Amendments to the Land Development Code providing for a new Chapter 10-17, Traditional Neighborhood District, and other related amendments to the Land Development Code and City Code

CHAPTER 10-17 TRADITIONAL NEIGHBORHOOD DISTRICT

Note: This entire Chapter was adopted by Ordinance No. 2007-42, 11-20-2007.

DIVISION 10-17-001 TRADITIONAL NEIGHBORHOOD DISTRICT

The Traditional Neighborhood District is modeled on the contents and structure of the SmartCode. The SmartCode is a model unified land development code that incorporates Smart Growth and New Urbanism principles, Transect-based planning, environmental and zoning regulations, and regional, community and building-scaled design outcomes (See Appendix C). Traditional neighborhoods as set forth in Chapter 10-17 Traditional Neighborhood District are defined by 13 elements as described in Appendix C.

The Traditional Neighborhood District established in Chapter 10-17 uses the same numbering system as the SmartCode; therefore, it does not follow the usual format and numbering conventions of the Land Development Code. Where sections of the SmartCode do not apply (for example Article 2, Sector Plans), they are noted as [Reserved] and are available for future use. The SmartCode is also a template for a Form-based Code (See Appendix C). Therefore, while the Traditional Neighborhood District establishes broad parameters and standards for new development inspired by Smart Growth concepts and principles and the SmartCode, it is expected that a Form-based Code required for a new Traditional Neighborhood development will be calibrated to suit local site conditions using the SmartCode as a template.

1.0 GENERAL TO ALL PLANS

1.1 INSTRUCTIONS

1.1.1 The Traditional Neighborhood District as described in Chapter 10-17 shall only apply to land designated as Traditional Neighborhood Development or Mixed-use in the Regional Plan, or other areas of the City as approved by the City Council considered for Infill planning and development.

1.1.2 The Traditional Neighborhood District zoning designation allows greater flexibility in planning and design, and as a consequence, more creative and imaginative development than is typically possible under conventional zoning regulations. Therefore, the performance based standards described elsewhere in this Code (including for example, the District Performance and Capacity Analysis calculations of Chapter 10-04) do not apply to Traditional Neighborhood Districts, except as specifically provided in Section 10-04-004-0004 where special resource protection standards for Traditional Neighborhood Districts are established.

1.2 INTENT AND PURPOSE

1.2.1 The Traditional Neighborhood District (TND) zoning designation is intended to provide options and standards for development that emphasize the features of Traditional Neighborhoods. As such, the Traditional Neighborhood District is intended to accommodate, encourage and promote innovatively designed developments involving residential and non-residential land uses, which together form an attractive and harmonious Mixed Use development with an internally consistent hierarchy of building and street types using Traditional Neighborhood design principles. Such a development may be designed as a large scale separate entity able to function as an individual neighborhood (See Section 3.0 New Community Plans), or as a smaller scale urban Infill project (See Section 4.0 Infill Community Plans). This Section therefore provides alternatives to the
requirements of the Subdivision Regulations in Chapter 10-11, and the other zoning districts and regulations in the Chapters of this Code.

1.2.2 This Traditional Neighborhood District Chapter recognizes that the suburban development pattern of the late twentieth century has produced a separation of land uses, excessive vehicular trip generation, inefficient public transportation, and infrastructure costs that exceed available resources. It is the intent of Chapter 10-17 to provide for a sustainable urban development pattern that can for example, reduce trip demand, infrastructure costs, promote walkability and a healthy lifestyle, and create more viable communities by adapting the land development principles that guided our country’s first settlements, towns, cities and suburbs. The components of good Traditional Neighborhood development as promoted by the Congress for the New Urbanism are provided in Appendix C.

1.2.3 The purpose of the Traditional Neighborhood District therefore, is to assist in the fulfillment of the goals, objectives and policies of the Regional Plan, and to enable and encourage development within the City of Flagstaff consistent with the Smart Growth principles set forth in Appendix C.

1.3 APPLICABILITY.

1.3.1 The provisions of Chapter 10-17 are activated by "shall" when required; "should" when recommended; and "may" when optional.

1.3.2 The Traditional Neighborhood District shall only be applied to land designated as Traditional Neighborhood Development or Mixed Use in the Regional Plan or areas of the City as approved by the City Council considered for Infill planning and development.

1.3.3 The requirements of Chapter 10-17 shall apply to all new subdivisions, developments and new land uses on property designated with the Traditional Neighborhood District (TND) zoning designation after January 18, 2007, instead of the applicable provisions of the Land Development Code, except where this Section explicitly defers to specific requirements of the Land Development Code. Where a provision in the Traditional Neighborhood District varies from the regulations provided in other codes, ordinances, regulations, and standards of the City of Flagstaff, (collectively, “Existing Local Codes”) except the local codes and ordinances addressing health and safety matters, the provisions in the Traditional Neighborhood District and its associated Form-based Code shall govern.

1.3.4 In the event of any conflict or inconsistency between the provisions of Chapter 10-17 and any applicable state or federal law, rule or regulation governing similar subject matter, the state or federal law, rule or regulation shall control.

1.3.5 Capitalized terms used throughout Chapter 10-17 may refer to Section 10-14-005-0001 Definitions of Terms for Traditional Neighborhood Districts. This Section contains regulatory language that is integral to Chapter 10-17. Those terms not defined in Section 10-14-005-0001 Definitions of Terms for Traditional Neighborhood Districts shall have their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those associated with Chapter 10-17 shall take precedence.

1.3.6 For the purposes of these regulations upon application by a property owner or the City, and adoption by the City Council, the Traditional Neighborhood District zoning designation shall apply to:

a. A Mixed Use walkable and compact New Community with a minimum site area of forty (40) contiguous acres as defined in Section 3.3; or
b. An Infill Community with a minimum site area of ten (10) contiguous acres as defined in Section 4.2.2; or

c. A smaller site may be rezoned to the Traditional Neighborhood District if the City Council determines that:

i. The intent and purpose (See Section 1.2) of the Traditional Neighborhood District can still be achieved on the smaller property or by including surrounding adjacent development into the Traditional Neighborhood District; or

ii. The project will provide an appropriate and logical extension of an existing Infill Community that was developed in compliance with this Section; or

iii. Development in compliance with this Section will more appropriately respond to sensitive environmental conditions, surrounding community character, or issues of consistency with the Regional Plan than the City zoning regulations would otherwise allow; or

d. An existing Infill Community or Character District identified by the City Council for redevelopment.

1.3.7 A Traditional Neighborhood District established for either a New Community or Infill Community shall be developed according to comprehensive and detailed plans and supporting documents formulated as a Form-based Code, as well as the Principles of Traditional Neighborhood development described in Appendix C. While the Traditional Neighborhood District provides the overall framework of standards and rules for development, a Form-based Code is also required to specifically calibrate the general standards of the Traditional Neighborhood District. The Form-based Code shall include the elements listed in Section 5.1.3.

1.4 TRADITIONAL NEIGHBORHOOD DISTRICT REZONING APPROVAL PROCESS

1.4.1 An application for rezoning a property to the Traditional Neighborhood District shall follow the process, procedures and submittal requirements established in Section 10-10-004-0011 (TRADITIONAL NEIGHBORHOOD DISTRICT REZONING APPROVAL PROCESS).

