open Sector shall consist of Open Space that should be, but is not yet, protected from development. O-2 shall consist of the aggregate of the following categories: floodplain (including Special Flood Hazard Areas), steep slopes, Open Space to be acquired, Corridors to be acquired, buffers to be acquired, legacy woodland, legacy farmland, legacy viewsheds.

2.5 (G-1) Restricted Growth Sector

The Restricted Growth Sector shall be assigned to areas that have value as Open Space but neverless 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. Permitted Community Type by Right: Clustered Land Development (CLD)

2.6 (G-2) Controlled Growth Sector

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. Permitted Community Type by Right: Clustered Land Development (CLD) and Traditional Neighborhood Development (TND) **Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking Allowance in Section 5.9.2d. The use of a TOD overlay requires approval by Variance.

2.7 (G-3) Intended Growth Sector

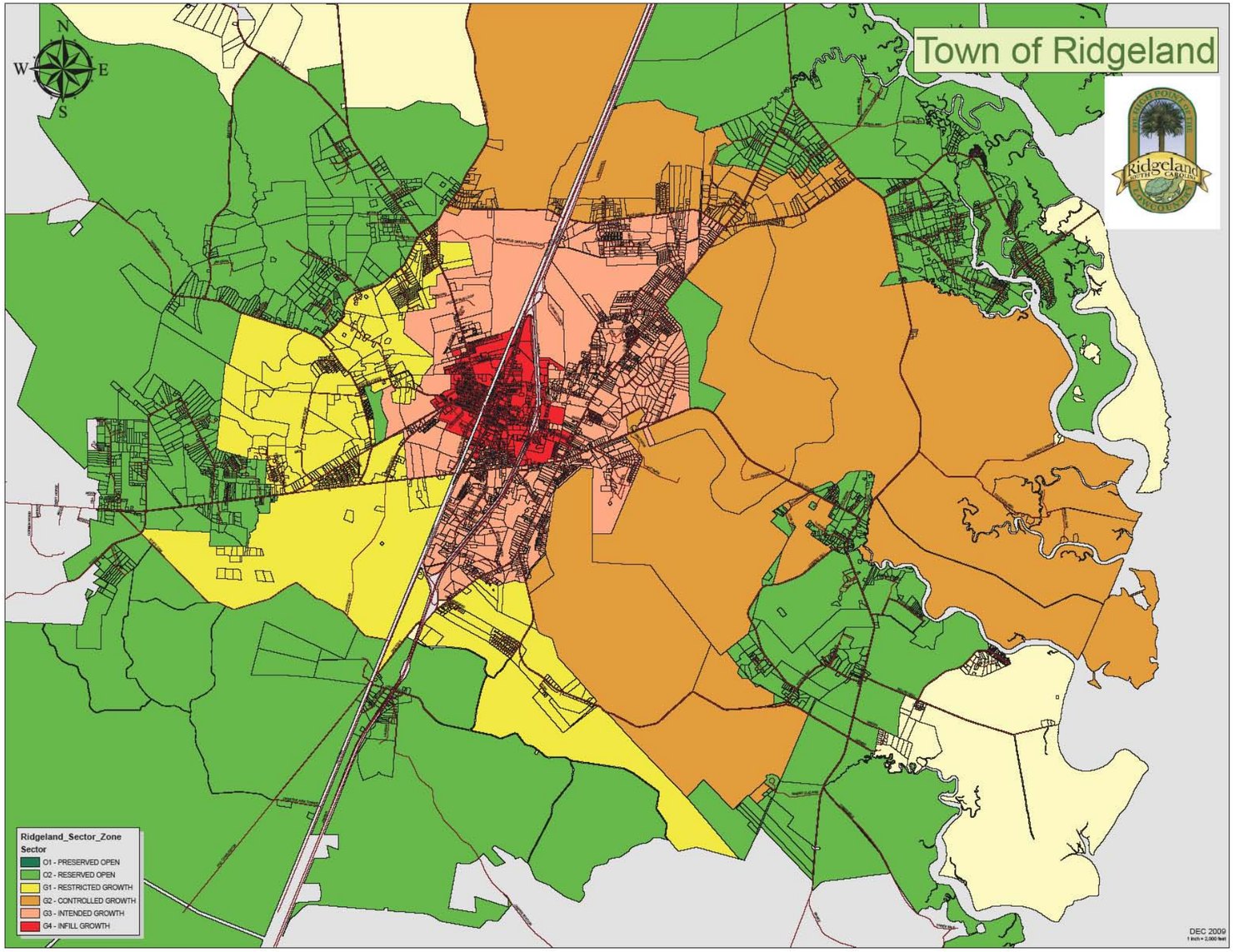
The Intended Growth Sector shall be assigned to those locations that can support substantial Mixed Use by virtue of proximity to an existing or planned regional Thoroughfare and/or transit. Permitted Community Type by Right: Regional Center Developments (RCD) and TNDs. **Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking Allowance in Section 5.9.2d. The use of a TOD overlay requires approval by Variance.

2.8 (G-4) Infill Growth Sector

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

2.9 (SD) Special Districts

Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of a CLD or a TND as set forth in Article 3. Conditions of development for Special Districts shall be determined in a public hearing of the Town Council and recorded within the respective Transect Zone description. Alternatively, the provisions of the Existing Local Codes shall remain applicable to Special Districts.



ARTICLE 3. NEW COMMUNITY SCALE PLANS

3.1 INSTRUCTIONS

3.1.1 If the subject property is located within the Restricted Growth Sector (G1), Controlled Growth Sector (G-2), or Intended Growth Sector (G3) as shown on the Town of Ridgeland Regional Plan, and the property is at least 30 acres in size, the provisions of Article 3 and this Code in general shall be available By Right, upon request by the property owner.

3.1.2 New Community Plans may be prepared in the absence of a Regional Plan or a Comprehensive Plan by approval of the Town of Ridgeland Planning Commission and Town Council. New Community Plans may contain one more than one Community Unit and/or more than one Community Unit type.

3.1.3 Once the CRC or Town of Ridgeland Planning Commission and Town Council approves a New Community Plan, the parcel/subject property shall be marked as such on the Town of Ridgeland Regulating Plan (or Zoning Map if optional code). 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 the accordance with the provisions of this Code, for the appropriate Sector of a Regional Plan requiring no Variances, shall be approved administratively by the CRC.

3.1.5 New Community Plans may be prepared by an owner or by the Planning Department.

3.1.6 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 Variances, if any.

3.1.7 New Community Plans shall include one set of preliminary site plans for each Transect Zone, as provided by Section 5.1.3a.

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 ofeach 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 located within the boundaries of each Community Unit as appropriate to its type. See Section 3.3. and Table 14a.

3.2.4 Civic Zone 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 by 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 structure by one Standard Pedestrian Shed and shall consist of nofewer than 30 acres and no more than 80 acres.

c. A CLD within either the G-1 Restricted Growth Sector or the G-2 Growth Sector shall include Transect Zones as follows:

1. 50% minimum of the Community Unit shall be allocated to T1 Natural Zone and/or T2 Rural Zone.
2. 10-30% of the Community Unit shall be allocated to T3 Neighborhood General Zone.
3. 20-40% of the Community Unit shall be allocated to T4 Neighborhood Core Zone.

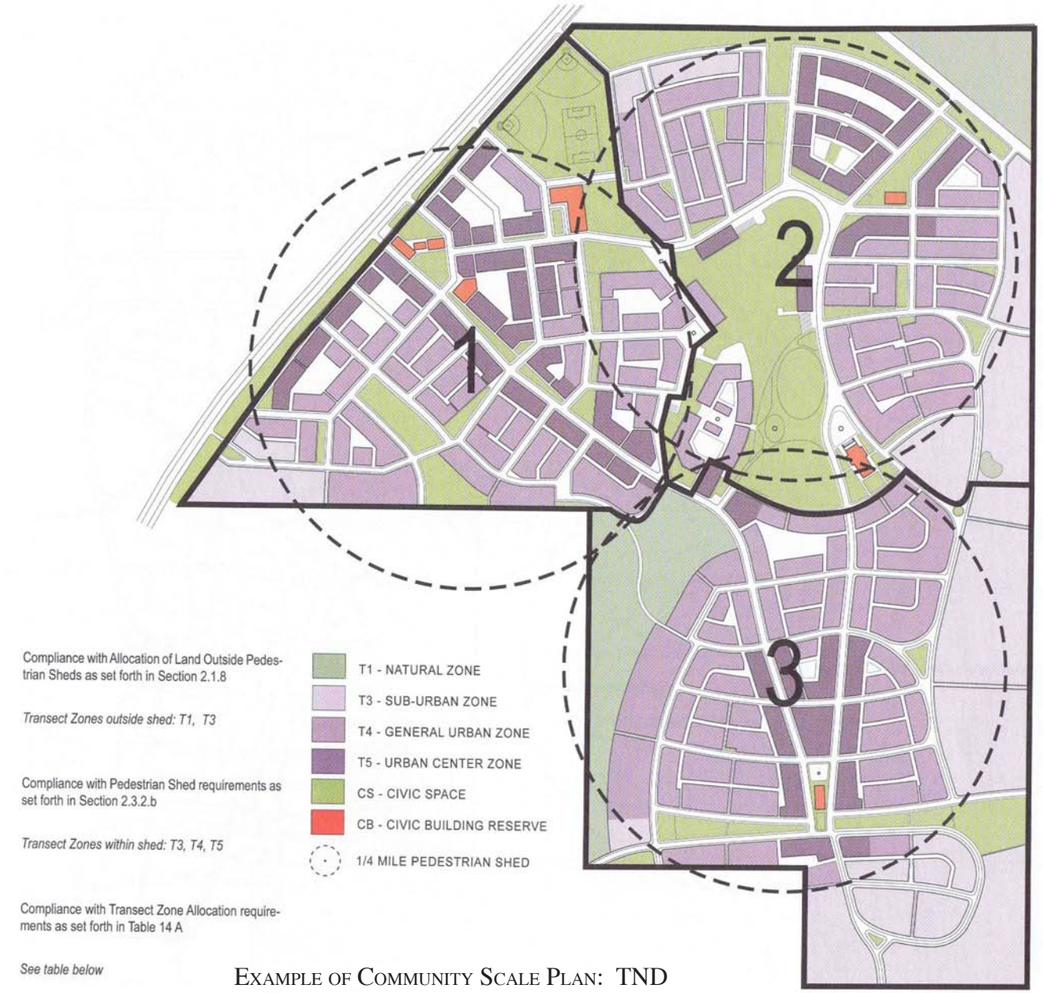
3.3.2 Traditional Neighborhood Development (TND)

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 80 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 within either the G-2 Controlled Growth Sector or the G-3 Intended Growth Sector shall include Transect Zones as follows:

1. 10-30% of the Community Unit shall be allocated to T3 Neighborhood General Zone.



Example of Community Scale Plan: TND

2. 30-60% of the Community Unit shall be allocated to T4 Neighborhood Core Zone.
3. 10-30% of the Community Unit shall be allocated to T5 Town Center/Main Street Zone.

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 Neighborhood Core Zone, a minimum Residential mix of three Building Disposition types (none less than 20%) shall be required, selected from Table 9.

3.3.3 Transit Oriented Development (TOD)

a. Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in parts at TOD and permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2 d.

b. The use of a TOD overlay requires approval by Variance.

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 14a.

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 the Transect Zone Descriptions 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 CRC.

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.

b. Lands in any Special Flood Hazard Area that are designated to be set aside for the purpose of hazard mitigation shall become permanent Civic Space regardless of size, subject to the Special District provision herein, shall be designated Civic Space Hazard Mitigation on the Community Plan, and shall count toward the required Civic Space allotment for Pedestrian Sheds including them. Areas too small to be coded as Special District shall conform to the Civic Space standards of Table 13 for one or more of any adjacent habitable Transect Zone(s).

3.5.3 **Civic Space (CS) Specific to T2.5 - T5 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 shall conform to the Civic Space types specified in Table 13a or 13b.

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 13b, 13c, or 13d.

e. Within 800 feet of every Lot in Residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Table 13e.

f. Each Civic Space shall have a minimum of 50% 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 andT5 by Warrant.

3.5.4 **Civic Buildings (CB) Specific to T2.5-T5 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. Its corresponding Public Frontage shall be equipped with a shelter and bench for a transit stop.

b. One Civic Building Lot shall be reserved for an elementary school. Its area shall be one (1) acre for each increment of 100 dwelling units provided by the Community Plan, with a minimum of three (3) acres. The school site may be within any Transect Zone. Any playing fields should be outside the Pedestrian Shed.

c. One Civic Building Lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The 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 Planning Commission and recorded on Table 15.

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/T2.5) 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 T5) 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 14c. 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.

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.

j. The standards for Thoroughfares within Special Districts shall be determined by Variance.

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 14d. 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, T2.5, T3, T4, T5**

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 the Transect Zone descriptions.

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.

b. **Specific to zones T1, T2, T2.5, 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. Lawn shall be permitted only by Warrant.

c. **Specific to zone T4, T5**

i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

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 zone T5**

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 14a.

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 14b. For purposes of Density calculation, the Transect Zones include the Thoroughfares but not land assigned to Civic Zones. Ten percent (10%) should be in the Affordable Housing range.

3.8.3 The Base Density of the Community Unit may be increased by the Transfer of Development Rights (TDR) up to the amount specified for each Zone by Table 14b. Fifteen percent (15%) of the increase in housing units by TDR shall be in the Affordable Housing range.

3.8.4 Within the percentage range shown on Table 14b for Other Functions, the housing units specified on Table 14b 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 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 16d)

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 Town of Ridgeland Municipal Code.

3.9.2 Source Water Protection Standards:

a. A New Community Plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source Water Protection standards can be found at the following website: http://www.scdhec.gov/environment/water/srcewtr.htm.

ARTICLE 4. INFILL COMMUNITY SCALE PLANS

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 Planning Commission.

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 Department 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 7 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 14a 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 TOD (Transit Oriented Development)

a. Any Infill TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2d.
b. The use of a TOD overlay shall be approved by Variance.

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 Planning Commission. 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 Planning Commission.

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 Planning Commission and Town Council and recorded on Table 15.

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 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.

4.6.3 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.

4.6.4 Any addition to or modification of a Building of Value that has been designated as such by the Town of Ridgeland Municipal Code or to a building actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Town of Ridgeland Town Administrator.

4.6.5 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 16d.)
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 Town of Ridgeland Municipal Code.

4.7.2 Source Water Protection Standards:

a. An Infill Community Plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source Water Protection standards can be found at the following website: http://www.scdhec.gov/environment/water/srcewtr.htm.

ARTICLE 5. BUILDING SCALE PLANS

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 Planning Commission 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.

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

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 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.

5.2.3 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.

5.2.4 Any addition to or modification of a Building of Value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 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 16d.)

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). 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.

5.3.2 Source Water Protection Standards:

a. Building Scale Plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source Water Protection standards can be found at the following website: http://www.scdhec.gov/environment/water/srcewtr.htm.

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 Planning Commission.

5.6 BUILDING DISPOSITION

5.6.1 Specific to zone T2

a. Building Disposition shall be determined by Warrant.

5.6.2 Specific to zones T3, T4, T5

a. Newly platted Lots shall be dimensioned according to Table 14f and Table 15.

b. Building Disposition types shall be as shown in Table 9 and Table 14i.

c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 14g, Table 14h, 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 17c.

e. Lot coverage by building shall not exceed that recorded in Table 14f 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 14g and Table 15.

g. Setbacks for Principal Buildings shall be as shown in Table 14g 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 14h and Table 15.

i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

5.7 BUILDING CONFIGURATION

5.7.1 General to zones T2, T3, T4, T5

a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 7 and Table 14j.

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 14j.

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 440 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 17d)

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 Specific to zone T4

a. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. (Table 16d)

5.7.5 Specific to zone T5

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 16d)

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 should 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.

5.8 BUILDING FUNCTION

5.8.1 General to zones T2, T3, T4, T5

a. Buildings in each Transect Zone shall conform to the Functions on Table 10, Table 12 and Table 14l. 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 Accesory 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 Specific to zone T5

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 Specific to zones T4, T5

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. Within the overlay area of a Transit Oriented Development (TOD) the Effective Parking may be further adjusted upward by 30%.

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

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.

d. Minimum parking space dimensions for head-in or diagonal parking shall be 9 feet by 18 feet. Parallel parking spaces shall be 7 feet by 22 feet minimum. Drive aisles in parking lots shall be at least 22 feet wide for two-way circulation and to provide adequate backup space for 90 degree head-in parking. Diagonal parking and parallel spaces can be accessed with one-way minimum 10-feet wide drive aisles. parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act.

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 16d)

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.

5.10.4 Specific to zone T4

a. All parking areas and garages shall be located at the second or third Layer. (Table 16d)

5.10.5 Specific to zone T5

a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 16d)

b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage.

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 ten vehicular parking spaces.

5.11 LANDSCAPE STANDARDS

5.11.1 General to all Transect Zones

a. Environmental standards for transects provide that the more natural environment shall have priority in the more rural zones (T1, T2, and T2.5), and the more urban environment shall have the priority in the more urban zones (T3, T4, and T5).

B. Buildings in the T1 and T2 Zones are generally prohibited and shall only be permitted by Warrant; thus, the T1 and T2 Zones establish priority of the natural environment in these locations.

C. Urbanization in the T3, T4, and T5 Zones provides for the creation of streetscapes in the public realm, with street trees, on-lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources in these Transect Zones. Grand Trees are defined as any tree 24" dbh or greater or any Live Oak or Palmetto Tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

D. Street trees and spacing shall be coordinated and approved by the planning director in consultation with the CRC. Whenever possible the following should be used: locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

E. Non-Grand tree resources in T1, T2, T2.5, T3, T4, and T5 are permitted to be removed with CRC approval.

F. Grand tree resources within all transect zones except for T5 are subject to removal only by warrant. In T5, grand tree resources are subject to removal with CRC approval.

5.11.2 General to zones T2, T2.5, T3, T4, T5

a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 14f.

b. Landscape strips of at leadst six feet in width shall be provided between parking isles of either head-in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. to minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

c. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

5.11.3 Specific to zones T2, T2.5, T3, T4

a. The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 16d)

5.11.4 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 16d)

b. Trees may be of single or multiple species as shown on Table 6.

c. Trees shall be naturalistically clustered.

d. Lawn shall be permitted by Warrant.

5.11.5 Specific 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 16d)

b. Trees shall be a single species to match the species of Street Trees on the Public Frontage.

c. Lawn shall be permitted By Right.

5.11.6 Specific to zone T5

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, T2.5, T3, T4, T5, SD-EXIT 21

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.

c. Architecturally compatible ground level signs shall not exceed 6' in height, 8' in length and 2' in width, and they shall be authorized by CRC.

5.12.2 Specific to zones T2, T2.5, T3

a. Signage shall not be illuminated.

5.12.3 Specific to zones T4, T5

a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit subject to the neon sign being approved by the CRC.

5.12.4 Specific to zones T2, T2.5, 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 8 square feet and shall clear 8 feet above the Sidewalk.

5.12.5 Specific to zone T5

a. Blade signs, not to exceed 10 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.

c. Signs shall be made of wood or enameled steel.

5.12.6 Specific to zone SD-Exit 21

a. All Proposed Signage shall be reviewed and approved by the CRC.

5.13 ARCHITECTURAL STANDARDS

5.13.1 The Following Architectural Standards shall apply to all structures in the following Transect Zones: T2.5, T3, T4, T5, and SD-Exit 2

15.13.2 Walls-Materials

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC.

B. Foundation Walls, and Piers shall be parged block, smooth finished poured concrete, tabby, stucco or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1-.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden Walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1-.5". All other fences shall be made of wood boards with a rectangular section. Wood fences may have stucco, brick, or tabby piers. Wire fences are permitted as long as the posts are made of wood and the fence is planted with a growing vine i.e. Jasmine, etc. Cyclone fences are not permitted.

F. Retaining Walls shall be built of stucco, brick, or tabby.

5.13.3. Walls--Configurations and Techniques

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be horizontal, maximum 6" to the weather.