1.4.2 The standards for each Community type and the standards for each Transect Zone within the Community shall be determined through a process of public consultation (including design Charrettes), with final approval by the City Council. Once the Traditional Neighborhood District has been approved with its associated Regulating Plan and Form-based Code, and as necessary required public infrastructure accepted by the City as part of the platting process for the development, a developer or property owner may file for Development Review Board and construction permit approval without further public consultation. However, if the approved plan is subject to change, the requirements of Section 1.5 shall apply.

1.4.3 The effect of rezoning and designating a site with the Traditional Neighborhood District zoning designation is to allow the filing and approval of one or more Preliminary Plats in compliance with Division 10-11-007 (Preliminary Plat Submittal), followed by City review and issuance of any other City permits required for development. As established in Section 1.6, no Conceptual Plat review process is required for applications for Traditional Neighborhood designation provided that the minimum requirements for a Preliminary Plat are submitted either on the Regulating Plan or the Preliminary Plat. No tree removal or development (grading or other construction) is allowed on a site within the Traditional Neighborhood District until the City has approved a Final Plat, Regulating Plan and Form-based Code, and issued applicable grading or building permits to authorize construction.
1.5 AMENDMENTS AND DEVIATIONS
1.5.1 An amendment to, or deviation from, the originally approved Traditional Neighborhood District shall follow the procedures established in Section 10-10-004-0011D.

1.6 INCENTIVES
1.6.1 To encourage the use of the Traditional Neighborhood District, the City Council shall grant the following incentives, to the extent authorized by State law:

a. With an application for a Traditional Neighborhood District, separate Development Review Board review of a Conceptual Plat is no longer necessary as it will be combined with the review for the Traditional Neighborhood District. Similarly, an application for a Preliminary Plat and Regulating Plan with its associated Form-based Code may be considered together. This has the advantage of reducing the amount of time required for project review and reduces otherwise applicable fees.

b. A request for rezoning may occur concurrent with the request for Regional Plan amendment to the Traditional Neighborhood or Mixed Use land use designation.

c. Following approval of the Traditional Neighborhood District, all applications for site plan and architectural review shall be reviewed by the City Architect and processed through the Development Review Board subject to the reduced fees established in Appendix B.

d. Reductions in the natural resources calculations for forest resources shall comply with the provisions of Section 10-04-004-0004.

1.7 TRANSECT ZONES
1.7.1 The Traditional Neighborhood District is based on the delineation of Transect Zones. Transect Zones or “T”-zones are ordered from the most natural to the most urban as illustrated in Table 17l. Chapter 10-17 and the SmartCode are based upon six (6) Transect Zones which describe the physical character of place at any scale according to the density and intensity of Urbanism.

2.0 [RESERVED]

3.0 NEW COMMUNITY PLANS

3.1 INSTRUCTIONS
3.1.1 This Section provides the standards for New Community Plans to be addressed and incorporated into a Form-based Code and Regulating Plan for a proposed Traditional Neighborhood District development. The Form-based Code should incorporate the structure and content of the SmartCode, specifically Article 3, New Community Plans, and it must calibrate these standards to address for example, specific topographical, environmental, site layout and design constraints unique to that site or its location within the City. The standards provided in Section 3.0 are minimum requirements. The Form-based Code for a New Community may also incorporate more restrictive design principles and standards than those established in Section 3.0, provided they are consistent with the principles of Smart Growth and Traditional Neighborhood development (Refer to Appendix C). The resulting New Community Plan is then regulated by those standards.
3.1.2 New Community Plans shall be prepared in a process of public consultation (including design Charrettes), and shall require approval by the City Council following the procedures established in Section 1.4. Once the City Council approves a Traditional Neighborhood District for a New Community, the Zoning Map shall be amended to include the new Traditional Neighborhood District. Within the Traditional Neighborhood District, the adopted Form-based Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.

3.1.3 New Community Plans may be prepared by a landowner, a developer, or by the City.

3.1.4 New Community Plans shall include a Regulating Plan consisting of one or more maps and/or descriptive narratives showing the following consistent with the standards described in Chapter 10-17:
   a. Transect Zones
   b. Civic Zones
   c. Thoroughfare network
   d. Special Districts, if applicable
   e. Special Requirements, if applicable
   f. Numbers of any Variances and amendments approved by the City Council.

3.2 SEQUENCE OF COMMUNITY DESIGN

3.2.1 Before planning and design commences, a comprehensive site analysis examining a site’s physical properties, amenities, special opportunities and constraints, character, and neighboring environment is required. Refer to 10-10-004-0011B-2 for details on submittal requirements.

3.2.2 New Community Plans shall structure the site using one or several Pedestrian Sheds. The design and layout of the New Community shall respond to the existing conditions of the site, adjacent developments, connecting Thoroughfares, natural features and man-made features identified in the comprehensive site analysis.

3.2.3 The site or any Community may be smaller than its associated Pedestrian Shed. See Table 17h.

3.2.4 New Community Plans shall allocate Transect Zones, Civic Zones, and Densities as specified within each Pedestrian Shed.

3.2.5 Remnants of the site outside the Pedestrian Sheds shall be assigned to Transect Zones, Civic Space, or Special Districts.

3.2.6 The Thoroughfare network in New Community Plans shall be designed according to the provisions of Section 3.8 and Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications. Arterial roads shall be designed and constructed in accordance with the Regional Plan, and should be located on the periphery of a proposed New Community.

3.2.7 New Community Plans shall be detailed with any applicable Special Requirements described in Section 3.9.

3.2.8 New Community Plans shall include a set of Building Design Standards prepared in accordance with the requirements of Section 5.0.
3.3 NEW COMMUNITY – TRADITIONAL NEIGHBORHOOD DEVELOPMENT

3.3.1 A New Community Traditional Neighborhood development shall:
   a. Be structured by one Standard or Linear Pedestrian Shed, and shall be no less than forty (40) contiguous acres and no more than one-hundred and sixty (160) acres.
   b. Include Transect Zones as allocated in Table 14a.
   c. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements as specified in Table 14a. The simultaneous planning of adjacent parcels is encouraged.
   d. In the T-4 General Urban Zone a minimum Residential mix of three Building Placement types shall be required, selected from Table 9. No single Building Placement type may represent more than sixty (60) percent of the total number of units.
   e. Based on the site analysis completed for the proposed Traditional Neighborhood District, land appropriate for dedication to the public, such as areas of steep slope or floodplains, shall be permanently allocated to a T1 Natural or T2 Rural Zone. The Planning Director may recommend, and the City Council may approve, a greater percentage of the site to be allocated to a T1 Natural or T2 Rural Zone based upon existing site conditions such as topographical constraints or existing tree resources.

3.4 TRANSECT ZONES

3.4.1 Transect Zones shall be assigned and mapped on each New Community Plan according to the percentages allocated in Table 14a.

3.4.2 In accordance with the Intent and Purpose (Section 1.2) and the standards summarized in Table 14, a Transect Zone may include any of the elements indicated for its Transect-zone number.

3.5 CIVIC ZONES

3.5.1 General
   a. Civic Zones dedicated for public use shall be required for each Traditional Neighborhood District and shall be designated on the Regulating Plan as Civic Space (CS) and/or Civic Building (CB).
   b. Civic Space zones are public sites permanently dedicated to Civic Space as described in Table 13. If the City chooses not to accept dedication of these Civic Space Zones, then a home owners association or similar entity shall be responsible for maintenance, liability, etc.
   c. Civic Building zones are sites dedicated for buildings generally operated by non-profit organizations dedicated to culture, religion or education, government, transit, and municipal parking, or for a use approved by the City Council.
   d. The amount of required parking for Civic Zones shall be determined as part of the review and approval of a Regulating Plan and Form-based Code for the New Community.