C. Boards with more than 6" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand- or tabby- finished.

E. Trim shall be minimum grade "B" trim lumber; and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden Walls shall be minum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than 3/8" wide.

G. Fences on adjacent lots shall have different designs. Fences in front yards shall be as indicated in the Code. Wood fences shall be painted white or Charleston Green unless otherwise approved by the CRC.

H. Walls shall be one color.

I. Colors: Colors for all materials shall be selected from a master list approved by the CRC. Rough siding shall be a dark color. Masonry, Smooth Siding and Trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and Stains: All Exterior Smooth Wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.13.4 Elements--Materials

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, Columns, Posts, Spindles and Balusters shall be made of wood. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades in T4 or T5 shall be metal or stucco, with wood or metal posts, railings, and balconies.

E. Stoops shall be made of wood, brick, or concrete. If concrete, a stoop shall have brick or stucco cheek walls.

F. Decks shall be located in rear yards only, elevated a max of 30' above grade and painted or stained (except walking surfaces which may be unpainted).

G. Awnings shall have a metal structure covered with canvas or synthetic canvas.

H. Metal Elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and Stoops may have horizontal surfaces made of brick, or tabby.

M. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above-ground pools (except those of the inflatable variety), antennas, solar panels, signs (on private property), direct vent fireplaces.

5.13.5 Elements--Configurations and Techniques

A. Chimneys shall be a min. 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' x 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Arcades and breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood installed behind framed railings.

F. Columns (The Orders), if provided, shall be of the Tuscan or Doric orders with correct proportions or profiles according The American Vignola.

G. Posts shall be no less than 6" X 6", except at outbuildings. Railings shall have horizontal top and bottom rails Wood top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between Spindles and Balusters shall not exceed 4".

H. Balconies which cantilever shall be structurally supported by brackets.

I. Signs attached to building shall be integral to the storefront, no larger than 18" in height and externally lit.

J. Awnings shall be rectangular in shape with straight edges.

K. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

L. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

M. Wood Elements must be painted or stained with an opaque or semi-solid stain, except walking surfaces which may be left natural.

5.13.6 Roofs--Materials

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and Downspouts, when used, shall be made of galvanized steel, copper (not copper-coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.13.7 Roofs--Configurations and Techniques

A. Principal Roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary Roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat Roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets shall be horizontal.

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Gutters shall be half-round. Downspouts shall be round.

G. Dormers shall be habitable, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

H. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.13.8 Openings--Materials

A. Windows shall be made of wood (painted), vinyl or aluminum clad and shall be glazed with clear glass. All trim shall be no less than 3.5" Bay Windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted, operable and meet the width of the window when closed.

E. Security Doors and Window Grilles must be approved.

5.13.9 Openings--Configurations and Techniques

A. Windows rectangular single-, double-, or triple-hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. Multiple windows in the same rough opening shall be separated by a 4" min. post. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window Muntins shall be true divided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm Windows and Screens shall be integral with the window. Screens shall be made of brass, bronze, or black vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located on the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically-oriented)

G. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim) which express the construction technique.

H. Garage doors facing a street frontage shall be a maximum of 10' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

I. Shutters shall be operable, sized and shaped to match the openings.

J. Stucco Trim articulations shall be subject to approval by the CRC.

K. An Accent Color, for items such as the front door and shutters, may be used subject to approval from the CRC.

TABLE 1: TRANSECT ZONE DESCRIPTIONS

NATURAL ZONE

CONSISTS OF LANDS APPROXIMATING OR REVERTING TO A WILDERNESS CODITION, INCLUDING LANDS UNSUITABLE FOR DEVELOPMENT DUE TO TOPOGRAPHY, HYDROLOGY OR VEGETATION. THE GENERAL CHARACTER OF T-1 CONSISTS OF NATURAL LANDSCAPES WITH SOME AGRICULTURAL USE AS WELL AS PUBLIC ACCESS TO GREENWAYS AND BLUEWAYS. HUMAN SETTLEMENT WITHIN T1 IS NOT PERMITTED.

PERMITTED USES:

BY RIGHT: GRAIN STORAGE, GREENHOUSE, STABLE, REST STOP, ROADSIDE STAND

BY WARRANT: LIVESTOCK PEN, ELECTRIC SUBSTATION, WIRELESS TRANSMITTER.

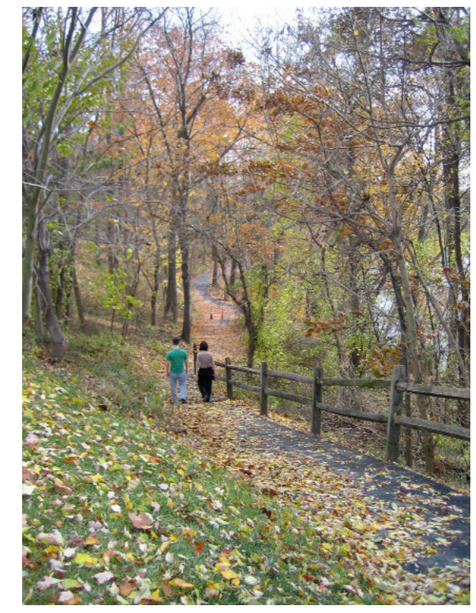
CIVIC SPACES: PARKS & PLAYGROUNDS.

BASE RESIDENTIAL DENSITY: NOT APPLICABLE

BLOCK SIZE: NO MAXIMUM

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T1 TYPES

PERMITTED BUILDING DISPOSITION: EDGEYARD



T2

RURAL ZONE

CONSISTS OF SPARSELY SETTLED LANDS IN OPEN OR CULTIVATED STATES. THESE INCLUDE WOODLAND, AGRICULTURAL LAND, AND GRASSLAND. TYPICAL BUILDINGS INCLUDE FARMHOUSES, PLANTATIONS, CABINS, AGRICULTURAL BUILDINGS, FAMILY COMPOUND, AND HUNTING LODGE. THE T2 ZONE IS RECOMMENDED FOR THOSE AREAS OUTSIDE THE EDGE OF SUB-URBAN AND URBAN SETTLEMENT.

PERMITTED USES:

BY RIGHT: HOUSE, ACCESSORY UNIT, OPEN-MARKET BUILDING, BUS SHELTER, FOUNTAIN OR PUBLIC ART, PLAYGROUND, RELIGIOUS ASSEMBLY, GRAIN STORAGE, GREENHOUSE, KENNEL, STABLE, REST STOP, ROADSIDE STAND, CEMETERY, CHILDCARE CENTER

BY WARRANT: INN (UP TO 12 ROOMS), BED & BREAKFAST (UP TO 5 ROOMS), OUTDOOR AUDITORIUM, LIVESTOCK PEN, GASOLINE, ELECTRIC SUBSTATION, WIRELESS TRANSMITTER.

CIVIC SPACES: PARKS & PLAYGROUNDS.

BASE RESIDENTIAL DENSITY: 1 UNIT/25 ACRES AVERAGE.

BLOCK SIZE: NO MAXIMUM

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T2

LOT WIDTH AND COVERAGE: BY WARRANT

PERMITTED PRIVATE FRONTAGES: COMMON YARD

BUILDING FUNCTION: RESTRICTED RESIDENTIAL, RESTRICTED LODGING, RESTRICTION OFFICE, RESTRICTED RETAIL

BUILDING DISPOSITION:

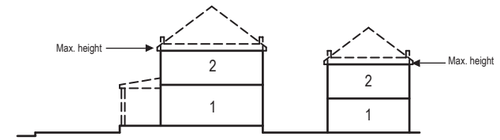
EDGEYARD:	PERMITTED
Sideyard:	Not Permitted
Rearyard:	Not Permitted
Courtyard:	Not Permitted

BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 2 STORIES MAX
OUTBUILDING: 2 STORIES MAX

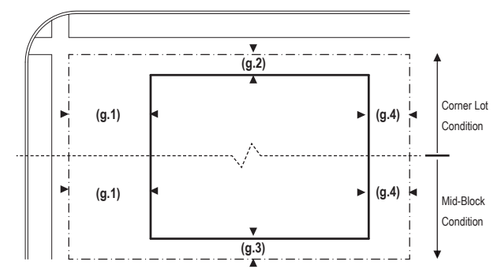
SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 48 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 48 MIN. MIN.
(G.3) SIDE SETBACK: 96 FT.
(G.4) REAR SETBACK: 96 FT.
FRONTAGE BUILDOUT: NOT APPLICABLE

OUTBUILDING:
(H.1) FRONT SETBACK: 20 MIN + BLDG SETBACK
(H.2) SIDE SETBACK: 3 OR 6 FT.
(H.3) REAR SETBACK: 3 FT. MIN

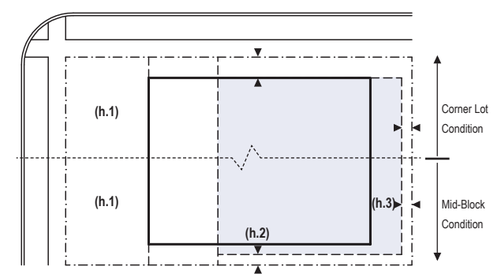
BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minumum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING
1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



T2.5

RURAL CROSSROADS

T2.5 IS ALSO KNOWN AS A RURAL GATHERING PLACE, CONSISTING OF A HANDFUL OF SINGLE-FAMILY AND MIXED USE STRUCTURES LOCATED AT THE INTERSECTION OF TWO OR THREE PRIMARY RURAL THOROUGHFARES. THIS ZONE PROVIDES ESSENTIAL GOODS AND SERVICES TO THE RESIDENTS OF T2 AND IS ACCESSIBLE PRIMARILY BY VEHICLE. RIDGELAND PRECEDENT OF T2.5: COOLER'S EXXON STATION AND OLD HOUSE RESTAURANT SETTEMENT AREA. RURAL CROSSROADS ARE DEFINED AS AN AREA THAT IS 8 ACRES CENTERED ON THE AFOREMENTIONED SECTION.

PERMITTED USES:

BY RIGHT: HOUSE, ACCESSORY UNIT, OPEN-MARKET BUILDING, BUS SHELTER, FOUNTAIN OR PUBLIC ART, PLAYGROUND, RELIGIOUS ASSEMBLY, GRAIN STORAGE, GREENHOUSE, KENNEL, STABLE, REST STOP, ROADSIDE STAND, CEMETERY, CHILDCARE CENTER, RETAIL BUILDING, COUNTRY STORE.

BY WARRANT: INN (UP TO 12 ROOMS), BED & BREAKFAST (UP TO 5 ROOMS), OUTDOOR AUDITORIUM, LIVESTOCK PEN, GASOLINE, ELECTRIC SUBSTATION, WIRELESS TRANSMITTER.

CIVIC SPACES: PARKS, GREEN, & PLAYGROUNDS.

BASE RESIDENTIAL DENSITY: 3 DWELLING UNITS PER ACRE MAXIMUM.

BLOCK SIZE: NO MAXIMUM

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T2.5

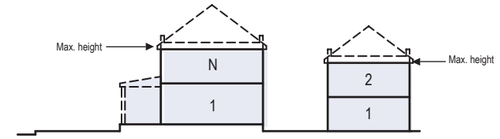
LOT WIDTH AND COVERAGE: BY WARRANT

PERMITTED PRIVATE FRONTAGES: COMMON YARD

BUILDING FUNCTION: RESTRICTED RESIDENTIAL, RESTRICTED LODGING, RESTRICTION OFFICE, RESTRICTED RETAIL

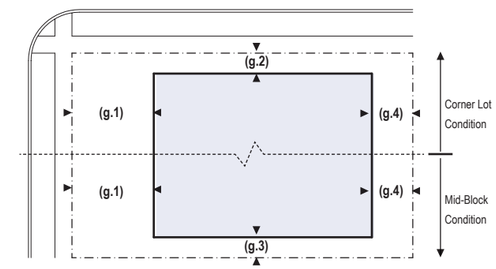
BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 2 STORIES MAX
OUTBUILDING: 2 STORIES MAX

BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. 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 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



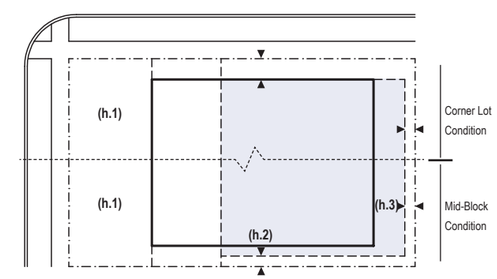
SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 10-30 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 30 FT. MIN.
(G.3) SIDE SETBACK: BY WARRANT
(G.4) REAR SETBACK: BY WARRANT
FRONTAGE BUILDOUT: NOT APPLICABLE

SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



OUTBUILDING:
(H.1) FRONT SETBACK: 20 MIN + BLDG SETBACK
(H.2) SIDE SETBACK: 3 OR 6 FT.
(H.3) REAR SETBACK: 3 FT. MIN

SETBACKS - OUTBUILDING
1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING DISPOSITION:

EDGEYARD:	PERMITTED
SIDEYARD:	BY WARRANT
REARYARD:	NOT PERMITTED
COURTYARD:	NOT PERMITTED

Source: TPUDC

Floyd Brothers General Merchandise Store

Richardson and Chisholm Store

Ashepoo Town Hall and Post Office

T3

NEIGHBORHOOD GENERAL

T3, NEIGHBORHOOD GENERAL, CONSISTS OF A MEDIUM DENSITY RESIDENTIAL AREA, ADJACENT TO NEIGHBORHOOD CORE (T4) AREAS THAT CONTAIN SOME MIXED USE. HOME OCCUPATIONS AND ACCESSORY BUILDINGS ARE PERMITTED. T3 CONTAINS A WIDE ARRAY OF BUILDING TYPES AND IS CHARACTERIZED BY ITS DAPPLED SUNLIGHT AND SHADE ILLUMINATING ITS THOROUGHFARES WITH SOFT EDGES. MEDIUM-SIZED BLOCKS DEFINE NEIGHBORHOOD GENERAL AND ARE TYPICALLY SERVICED BY REAR LANES/ ALLEYS SIMILAR TO THE ORGINALLY PLATTED LOTS OF RIDGELAND.

PERRMITTED USES:

BY RIGHT: LIVE/WORK UNIT, BUNGALOW, SIDEYARD HOUSE, COTTAGE, BED & BREAKFAST (UP TO 5 ROOMS), HOUSE, ACCESSORY UNIT, OPEN-MARKET BUILDING, BUS SHELTER, FOUNTAIN OR PUBLIC ART, OUTDOOR AUDITORIUM, PLAYGROUND, LIBRARY, RELIGIOUS ASSEMBLY,CHILDCARE CENTER, FIRE STATION, FUNERAL HOME

BY WARRANT: GREENHOUSE, KENNEL, STABLE, , ELECTRIC SUBSTATION, CEMETERY, ELEMENTARY SCHOOL.

CIVIC SPACES: PARKS, GREEN, & PLAYGROUNDS.

BASE RESIDENTIAL DENSITY: 6 DWELLING UNITS PER ACRE MAXIMUM.

BLOCK SIZE/PERIMETER: 2200 FEET.

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T3

LOT WIDTH: 60 FT. MIN AND 120 FT. MAX.
LOT COVERAGE: 60%

PERMITTED PRIVATE FRONTAGES: COMMON YARD, PORCH & FENCE

BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 2 STORIES MAX
OUTBUILDING: 2 STORIES MAX

SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 6-12 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 6-12 FT. MIN.
(G.3) SIDE SETBACK: 0 FT. OR 5FT.
(G.4) REAR SETBACK: 5 FT.
FRONTAGE BUILDOUT: 50% MINIMUM

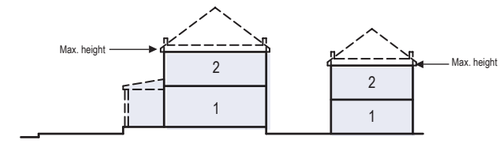
OUTBUILDING:
(H.1) FRONT SETBACK: 24 MIN + BLDG SETBACK
(H.2) SIDE SETBACK: 0 OR 3 FT.
(H.3) REAR SETBACK: 3 FT. MIN

BUILDING DISPOSITION:

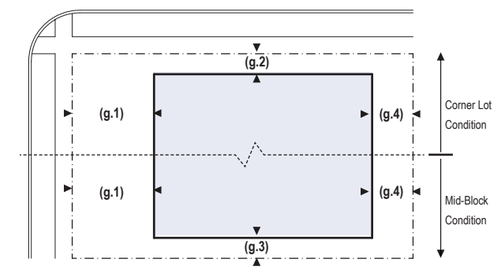
EDGEYARD:	PERMITTED
SIDEYARD:	PERMITTED
REARYARD:	NOT PERMITTED
COURTYARD:	NOT PERMITTED

BUILDING FUNCTION: RESTRICTED RESIDENTIAL, RESTRICTED LODGING, LIMITED OFFICE, RESTRICTED RETAIL

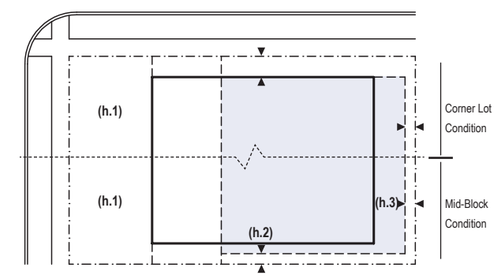
BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minumum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



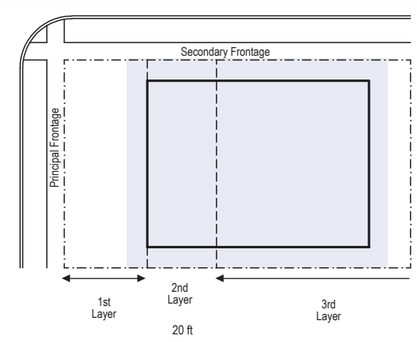
SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



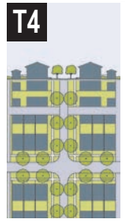
SETBACKS - OUTBUILDING
1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.



T4



NEIGHBORHOOD CORE

T4, NEIGHBORHOOD CORE, REPRESENTS A LOW INTENSITY MIXED-USE DISTRICT PRIMARILY IN THE FORM OF SECESSIONAL RESIDENTIAL FABRIC. A WIDE RANGE OF BUILDING TYPES EXIST IN T4, INCLUDING, BUT NOT LIMITED TO, ROWHOUSES, CORNER STORES, AND SINGLE FAMILY ATTACHED AND DETACHED HOUSING. SINGLE-FAMILY DETACHED HOUSING IS TYPICALLY SET BACK FROM THE FRONT PROPERTY LINE TO ALLOW FOR PORCH AND FENCE FRONTAGE, WHILE ATTACHED HOUSING MAINTAINS A FRONT STOOP FRONTAGE.

PERRMITTED USES:

BY RIGHT: FLEX BUILDING, APARTMENT BUILDING, ROW HOUSE, DUPLEX HOUSE, COURTYARD HOUSE, LIVE/WORK UNIT, BUNGALOW, SIDEYARD HOUSE, COTTAGE, BED & BREAKFAST (UP TO 5 ROOMS), INN (UP TO 12 ROOMS), OFFICE BUILDING, RETAIL BUILDING, DISPLAY GALLERY, HOUSE, ACCESSORY UNIT, OPEN-MARKET BUILDING, BUS SHELTER, FOUNTAIN OR PUBLIC ART, PLAYGROUND, LIBRARY, RELIGIOUS ASSEMBLY,CHILDCARE CENTER, FIRE STATION, ELEMENTARY SCHOOL, POLICE STATION, FUNERAL HOME.

BY WARRANT: RESTAURANT, MOVIE THEATER, LIVE THEATER, MUSEUM, SURFACE PARKING LOT, GREENHOUSE, KENNEL, ELECTRIC SUBSTATION, CEMETERY, MEDICAL CLINIC, HIGH SCHOOL, MIXED USE BLOCK

CIVIC SPACES: PARKS, GREEN, PLAYGROUNDS, AND SQUARE

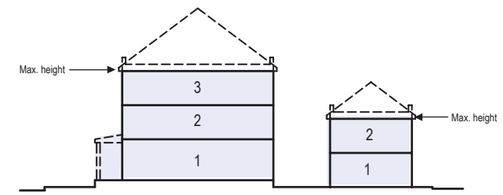
BASE RESIDENTIAL DENSITY: 8 DWELLING UNITS PER ACRE MAXIMUM.