3.5.2 Civic Uses Specific to T1 and T2 Zones
   a. Civic Buildings and Civic Spaces are permitted within T1 Natural and T2 Rural Zones.

3.5.3 Civic Space (CS) Specific to T3-T5 Zones
   a. Each Pedestrian Shed shall assign at least five (5) percent of its Urbanized area to Civic Space.
b. Civic Spaces shall be designed as generally described in Table 13 and distributed throughout Transect Zones as described in Table 14e.

c. Those portions of the T1 Natural Zone that occur within a development site shall be included in the Civic Space allocation, and shall conform to the Civic Space types specified in Tables 13a or 13b.

d. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within eight-hundred (800) feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments, or as other circumstances dictate otherwise. A Main Civic Space shall conform to one of the types specified in Tables 13b, 13c, or 13d.

e. A Civic Space designed and equipped as a Playground shall be provided within one thousand (1,000) feet of every Residential Lot. A Playground shall conform to Table 13e.

f. Each Civic Space shall have a minimum of forty (40) percent of its perimeter fronting a Thoroughfare, except for Parks forming the edge of a neighborhood(s) and Playgrounds.

g. Parks are encouraged, and may be permitted in the T4 General Urban and T5 Urban Center Transect Zones.

3.5.4 Civic Buildings (CB) Specific to T3-T5 Zones

a. A Meeting Hall or a Third Place is required in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage should be equipped with a shelter and bench for a transit stop.

b. One Civic Building Lot should be reserved for a public or private school (K-12) serving the neighborhood. The school site may be located within any T3 Sub-Urban, T4 General Urban or T5 Urban Center Transect Zone.

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

d. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.

e. Civic Buildings shall be subject to the standards of Section 5.0, Building Design Standards. The design of Civic Buildings shall be approved by the City Architect and the Development Review Board in accordance with the procedures and standards established in Section 10-10-004-0003 DEVELOPMENT OR SITE PLAN REVIEW.

3.6 SPECIAL DISTRICTS

3.6.1 Special District designations shall be assigned to areas that by their intrinsic size, Use, or Configuration, cannot conform to the requirements of any Transect Zone, or combination of zones.

3.6.2 Special Districts proposed in a New Community shall be governed by the standards established in Table 16 of the Form-based Code and the Regulating Plan approved for the Traditional Neighborhood District for that New Community.

3.7 DENSITY CALCULATIONS

3.7.1 Net Site Area is the portion of the site on which development is permitted by Chapter 10-17 (i.e. T1 Natural and T2 Rural Transect Zones are excluded from Net Site Area). The Net Site Area
shall be allocated to the various Transect Zones according to the parameters specified in Table 14a.

3.7.2 Density is expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14b. For the purposes of Density calculation, the area of each Transect Zone includes the Thoroughfares in the T3 Sub-Urban, T4 General Urban and T5 Urban Core Transect Zones, except for arterials as defined in the Regional Plan and Thoroughfares in exclusively commercial areas. Land allocated to Civic Zones is also excluded from the site area for Density calculations.

3.7.3 There is a close relationship between building form and Density, and as a result the residential and other Uses for each Transect Zone will be further adjusted at the building scale according to Tables 9 and 10, and the provisions of Section 5.9 of the SmartCode (See Section 5.0).

3.8 THOROUGHFARE STANDARDS

3.8.1 General

a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.

b. Thoroughfares generally consist of Vehicular Lanes (and where appropriate Bicycle Lanes), and Public Frontages (Table 4A).

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. Alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its length.

d. Within the more rural Transect Zones (T1 and T2), pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of the vehicle.

e. 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 shall be decided in favor of the pedestrian.

f. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 14c.

g. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to Thoroughfares on adjacent sites or developments. Cul-de-sacs may be permitted only to accommodate specific site conditions, such as when justified by natural topographical constraints when all other design options have been exhausted.

h. Each Lot shall Front a vehicular Thoroughfare, except that up to twenty (20) percent of the Lots within each Transect Zone may Front a Passage.

i. The standards for Thoroughfares within Traditional Neighborhood Districts are provided in Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications.
j. The standards for Thoroughfares within Special Districts are provided in Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications.

3.8.2 Vehicular Lanes
a. Thoroughfares may include Vehicular Lanes in a variety of widths for parked and moving vehicles, including bicycles. The standards for Vehicular Lanes are established in Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications.

b. A bicycle network consisting of Bicycle Trails (BT), Bicycle Routes (BR) and Bicycle Lanes (BL) should be provided throughout the Traditional Neighborhood District as allocated in Table 14d. The bicycle network shall be connected to existing or proposed trail networks in the Flagstaff Urban Trail System wherever possible.

3.8.3 Public Frontages.
a. General to all Transect Zones (T1-T5)
   i. The Public Frontage contributes to the character of the Transect Zone, and includes a combination of the types of Sidewalk, Curb, Planter, Bicycle Lanes, and street trees.
   ii. Public Frontages shall be designed as shown in Table 4A and 4B, and allocated within Transect Zones as specified in Table 14d.
   iii. Within the Public Frontages the prescribed types of Public Planting and Public Lighting shall conform to the Form-based Code developed for the Traditional Neighborhood District.

b. Specific to Transect Zones T1, T2 and T3
   i. The Public Frontage (Table 4A) shall include trees of various species suitable to Flagstaff’s natural environment, clustered in a natural manner, with other appropriate landscape materials.
   ii. The introduced landscape shall consist of native and adaptive species requiring minimal irrigation, fertilization and maintenance (Refer to Title 18 of the City of Flagstaff Engineering Standards).

c. Specific to Transect Zones T4 and T5
   i. The Public Frontage (Table 4A) shall include trees of various species suitable to Flagstaff’s natural environment, 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.
   ii. At Retail Frontages the spacing of the trees may be irregular to avoid obscuring Shopfronts.
   iii. Introduced landscape materials shall consist primarily of durable species tolerant of soil compaction, and requiring minimal irrigation, fertilization and maintenance. (Refer to Title 18 of the City of Flagstaff Engineering Standards).

3.9 SPECIAL REQUIREMENTS
3.9.1 A New Community Plan shall designate any of the following applicable Special Requirements:

a. Mandatory and/or recommended Gallery Frontages 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. See Table 7.

b. Coordinated Frontages requiring that the Public Frontage (Table 4A) and Private Frontage (Table 7) shall be coordinated as a single, coherent landscape and paving design.
c. Mandatory or recommended Terminated Vista locations requiring or advising that the building should be provided with architectural articulation of a type and character that responds to the location.

d. Cross block Passages requiring a minimum eight (8) foot-wide pedestrian access to be reserved between buildings.

e. Identify the national, state or local designation of historic buildings or structures and other heritage resources. Any addition to or modification of a historic building or structure that has been designated as such by the Historic Preservation Commission or is actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Historic Preservation Commission.

f. Provide standards and locations for street vendors such as mobile carts, information kiosks, entertainment and other outdoor temporary uses.

4.0 INFILL COMMUNITY PLANS

4.1 INSTRUCTIONS

4.1.1 This Section provides the standards for Infill Community Plans (“Infill Plans”) to be addressed and incorporated into a Form-based Code and Regulating Plan for a proposed Traditional Neighborhood. An Infill Community Plan is different from a New Community Plan (See Section 3.0) because it provides for the redevelopment or Infill of a project within existing Urban fabric where infrastructure is already in place. This is an important component of planning policy as described in the Regional Plan. Areas considered for Infill planning are typically located close to the center of an Urban region or within areas of existing Urbanism so that public services do not have to be extended to more distant locations, land is conserved on the periphery of the Urban area, and neglected Urban areas are invigorated.