BLOCK SIZE/PERIMETER: 2000 FEET.

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T4

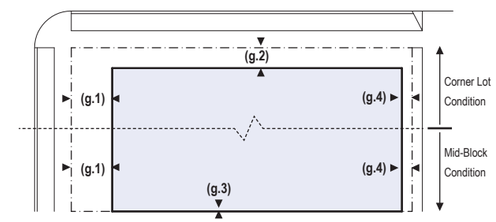
BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 3 STORIES MAX
OUTBUILDING: 2 STORIES MAX

BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. 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 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



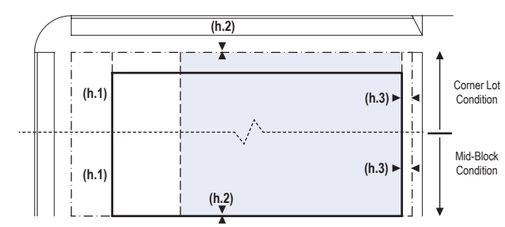
SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 0-8 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 0-8 FT. MIN.
(G.3) SIDE SETBACK: 0 FT.
(G.4) REAR SETBACK: 5 FT.
FRONTAGE BUILDOUT: 65% MINIMUM

SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



OUTBUILDING:
(H.1) FRONT SETBACK: 40 FT. FROM REAR PROPERTY LINE
(H.2) SIDE SETBACK: 0 FT. MIN.
(H.3) REAR SETBACK: 3 FT. MIN

SETBACKS - OUTBUILDING
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING DISPOSITION:

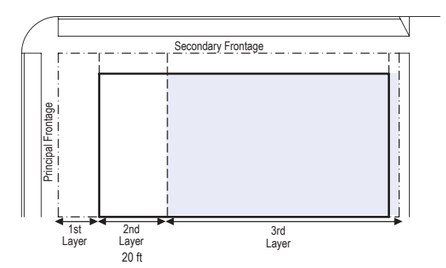
EDGEYARD:	NOT PERMITTED
SIDEYARD:	PERMITTED
REARYARD:	PERMITTED
COURTYARD:	PERMITTED

BUILDING FUNCTION: RESTRICTED RESIDENTIAL, RESTRICTED LODGING, OPEN OFFICE, OPEN RETAIL

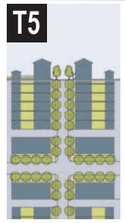
LOT WIDTH: 28 FT. MIN AND 90 FT. MAX.
LOT COVERAGE: 70%

PERMITTED PRIVATE FRONTAGES: PORCH & FENCE, TERRANCE OR LC, FORECOURT, STOOP, SHOPFRONT & AWNING, GALLERY

PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



T5



TOWN CENTER/ MAIN STREET

T5, TOWN CENTER/MAIN STREET, CONSISTS OF HIGHER DENSITY, MIXED-USE BUILDINGS THAT ACCOMMODATE RETAIL, ROWHOUSES, OFFICES, AND APARTMENTS. A TIGHT NETWORK OF STREETS DEFINES THE TRANSECT ZONE AS A HIGHLY WALKABLE AREA. BUILDINGS ARE SET VERY CLOSE TO THE FRONTAGES IN ORDER TO DEFINE THE PUBLIC REALM. WIDE SIDEWALKS AND REGULAR PLANTINGS AND STREET FURNITURE COMBINE TO FORM THE PUBLIC REALM.

PERMITTED USES:

BY RIGHT: MIXED USE BLOCK, LIVE/WORK UNIT, BUNGALOW, SIDEYARD HOUSE, BED & BREAKFAST (UP TO 5 ROOMS), ACCESSORY UNIT, OPEN-MARKET BUILDING, BUS SHELTER, FOUNTAIN OR PUBLIC ART, OUTDOOR AUDITORIUM, PLAYGROUND, LIBRARY, RELIGIOUS ASSEMBLY,CHILDCARE CENTER, FIRE STATION, SCHOOL DORMITORY, LIVE THEATER, MOVIE THEATER, APARTMENT BUILDING, FLEX BUILDING, ROW HOUSE, DUPLEX HOUSE, COURTYARD HOUSE, INN (UP TO 12 ROOMS), OFFICE BUILDING, RETAIL BUILDING, RESTAURANT, DISPLAY GALLERY, PARKING STRUCTURE, POLICE STATION, FUNERAL HOME, MEDICAL CLINIC, ELEMENTARY SCHOOL,

BY WARRANT: HOTEL (NO ROOM LIMIT), GREENHOUSE, KENNEL, STABLE, , ELECTRIC SUBSTATION, PUSH CART, LIQUOR SELLING ESTABLISHMENT, CONFERENCE CENTER, PASSENGER TERMINAL, GASOLINE, DRIVE-THROUGH FACILITY, COLLEGE, HIGH SCHOOL,TRADE SCHOOL.

CIVIC SPACES: PLAZAS, SQUARES, PARKS, GREEN, & PLAYGROUNDS.

BASE RESIDENTIAL DENSITY: 10 DWELLING UNITS PER ACRE.

BLOCK SIZE/PERIMETER: 2000 FEET.

BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 3 STORIES MAX, 2 STORIES MIN
OUTBUILDING: 2 STORIES MAX

SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 0 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 0 FT. MIN.
(G.3) SIDE SETBACK: 0 FT
(G.4) REAR SETBACK: 5 FT.
FRONTAGE BUILDOUT: 80% MINIMUM
OUTBUILDING:
(H.1) FRONT SETBACK: NOT APPLICABLE
(H.2) SIDE SETBACK: NOT APPLICABLE
(H.3) REAR SETBACK: NOT APPLICABLE

BUILDING DISPOSITION:

EDGEYARD:	NOT PERMITTED
SIDEYARD:	NOT PERMITTED
REARYARD:	PERMITTED
COURTYARD:	PERMITTED

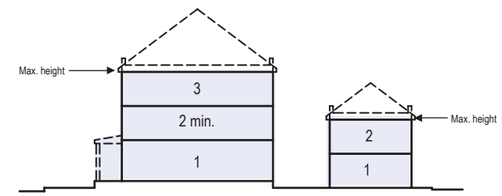
PERMITTED PRIVATE FRONTAGES: TERRANCE OR LC, FORECOURT, STOOP, SHOPFRONT & AWNING, GALLERY, ARCADE

BUILDING FUNCTION: OPEN RESIDENTIAL, OPEN LODGING, OPEN OFFICE, OPEN RETAIL

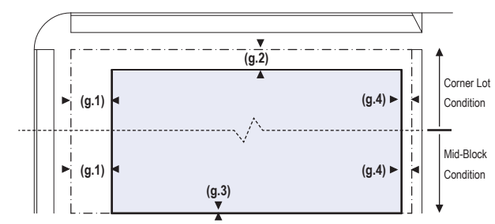
PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T5

LOT WIDTH: 18 FT. MIN AND 180 FT. MAX.
LOT COVERAGE: 80%

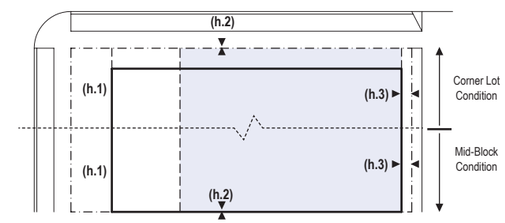
BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minumum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



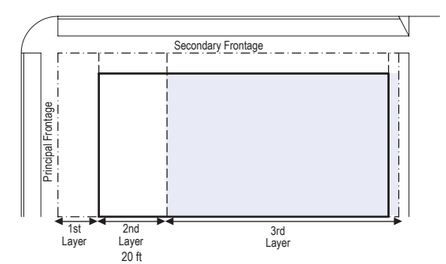
SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



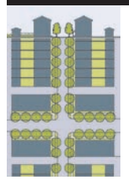
SETBACKS - OUTBUILDING
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



SD- Exit 21



SPECIAL DISTRICT: EXIT 21

SD-EXIT 21 SPECIAL DISTRICT REPRESENTS THE CONTEXT WHICH SURROUNDS EXIT 21 OFF OF I-95. A MIX OF BUILDING TYPES, INCLUDING BUT NOT LIMITED TO AUTOMOTIVE, OFFICE AND LODING USES . ACTIVE USES WITHIN THE BUILDING SHALL BE LOCATED ALONG THE PRIMARY FRONTAGE WITH TRANSPARENT WINDOWS FACING THE STREET. PARKING LOT DESIGN SHALL INCLUDE STORMWATER MANAGEMENT, DESIGN, AND LANDSCAPING FEATURES FOR HEAT ISLAND EFFECT REDUCTION, HEDGES OR WALLS TO CONTAIN THEM AT STREET SIDE FRONTAGE.

PERRMITTED USES:

BY RIGHT: LIVE/WORK UNIT, BED & BREAKFAST (UP TO 5 ROOMS), INN (UP TO 12 ROOMS), HOTEL (NO ROOM LIMIT), SRO HOSTEL, SCHOOL DORMITORY, OFFICE BUILDING, RETAIL BUILDING, OPEN-MARKET BUILDING, RETAIL BUILDING, RESTAURANT, LIQUOR SELLING ESTABLISHMENT, BUS SHELTER, CONVENTION CENTER, CONFERENCE CENTER, EXHIBITION CENTER, FOUNTAIN OR PUBLIC ART, PLAYGROUND, LIBRARY, LIVE THEATER, MOVIE THEATER, MUSEUM, OUTDOOR AUDITORIUM, PARKING STRUCTURE, PASSENGER TERMINAL, SPORTS STADIUM, SURFACE PARKING LOT, RELIGIOUS ASSEMBLY,GASOLINE, AUTOMOBILE SERVICE, TRUCK MAINTENANCE, DRIVE-THROUGH FACILITY, REST STOP, ROADSIDE STAND, SHOPPING CENTER, SHOPPOING MALL, CHILDCARE CENTER, FIRE STATION, ELEMENTARY SCHOOL, POLICE STATION, FUNERAL HOME, HOSPITAL, MEDICAL CLINIC, CEMETERY, COLLEGE, HIGH SCHOOL, TRADE SCHOOL, LIGHT INDUSTRIAL FACILITY, TRUCK DEPOT, LABORATORY FACILITY, ELECTRIC SUBSTATION, WAREHOUSE, PRODUCE STORAGE, MINI-STORAGE.

BY WARRANT: KIOSK, PUSH CART, WATER SUPPLY FACILITY

CIVIC SPACES: PARKS, GREEN, PLAYGROUNDS, AND SQUARE

BASE RESIDENTIAL DENSITY: 10 DWELLING UNITS PER ACRE MAXIMUM.

BLOCK SIZE/PERIMETER: 3000 FEET.

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T4 AND T5

BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 3 STORIES MAX
OUTBUILDING: 2 STORIES MAX

SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 0-80 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 0-80 FT. MIN.
(G.3) SIDE SETBACK: 0 FT. MIN.
(G.4) REAR SETBACK: 5 FT. MIN.
FRONTAGE BUILDOUT: 65% MINIMUM

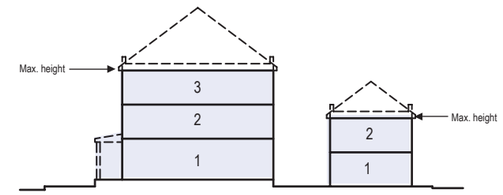
OUTBUILDING:
(H.1) FRONT SETBACK: 40 FT. FROM REAR PROPERTY LINE
(H.2) SIDE SETBACK: 0 FT. MIN.
(H.3) REAR SETBACK: 3 FT. MIN.

BUILDING DISPOSITION:

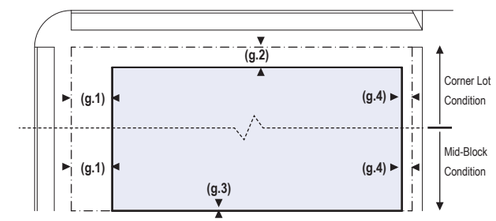
EDGEYARD:	PERMITTED
SIDEYARD:	PERMITTED
REARYARD:	PERMITTED
COURTYARD:	PERMITTED
SPECIALIZED:	PERMITTED

LOT WIDTH: 40 FT. MIN AND 200 FT. MAX.
LOT COVERAGE: 70%

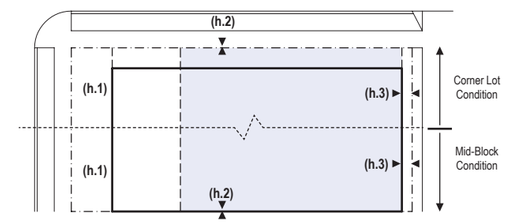
BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minumum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



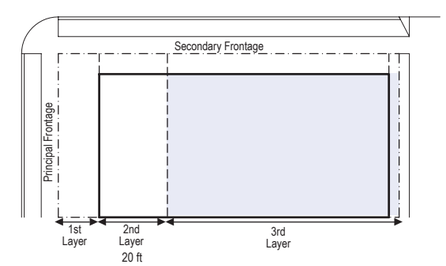
SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



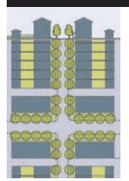
SETBACKS - OUTBUILDING
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



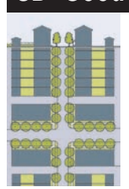
SD- Genesis



SPECIAL DISTRICT: GENESIS

SPECIAL DISTRICT GENESIS APPLIES TO THOSE LANDS SUBJECT TO THE EXISTING GENESIS PUD. THE DEVELOPMENT REGULATIONS ARE AVAILABLE AT THE PLANNING OFFICE.

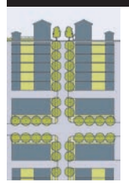
SD- Good Hope



SPECIAL DISTRICT: GOOD HOPE

SPECIAL DISTRICT GOOD HOPE APPLIES TO THOSE LANDS SUBJECT TO THE EXISTING GOOD HOPE PUD. THE DEVELOPMENT REGULATIONS ARE AVAILABLE AT THE PLANNING OFFICE.

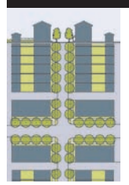
SD- Moultrie



SPECIAL DISTRICT: MOULTRIE

SPECIAL DISTRICT MOULTRIE APPLIES TO THOSE LANDS SUBJECT TO THE EXISTING MOULTRIE PUD. THE DEVELOPMENT REGULATIONS ARE AVAILABLE AT THE PLANNING OFFICE.

SD- Industrial



SPECIAL DISTRICT: INDUSTRIAL

SD-INDUSTRIAL SPECIAL DISTRICT REPRESENTS THE CONTEXT WHICH IS A MIX OF BUILDING TYPES, INCLUDING BUT NOT LIMITED TO AUTOMOTIVE, OFFICE, INDUSTRIAL, AND LODING USES . PARKING LOT DESIGN SHALL INCLUDE STORMWATER MANAGEMENT, DESIGN, AND LANDSCAPING FEATURES FOR HEAT ISLAND EFFECT REDUCTION, HEDGES OR WALLS TO CONTAIN THEM AT STREET SIDE FRONTAGE.

PERRMITTED USES:

BY RIGHT: LIVE/WORK UNIT, BED & BREAKFAST (UP TO 5 ROOMS), INN (UP TO 12 ROOMS), HOTEL (NO ROOM LIMIT), SRO HOSTEL, SCHOOL DORMITORY, OFFICE BUILDING, RETAIL BUILDING, OPEN-MARKET BUILDING, RETAIL BUILDING, RESTAURANT, LIQUOR SELLING ESTABLISHMENT, BUS SHELTER, CONVENTION CENTER, CONFERENCE CENTER, EXHIBITION CENTER, FOUNTAIN OR PUBLIC ART, PLAYGROUND, LIBRARY, LIVE THEATER, MOVIE THEATER, MUSEUM, OUTDOOR AUDITORIUM, PARKING STRUCTURE, PASSENGER TERMINAL, SPORTS STADIUM, SURFACE PARKING LOT, RELIGIOUS ASSEMBLY,GASOLINE, AUTOMOBILE SERVICE, TRUCK MAINTENANCE, DRIVE-THROUGH FACILITY, REST STOP, ROADSIDE STAND, SHOPPING CENTER, SHOPPOING MALL, CHILDCARE CENTER, FIRE STATION, ELEMENTARY SCHOOL, POLICE STATION, FUNERAL HOME, HOSPITAL, MEDICAL CLINIC, CEMETERY, COLLEGE, HIGH SCHOOL, TRADE SCHOOL, LIGHT INDUSTRIAL FACILITY, TRUCK DEPOT, LABORATORY FACILITY, ELECTRIC SUBSTATION, WAREHOUSE, PRODUCE STORAGE, MINI-STORAGE, WATER SUPPLY FACILITY, SEWER AND WASTE FACILITY, WIRELESS TRANSMITTER, CREMATION FACILITY, HEAVY INDUSTRIAL FACILITY.

BY WARRANT: KIOSK, PUSH CART

CIVIC SPACES: PARKS, GREEN, PLAYGROUNDS, AND SQUARE

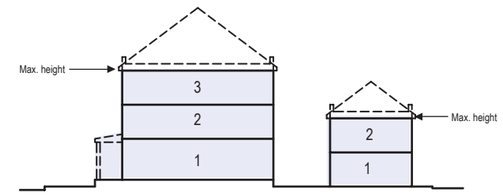
BASE RESIDENTIAL DENSITY: 10 DWELLING UNITS PER ACRE MAXIMUM.

BLOCK SIZE/PERIMETER: 5000 FEET.

PERMITTED THOROUGHFARES: SEE THOROUGHFARE STANDARDS FOR T4 AND T5

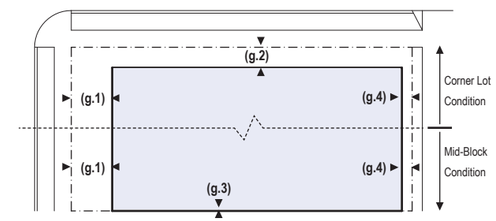
BUILDING CONFIGURATION:
PRINCIPAL BUILDING: 3 STORIES MAX
OUTBUILDING: 2 STORIES MAX

BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. 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 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



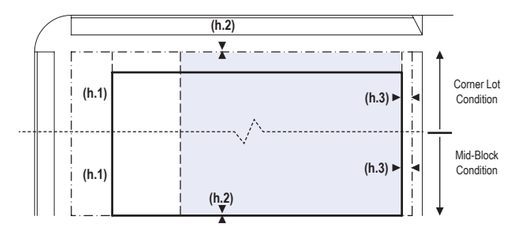
SETBACKS:
PRINCIPAL BUILDING:
(G.1) FRONT SETBACK (PRINCIPAL): 0-150 FT. MIN.
(G.2) FRONT SETBACK (SECONDARY): 0-150 FT. MIN.
(G.3) SIDE SETBACK: 0 FT. MIN.
(G.4) REAR SETBACK: 5 FT. MIN.
FRONTAGE BUILDOUT: 65% MINIMUM

SETBACKS - PRINCIPAL BLDG
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



OUTBUILDING:
(H.1) FRONT SETBACK: 40 FT. FROM REAR PROPERTY LINE
(H.2) SIDE SETBACK: 0 FT. MIN.
(H.3) REAR SETBACK: 3 FT. MIN.

SETBACKS - OUTBUILDING
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



BUILDING DISPOSITION:

EDGEYARD:	PERMITTED
SIDEYARD:	PERMITTED
REARYARD:	PERMITTED
COURTYARD:	PERMITTED
SPECIALIZED:	PERMITTED

LOT WIDTH: 40 FT. MIN AND 600 FT. MAX.
LOT COVERAGE: 70%

PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.

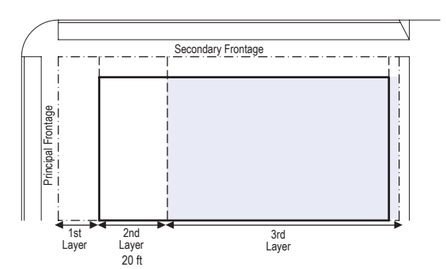
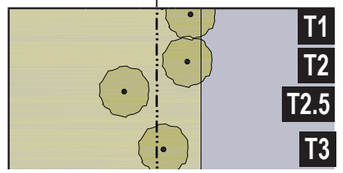


TABLE 4A: Public Frontages - General. The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 4B.

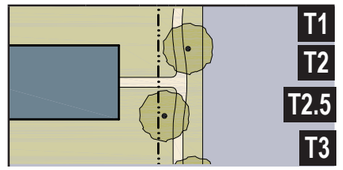
PLAN

LOT ► ◄ R.O.W.
PRIVATE FRONTAGE ► ◄ PUBLIC FRONTAGE

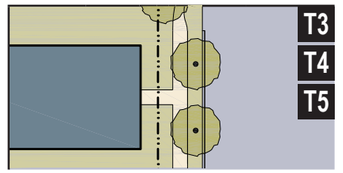
a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.



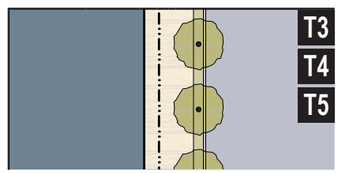
b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.



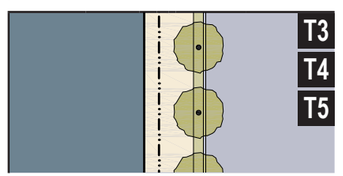
c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.



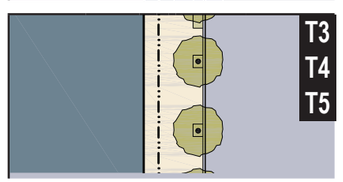
d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.



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.



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.



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.

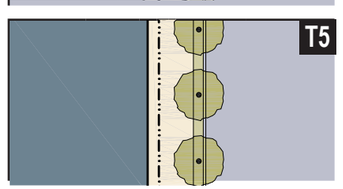
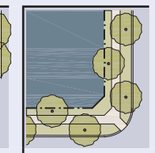
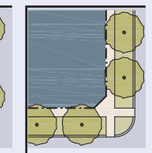
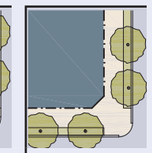
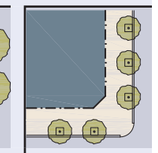
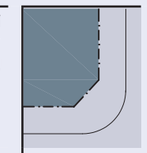
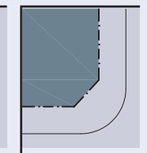
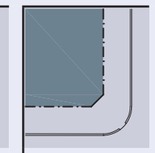
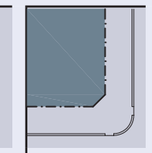
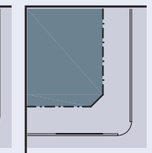
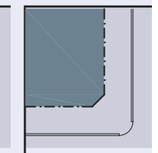
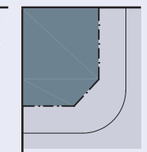
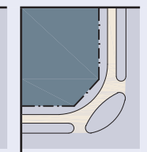
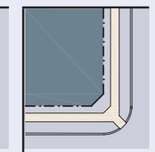
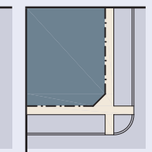
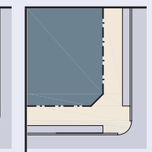
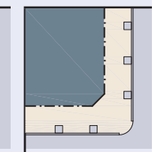
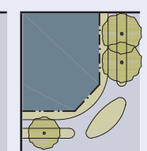
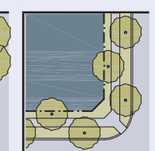
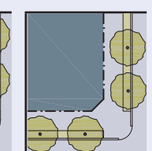
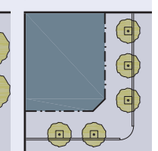


Table 4B: Public Frontages - Specific. This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and Planters – relative to specific Thoroughfare types within Transect Zones. Table 4B-a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

RURAL ||||||||||||||||||||TRANSECT||||||||||||||||||||URBAN

TRANSECT ZONE / Public Frontage Type	T1 T2 T3 T2.5 HW & RD	T1 T2 T3 T2.5 RD & ST	T3 T4 ST-DR-AV	T4 T5 ST-DR-AV-BV	T5 CS-DR-AV-BV	T5 CS-DR-AV-BV
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Radius	10-30 feet	10-30 feet	5-20 feet	5-20 feet	5-20 feet	5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type	Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	n/a	4-8 feet	4-8 feet	4-8 feet	12-20 feet	12-30 feet
d. Planter: The layer which accommodates street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Species	Multiple	Multiple	Alternating	Single	Single	Single
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well
Planter Width	8 feet-16 feet	8 feet-16 feet	8 feet-12 feet	8 feet-12 feet	4 feet-6 feet	4 feet-6 feet

THOROUGHFARE DESIGN STANDARDS

A. *GENERAL REQUIREMENTS*: THOROUGHFARES SHALL BE DESIGNED TO BALANCE SAFETY, MOBILITY, COMMUNITY GOALS AND THE ENVIRONMENT. THOROUGHFARES SHALL PROVIDE APPROPRIATE PEDESTRIAN AND VEHICLE MOBILITY OPTIONS, SHALL PROVIDE APPROPRIATE LOCATIONS FOR UTILITIES AND SHALL BE DESIGNED TO SUPPORT ADJACENT FUTURE DEVELOPMENT. THOROUGHFARES ADDRESSED IN THIS SECTION ARE TO HAVE LOW TO MODERATE VEHICULAR SPEED (25MPH OR LESS), VARYING TRAFFIC VOLUMES AND SHALL SERVE A RANGE OF LAND USES. THE LAYOUT OF THOROUGHFARES AS TO ARRANGEMENT, CHARACTER, WIDTH, GRADE, AND LOCATION MAY BE REQUIRED TO CONFORM TO THE GENERAL PLAN OF THE ENTIRE TRACT WHERE COMPLETED, TO ADJOINING THOROUGHFARE SYSTEMS OF ADJOINING PROPERTIES, TO THE MAJOR THOROUGHFARE PLANS OF THE CITY, AND TO THE TOPOGRAPHY, NATURAL FEATURES, AND DRAINAGE SYSTEMS TO BE PROVIDED.

B. *CONTEXTUAL DESIGN & TRANSECT ZONES*: THOROUGHFARES SHALL BE DESIGNED IN CONTEXT WITH THE URBAN FORM, INTENDED USERS (MOTORISTS, PEDESTRIANS, BICYCLIST, TRANSIT USERS) AND DESIRED DESIGN SPEED OF THE TRANSECT ZONE THROUGH WHICH THE THOROUGHFARES PASS. THE TRANSECT ZONES SHALL BE UTILIZED WHEN DETERMINING THE APPROPRIATE CONTEXT SENSITIVE THOROUGHFARE DESIGN FOR THOROUGHFARE ASSEMBLIES AND CORRESPONDING LAND USE AREAS). SEVERAL THOROUGHFARE TYPES MAY BE ALLOWED IN EACH TRANSECT ZONE.

C. *EMERGENCY/SERVICE VEHICLE ACCESS AND BUILDING CODE AND FIRE CODE COMPLIANCE*: EMERGENCY AND SERVICE VEHICLE ACCESS SHALL BE CONSIDERED IN THE DESIGN OF THOROUGHFARES AND THOROUGHFARE SYSTEMS AND MINIMUM REQUIREMENTS SHALL BE MET FOR THE PROPOSED SUBDIVISION TO BE APPROVED. FAILURE TO SATISFY ALL EMERGENCY VEHICLE ACCESS REQUIREMENTS OF RATIFIED BUILDING CODES AND FIRE CODES IN THE DESIGN OF THOROUGHFARES AND THOROUGHFARE SYSTEMS WILL RESULT IN ADDITIONAL REQUIREMENTS WHEN CONSTRUCTING BUILDINGS TO INCLUDE, BUT NOT BE LIMITED TO, A REQUIREMENT FOR INSTALLATION OF A BUILDING FIRE SPRINKLER SYSTEM.

D. *PUBLIC TRANSIT*: THOROUGHFARES SHALL BE DESIGNED TO ACCOMMODATE EXISTING, PLANNED AND FUTURE PUBLIC TRANSIT. DESIGN ACCOMMODATIONS MAY INCLUDE PROVISIONS FOR TRANSIT PULL OFF AREAS AND MODIFIED CURB RADII. CURB RADII MAY BE TESTED WITH TURN SIMULATION SOFTWARE FOR FEASIBILITY.

E. *BICYCLE PROVISIONS*: THOROUGHFARES AND COMMUNITY DESIGN SHOULD PROVIDE AN OPPORTUNITY FOR BICYCLE TRAVEL VIA A NETWORK OF BICYCLE ROUTES, LANES AND TRAILS. BICYCLE TRAVEL NETWORKS SHALL BE CONNECTED TO EXISTING OR PROPOSED REGIONAL NETWORKS WHEREVER POSSIBLE. A BICYCLE ROUTE SHALL BE PROVIDED WITHIN THE VEHICULAR THOROUGHFARE WHERE SUITABLE FOR SHARED USE OF BICYCLES AND VEHICLES TRAVELING AT LOW SPEEDS AND MAY BE INDICATED WITH THE USE OF "SHARROWS" (SEE FIGURES 821.1). A DEDICATED AND MARKED BICYCLE LANE SHALL BE PROVIDED WITHIN A MODERATE-SPEED VEHICULAR THOROUGHFARE. A BICYCLE TRAIL MAY BE PROVIDED SEPARATELY FROM THE VEHICULAR THOROUGHFARE.

Sharrow examples.

F. *ACCESSIBILITY*: THOROUGHFARES SHALL BE DESIGNED TO ACCOMMODATE ADA REQUIREMENTS.

G. *UTILITIES:* THOROUGHFARES SHALL BE DESIGNED TO ACCOMMODATE UTILITIES WITHIN THE RIGHT-OF-WAY INCLUDING, BUT NOT LIMITED TO, STORMWATER DRAINAGE, LIGHTING, WATER, SEWER, ELECTRIC, GAS, TELEPHONE, CABLE, ETC.

H. GATES AND THOROUGHFARE ACCESS RESTRICTIONS: RESERVE STRIPS OR PARCELS CONTROLLING ACCESS TO THOROUGHFARES SHALL BE PROHIBITED. GATES SHALL NOT BE PERMITTED TO BLOCK THOROUGHFARES.

I. *THOROUGHFARE NARROWING DEVICES*: THOROUGHFARE NARROWING DEVICES INCLUDING, BUT NOT LIMITED TO, CURB EXTENSIONS, BULBOUTS, NECKDOWNS AND CORNER BULGES SHALL NOT BE PERMITTED UNLESS APPROVED BY THE SCDOT.

K. *THOROUGHFARE CONSTRUCTION REQUIREMENTS:* ALL THOROUGHFARES SHALL BE PAVED IN ACCORDANCE WITH MINIMUM REQUIREMENTS ON FILE IN THE OFFICE OF THE SCDOT ENGINEER.

L. *EXISTING THOROUGHFARES:* THOROUGHFARES OF AN EXISTING SUBDIVISION SHALL NOT BE USED AS THE SOLE MEANS OF INGRESS AND EGRESS IN DEVELOPING A NEW SUBDIVISION OR EXTENDING AN EXISTING ONE, WHEN OTHER ACCESS CAN BE MADE AVAILABLE AND WHEN IN THE OPINION OF THE TOWN ENGINEER SUCH USE WOULD CREATE A SAFETY HAZARD.

M. *JURISDICTIONAL WETLANDS AND CRITICAL AREA:* NO THOROUGHFARE SHALL BE LOCATED WITHIN A CRITICAL AREA OR FRESHWATER OR SALTWATER WETLAND UNLESS THE APPLICANT SHALL SUPPLY TO THE SCDOT WRITTEN APPROVAL OF OCRM OR THE U.S. ARMY CORPS OF ENGINEERS, OR BOTH, AS APPROPRIATE.

N. *CONNECTIVITY:* THOROUGHFARES SHALL BE DESIGNED AS AN INTERCONNECTED THOROUGHFARE SYSTEM. AN INTERCONNECTED THOROUGHFARE SYSTEM IS NECESSARY IN ORDER TO PROVIDE FOR ACCESS BETWEEN DEVELOPMENTS WITHOUT RETURNING TO MAJOR ROADWAYS, IN ORDER TO PROVIDE ACCESS FOR EMERGENCY AND SERVICE VEHICLES, IN ORDER TO ENHANCE AND ENCOURAGE NON-VEHICULAR TRAVEL, IN ORDER TO PLAN FOR FUTURE DEVELOPMENT AND TRANSPORTATION NEEDS AND IN ORDER TO CREATE NEIGHBORHOODS. THE FOLLOWING THOROUGHFARE CONNECTIVITY REQUIREMENTS SHALL APPLY:

O. *CURB RADIUS MODIFICATIONS & INTERSECTION SIGHT TRIANGLES:*

1. THE DIMENSIONS FOR CURB RADII STANDARDS ARE PROVIDED TO ACCOMMODATE PEDESTRIANS AS WELL AS EMERGENCY AND SERVICE VEHICLES. SMALLER CURB RADII PROVIDE FOR A NARROWER STREET CROSSING, REDUCES VEHICLE TRAVEL SPEED. LARGER CURB RADII ALLOW HIGHER TURNING SPEEDS WHICH COMPROMISE COMMUNITY WALKABILITY. THE FOLLOWING GRAPHIC ILLUSTRATES THE DIFFERENCE BETWEEN THE CURB RADIUS AND EFFECTIVE TURNING RADIUS.

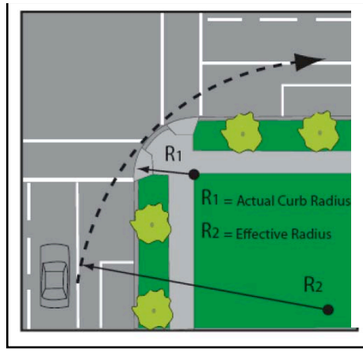


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

IN THE EVENT THAT A CURB RADIUS NEEDS TO BE MODIFIED TO ACCOMMODATE EMERGENCY AND SERVICE VEHICLES, TURN SIMULATION SOFTWARE SHOULD BE USED AND THE RADIUS SHOULD BE INCREASED INCREMENTALLY UNTIL IT IS JUST LARGE ENOUGH TO ALLOW SAFE, SLOW PASSAGE OF THE DESIGN EMERGENCY OR SERVICE VEHICLE.

2. STANDARD MINIMUM SIGHT TRIANGLE FOR STOP CONDITIONS AT STREET INTERSECTIONS SHALL BE ACCOMMODATED FOR ON ALL THOROUGHFARES AND SHALL BE REVIEWED BY THE SCDOT ENGINEER AT THE TIME OF THOROUGHFARE CONSTRUCTION PLAN SUBMITTAL.

P. *GARBAGE SERVICE:* FOR PROPERTIES PLATTED AFTER THE EFFECTIVE DATE OF THIS ORDINANCE, GARBAGE SERVICE SHALL ONLY BE PROVIDED TO THE NEAREST THOROUGHFARE.

Q. *PAVEMENT AND PARKING MARKINGS AND SIGNAGE:* THE SCDOT ENGINEER SHALL DETERMINE WHEN AND WHERE PAVEMENT MARKINGS AND ON-STREET PARKING RELATED SIGNS WILL BE INSTALLED ON ALL THOROUGHFARES. PAVEMENT MARKINGS INCLUDE BUT ARE NOT LIMITED TO PARKING DELINEATION LINES, LANE DELINEATION LINES AND ARROWS. FINAL DETERMINATION OF PAVEMENT MARKINGS AND PARKING SIGNS, INCLUDING LOCATION AND TYPE, WILL BE MADE DURING THOROUGHFARE CONSTRUCTION PLAN REVIEW.

R. *LOTS ABUTTING MAJOR THOROUGHFARES:* SUBDIVISIONS WHICH ABUT OR HAVE INCLUDED WITHIN THE PROPOSED AREA TO BE SUBDIVIDED ANY LIMITED ACCESS, OR MAJOR THOROUGHFARE SHALL PROVIDE:

1. A MARGINAL ACCESS THOROUGHFARE, OR
2. REVERSE FRONTAGE WITH SCREEN PLANTING CONTAINED IN A NON-ACCESS RESERVATION ALONG THE REAR PROPERTY LINE, OR
3. LOTS WITH REAR SERVICE DRIVES, OR
4. OTHER TREATMENT AS MAY BE NECESSARY FOR ADEQUATE PROTECTION OF RESIDENTIAL PROPERTIES AND TO AFFORD SEPARATION OF THROUGH AND LOCAL TRAFFIC.

THE SCDOT SHALL SPECIFY WHICH OF THE ABOVE REQUIREMENTS APPLY TO EACH INDIVIDUAL CASE BASED UPON ADEQUATE SERVICE TO THE PUBLIC INTEREST.

T. *THOROUGHFARE TYPES:* THOROUGHFARES TYPES SHALL BE DEFINED AS FOLLOWS:

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.

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 SLOW SPEEDS.

BICYCLE TRAIL (BT): A BICYCLE WAY RUNNING INDEPENDENTLY OF A VEHICULAR THOROUGHFARE.

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.

DRIVE (DR): A THOROUGHFARE ALONG THE BOUNDARY BETWEEN AN

CREDIT: DUANY PLATER-ZYBERK & CO.

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 SIDE HAS THE QUALITIES OF A ROAD OR PARKWAY, WITH NATURALISTIC PLANTING AND RURAL DETAILS.

PARK STREET (PS): A SUB-URBAN, URBAN GENERAL OR URBAN CENTER THOROUGHFARE WITH A WIDE CENTER MEDIAN (WIDTH MAY VARY) THAT MAY SERVE AS AN OPEN SPACE FEATURE.

PATH (PT): A PEDESTRIAN WAY TRAVERSING A PARK OR RURAL AREA, WITH LANDSCAPE MATCHING THE CONTIGUOUS OPEN SPACE, IDEALLY CONNECTING DIRECTLY WITH THE URBAN SIDEWALK NETWORK.

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 FACES OR LOT LINES.

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.

ROAD (RD): A LOCAL, RURAL AND SUB-URBAN THOROUGHFARE OF LOW-TO-MODERATE VEHICULAR SPEED AND CAPACITY. THIS TYPE IS ALLOCATED TO MORE RURAL AREAS.

SLIP ROAD (SR): 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)

STREET (ST): SUB-URBAN AND URBAN THOROUGHFARE OF LOW SPEED AND CAPACITY.

YIELD (Y): CHARACTERIZING A THOROUGHFARE THAT HAS TWO-WAY TRAFFIC BUT ONLY ONE EFFECTIVE TRAVEL LANE BECAUSE OF PARKED CARS, NECESSITATING SLOW MOVEMENT AND DRIVER NEGOTIATION.

CREDIT: DUANY PLATER-ZYBERK & CO.

THOROUGHFARE ELEMENTS

THE FOLLOWING ARE TYPICAL DESCRIPTIONS THAT WILL ASSIST THE USER OF THIS MANUAL IN EFFECTIVELY APPLYING THE RESPECTIVE THOROUGHFARE IN PLANS FOR SETTLEMENT.

MOVEMENT TYPE: DEFINED AS THE KIND OF TRAFFIC FLOW THE THOROUGHFARE IS DESIGNED TO ACCOMMODATE AND FOSTER.

THIS IS NOT A REGULATION, BUT A GENERAL DESCRIPTION. IT HELPS DESIGNERS AND DEVELOPERS BETTER UNDERSTAND THE THOROUGHFARE TYPE IN ORDER TO APPLY IT APPROPRIATELY TO HELP CREATE A GOOD PEDESTRIAN-ORIENTED COMMUNITY.