4.1.2 The Form-based Code should incorporate the structure and content of the SmartCode, specifically Article 4, Infill Community Plans, and it shall calibrate these standards to address for example, specific topographical, environmental, site layout and design constraints unique to that site, and its urban context and location within the City. The standards provided in Section 4.0 are minimum requirements. The Form-based Code for an Infill Community may also incorporate more restrictive design principles and standards than those established in this Section, provided they are consistent with the principles of Smart Growth and Traditional Neighborhood development (Refer to Appendix C). The resulting Infill Community Plan is then regulated by those standards.

4.1.3 The City shall prepare or have prepared on its behalf, Infill Plans to guide further development.

4.1.4 Infill Plans shall be prepared in a process of public consultation (including design Charrettes), and shall require approval by the City Council following the procedures established in Section 1.4. The requirements of an approved Infill Plan (i.e. its Regulating Plan and associated Form-based Code) shall be mandatory within the area subject to that plan. Once the City Council approves a Traditional Neighborhood District for an Infill Community, the Zoning Map shall be amended to include the new Traditional Neighborhood District.

4.1.5 Infill Plans shall identify, assign and follow the requirements of the Community types described in Section 4.3.
4.1.6 Infill Plans shall indicate the outline(s) of the Pedestrian Shed(s). Pedestrian Shed types include Standard, Linear, and Network as defined in Division 10-14-005 Definitions of Terms for Traditional Neighborhood Districts. Network Pedestrian Sheds shall be used in Infill planning whenever possible.

4.1.7 Infill Plans shall identify and assign Transect Zones and Civic Zones within each Community as described in Sections 4.4 and 4.5 based upon an analysis of existing conditions and future needs, and completed in conjunction with citizen participation, including design Charrettes.

4.1.8 Infill Plans shall include a Regulating Plan consisting of one or more maps showing the various Transect Zones, Civic Zones and Special Districts for the Community, and assigning the Special Requirements as provided in Section 4.8.

4.1.9 For any Infill site of at least forty (40) contiguous acres, a landowner, developer or the City may initiate the preparation of a New Community Plan subject to Section 3.0 (other than the minimum acreage requirements).

4.1.10 Within the Traditional Neighborhood District approved for an Infill Community, property owners shall be subject to the provisions of Section 5.0 Building Design Standards, in accordance with any Transect Zones and Special Requirements mapped in the Regulating Plan.

4.1.11 Any urbanized land outside the Pedestrian Shed(s) but within an Infill Plan shall be designated as one or more Transect Zones, Civic Zones (CS or CB), or Special Districts. See Table 17I.

4.2 SEQUENCE OF COMMUNITY DESIGN

4.2.1 Before planning and design commences for an Infill site, comprehensive site analysis examining the site’s and planning area’s physical properties, amenities, special opportunities and challenges, character, and urban context shall be performed.

4.2.2 Infill Community Plans shall structure the site using one or several Pedestrian Sheds. The design and layout of the New Community shall respond to the existing conditions of the site, adjacent developments, urban context, connecting Thoroughfares, and the natural- and man-made features identified in the comprehensive site analysis.

4.2.3 The Infill site or any Community may be smaller than its associated Pedestrian Shed. (See Table 17h).

4.2.4 Infill Community Plans shall allocate Transect Zones, Civic Zones, and Densities as specified within each Pedestrian Shed.

4.2.5 Remnants of the Infill Plan outside the Pedestrian Sheds shall be assigned to Transect Zones, Special Districts, or Civic Zones.

4.2.6 Infill Community Plans shall lay out the Thoroughfare network according to the provisions of Section 3.8 and Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications.

4.2.7 Infill Community Plans shall be detailed with any applicable Special Requirements described in Section 4.8.

4.2.8 Infill Community Plans shall include a set of Building Design Standards prepared in accordance with the requirements of Section 5.0.
4.3 COMMUNITY TYPES
4.3.1 Infill Plans shall consist primarily of the following Community types as approved by the City Council.

4.3.2 Infill Traditional Neighborhood
a. An Infill Traditional Neighborhood shall be an Urbanized area of at least ten (10) acres structured as part of a Standard Pedestrian Shed, which may be adjusted to a Network Pedestrian Shed oriented around one or more existing or planned Common Destinations.
b. The edges of an Infill Traditional Neighborhood should blend into adjacent neighborhoods and/or the Downtown through consistency of land uses and building forms, and without Buffers.

4.3.3 [Reserved]

4.4 TRANSECT ZONES
4.4.1 Transect Zone standards for Infill Plans should be assigned to Table 14 based on a survey of exemplary conditions identified within the Community and guided by Table 17.

4.4.2 In accordance with the Intent and Purpose (Section 1.2) and the standards summarized in Table 14, a Transect Zone may include any of the elements indicated for its Transect-zone number.

4.5 CIVIC ZONES
4.5.1 General
a. Infill Plans shall designate Civic Space (CS) and Civic Buildings (CB).

4.5.2 Civic Space (CS)
a. Civic Spaces shall be generally designed as described in Table 13 according to the surrounding or adjacent Transect Zone.

4.5.3 Civic Buildings (CB)
a. Civic Buildings may be approved in any Transect Zone within Civic Zones reserved for Civic Buildings.
b. Civic Buildings shall be subject to the standards of Section 5.0, Building Design Standards. The design of Civic Buildings shall be approved by the City Architect and Development Review Board in accordance with the procedures and standards established in Section 10-10-004-0003 DEVELOPMENT OR SITE PLAN REVIEW.

4.6 SPECIAL DISTRICTS
4.6.1 Special Districts are areas dedicated for certain uses that by virtue of their intrinsic size, Use or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Special Districts, if necessary, shall be created and established by the City or developer in the process of preparing an Infill Plan or Traditional Neighborhood development.

4.6.2 Special Districts proposed in an Infill Community shall be governed by the standards established in Table 16 of the Form-based Code and the Regulating Plan approved for the Traditional Neighborhood District for that Infill Community.

4.7 PRE-EXISTING CONDITIONS
4.7.1 Existing buildings and structures that do not conform to the provisions of Chapter 10-17 may continue in use subject to the provisions of Division 10-10-005, Nonconformities.

4.7.2 The modification of existing buildings consistent with the Intent and Purpose (Section 1.2) of the Traditional Neighborhood District is encouraged and permitted By Right if such changes result in
greater conformance with the Form-based Code and Regulating Plan for the Traditional Neighborhood.

4.7.3 Where buildings exist on adjacent lots, a proposed building may match one or the other of the adjacent Setbacks and heights as defined on the Regulating Plan, rather than the provisions of Chapter 10-17.

4.7.4 Any addition to or modification of a historic building or structure that has been designated as such by the Historic Preservation Commission or is actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Historic Preservation Commission.

4.7.5 The restoration or rehabilitation of an existing building or structure excluding additions shall not require the provision of (a) parking in addition to that which is existing, or (b) on-site stormwater retention/detention in addition to that existing, except to the extent required by City of Flagstaff stormwater regulations. Existing parking requirements that exceed the parking requirements established in Chapter 10-17 may be reduced as provided in Tables 10 and 11.