TYPICAL VALUES:

- YIELD: DRIVERS WILL SLOW DOWN OR PULL TO THE SIDE TO PASS IN OPPOSITE DIRECTIONS. THESE THOROUGHFARES MAY BE APPROPRIATE IN ALL TRANSECT ZONES.
- SLOW: DRIVERS WILL MOVE SLOWLY BASED ON THEIR PERCEPTION OF THE ENVIRONMENT AND ACTIVITY IN THE AREA, SUCH AS THE PRESENCE OF PEDESTRIANS. THESE THOROUGHFARES ARE APPROPRIATE IN ALL TRANSECT ZONES.
- FREE: DRIVERS WILL MOVE SLOWLY BASED ON THEIR PERCEPTION OF THE ENVIRONMENT AND ACTIVITY IN THE AREA, SUCH AS THE PRESENCE OF PEDESTRIANS. THESE THOROUGHFARES ARE TYPICALLY NOT APPROPRIATE IN T3 AND T4.

DESIGN SPEED: DEFINED AS THE HIGHEST VEHICLE SPEED THE THOROUGHFARE IS DESIGNED TO ACCOMMODATE AND FOSTER.

THIS IS NOT A REGULATION, BUT A GENERAL DESCRIPTION. IT HELPS DESIGNERS, DEVELOPERS, AND ENGINEERS BETTER UNDERSTAND THE THOROUGHFARE TYPE IN ORDER TO APPLY IT APPROPRIATELY.

THE SPEED OF CARS HAS A LARGE IMPACT ON THE SAFETY AND COMFORT OF PEDESTRIANS. A PEDESTRIAN HIT BY A VEHICLE GOING 20 MPH HAS A 95-97% CHANCE OF SURVIVAL, BUT ONLY A 50% CHANCE OF SURVIVAL IF THE VEHICLE IS GOING 30 MPH. THOROUGHFARES INTENDED TO FOSTER PEDESTRIAN ACTIVITY NEED TO HAVE LOW DESIGN SPEEDS. FASTER SPEEDS CAN BE ACCOMMODATED IN PEDESTRIAN AREAS WHERE NECESSARY BY USING A BOULEVARD, WHICH HAS FASTER LANES IN THE CENTER SEPARATED BY A PLANTING STRIP FROM SLOWER ACCESS LANES ALONG THE EDGES NEAR THE PEDESTRIANS.

PEDESTRIAN CROSSING TIME: DEFINED AS THE TYPICAL LENGTH OF TIME REQUIRED FOR A PERSON TO WALK ACROSS THE THOROUGHFARE.

THIS IS NOT A REGULATION, BUT A GENERAL DESCRIPTION. IT HELPS DESIGNERS, DEVELOPERS, AND ENGINEERS RECOGNIZE THE IMPACT OF THOROUGHFARE DESIGN ON PEDESTRIAN, AS WELL AS ON WAIT TIMES FOR VEHICLES. CROSSING TIME IS THE MOST IMPORTANT CONSIDERATION ON THOROUGHFARES WITH HIGHER VEHICLE SPEEDS.

USE AREA/TRANSECT ZONE: DEFINED A THE APPROPRIATE AREAS FOR THE THOROUGHFARE TYPE.

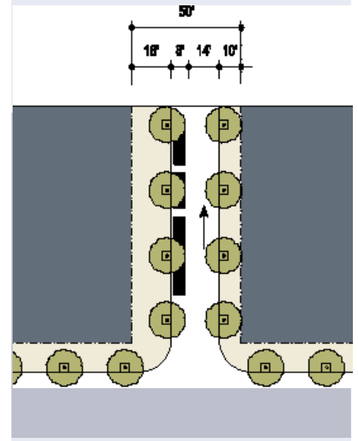
THIS HELPS ENSURE THAT THOROUGHFARE TYPES ARE APPLIED IN AN APPROPRIATE CONTEXT.

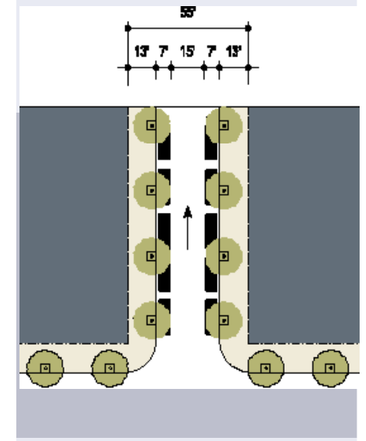
RIGHT-OF-WAY (ROW) WIDTH: DEFINED AS THE MEASUREMENT ACROSS A THOROUGHFARE OF THE AREA THE SCDOT CONTROLS OR OWNS.

THIS INCLUDES THE PAVEMENT AREA, AS WELL AS THE PLANTING STRIPS AND SIDEWALKS, AND, TOGETHER WITH THE BUILD-TO LINE (BTL)/SETBACK AND THE FRONTAGE TYPES, EFFECTIVELY DEFINES THE WIDTH OF THE PUBLIC SPACE. PAIRED WITH THE HEIGHTS OF SURROUNDING BUILDINGS, THIS DEFINES THE PROPORTION OF THE PUBLIC SPACE. ALL OF THESE SHOULD BE CONSIDERED TOGETHER AS THE PUBLIC REALM.

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





	CS-50-22	CS-55-29
Thoroughfare Type	Commercial Street	Commercial Street
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	50 feet	55 feet
Pavement Width	22 feet	29 feet
Movement	Slow Movement	Slow Movement
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	6.2 seconds	8.2 seconds
Traffic Lanes	1 lane	1 lane
Parking Lanes	One side @ 8 feet marked	Both sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Walkway Type	18/10 foot Sidewalk	13 foot Sidewalk
Planter Type	4x4" tree well	4x4" tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
Transportation Provision		

CURB FACE TO CURB FACE WIDTH: DEFINED AS THE DISTANCE ACROSS A THOROUGHFARE BETWEEN THE VERTICAL FACES OF CURBS, TYPICALLY INTENDED FOR VEHICLES, INCLUDING ANY ON-STREET PARKING, INTERMEDIARY PLANTING STRIPS, AND GUTTERS.

WHILE SOMETIMES CALLED PAVEMENT WIDTH OR STREET WIDTH, MEASUREMENTS VARY FROM USING THE BACK OF THE CURB TO THE EDGE OF THE PAVEMENT. THE CURB FACE IS ACTUALLY IN THE CENTER OF THESE TWO, AND USING THIS OF THE MEASUREMENT MOST ACCURATELY REPRESENTS THE PERCEIVED WIDTH OF THE THOROUGHFARE FOR DRIVERS, AND THUS THE LIKELY SPEED OF TRAFFIC. IN ADDITION, WALKABLE THOROUGHFARES ARE OFTEN PARKED; THUS, THE CURB FACE MEASUREMENT BEST DEFINES THE SPACE FOR BOTH MOVEMENT AND STORAGE OF VEHICLES. AS THE UM OF ITS PARTS, THIS PLAYS A MAJOR ROLE IN THE FUNCTION OF THE THOROUGHFARE AFFECTING THE SPEED OF VEHICULAR TRAVEL, AS WELL AS THE COMFORT AND SAFETY OF BOTH PEDESTRIANS AND VEHICLES.

TRAFFIC LANES: DEFINED AS THE NUMBER AND WIDTH OF AREAS DESIGNATED FOR VEHICULAR TRAVEL, NOT INCLUDING BICYCLE LANES.

THIS IS A PRIMARY FACTOR IN THE WAY A THOROUGHFARE FUNCTIONS. THE NUMBER OF LANES IS A PRIMARY DETERMINATE (ALONG WITH INTERSECTION CONTROL) OF THOROUGHFARE CAPACITY. THE NARROWER THE WIDTH OF EACH LANE AS WELL AS THE TOTAL WIDTH OF ALL OF THE TRAVEL LANES, THE SLOWER VEHICLES WILL TYPICALLY TRAVEL, THUS CREATING A SAFER AND MORE COMFORTABLE ENVIRONMENT FOR PEDESTRIANS. IN ADDITION, FOR MAJOR THOROUGHFARES, NARROWER AND FEWER LANES DECREASE THE DISTANCE PEDESTRIANS MUST CROSS, AGAIN INCREASING THEIR SAFETY, DECREASING THE TIME VEHICLES MUST WAIT, AND CONTRIBUTING TO MORE COMPACT NEIGHBORHOODS. LASTLY, THIS IMPACTS THE OVERALL WIDTH OF THE PUBLIC SPACE, THUS AFFECTING THE URBAN FORM.

BICYCLE LANES: DEFINED AS THE NUMBER AND WITH OF ROWS DESIGNATED FOR BICYCLE TRAVEL, TYPICALLY DEMARCATED BY SOLID WHITE STRIPES ON THE PAVEMENT.

BICYCLISTS SHOULD BE CONSIDERED WHEN DESIGNING THOROUGHFARES IN ORDER TO ENSURE THEIR SAFETY AND COMFORT, WHICH ALSO ENCOURAGES MORE BICYCLE USE.

IMPLEMENTATION STRATEGIES

- INCLUDE BICYCLE LANES ON THOROUGHFARES WITH DESIGN SPEEDS OVER 30 MPH. TYPICAL WIDTHS ARE SIX (6) FEET ON THOROUGHFARES WITH PARALLEL PARKING AND FIVE (5) FEET ON THOROUGHFARES WITHOUT.
- CONSIDER NOT INCLUDING BICYCLE LANES ON THOROUGHFARES WITH SPEED UNDER 30 MPH. AT THESE LOWER SPEEDS, BICYCLISTS AND OTHER VEHICLES CAN TYPICALLY SHARE TRAFFIC LANES. ADDING BICYCLE LANES TO THESE THOROUGHFARES INCREASES THE PERCEIVED WIDTH OF THE THOROUGHFARE, THUS INCREASING THE SPEED OF THE TRAFFIC, MAKING THE THOROUGHFARE LESS SAFE FOR BICYCLISTS AS WELL AS FOR OTHER VEHICLES AND PEDESTRIANS.
- REMEMBER TO CAREFULLY CONSIDER BICYCLISTS WHEN DESIGNING INTERSECTIONS.

PARKING LANES: DEFINED AS THE NUMBER AND WIDTH OF AREAS DESIGNATED FOR ON-STREET PARKING.

THE DESIGN AND INCLUSION OF ON-STREET PARKING IMPACTS A NUMBER OF FACTORS. IT SLOWS DOWN TRAFFIC BY NARROWING THE PERCEIVED WIDTH OF THE THOROUGHFARE, PROVIDES BETTER ACCESS TO HOMES AND BUSINESSES, AND CREATES A PHYSICAL BARRIER BETWEEN PEDESTRIANS AND MOVING TRAFFIC, ALL OF WHICH INCREASE THE COMFORT AND SAFETY OF PEDESTRIANS. IT PROVIDES MORE PARKING FOR RESIDENTS AND BUSINESSES THUS REDUCING THE NEED FOR UNATTRACTIVE PARKING LOTS AND GARAGES. IT DISTRIBUTES THE PARKING THROUGHOUT THE COMMUNITY, PROVIDING SOME PARKING CLOSE TO ALMOST EVERY BUILDING. FINALLY, IT IS A FACTOR IN THE OVERALL WIDTH OF THE THOROUGHFARE, AFFECTING THE PROPORTIONS OF THE PUBLIC REALM.

CURB TYPE: DEFINED AS THE KIND OF TRANSITION AT THE EDGE OF THE PAVEMENT.

THE TYPE OF CURB REINFORCES THE DESIRED CHARACTER OF PLACE. CURBS CREATE AN EDGE FOR THE VEHICULAR AREA OF A THOROUGHFARE AS WELL AS THE CHARACTER OF THE AREA. SQUARE/VERTICAL CUBS ARE NECESSARY IN AREAS MORE URBAN IN CHARACTER TO CREATE A STRONGER EDGE BETWEEN PEDESTRIAN AND VEHICULAR AREAS, TO PROVIDE A CHANNEL FOR STORM WATER RUNOFF, AND TO FACILITATE STREET CLEANING.

PLANTER TYPE: DEFINED AS THE KIND AND WIDTH OF LANDSCAPING ACCOMMODATION AT THE EDGE OF THE THOROUGHFARE PAVEMENT.

THE DESIGN AND WIDTH OF THIS LANDSCAPING HAS AN INTEGRAL EFFECT ON THE WAY A THOROUGHFARE IS PERCEIVED, AND THUS SHOULD BE CONSIDERED CAREFULLY AND CALIBRATED BY TRANSECT ZONE TO ACHIEVE THE DESIRED CHARACTER. LANDSCAPING NEXT TO THE PAVEMENT, PARTICULARLY TREES, CREATES A SEPARATION BETWEEN VEHICLES AND PEDESTRIANS. PLANTING STRIPS WORK WELL TO ENCOURAGE PEDESTRIAN ACTIVITY IN RESIDENTIAL AREAS, AND TREE WELLS ARE THE MOST URBAN.

LANDSCAPE TYPE: DEFINED AS THE KIND AND SPACING OF TREES OR OTHER LANDSCAPING TO BE PLANTED.

THIS AFFECTS THE CHARACTER OF THE STREETSCAPE, AS WELL AS THE PERCEIVED PROPORTION OF THE PUBLIC REALM. IT AFFECTS WALKABILITY IN NUMEROUS WAYS. TREES CREATE A BARRIER BETWEEN PEDESTRIANS AND VEHICLES, CONTRIBUTING TO THE SAFETY AND COMFORT OF PEDESTRIANS. TREES WITH LOW, WIDER CANOPIES CAN REDUCE THE PERCEIVED SIZE OF A THOROUGHFARE, SLOWING DOWN TRAFFIC. EVENLY SPACED, CONTINUOUS ROWS OF TREES CONTRIBUTE TO A MORE URBAN CHARACTER, WHILE CLUSTERED TREES CONTRIBUTE TO A MORE RURAL CHARACTER. IN A SOUTH CAROLINA CLIMATE, SHADE TREES CAN HELP

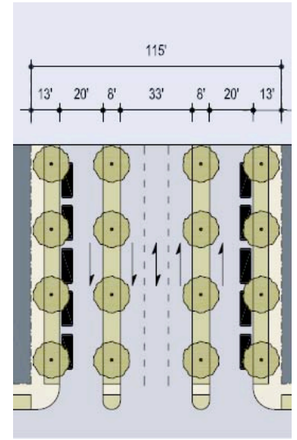
SOURCE: *FORM-BASED CODES: A GUIDE FOR PLANNERS, URBAN DESIGNERS, MUNICIPALITIES, AND DEVELOPERS (DANIEL G. PAROLEK, AIA; KAREN PAROLEK; PAUL C. CRAWFORD, FAICP)*

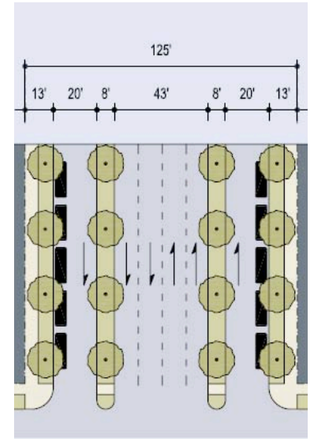
Key:
ST-57-20-BR

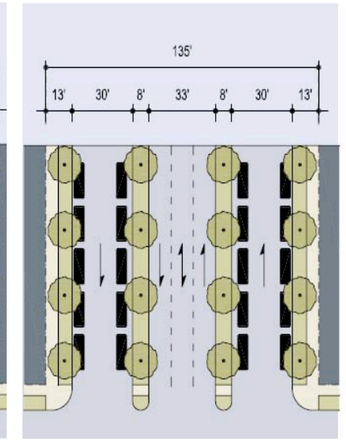
- BR: Alt. Transportation
- 20: Pavement Width
- 57: Right of Way
- ST: Thoroughfare Type

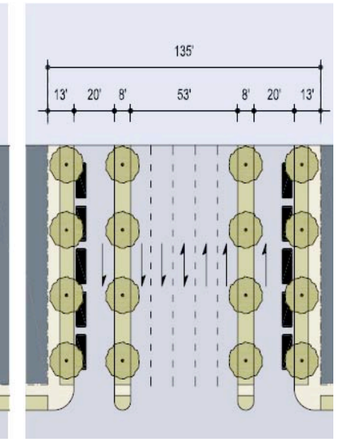
THOROUGHFARE TYPES

BV:	Boulevard
AV:	Avenue
PS:	Park Street
CS:	Commercial Street
DR:	Drive
ST:	Street
YS:	Yield Street
RD:	Road
RA:	Rear Alley
RL:	Rear Lane
BT:	Bicycle Trail
BL:	Bicycle Lane
BR:	Bicycle Route
PT:	Path
TR:	Transit Route









BOULEVARDS (BV)	**BV-115-33**	**BV-125-43**	**BV-135-33**	**BV-135-53**[1]
Thoroughfare Type	Boulevard	Boulevard	Boulevard	Boulevard
Use area	T5	T5	T5	T5
Movement	Free movement (inner lanes)	Free movement (inner lanes)	Free movement (inner lanes)	Free movement (inner lanes)
Vehicular Design Speed	35 MPH	35 MPH	35 MPH	35 MPH
Traffic Lanes	3 lanes, 1turning lane & 2 one-way slip roads	4 lanes & 2 one-way slip roads	3 lanes, 1 turning lane & 2 one-way slip roads	5 lanes, 1 turning lane & 2 one-way slip roads
Parking Lanes	8 ft (one side of each slip road)	8 ft (one side of each slip road)	8 ft (both sides on slip roads)	8 ft (one side of each slip road)
ROW Width	115 ft	125 ft	135 ft	135 ft
*Pavement Width	20 ft- 33 ft- 20 ft	20 ft – 43 ft – 20 ft	30 ft – 33 ft – 30 ft	20 ft- 53 ft – 20 ft
Curb Radius	10 ft	10 ft	10 ft	10 ft
Sidewalk Width	6 ft sidewalk	6 ft sidewalk	6 ft sidewalk	6 ft sidewalk
Road Edge Treatment	Curb	Curb	Curb	Curb
Planter Width	7 ft & 8 ft continuous planter	7 ft & 8 ft continuous planter	7 ft & 8 ft continuous planter	7 ft & 8 ft continuous planter
Planting	Trees at 30' o.c. Average	Trees at 30' o.c. Average	Trees at 30' o.c. Average	Trees at 30' o.c. Average
Alt. Transportation	BL (5' marked on slip roads), TR	BL (5' marked on slip roads), TR	BL (5' marked on slip roads), TR	BL (5' marked on slip roads), TR

Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare
- Type

THOROUGHFARE TYPES

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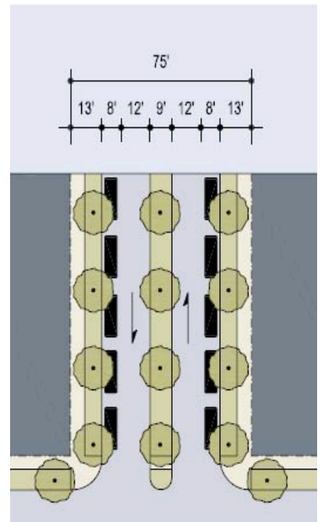
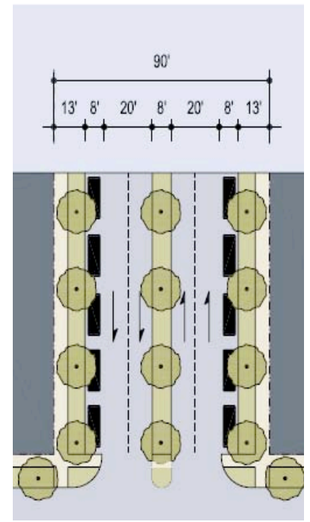
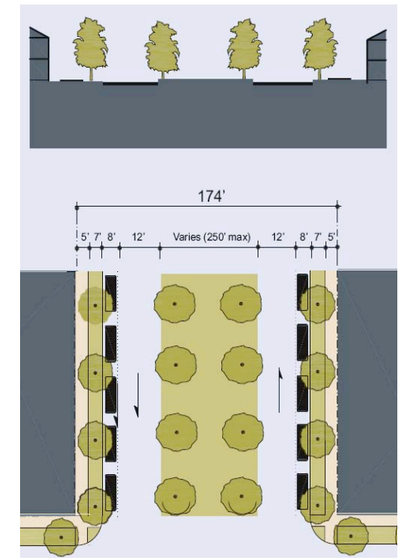
BT:	Bicycle Trail
BL:	Bicycle Lane
BR:	Bicycle Route
PT:	Path
TR:	Transit Route