4.8 SPECIAL REQUIREMENTS

4.8.1 An Infill Plan shall designate any of the following applicable Special Requirements:

a. Thoroughfares designated as A-Grid and B-Grid Thoroughfares. Buildings along the A-Grid shall be held to the highest standard of Chapter 10-17 in support of pedestrian activity. Buildings along the B-Grid may allow less pedestrian-oriented standards and Residential Uses on the first floor provided the overall intent and purpose of the Traditional Neighborhood District is not weakened. The frontages assigned to the B-Grid shall not exceed thirty (30) percent of the total length of Frontages within a Pedestrian Shed.

b. Mandatory or recommended Retail Frontages 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 seventy (70) percent glazed in clear glass and shaded with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the second Layer. (See Table 17d).

c. Mandatory and/or recommended Gallery Frontages 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. See Table 7.

d. Coordinated Frontages requiring that the Public Frontage (Table 4A) and Private Frontage (Table 7) shall be coordinated as a single, coherent landscape and paving design.

e. Mandatory or recommended Terminated Vista locations requiring or advising that buildings should be provided with architectural articulation of a type and character that responds to the location.

f. Cross block Passages requiring a minimum 8-foot-wide pedestrian access to be reserved between buildings on the first floor.

g. Identify national, state or local designation of historic buildings or structures and other heritage resources. Any addition to or modification of a historic building or structure that has been designated as such by the Historic Preservation Commission or is actually or potentially eligible for inclusion on a state, local or national historic register, including without limitation the architectural harmony (similar materials, window proportions, color
range, mass/void ratio, roof type and pitch), shall be subject to approval by the Historic Preservation Commission.

h. Provide standards and locations for street vendors such as mobile carts, information kiosks, entertainment and other outdoor temporary uses.

5.0 BUILDING DESIGN STANDARDS

5.1 INSTRUCTIONS

5.1.1 This Section provides the requirements for Traditional Neighborhood developments at the finest scale, i.e. the site and the building. These requirements are also the essential building blocks for good Urbanism that need to be addressed and incorporated into the Form-based Code and Regulating Plan for the proposed Traditional Neighborhood development. The Form-based Code should be based on the structure and content of the SmartCode, specifically Article 5, Building Scale Plans. The proposed Form-based Code must also calibrate these standards to address for example, specific topographical, environmental, site layout, and design constraints unique to the site or its location within the City.

5.1.2 All Traditional Neighborhood Districts shall at a minimum comply with the general design guidelines established in Chapter 10-16, and shall maintain and support Flagstaff’s design traditions and unique mountain architectural vernacular. The Form-based Code submitted with an application for a Traditional Neighborhood District shall demonstrate that the architectural vernacular selected for the development and coded in the Form-based Code meets or exceeds the provisions of Chapter 10-16 and supports Flagstaff’s design traditions and unique mountain architectural vernacular. In addition, the Form-based Code for each Traditional Neighborhood development shall be calibrated to suit unique site, environmental and contextual characteristics, yet each Form-based Code and Traditional Neighborhood District will be consistent in terms of structure and content based on the provisions of Chapter 10-17 and Article 5 of the SmartCode.

5.1.3 The Form-based Code submitted in conjunction with an application for Traditional Neighborhood District approval, shall include the following in compliance with the standards described in Article 5, Building Scale Plans, in the SmartCode:

a. Illustrative Plan
b. Regulating Plan
c. Documents detailing Urban Design Standards addressing the following;
   i. Building Placement (i.e. Building “Disposition” as used in the SmartCode), including for example:
      • Building setbacks
      • Basic building types (See Tables 9 and 17)
      • Lot width
      • Lot coverage
      • See also Section 5.6 of the SmartCode
   ii. Building Configuration, including for example:
      • Private Frontages
      • Standards for Layers
      • Building Height
      • Massing
      • Principal Buildings
      • Outbuildings
      • See also Section 5.7 of the SmartCode
iii. Building Use and Density (Note that the SmartCode uses the term “Function” to describe “Use”), including for example:
   • See Section 5.8 and Table 12 of the SmartCode

iv. Parking standards, including for example:
   • See Tables 10 and 11 of the SmartCode

v. Architectural standards, including for example:
   • Building materials and colors
   • Streetscreens
   • Details on openings such as doors and windows
   • Roof details
   • Fence details

vi. Sign standards, including for example:
   • Details on sign type, size, illumination, number of permitted signs, material, etc.

vii. Landscape standards, including for example:
   • Species recommendations
   • Tree, shrub and ground cover quantities
   • Spacing requirements, if applicable
   • Requirements for compensatory landscaping, if applicable
   • Impermeable surface standards

viii. Lighting standards (i.e. “Ambient” standards as used in the SmartCode), including for example:
   • Number and type of light fixtures
   • Allowable lumens per fixture consistent with Chapter 10-08 of this Code

ix. Thoroughfare or street standards, including for example:
   • Right-of-Way width
   • Travel lane and parking lane widths
   • Sidewalk widths
   • Parkway widths
   • Bicycle lane widths, if applicable
   • Thoroughfare landscaping standards

x. Environmental and Resource standards, including for example:
   • Floodplains
   • Steep slope areas
   • Single trees or tree clusters that should be preserved
   • Rock outcrops

xii. Special Requirements, including for example:
   • Mandatory or recommended Retail Frontage
   • Mandatory or recommended Gallery Frontage
   • Designated Coordinated Frontages
   • Mandatory or recommended Terminal Vista locations
   • Designation of historic or heritage resources
5.1.4 The required standards described in Section 5.1.3 above shall be applied to all Transect Zones based on the structure and content of Article 5 of the SmartCode.

5.1.5 In addition to the requirements of Section 5.1.3, the Form-based Code for a Traditional Neighborhood District should promote the achievement of LEED certification (Leadership in Energy and Environmental Design) by the US Green Building Council for all Residential and Mixed Use buildings. Also, LEED-ND certification (Leadership in Energy and Environmental Design for Neighborhood Development) for the Traditional Neighborhood should be pursued.

5.1.6 The standards provided in this Section 5.0 are minimum requirements. More restrictive standards consistent with the principles of Smart Growth and Traditional Neighborhood development (Refer to Appendix C) may be established in the Form-based Code for the Traditional Neighborhood.

5.2 REVIEW

5.2.1 Following approval of the Traditional Neighborhood District, all applications for site plan and architectural review shall be reviewed by the City Architect and through the Development Review Board to ensure consistency with the Regulating Plan and Form-based Code for the Traditional Neighborhood District, subject to the reduced fees established in Appendix B.

6.0 TABLES AND STANDARDS

The Tables and their associated metrics are an integral part of the Traditional Neighborhood District as they provide the standards upon which a Traditional Neighborhood District will be reviewed. The Tables also are an integral component of a Form-based Code and Regulating Plan submitted with an application for a Traditional Neighborhood development. They may be calibrated further within a specific Traditional Neighborhood development and its associated Form-based Code and Regulating Plan provided that it can be demonstrated that further calibration is necessary to address for example, specific topographical, environmental, site layout and design constraints unique to that site or its location within the City.
### TABLE 1: TRANSECT ZONE DESCRIPTIONS
This table describes the intent of each Transect Zone.