AVENUES (AV)	AV-75-40	AV-90-56
Thoroughfare Type	Avenue	Avenue
Use area	T3, T4, T5	T3, T4, T5
Movement	Slow movement	Slow movement
Vehicular Design Speed	25 MPH	25 MPH
Traffic Lanes	2 lanes	4 lanes
Parking Lanes	Both sides @ 8 ft marked	Both sides @ 8 ft marked
ROW Width	75 ft	90 ft
Pavement Width	40 ft	56 ft
Curb Radius	10 ft	10 ft
Sidewalk Width	6 ft sidewalk	6 ft sidewalk
Road Edge Treatment	Curb	Curb
Planter Width	7 ft continuous planter	7 ft continuous planter
Planting	Trees at 30' o.c. Average	Trees at 30' o.c. Average
Alt. Transportation	BR (marked with sharrow), TR	BR (marked with sharrow), TR

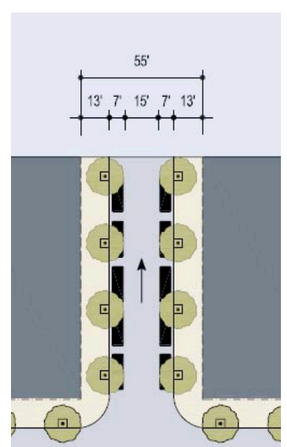
PARK STREET (PS)	PS-174-40
Thoroughfare Type	Park Street
Use area	Sub-urban, general urban & urban center
Movement	Free movement
Vehicular Design Speed	25 MPH
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 ft marked
ROW Width	174 ft
Pavement Width	40 ft
Curb Radius	15 ft
Sidewalk Width	5 ft
Road Edge Treatment	Curb
Planter Width	7 ft continuous planter
Planting	Trees at 30' o.c. Average
Alt. Transportation	BR (marked with sharrow), TR

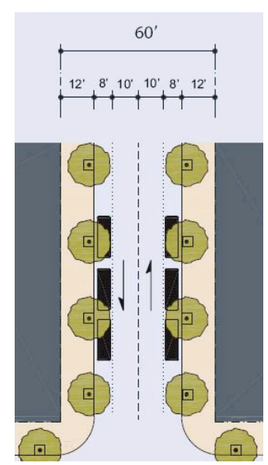
Key:
ST-57-20-BR

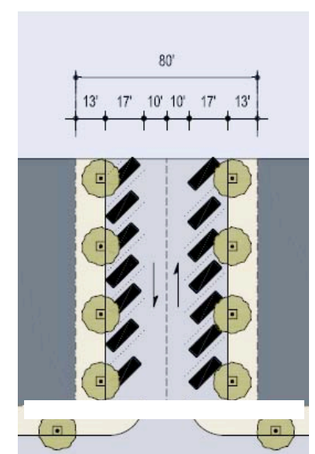
- BR — Alt. Transportation
- 20 — Pavement Width
- 57 — Right of Way
- ST — Thoroughfare Type

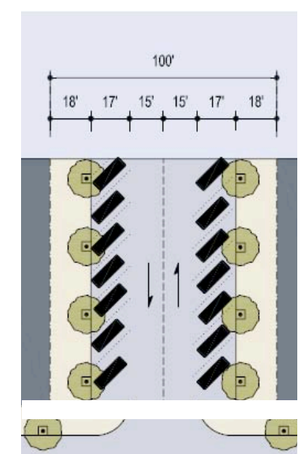
THOROUGHFARE TYPES

BV:	Boulevard
AV:	Avenue
PS:	Park Street
CS:	Commercial Street
DR:	Drive
ST:	Street
YS:	Yield Street
RD:	Road
RA:	Rear Alley
RL:	Rear Lane
BT:	Bicycle Trail
BL:	Bicycle Lane
BR:	Bicycle Route
PT:	Path
TR:	Transit Route









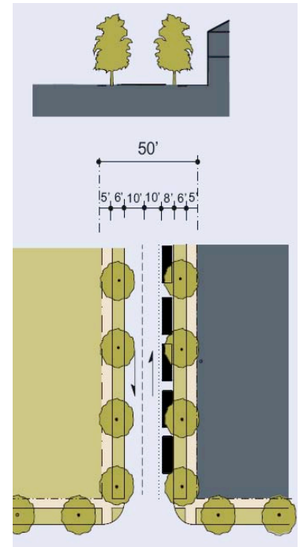
COMMERCIAL STREETS (CS)	CS-55-29	CS-60-36	CS-80-54	CS-100-64
Thoroughfare Type	Commercial Street	Commercial Street	Commercial Street	Commercial Street
Use area	T4, T5	T4, T5	T4, T5	T4, T5
Movement	Slow movement	Free movement	Slow movement	Slow movement
Vehicular Design Speed	20 MPH	20 MPH	25 MPH	25 MPH
Traffic Lanes	1 lane	2 lanes	2 lanes	2 lanes
Parking Lanes	Both sides @ 7 ft marked	Both sides @ 8 ft marked	Both sides angled @ 17 ft marked	Both sides angled @ 17 ft marked
ROW Width	55 ft	60 ft	80 ft	100 ft
Pavement Width	29 ft	36 ft	54 ft	64 ft
Curb Radius	15 ft	15 ft	10 ft	10 ft
Sidewalk Width	13 ft sidewalk	12 ft	13 ft sidewalk	18 ft sidewalk
Road Edge Treatment	Curb	Curb	Curb	Curb
Planter Width	4' x 4' Tree Well	4' x 4' Tree Well	4' x 4' Tree Well	4' x 4' Tree Well
Planting	Trees at 30' o.c. Average	Trees at 30' o.c. Average	Trees at 30' o.c. Average	Trees at 30' o.c. Average
Alt. Transportation	BR (marked with sharrow), TR	BR (marked with sharrow), TR	BR (marked with sharrow), TR	BR (marked with sharrow), TR

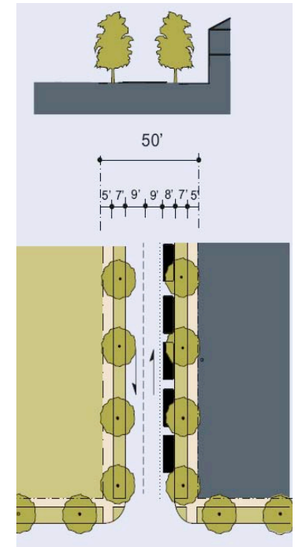
Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare Type

THOROUGHFARE TYPES

BV:	Boulevard
AV:	Avenue
PS:	Park Street
CS:	Commercial Street
DR:	Drive
ST:	Street
YS:	Yield Street
RD:	Road
RA:	Rear Alley
RL:	Rear Lane
BT:	Bicycle Trail
BL:	Bicycle Lane
BR:	Bicycle Route
PT:	Path
TR:	Transit Route





DRIVES (DR):	DR-50-28	DR-50-26
Thoroughfare Type	Drive	Drive
Use area	T3, T4, T5	T3, T4, T5
Movement	Free movement	Slow movement
Vehicular Design Speed	25 MPH	20 MPH
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	1 side @ 8 ft marked	1 side @ 8 ft marked
ROW Width	50 ft	50 ft
*Pavement Width	28 ft	26 ft
Curb Radius	15 ft	15 ft
Sidewalk Width	5 ft	5 ft/12 ft
Road Edge Treatment	Curb	Curb
Planter Width	6 ft continuous planter	7 ft continuous planter
Planting	Trees at 30' o.c. Average	Trees at 30' o.c. Average
Alt. Transportation	BR, TR	BR, TR

Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare
- Type

THOROUGHFARE TYPES

BV:	Boulevard
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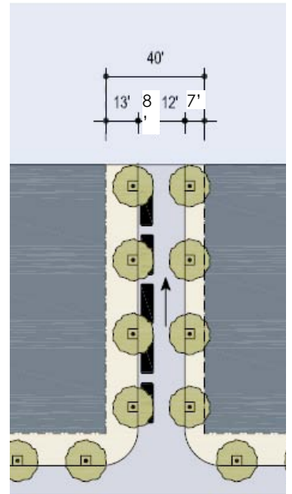

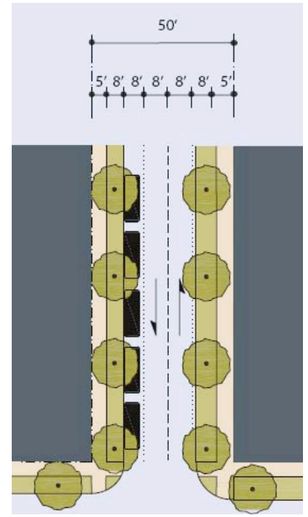

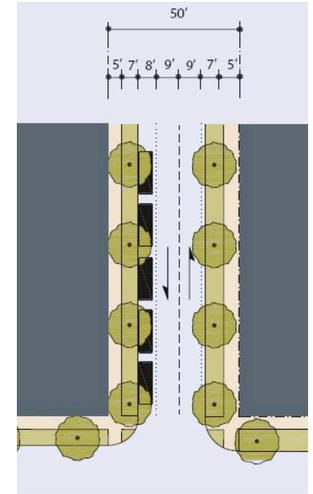

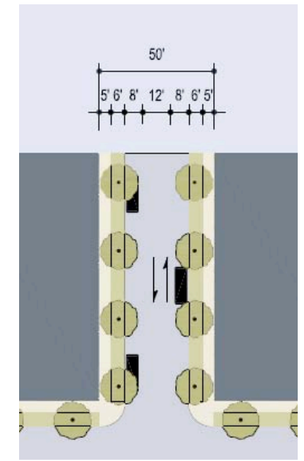

STREETS (ST):	ST-40-20	ST-50-24	ST-50-26	ST-50-28
Thoroughfare Type	Street	Street	Street	Street
Use area	T4, T5	T3, T4, T5	T3, T4, T5	T3, T4, T5
Movement	One-way	Slow movement	Free movement	Yield movement
Vehicular Design Speed	20 MPH	15 MPH	20 MPH	20 MPH
Traffic Lanes	One way - one lane	2 lanes	2 lanes	2 lanes
Parking Lanes	1 side @ 8 ft marked	1 side @ 8 ft marked	1 side @ 8 ft marked	Both sides @ 8 ft unmarked
ROW Width	40 ft	50 ft	50 ft	50 ft
Pavement Width	20 ft	24 ft	26 ft	28 ft
Curb Radius	15 ft	15 ft	10ft	10 ft
Sidewalk Width	13/7 ft sidewalk	5 ft	5 ft sidewalk	5 ft sidewalk
Road Edge Treatment	Curb	Curb	Curb	Curb
Planter Width	4' x 4' Tree Well	8 ft continuous planter	7 ft continuous planter	6 ft continuous planter
Planting	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
Alt. Transportation	BR, TR	BR, TR	BR, TR	BR, TR

Key:
ST-57-20-BL
- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare Type

THOROUGHFARE TYPES

BV:	Boulevard
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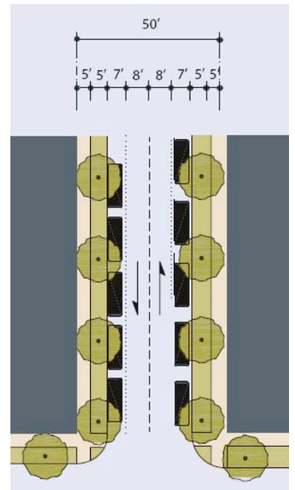

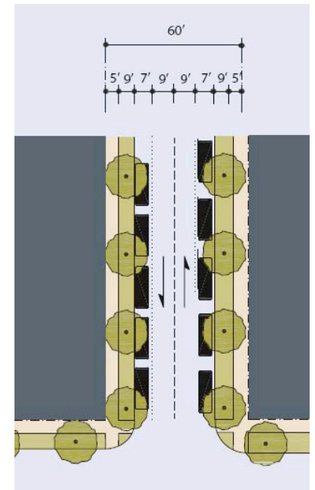

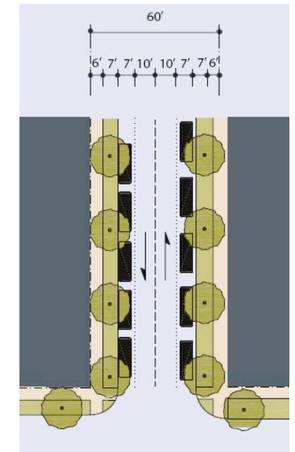

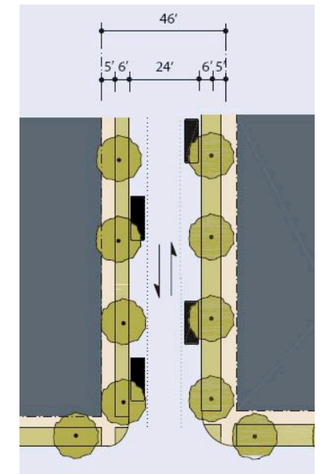

STREETS (ST):	ST-50-30	ST-60-32	ST-60-34	ST-46-24
Thoroughfare Type	Street	Street	Street	Yield Street
Use area	T3, T4, T5	T3, T4, T5	T3, T4, T5	T3, T4, T5
Movement	Slow movement	Slow movement	Slow movement	Yield movement
Vehicular Design Speed	15 MPH	25 MPH	20 MPH	15 MPH
Traffic Lanes	2 lanes	2 lanes	2 lanes	2 yield lanes
Parking Lanes	Both sides @ 7 ft marked	Both sides @ 7 ft marked	Both sides @ 7 ft marked	Alternate sides as marked
ROW Width	50 ft	60 ft	60 ft	46 ft
Pavement Width	30 ft	32 ft	34 ft	24 ft
Curb Radius	15 ft	15 ft	15 ft	15 ft
Sidewalk Width	5 ft	5 ft	6 ft	5 ft
Road Edge Treatment	Curb	Curb	Curb	Curb
Planter Width	5 ft continuous planter	9 ft continuous planter	7 ft continuous planter	6 ft continuous planter
Planting	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
Alt. Transportation	BR, TR	BR, TR	BR, TR	BR, TR

Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare
- Type

THOROUGHFARE TYPES

BV:	Boulevard
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RL:	Rear Lane
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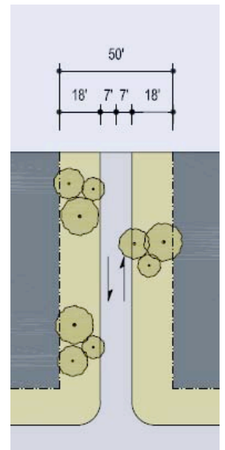

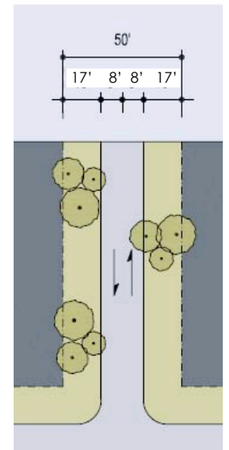

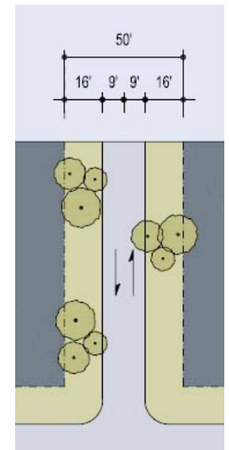

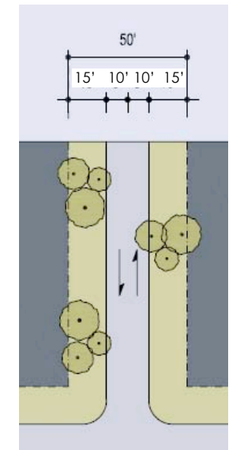

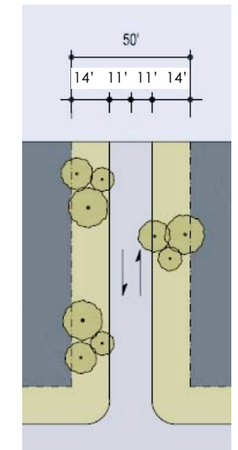

ROADS (RD):	RD-50-14	RD-50-16	RD-50-18	RD-50-20	RD-50-22
Thoroughfare Type	Road	Road	Road	Road	Road
Use area	T1, T2, T2.5, T3	T1, T2, T2.5, T3	T1, T2, T2.5, T3	T1, T2, T2.5, T3	T1, T2, T2.5, T3
Movement	Yield movement	Slow movement	Slow movement	Slow movement	Slow movement
Vehicular Design Speed	15 MPH	15 MPH	15 MPH	15 MPH	15 MPH
Traffic Lanes	2 lanes	2 lanes	2 lanes	2 lanes	2 lanes
Parking Lanes	n/a	n/a	n/a	n/a	n/a
ROW Width	50 ft	50 ft	50 ft	50 ft	50 ft
Pavement Width	14 ft	16 ft	18 ft	20 ft	22 ft
Curb Radius	25 ft	25 ft	25 ft	25 ft	25 ft
Sidewalk Width	Path optional	Path optional	Path optional	Path optional	Path optional
Road Edge Treatment	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale	Continuous Swale
Planter Width	Swale	Swale	Swale	Swale	Swale
Planting	Trees Clustered	Trees Clustered	Trees Clustered	Trees Clustered	Trees Clustered
Alt. Transportation	BT – 5' min on shoulder or outside of R/W	BT – 5' min on shoulder or outside of R/W	BT – 5' min on shoulder or outside of R/W	BT – 5' min on shoulder or outside of R/W	BT – 5' min on shoulder or outside of R/W

Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
- Thoroughfare
- Type

THOROUGHFARE TYPES

BV:	Boulevard
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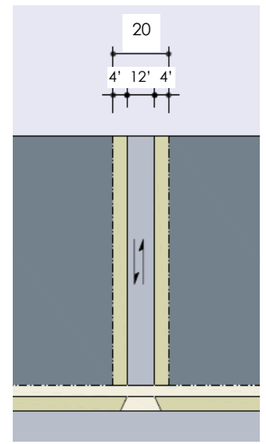

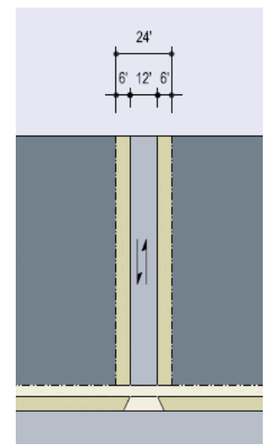

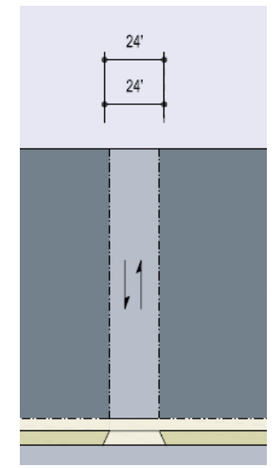

REAR LANE (RL):
REAR ALLEY (RA):

	RA-20-12	RL-24-12	RA-24-24
Thoroughfare Type	Rear Alley	Rear Lane	Rear Alley
Use area	T3, T4, T5	T3	T4, T5
Movement	Slow movement	Yield movement	Slow movement
Vehicular Design Speed	10 MPH	10 MPH	10 MPH
Traffic Lanes	n/a	n/a	n/a
Parking Lanes	None	None	None
ROW Width	20 ft	24 ft	24 ft
Pavement Width	12 ft	12 ft	24 ft
Curb Radius	Taper	Taper	Taper
Sidewalk Width	None	None	None
Road Edge Treatment	Inverted Crown	Inverted Crown	Inverted Crown
Planter Width	None	None	None
Planting	None	None	None
Alt. Transportation	N/A	N/A	N/A