<table>
<thead>
<tr>
<th>Transect Zone</th>
<th>General Character</th>
<th>Building Placement</th>
<th>Frontage Types</th>
<th>Typical Building Height</th>
<th>Type of Civic Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1 T-1 NATURAL</td>
<td>Natural forest landscape of the Flagstaff area.</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>Parks, Greenways</td>
</tr>
<tr>
<td>T2 T-2 RURAL</td>
<td>Sparsely settled land in open or cultivated state, including Parks and Open Space areas</td>
<td>Variable setbacks</td>
<td>Not applicable</td>
<td>1- to 2-Story</td>
<td>Parks, Greenways</td>
</tr>
<tr>
<td>T3 T-3 SUB-URBAN</td>
<td>Landscaped yards surrounding detached single-family houses; pedestrians occasionally</td>
<td>Large and variable front and side yard Setbacks</td>
<td>Porches, fences, naturalistic tree planting</td>
<td>1- to 2-Story; occasional 3-Story. Max. height 35 feet</td>
<td>Parks, Greenways, Greens</td>
</tr>
<tr>
<td>T4 T-4 GENERAL URBAN</td>
<td>Mix of Houses, townhouses and small Apartment buildings with some scattered Commercial activity; balance between landscape and buildings; pedestrians present</td>
<td>Shallow to medium front and side yard Setbacks</td>
<td>Porches, fences, Dooryards, Stoops, Forecourts</td>
<td>Max. 4-Story</td>
<td>Squares, Greens</td>
</tr>
<tr>
<td>T5 T-5 URBAN CENTER</td>
<td>Shops mixed with Townhouses, larger Apartment houses; Offices, work place and civic Buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</td>
<td>Shallow or no Setbacks; buildings oriented toward the street defining a continuous street wall</td>
<td>Stoops, Shopfronts, Galleries, Dooryards, Forecourts</td>
<td>2- to 6-Story with some variation</td>
<td>Plazas, Greens, Squares; median landscaping</td>
</tr>
<tr>
<td>T6 T-6 URBAN CORE</td>
<td>Downtown Flagstaff; Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings form a continuous street wall; trees within the public right-of-way; highest pedestrian and street activity</td>
<td>Shallow or no Setbacks; buildings oriented toward the street defining a continuous street wall</td>
<td>Stoops, Dooryards, Forecourts, Shopfronts, and Galleries</td>
<td>Undefined at this time</td>
<td>Plazas and Squares; median landscaping</td>
</tr>
<tr>
<td>TABLE 2: [RESERVED]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 3A: VEHICULAR/PARKING/RIGHT-OF-WAY ASSEMBLIES

This table is provided to assist designers and reviewers in selecting appropriate design specifications for Thoroughfares in Traditional Neighborhood Districts. The table recognizes that different design criteria apply in different Transect zones. Primary design criteria are Movement Type, Design Speed (equivalent to Posted Speed), Travel Lane Width, and Parking Lane Width. Also included are columns for parkway widths and sidewalk widths, which together determine the total Right-of-Way required. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

#### TRANSECTS 1 AND 2 (Natural and Rural Transect)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>SPEED</th>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
<th>PARKING</th>
<th>EDGE</th>
<th>PARKWAY</th>
<th>PATH</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOW</td>
<td>20 mph</td>
<td>8' **</td>
<td></td>
<td>R</td>
<td>5'-10'</td>
<td>8-10'</td>
<td></td>
</tr>
<tr>
<td>FREE</td>
<td>25 mph</td>
<td>9' **</td>
<td></td>
<td>R or C</td>
<td>5'-10'</td>
<td>8-10'</td>
<td></td>
</tr>
<tr>
<td>SPEED</td>
<td>30 mph</td>
<td>10' **</td>
<td></td>
<td>R or C</td>
<td>5'-10'</td>
<td>8-10'</td>
<td></td>
</tr>
<tr>
<td>RURAL</td>
<td>35 mph</td>
<td>11' **</td>
<td></td>
<td>R or C</td>
<td>5'-10'</td>
<td>8-10'</td>
<td></td>
</tr>
</tbody>
</table>

Where a bike lane is provided, the path width can be reduced to 5’.

#### TRANSECT 3 (Sub-Urban Transect)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>SPEED</th>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
<th>PARKING</th>
<th>EDGE</th>
<th>PARKWAY</th>
<th>SIDEWALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>YIELD</td>
<td>20 mph</td>
<td>12' **</td>
<td>7'</td>
<td>C</td>
<td>5'-10'</td>
<td>5' min.</td>
<td></td>
</tr>
<tr>
<td>(Lots &gt;1acre)</td>
<td>20 mph</td>
<td>9'</td>
<td></td>
<td>R or C</td>
<td>5'-10'</td>
<td>5' min.</td>
<td></td>
</tr>
<tr>
<td>SLOW</td>
<td>20 mph</td>
<td>9'</td>
<td>7'</td>
<td>C</td>
<td>5'-10'</td>
<td>5' min.</td>
<td></td>
</tr>
<tr>
<td>FREE</td>
<td>25 mph</td>
<td>10'</td>
<td>8'</td>
<td>C</td>
<td>5'-10'</td>
<td>5' min.</td>
<td></td>
</tr>
<tr>
<td>SPEED</td>
<td>30 mph</td>
<td>10'</td>
<td></td>
<td>R or C</td>
<td>5'-10'</td>
<td>5' min.</td>
<td></td>
</tr>
<tr>
<td>REAR LANE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4'</td>
</tr>
</tbody>
</table>

Where a bike lane is provided, the path width can be reduced to 5’.

#### TRANSECT 4 (General Urban Transect)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>SPEED</th>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
<th>PARKING</th>
<th>EDGE</th>
<th>PARKWAY</th>
<th>SIDEWALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>YIELD</td>
<td>20 mph</td>
<td>12' **</td>
<td>7'</td>
<td>C</td>
<td>5' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>SLOW</td>
<td>20 mph</td>
<td>9'</td>
<td>7'</td>
<td>C</td>
<td>5' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>SLOW (w/45 deg. angle parking)</td>
<td>20 mph</td>
<td>12'</td>
<td>18'</td>
<td>C</td>
<td>7' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>FREE</td>
<td>25 mph</td>
<td>10'</td>
<td>8'</td>
<td>C</td>
<td>5' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>FREE (w/45 deg. angle parking)</td>
<td>25 mph</td>
<td>12'</td>
<td>18'</td>
<td>C</td>
<td>7' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>SPEED</td>
<td>30 mph</td>
<td>10'</td>
<td></td>
<td>R or C</td>
<td>5' min.</td>
<td>6' min.</td>
<td></td>
</tr>
<tr>
<td>ALLEY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RIBBON</td>
</tr>
</tbody>
</table>

Where a bike lane is provided, the path width can be reduced to 5’.

#### TRANSECT 5 (Urban Center Transect)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>SPEED</th>
<th>TRAVEL LANE</th>
<th>BIKE LANE</th>
<th>PARKING</th>
<th>EDGE</th>
<th>FURNISHING</th>
<th>SIDEWALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOW</td>
<td>20 mph</td>
<td>9'</td>
<td>7'</td>
<td>C</td>
<td>5' min.</td>
<td>8' min.</td>
<td></td>
</tr>
<tr>
<td>SLOW (w/45 deg. angle parking)</td>
<td>20 mph</td>
<td>12'</td>
<td>18'</td>
<td>C</td>
<td>5' - 7'</td>
<td>8' min.</td>
<td></td>
</tr>
<tr>
<td>FREE</td>
<td>25 mph</td>
<td>10'</td>
<td>8'</td>
<td>C</td>
<td>5' min.</td>
<td>8' min.</td>
<td></td>
</tr>
<tr>
<td>FREE (w/45 deg. angle parking)</td>
<td>25 mph</td>
<td>12'</td>
<td>18'</td>
<td>C</td>
<td>5' - 7'</td>
<td>8' min.</td>
<td></td>
</tr>
<tr>
<td>SPEED</td>
<td>30 mph</td>
<td>11'</td>
<td></td>
<td>R or C</td>
<td>5' min.</td>
<td>8' min.</td>
<td></td>
</tr>
<tr>
<td>ALLEY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RIBBON</td>
</tr>
</tbody>
</table>

Curb Radius

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>SPEED</th>
<th>Curb Radius with Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>YIELD</td>
<td>20 mph</td>
<td>10'</td>
</tr>
<tr>
<td>SLOW</td>
<td>20 mph</td>
<td>5-10'</td>
</tr>
<tr>
<td>FREE</td>
<td>25 mph</td>
<td>10-15'</td>
</tr>
<tr>
<td>SPEED</td>
<td>30 mph</td>
<td>15-20'</td>
</tr>
<tr>
<td>RURAL</td>
<td>35 mph</td>
<td>25'</td>
</tr>
</tbody>
</table>

**R = Rural edge with Parking**

**C = Curb edge treatment**

**RIBBON = Ribbon Curb (18 inches)**

**Notes:**
1. * In Transects T1 and T2, add 1.5 feet to the travel lane width if curb and gutter is used and there is no on-street parking. Otherwise, all lane dimensions in all other Transects shall be measured to the face of the curb. Where no curb and gutter is provided, the lane dimension shall be to the edge of the asphalt.
2. ** Assumes two-way traffic. The 12’ dimension for a Yield street is a single lane for 2-way traffic when vehicles are parked on both sides.
3. Bike Lanes shall be 4’ adjacent to rural edge, 5’ adjacent to parking, and 5 1/2’ adjacent to curb and gutter measured to the face of the curb. Where cyclists share a travel lane with a car, shared lane marking for bicycles and vehicles shall be provided. Also refer to Section 10-12-012 in the City of Flagstaff Engineering Standards.
4. Bike lanes may also be required where uphill grades exceed 7% or to provide continuity between neighborhoods.
5. Right-of-Way shall be 2’ from back of sidewalk or at the back of sidewalk when adjacent to buildings.
6. Arterial roads as defined in the Regional Plan may be designed as Boulevards (See Table 4A and Section 10-12-012 in the City of Flagstaff Engineering Standards.
7. Thoroughfares shall be designed according to the type of vehicle expected to use each thoroughfare on a daily basis. Occasionally, large vehicles are expected on all Thoroughfares. All Thoroughfares shall allow these vehicles to safely pass without major difficulty. It is expected that large vehicles may cross the centerline when making turning movements.
TABLE 3B: VEHICULAR LANE ASSEMBLIES
Requirements for pedestrian safety and mobility establish Thoroughfare design speed. Design speed then determines the dimensions of each Thoroughfare element, such as Vehicular Lanes and turn radii. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>YIELD</th>
<th>SLOW</th>
<th>FREE</th>
<th>SPEED</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN SPEED</td>
<td>&lt;20 MPH</td>
<td>20 MPH</td>
<td>25 MPH</td>
<td>30 MPH</td>
<td>35 MPH</td>
</tr>
<tr>
<td>NO PARKING</td>
<td><img src="image1" alt="Image" /></td>
<td><img src="image2" alt="Image" /></td>
<td><img src="image3" alt="Image" /></td>
<td><img src="image4" alt="Image" /></td>
<td><img src="image5" alt="Image" /></td>
</tr>
<tr>
<td></td>
<td>T3 Rear Lane 4' 12' 4'</td>
<td>T1 T2 T3 8' 8'</td>
<td>T1 T2 T3 9' 9'</td>
<td>T1 T2 T3 10' 10'</td>
<td>T1 T2 11' 11'</td>
</tr>
<tr>
<td></td>
<td>In T1 and T2 add 1.5 feet if curb and gutter is used and there is no on-street parking.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO PARKING</td>
<td><img src="image6" alt="Image" /></td>
<td><img src="image7" alt="Image" /></td>
<td><img src="image8" alt="Image" /></td>
<td><img src="image9" alt="Image" /></td>
<td><img src="image10" alt="Image" /></td>
</tr>
<tr>
<td>LIMITED PARKING</td>
<td><img src="image11" alt="Image" /></td>
<td><img src="image12" alt="Image" /></td>
<td><img src="image13" alt="Image" /></td>
<td><img src="image14" alt="Image" /></td>
<td><img src="image15" alt="Image" /></td>
</tr>
<tr>
<td>ONE SIDE PARKING</td>
<td><img src="image16" alt="Image" /></td>
<td><img src="image17" alt="Image" /></td>
<td><img src="image18" alt="Image" /></td>
<td><img src="image19" alt="Image" /></td>
<td><img src="image20" alt="Image" /></td>
</tr>
<tr>
<td>TWO SIDE PARKING</td>
<td><img src="image21" alt="Image" /></td>
<td><img src="image22" alt="Image" /></td>
<td><img src="image23" alt="Image" /></td>
<td><img src="image24" alt="Image" /></td>
<td><img src="image25" alt="Image" /></td>
</tr>
</tbody>
</table>
### TABLE 3B: VEHICULAR LANE ASSEMBLIES (Continued)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>YIELD</th>
<th>SLOW</th>
<th>FREE</th>
<th>SPEED</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN SPEED</td>
<td>&lt;20 MPH</td>
<td>20 MPH</td>
<td>25 MPH</td>
<td>30 MPH</td>
<td>35 MPH</td>
</tr>
</tbody>
</table>

#### 2 LANE

- **ANGLE PARKING**
- **MEDIANS WITH PARKING**

<table>
<thead>
<tr>
<th>Design</th>
<th>MEDIAN WITH PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>T4</td>
<td>T5</td>
</tr>
<tr>
<td>18'</td>
<td>24' 18'</td>
</tr>
</tbody>
</table>

45 Degrees

<table>
<thead>
<tr>
<th>Design</th>
<th>MEDIAN WITH PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>T4</td>
<td>T5</td>
</tr>
<tr>
<td>7'</td>
<td>9' 7' 7' 9' 7'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design</th>
<th>MEDIAN WITH PARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>T5</td>
<td></td>
</tr>
<tr>
<td>8'</td>
<td>12' 40' 12' 8'</td>
</tr>
</tbody>
</table>

45 Degrees
### TABLE 3B: VEHICULAR LANE ASSEMBLIES (Continued)

<table>
<thead>
<tr>
<th>MOVEMENT TYPE</th>
<th>FREE</th>
<th>SPEED</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN SPEED</td>
<td>25 MPH</td>
<td>30 MPH</td>
<td>35 MPH</td>
</tr>
</tbody>
</table>

#### 4 LANE

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T1</th>
<th>T2</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T1</th>
<th>T2</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T1</th>
<th>T2</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO PARKING</td>
<td>9’</td>
<td>9’</td>
<td>9’</td>
<td>9’</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWO SIDED PARKING</td>
<td>T4</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
</tr>
<tr>
<td>ANGLE PARKING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEDIANS WITH PARKING</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T5</td>
<td>T4</td>
<td>T5</td>
<td>T5</td>
</tr>
</tbody>
</table>