Key:
ST-57-20-BR

- Alt. Transportation
- Pavement Width
- Right of Way
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- Type

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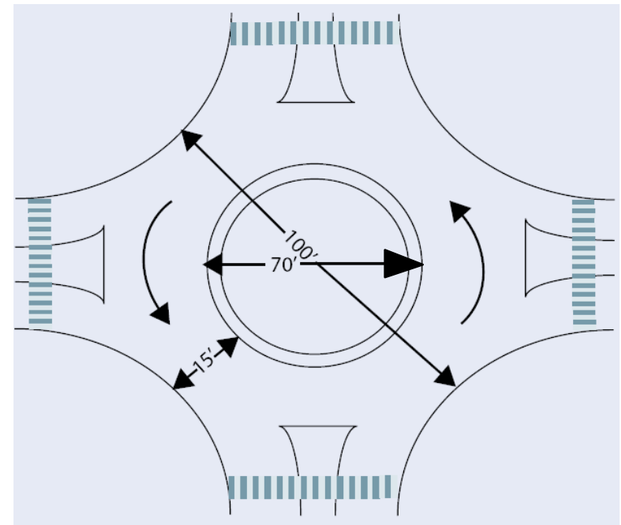


Roundabout	Roundabout
Thoroughfare Type	Roundabout
Use area	T1, T2, T2.5, T3, T4, T5
Movement	Yield movement
Vehicular Design Speed	15 MPH
Traffic Lanes	one lane
Parking Lanes	n/a
ROW Width	100 ft
Pavement Width	15 ft
Curb Radius	35 ft
Sidewalk Width	Same width as adjoining sidewalks
Road Edge Treatment	Curb
Planter Width	n/a
Planting	Trees at 30' o.c. Avg.
Alt. Transportation	

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

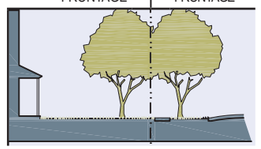
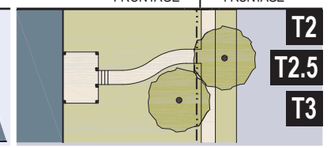
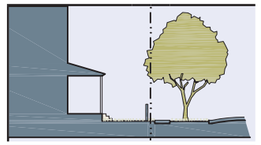
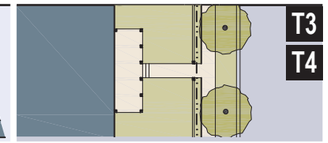
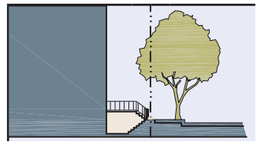
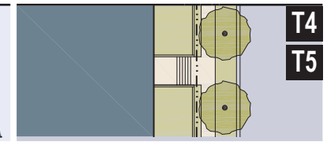
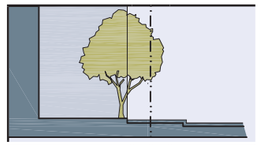
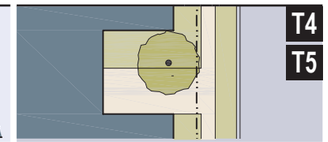
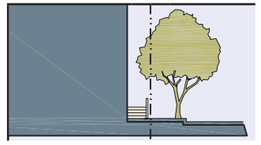
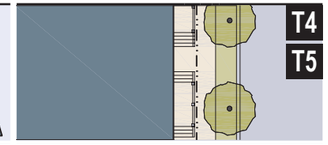
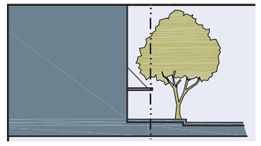
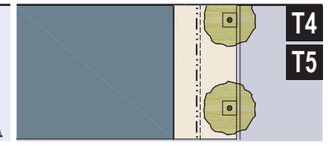
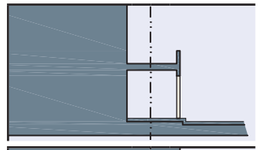
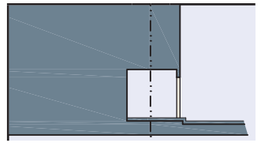
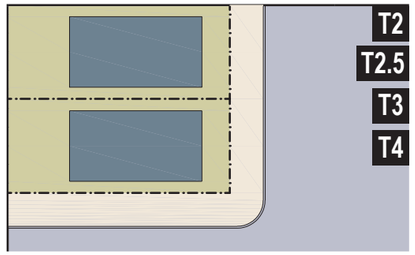
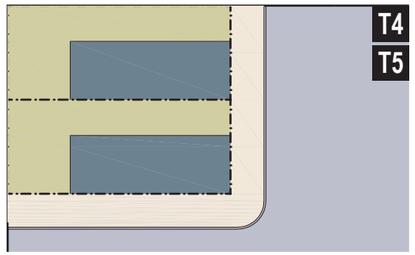
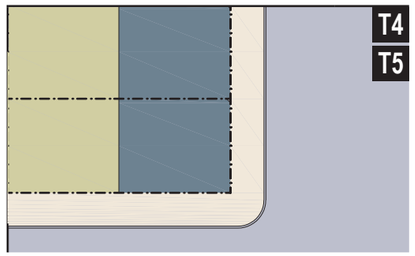
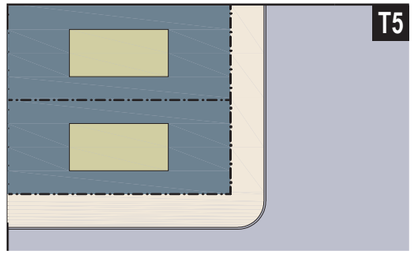
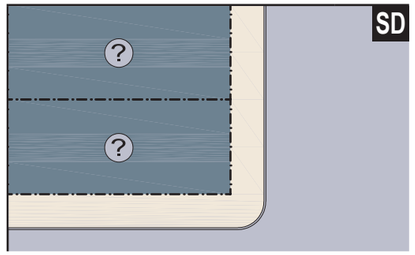
	SECTION (LOT ► PRIVATE ► FRONTAGE / ◄ R.O.W. ◄ PUBLIC FRONTAGE)	PLAN (LOT ► PRIVATE ► FRONTAGE / ◄ R.O.W. ◄ PUBLIC FRONTAGE)	
a. Common Yard: a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.			T2 T2.5 T3
b. Porch & Fence: a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.			T3 T4
c. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: **Dooryard.**			T4 T5
d. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.			T4 T5
e. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.			T4 T5
f. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.			T4 T5
g. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.			T4 T5
h. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.			T5

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.

a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.		T2 T2.5 T3 T4
b. Sideyard: Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.		T4 T5
c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.		T4 T5
d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.		T5
e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.		SD

TABLES 10 & 11. BUILDING FUNCTION & PARKING CALCULATIONS

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 T2.5	T4	T5
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 440 sf, excluding the parking area.	**Limited Residential:** The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (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 bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. 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 parking places 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 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 available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. 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 T2.5 T3	T4	T5
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 Warrant		
OTHER	To be determined by Warrant		

SHARED PARKING FACTOR

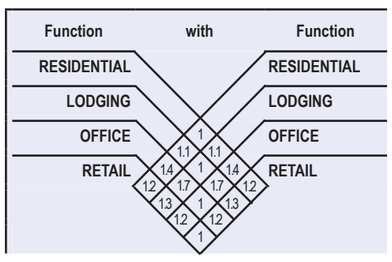


TABLE 12. SPECIFIC FUNCTION & USE

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	T2.5	T3	T4	T5
a. RESIDENTIAL						
Mixed Use Block					▫	▪ ▪
Flex Building					▪	▪
Apartment Building					▪	▪
Live/Work Unit				▪	▪	▪
Row House					▪	
Duplex House					▪	
Courtyard House					▪	
Sideyard House				▪	▪	
Cottage			▪	▪		
House		▪	▪	▪		
Bungalow				▪		
Accessory Unit		▪	▪	▪	▪	
b. LODGING						
Hotel (no room limit)						▪
Inn (up to 12 rooms)		▫	▫		▪	▪
Bed & Breakfast (up to 5 rooms)		▫	▫	▪	▪	▪
S.R.O. hostel			▫		▫	▫
School Dormitory					▪	▪
c. office						
Office Building					▪	▪
Live-Work Unit					▪	▪
d. RETAIL						
Open-Market Building		▪	▪	▪	▪	▪
Retail Building			▪		▪	▪
Display Gallery					▪	▪
Restaurant					▫	▪
Kiosk					▫	▪
Push Cart					▫	▫
Liquor Selling Establishment					▫	▪
e. CIVIC						
Bus Shelter			▪	▪	▪	▪
Convention Center						▫
Conference Center					▫	▪
Exhibition Center						▫
Fountain or Public Art		▪	▪	▪	▪	▪
Library				▪	▪	▪
Live Theater					▫	▪
Movie Theater					▫	▪
Museum					▫	▪
Outdoor Auditorium		▫	▫	▪	▪	▪
Parking Structure						▪
Passenger Terminal						▫
Playground		▪	▪	▪	▪	▪
Sports Stadium						▫
Surface Parking Lot					▫	▫
Religious Assembly		▪	▪	▪	▪	▪

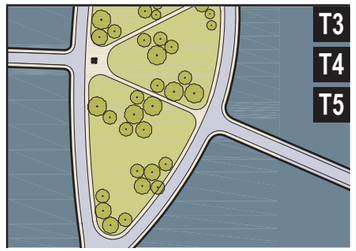
	T1	T2	T2.5	T3	T4	T5
f. OTHER: AGRICULTURE						
Grain Storage	▪	▪	▪			
Livestock Pen	▫	▫	▫			
Greenhouse	▪	▪	▪	▫	▫	
Stable	▪	▪	▪	▫		
Kennel	▪	▪	▪	▫	▫	▫
f. OTHER: AUTOMOTIVE						
Gasoline		▫	▫			▪
Automobile Service						
Truck Maintenance						
Drive -Through Facility					▫	▫
Rest Stop	▪	▪				
Roadside Stand	▪	▪				
Billboard						▫
Shopping Center						
Shopping Mall						
f. OTHER: CIVIL SUPPORT						
Fire Station			▪	▪	▪	▪
Police Station				▪	▪	▪
Cemetery		▪	▫	▫		
Funeral Home				▪	▪	▪
Hospital						▫
Medical Clinic					▫	▪
f. OTHER: EDUCATION						
College					▫	▫
High School					▫	▫
Trade School					▫	▫
Elementary School			▫	▫	▪	▪
Other- Childcare Center		▪	▪	▪	▪	▪
f. OTHER: INDUSTRIAL						
Heavy Industrial Facility						
Light Industrial Facility						▫
Truck Depot						
Laboratory Facility						▫
Water Supply Facility						
Sewer and Waste Facility						
Utility Substation	▫	▫	▫	▫	▫	▫
Wireless Transmitter	▫	▫	▫			
Cremation Facility						
Warehouse						▫
Produce Storage						
Mini-Storage						

▪ BY RIGHT
▫ BY WARRANT

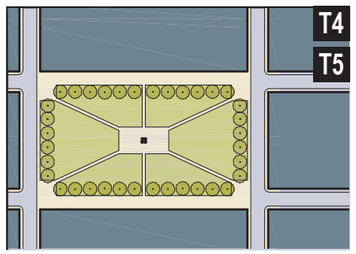
TABLE 13. CIVIC SPACE

a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.

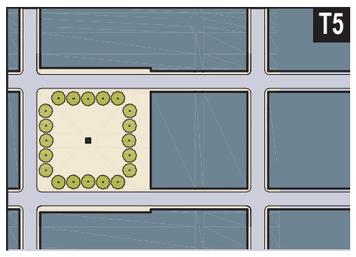
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.



c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.



d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.



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

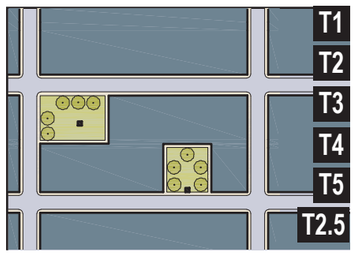


TABLE 14. SMARTCODE SUMMARY

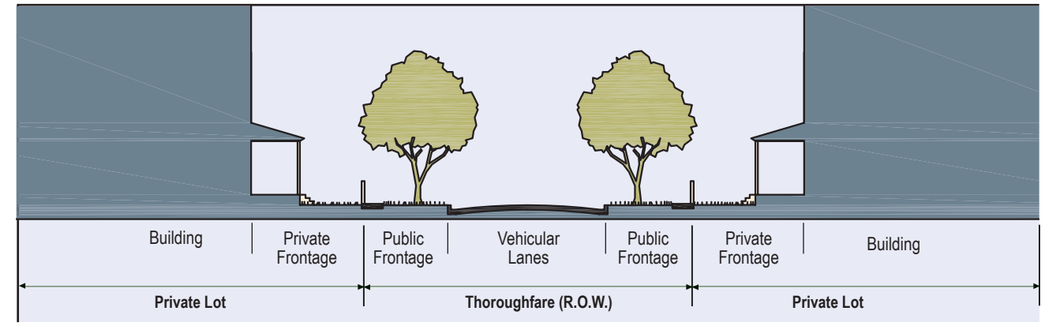
	T1 NATURAL ZONE	T2 RURAL ZONE	T2.5 RURAL CROSS-ROADS	T3 NEIGHBORHOOD GENERAL	T4 NEIGHBORHOOD CORE	T5 TOWN CENTER/ MAIN STREET	SD SPECIAL DISTRICT	
a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							(see T-Zone Descriptions	
CLD requires	no minimum	50% min	10 - 30%	20 - 40%	not permitted	not permitted		
TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted		
RCD requires	no minimum	no minimum	not permitted	10 - 30%	10 - 30%	40 - 80%		
b. BASE RESIDENTIAL DENSITY (see Section 3.4)								
By Right	not applicable	1 unit / 25 ac avg.	3 units / ac. gross max.	6 units / ac. gross	8 units / ac. gross	10 units / ac. gross		
By TDR	by Variance	by Variance	6 units / ac. gross max.	8 units / ac. gross	9 units / ac. gross	15 units / ac. gross		
Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%		
c. BLOCK SIZE								
Block Perimeter	no maximum	no maximum	no maximum	2420 ft. max	2000 ft. max	2000 ft. max *		
d. THOROUGHFARES (see Table 3 and Table 4)						* 3000 ft. max with parking structures		
HW	permitted	permitted	permitted	not permitted	not permitted	not permitted		
BV	not permitted	not permitted	permitted	permitted	permitted	permitted		
AV	not permitted	not permitted	permitted	permitted	permitted	permitted		
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
DR	not permitted	not permitted	permitted	permitted	permitted	permitted		
ST	not permitted	not permitted	permitted	permitted	permitted	not permitted		
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted		
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
Rear Alley	not permitted	not permitted	permitted	required	required	required		
Path	permitted	permitted	permitted	permitted	not permitted	not permitted		
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted		
Bicycle Trail	permitted	permitted	permitted	not permitted *	not permitted	not permitted		
Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted		
e. CIVIC SPACES (see Table 13)						* permitted within Open Spaces		
Park	permitted	permitted	permitted	permitted	permitted	by Warrant		
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted		
Square	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
Plaza	not permitted	not permitted	not permitted	not permitted	not permitted	permitted		
Playground	permitted	permitted	permitted	permitted	permitted	permitted		
f. LOT OCCUPATION								DISPOSITION
Lot Width	not applicable	by Warrant	by Warrant	60 ft. min 120 ft. max	28 ft. min 90 ft. max	18 ft. min 180 ft. max		
Lot Coverage	not applicable	by Warrant	by Warrant	60% max	70% max	80% max		
g. SETBACKS - PRINCIPAL BUILDING (see Table 15)								
(g.1) Front Setback (Principal)	not applicable	48 ft. min	10-30 ft. min	6 ft. min 12 ft. max	0 - 8 ft. min	0 ft. min		
(g.2) Front Setback (Secondary)	not applicable	48 ft. min	30 ft. min	6 ft. min 12 ft. max	0 - 8 ft. min	0 ft. min		
(g.3) Side Setback	not applicable	96 ft. min	by Warrant	0 ft. min	0 ft.	0 ft. min		
(g.4) Rear Setback	not applicable	96 ft. min	by Warrant	5 ft. min *	5 ft. min *	5 ft. min		
Frontage Buildout	not applicable	not applicable	not Applicable	50% min	65% min	80% min		
h. SETBACKS - OUTBUILDING (see Table 15)								
(h.1) Front Setback	not applicable	20 ft. min +bldg setback	20 ft. min +bldg setback	24 ft. min +bldg setback	40 ft. max from rear prop	not applicable		
(h.2) Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min or 3 ft.	0 ft min	not applicable		
(h.3) Rear Setback	not applicable	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	by Warrant	permitted	permitted	not permitted		
Rearyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
j. PRIVATE FRONTAGES (see Table 7)								CONFIGURATION
Common Yard	not applicable	permitted	permitted	permitted	not permitted	not permitted		
Porch & Fence	not applicable	not permitted	not permitted	permitted	not permitted	not permitted		
Terrace or Dooryard	not applicable	not permitted	not permitted	not permitted	permitted	not permitted		
Forecourt	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
Stoop	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
Shopfront & Awning	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
Gallery	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
k. BUILDING CONFIGURATION (see Table 8)								
Principal Building	not applicable	2 Stories max	2 Stories max	2 Stories max	3 Stories max	3 Stories max, 2 min		
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable		
l. BUILDING FUNCTION (see Table 10 &Table 12)								FUNCTION
Residential	not applicable	restricted use	restricted use	limited use	restricted use	open use		
Lodging	not applicable	restricted use	restricted use	limited use	restricted use	open use		
Office	not applicable	restricted use	restricted use	limited use	open use	open use		
Retail	not applicable	restricted use	restricted use	limited use	open use	open use		
ARTICLE 5								
ARTICLE 2, 3, 4								

TABLE 15. SPECIAL DISTRICT STANDARDS

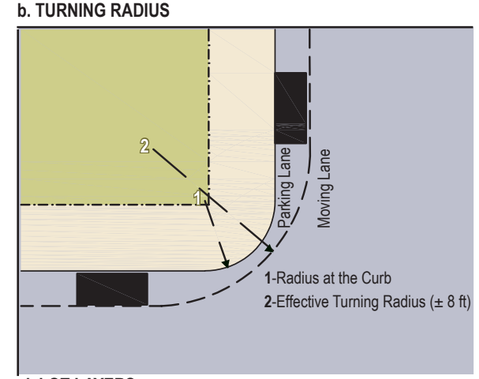
The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

TABLE 16. DEFINITIONS ILLUSTRATED

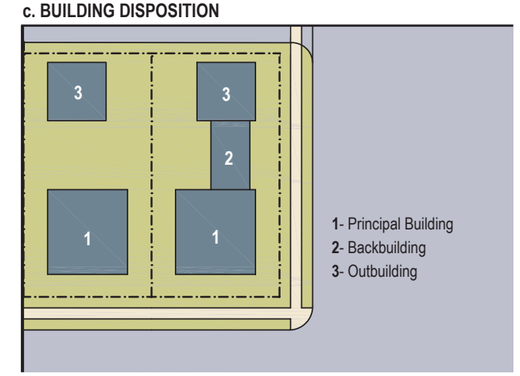
a. THOROUGHFARE & FRONTAGES



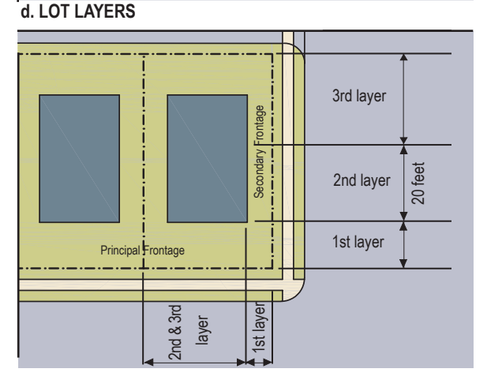
b. TURNING RADIUS



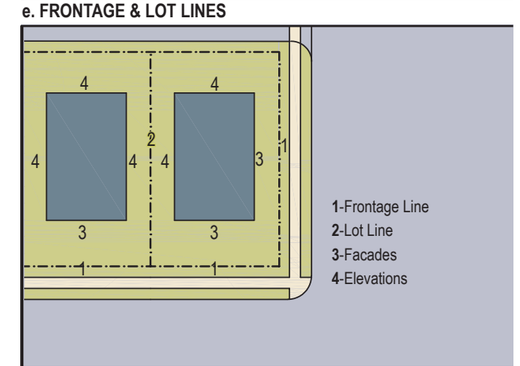
c. BUILDING DISPOSITION



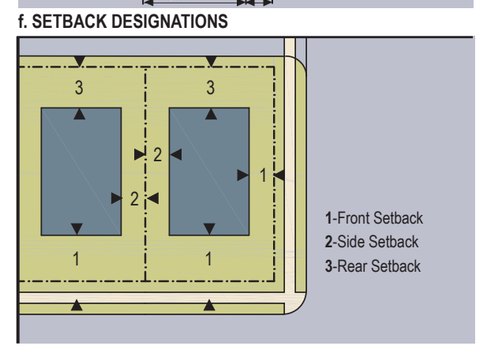
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED

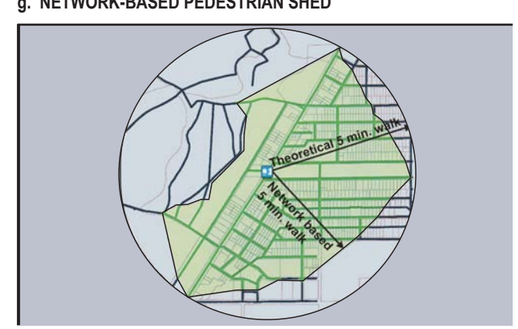


TABLE 17. SUSTAINABILITY - WIND POWER

THIS TABLE PRESCRIBES OPPORTUNITIES FOR THE PLACEMENT OF TYPES OF WIND-POWERED DEVICES WITHIN THE TRANSECT. WIND TURBINES MUST BE PLACED WHERE THERE IS WIND. THE BEST LOCATIONS IN GENERAL INCLUDE SHORELINES AND THE EDGES OF OPEN PLAINS. IN THE URBAN TRANSECT ZONES, T3-4-5-6, THIS USUALLY MEANS THEY MUST BE PLACED QUITE HIGH ABOVE THE BUILDINGS. CARE SHOULD BE TAKEN INSTALLING WIND TURBINES NEAR INHABITED AREAS, AS THEY TEND TO GENERATE A STEADY WHITE NOISE THAT IS DISTURBING TO SOME.

THE HORIZONTAL AXIS WIND TURBINE IS SUITED FOR THE MORE RURAL T-ZONES BECAUSE IT GENERALLY REQUIRES A LARGE (20 FOOT) RADIUS FOR THE ROTATING BLADES. IN ADDITION, THE HEAD MUST ROTATE IN ORDER TO RECEIVE WIND FROM ANY DIRECTION.

THE VERTICAL AXIS WIND TURBINE IS SUITED FOR THE MORE URBAN T-ZONES BECAUSE IT IS SIGNIFICANTLY SMALLER THAN THE HORIZONTAL AXIS TYPE, SOMETIMES ONLY 4-5 FEET IN DIAMETER, AND LESS NOISY. THESE ARE DESIGNED TO OPERATE WITH NON-DIRECTIONAL WIND CURRENT, WHICH MAKES THEM EASIER TO ACCOMMODATE, AND MORE ATTRACTIVE IN URBAN AREAS WHEN IN PROXIMITY TO BUILDINGS. FOR FURTHER INFORMATION SEE WWW.QUIETREVOLUTION.COM.

THE DEFINITIONS FOR THE SUSTAINABILITY MODULE (THIS TABLE AND THE THREE SUBSEQUENT TABLES) ARE TOGETHER ON THE PAGE FOLLOWING THEM. IF ANY PART OF THIS MODULE IS USED, THE APPROPRIATE DEFINITIONS SHOULD BE ADDED TO ARTICLE 7 DURING CALIBRATION.

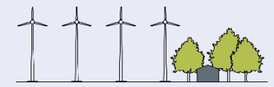
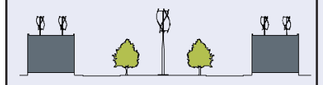
	T1	T2	T3	T4	T2.5	T5		SD	Specifics
Wind Farm 	▪	▪						▪	
Horizontal Axis	▪	▪	▪					▪	
Vertical Axis 			▪	▪		▪	▪	▪	
Public Furniture			▪	▪		▪	▪	▪	

TABLE 18. SUSTAINABILITY - SOLAR ENERGY

THIS TABLE SHOWS OPPORTUNITIES FOR THE PLACEMENT OF TYPES OF SOLAR-POWERED DEVICES WITHIN THE TRANSECT. SOLAR ACCESS SHOULD BE PROTECTED IN THE T2 AND T3 ZONES; THIS MAY BE MORE DIFFICULT IN T4-T6 DENSITY.

AT THE COMMUNITY SCALE, SOLAR ORIENTATION SHOULD BE CONSIDERED WHEN PLANNING A HAMLET OR VILLAGE, SO THAT EACH LOT RECEIVES OPTIMUM EXPOSURE. IF THIS IS NOT FEASIBLE, THE CODE MAY REQUIRE A PERCENTAGE OF LOTS, ESPECIALLY IN THE T3 ZONE, TO BE ORIENTED FOR SOLAR ENERGY.

SOLAR FARMS SHOULD BE PERMITTED BY WARRANT IN T2 ZONES AND BY VARIANCE IN T1.

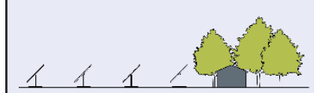
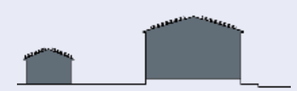
	T1	T2	T3	T4	T2.5	T5		SD	Specifics
Solar Farm 	▪	▪						▪	
Roof Mounted Solar Panels 		▪	▪	▪		▪		▪	
Public Furniture			▪	▪		▪		▪	

TABLE 19. SUSTAINABILITY - FOOD PRODUCTION

THIS TABLE SHOWS WAYS OF INCORPORATING TYPES OF LOCAL FOOD PRODUCTION ALONG THE TRANSECT. CITIES ARE INCREASINGLY ALLOWING URBAN AGRICULTURE AND THE RAISING OF ANIMALS FOR HOUSEHOLD USE, TO ENCOURAGE LOWER-COST FOOD SUPPLIES AND REDUCTION IN THE ENERGY CONSUMPTION FOR FOOD TRANSPORT. THIS CODE MAY BE MODIFIED TO REQUIRE DEVELOPERS OF INFILL PROJECTS TO PURCHASE VACANT LOTS AND MAKE THEM AVAILABLE AS COMMUNITY GARDENS FOR NEARBY RESIDENTS.

A COMMUNITY GARDEN, OR ALLOTMENT GARDEN, PROVIDES A LOCUS OF RECREATION AND SOCIABILITY GREATER THAN THAT OF THE PRIVATE YARD, BEING ONE OF THE SO-CALLED THIRD PLACES. THEY ARE ALSO WELCOME BY APARTMENT-DWELLERS WHO MAY ENJOY GARDENING. ALLOTMENT GARDENS CAN BE LARGE ENOUGH TO HOLD HABITABLE SHACKS AS AFFORDABLE SURROGATES FOR RURAL WEEKEND COTTAGES. ALLOTMENT PLOTS ARE NOT SOLD, BUT LET UNDER MUNICIPAL OR PRIVATE ADMINISTRATION.

GREEN ROOFS ARE ALSO OPPORTUNITIES FOR FOOD PRODUCTION, EVEN AS THEY MITIGATE CARBON EMISSIONS AND REDUCE STORM WATER RUNOFF. THEY MAY BE INCENTIVIZED BY GIVING DEVELOPERS BONUSES FOR INSTALLING THEM.

AS TREE PRESERVATION AND PLANTING REGULATIONS ARE INTRODUCED, FRUIT TREES MAY BE INCLUDED AND DESIGNATED FOR LOCAL FOOD PRODUCTION.

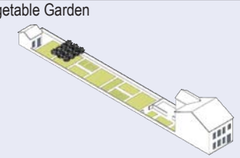
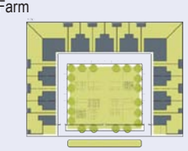
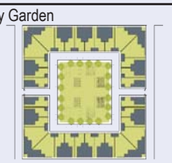
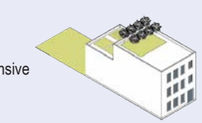
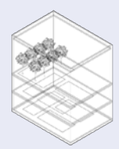
	T1	T2	T3	T4 T2.5	T5		SD	Specific
Farm		▪					▪	
Agricultural Plots		▪	▪				▪	
Vegetable Garden 		▪	▪	▪				
Urban Farm 			▪	▪	▪			
Community Garden 			▪	▪	▪	▪		
Green Roof - Extensive - Semi Intensive - Intensive 		▪	▪	▪	▪	▪	▪	
				▪	▪	▪	▪	
					▪	▪	▪	
Vertical Farm 					▪	▪	▪	

TABLE 20: SUSTAINABILITY - COMPOSTING AND RECYCLING

THIS TABLE MAY BE LOCALLY CALIBRATED AND INCORPORATED INTO TABLE 12 SPECIFIC FUNCTION AND USE. SOME OF THESE FACILITIES MAY BE MARKED ON A REGULATING PLAN AS "REQUIRED" FOR CERTAIN LOCATIONS, OR A PROVISION MAY BE ADDED TO ARTICLE 3 THAT A T-ZONE OR PORTION OF A T-ZONE SHALL HAVE ONE OR MORE SUCH FACILITIES WITHIN IT, THE PRECISE LOCATION TO BE APPROVED BY WARRANT OR VARIANCE.

THE GOAL IS TO MANAGE RESOURCES SUCH THAT THEY ARE REUSED AND RECYCLED WITHOUT WASTE, SO THAT WASTE DOES NOT HAVE TO BE "MANAGED" AND SO THAT ECONOMICALLY VIABLE RESOURCES ARE RECAPTURED OR CREATED FROM THE WASTE STREAM. PLANNING THE LOCATION OF FACILITIES ACCORDING TO THE TRANSECT HELPS ENSURE THAT SOME ARE LOCATED CLOSE TO THE HOMES AND BUSINESSES THEY SERVE, AND OTHERS THAT MAY BE OBTRUSIVE IN URBAN T-ZONES ARE LOCATED IN T2 OR SPECIAL DISTRICTS AS APPROPRIATE.

SUSTAINABILITY GOALS MAY BE ADDED TO THE INTENT SECTION OF THE SMARTCODE. HERE IS AN EXAMPLE TO INDICATE GOALS ASSOCIATED WITH THE COMPOSTING AND RECYCLING TABLE.

1.3.1 THE REGION

I. THAT DEVELOPMENT SHOULD NOT CONTRIBUTE TO WASTE AND POLLUTION AND THEREFORE SHOULD BE DESIGNED FOR REUSE, RECYCLING, AND COMPOSTING.

1.3.2. THE COMMUNITY

J. THAT CIVIC, INSTITUTIONAL, AND COMMERCIAL ACTIVITIES CONTRIBUTE TO THE ECONOMIC AND ENVIRONMENTAL WELL-BEING OF THE ENTIRE COMMUNITY.

K. THAT RESOURCE RECOVERY PARKS SHOULD BE PLANNED AND RESERVED IN COORDINATION WITH THE TRANSECT.

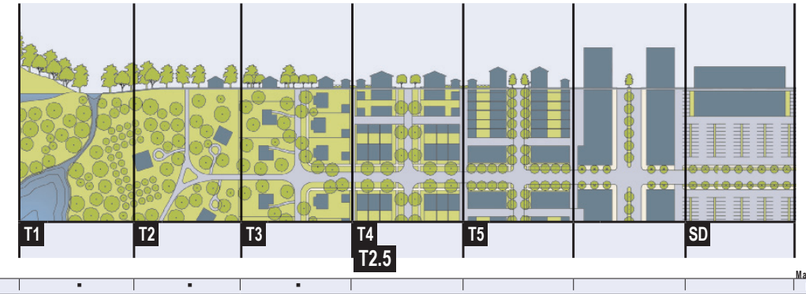
L. THAT REUSE, RECYCLING AND COMPOSTING OPERATIONS ARE ACCESSIBLE AND CONVENIENT AND CONSIDERED AN INTEGRAL PART OF THE LOCAL ECONOMY.

	T1	T2	T3	T4 T2.5	T5		SD
On-Site Organics Processing		▪					▪
Self-Drop Collection Systems		▪					
Optional/Competitive Collection		▪	▪				
Mandatory Curbside Collection				▪	▪	▪	▪
Centralized Composting Systems							▪
Smaller Regional Composting		▪	▪				
On-Site Processing		▪	▪				▪
Re-Use Centers		▪	▪	▪	▪	▪	▪
Recycling Processing Centers		▪	▪	▪	▪	▪	▪
Once-Used Materials Storage		▪	▪				▪
Transfer Stations		▪	▪	▪	▪	▪	▪
Disposal Facilites	Prohibited Across The Transect						

TABLE 21. LIGHT IMPRINT STORM DRAINAGE MATRIX

THIS GLOSSARY CONTAINS THE TERMS FOR THE FIRST THREE TABLES IN THIS SECTION BUT NOT FOR THE LAST TWO. LIGHT IMPRINT DEFINITIONS ARE AVAILABLE AT WWW.LIGHTIMPRINT.COM. THEY MAY NEED TO BE REVISED FOR CODE PURPOSES.

THIS TABLE SUMMARIZES A COMPREHENSIVE STRATEGY THAT CAN SUPPLEMENT THE BASIC NATURAL DRAINAGE STANDARDS IN THIS VOLUME. THE LIGHT IMPRINT INITIATIVE COORDINATES OVER SIXTY TOOLS AND RESOURCES FOR ENVIRONMENTAL, INFRASTRUCTURAL, AND COST EFFICIENCY CONCERNS. BECAUSE IT IS TRANSECT-BASED, ALL OR PART OF LIGHT IMPRINT MAY BE ADOPTED WITH A SMARTCODE, OR PROVIDED AS AN AUXILIARY SET OF GUIDELINES FOR DEVELOPERS. DEFINITIONS WILL BE NECESSARY FOR SOME TERMS ON THIS TABLE. FULL DESCRIPTIONS OF ALL THE TOOLS, ALONG WITH A COMPREHENSIVE INTRODUCTION AND SET OF CASE STUDIES, ARE LOCATED IN THE FULL LIGHT IMPRINT HANDBOOK. INFORMATION IS AVAILABLE AT WWW.LIGHTIMPRINT.ORG.



	T1	T2	T3	T4 / T2.5	T5		SD	Maint.	Cost
a. PAVING									
Compacted Earth	▪	▪	▪					L	$
Wood Planks	▪	▪	▪					H	$$$
Plastic Mesh/Geomat		▪	▪	▪				L	$
Crushed Stone/Shell		▪	▪	▪				M	$
Cast/Pressed Concrete Paver Block			▪	▪	▪			L	$$
Grassed Cellular Plastic			▪	▪	▪			M	$$$
Grassed Cellular Concrete			▪	▪	▪			M	$$$
Pervious Asphalt			▪	▪	▪			L	$$
Asphalt			▪	▪	▪			L	$
Concrete			▪	▪	▪			L	$$
Pervious Concrete			▪	▪	▪			L	$$
Stamped Asphalt			▪	▪	▪			L	$$$
Stamped Concrete			▪	▪	▪			L	$$$
Pea Gravel				▪	▪			M	$
Stone/Masonry Paving Blocks				▪	▪			L	$$$
Wood Paving Blocks on Concrete					▪			L	$$$
Asphalt Paving Blocks					▪			M	$$
b. CHANNELING									
Natural Creek	▪	▪						L	$
Terracing	▪	▪	▪					M	$$
Vegetative Swale	▪	▪	▪					L	$
Drainage Ditch	▪	▪	▪					L	$
Stone/Rip Rap Channels		▪	▪	▪				L	$$
Vegetative/Stone Swale		▪	▪	▪	▪			L	$
Grassed Cellular Plastic			▪	▪	▪			M	$$$
Grassed Cellular Concrete			▪	▪	▪			M	$$$
Soakaway Trench			▪	▪	▪			M	$$$
Slope Avenue			▪	▪	▪			M	$$$
French Drain			▪	▪	▪			M	$
Shallow Channel Footpath/Rainwater Conveyor			▪	▪	▪			L	$
Concrete Pipe			▪	▪	▪			L	$$
Gutter			▪	▪	▪			L	$$
Planting Strip Trench			▪	▪	▪			L	$
Masonry Trough				▪	▪			L	$$
Canal				▪	▪			H	$$$
Sculpted Watercourse, i.e. cascades					▪			M	$$$
Concrete Trough					▪			L	$$
Archimedean Screw					▪			L	$$$
c. STORAGE									
Irrigation Pond		▪	▪					L	$
Retention Basin with Sloping Bank		▪	▪					L	$$
Retention Basin with Fence		▪	▪	▪				L	$$
Retention Hollow			▪	▪				M	$
Detention Pond			▪	▪				L	$
Vegetative Purification Bed			▪	▪	▪			M	$$
Flowing Park			▪	▪	▪			M	$$
Retention Pond			▪	▪	▪			M	$$
Landscaped Tree Well				▪	▪			L	$$
Pool/Fountain				▪	▪			H	$$$
Underground Vault/Pipe/Cistern-Corrugated Metal				▪	▪			L	$$
Underground Vault/Pipe/Cistern-Precast Concrete				▪	▪			L	$$
Underground Vault/Pipe/Cistern-Cast in place Concrete				▪	▪			L	$$
Grated Tree Well					▪			L	$$
Underground Vault/Pipe/Cistern-Plastic					▪			L	$$$
Paved Basin					▪			M	$$$
d. FILTRATION									
Wetland/Swamp	▪	▪						L	$
Filtration Ponds	▪	▪						L	$$
Shallow Marsh	▪	▪	▪					M	$
Surface Landscape	▪	▪	▪					L	$
Natural Vegetation	▪	▪	▪	▪	▪			L	$
Constructed Wetland		▪	▪					M	$
Bio-Retention Swale		▪	▪					M	$$
Purification Biotope		▪	▪	▪				H	$$
Green Finger		▪	▪	▪	▪			L	$$$
Roof Garden		▪	▪	▪	▪			M	$$$
Rain Garden			▪	▪				M	$$
Detention Pond			▪	▪				L	$
Grassed Cellular Plastic			▪	▪				M	$$$
Grassed Cellular Concrete			▪	▪				M	$$$
Waterscapes				▪	▪			H	$$$

*NOTE - Maintenance is denoted as L=Low, M=Medium and H=High.

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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.) See Section 3.9.

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 440 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 16.* (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. (Alt. definition: rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

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

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.)

BRT: see **Bus Rapid Transit.**

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 16.*

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.

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.

Bus Rapid Transit: a rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

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 Community Unit types addressed in this Code are CLD and TND. Variants of TND *(Article 4)* are called Infill TND. The TOD Community Unit type may be created by an overlay on TND.

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.*

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.*

DDC: Development and Design Center.

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 4C.*

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

Development and Design Center (DDC): 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.

Disposition: the placement of a building on its Lot. *See Table 9 and Table 16.*

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.*

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 16.*

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

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. (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.

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 16.*

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.*

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 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, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. *See Table 10.*

Layer: a range of depth of a Lot within which certain elements are permitted. *See Table 16.*

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 or Infill TND. (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 16.*

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 16.*

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 matching 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 16.*

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. 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 16.*

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

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.*

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 4C.*

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 16.*

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.*

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. S*ee 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.

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. .

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

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.

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

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

TDR Sending Area: an area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

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.

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 4C.*

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 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.*

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 4C.*

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.

Variance: 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).* Variances are usually granted by the Board of Appeals in a public hearing. *See Section 1.5.*

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.**

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