Optional Median

45 Degrees
TABLE 3C: THOROUGHFARE ASSEMBLIES

The graphic provided below is taken from the SmartCode and is included here as a sample of the type of graphics that should be developed and included within a Form-based Code applied within a Traditional Neighborhood District for Thoroughfare Assemblies specific to that District. Note that the standards provided in this sample may not be consistent with the standards established in Chapter 10-17. These Thoroughfares Assemblies would be developed from the elements that appear in Tables 3A and 3b, and incorporate the Public Frontages from Table 4A. The key gives the Thoroughfare type followed by the Right-of-Way width and pavement width. This table may be calibrated further within a specific Traditional Neighborhood development and its associated Form-based Code.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th>KEY</th>
<th>ST-57-20-BL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thoroughfare Type</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td></td>
</tr>
<tr>
<td>Pavement Width</td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
</tr>
</tbody>
</table>

### THOROUGHFARE TYPES

| Highway:    | HW |
| Bankroad:   | BV |
| Avenue:     | Av |
| Commercial Street: | Cs |
| Dead End:   | DE |
| Street:     | ST |
| Road:       | Rd |
| Nail Head:  | NA |
| Riser Lane: | RL |
| Bridge Rail: | BR |
| Bridge Line: | BL |
| Driveway:   | DR |
| Public Right: | PR |
| Thru Right: | TR |

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.
### TABLE 4A: PUBLIC FRONTAGES - GENERAL

The Public Frontage is the area between the Curb of the Vehicular Lanes and the Frontage Line. Dimensions are provided in Table 4B. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>(RD) For Road:</strong></td>
<td>This Frontage has open Swales drained by percolation and a walking path or Bicycle Trail along one or both sides and parking on one or both sides requiring Yield traffic movements. The landscaping consists of the multiple species arrayed in naturalistic clusters.</td>
</tr>
<tr>
<td><strong>(ST) For Street:</strong></td>
<td>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 species, or alternating species clustered as three or more trees, or alternating species aligned in a regularly spaced Allee.</td>
</tr>
<tr>
<td><strong>(DR) For Drive:</strong></td>
<td>This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved path along one side, related to a Greenway. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single species, or alternating species clustered as three or more trees, or alternating species aligned in a regularly spaced Allee.</td>
</tr>
<tr>
<td><strong>(AV) For Avenue:</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>(CS) (AV) For Commercial Street or Avenue:</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>(BV) For Boulevard:</strong></td>
<td>A Boulevard may correspond to arterial roads as defined in the Regional Plan. It should be designed to accommodate bicycles. This Frontage has Access 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.</td>
</tr>
<tr>
<td><strong>(RA) For Rear Alley:</strong></td>
<td>This Frontage is located to the rear of Lots. It consists of a paved surface and ribbon curb at the edges adjacent to property lines or buildings. Alleys are typically not landscaped.</td>
</tr>
<tr>
<td><strong>(RL) For Rear Lane:</strong></td>
<td>This Frontage is located to the rear of Lots. It consists of a paved surface and compacted gravel or similar material placed on the outer edges. Lanes are typically not landscaped.</td>
</tr>
</tbody>
</table>
**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. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th>TRANSECT ZONE</th>
<th>Most RURAL</th>
<th>TRANSECT</th>
<th>Most URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Frontage Type</td>
<td>T1</td>
<td>T2</td>
<td>T3</td>
</tr>
<tr>
<td>RD-ST</td>
<td>RD-ST</td>
<td>ST-DR-AV</td>
<td>ST-DR-AV-BV</td>
</tr>
</tbody>
</table>

**a. Assembly:** The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.

- **Total Width:**
  - Rural: 13-22 feet
  - Raised Curb: 10-17 feet
  - Raised Curb*: 12-16 feet
  - Raised Curb: 12-19 feet

**b. Edge:** The detailing of the edge of the vehicular pavement incorporating drainage.

- **Type:**
  - Rural*: Raised Curb
  - Raised Curb: 5-20 feet
  - Raised Curb*: 5-20 feet

**c. Walkway:** The hard surface dedicated exclusively to pedestrian activity.

- **Type:**
  - Path: 5-10 feet
  - Sidewalk: 5 feet min.
  - Sidewalk: 5-7 feet
  - Sidewalk: 7-10 feet

**d. Planter:** The layer which accommodates street trees and other landscape materials.

- **Arrangement:**
  - Clustered
  - Clustered/Regular
  - Regular

- **Species:**
  - Multiple
  - Alternating
  - Single

- **Planter Type:**
  - Continuous Planter
  - Single Tree well

- **Parkway Width:**
  - 5-10 feet
  - 5-7 feet
  - 3-5 feet (Furnishing Strip)

**e. Landscape:** The recommended plant species. (See Table 6)

**f. Lighting:** The recommended Public Lighting. (See Table 5)
TABLE 5: PUBLIC LIGHTING

Lighting varies in brightness and also in the character of the fixture according to the Transect. This table shows the types of light poles and fixtures that may be approved by the City of Flagstaff Public Works Department assigned to the Transect Zones. This table may be calibrated further within a specific Traditional Neighborhood development and its associated Form-based Code. However, the City of Flagstaff Public Works Department must be included in the selection of light poles and light fixtures.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
<th>Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cobra Head</td>
<td></td>
<td></td>
<td>■</td>
<td></td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pipe</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Column</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Double Column</td>
<td>■</td>
<td>■</td>
<td></td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 6: PUBLIC PLANTING

This table shows five common types of street tree types and their appropriateness within the Transect Zones. Title 18 of the City of Flagstaff Engineering Design and Construction Standards and Specifications provides detailed specifications for landscaping within Thoroughfares. This table may be calibrated further within a specific Traditional Neighborhood development and its associated Form-based Code provided that it can be demonstrated that selected tree and vegetation types are compatible with Flagstaff’s high altitude forest and mountain environment.

This table is adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and is provided here for reference purposes.

<table>
<thead>
<tr>
<th></th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
<th>T6</th>
<th>SD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oval</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
</tr>
<tr>
<td>Bell</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
</tr>
<tr>
<td>Pyramid</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Umbrella</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vase</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 7: PRIVATE FRONTAGES

The Private Frontage is the area between the Frontage Line and the line of the exterior wall of the Principal Building extended to the side Lot Lines. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Common Yard</strong></td>
<td>a planted Frontage where the Façade 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.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>b. Porch &amp; Fence</strong></td>
<td>a planted Frontage where the Façade 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.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>c. Terrace or Lightwell</strong></td>
<td>a frontage where the Façade is setback back from the Frontage Line by an elevated terrace or 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.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>d. Forecourt</strong></td>
<td>a Frontage where the Façade 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.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>e. Stoop</strong></td>
<td>a Frontage where the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to ensure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>f. Shopfront</strong></td>
<td>a Frontage where the Façade is aligned close to the Frontage Line with the building entrance at the grade of the sidewalk. This type is conventional for Retail use. It has substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.</td>
<td>![Diagram]</td>
</tr>
<tr>
<td><strong>g. Gallery</strong></td>
<td>a Frontage where the Façade is aligned with the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk in the Right-of-Way. This type is conventional for Retail use. The Gallery should be no less than 10 feet wide and should overlap the sidewalk to within 2 feet of the Curb. In the alternative the Lot Line must be aligned with the edge of the Gallery, and the Sidewalk is established within an easement under the Gallery.</td>
<td>![Diagram]</td>
</tr>
</tbody>
</table>
**TABLE 8: BUILDING CONFIGURATION**

This table shows the Configurations for different building heights for each Transect Zone. It may be modified in the Form-based Code for a Traditional Neighborhood District to show actual calibrated heights for local conditions.

### PRINCIPAL BUILDINGS

Building height shall be measured vertically from the top plate height to natural grade or finish grade at the lowest point adjacent to the building exterior, whichever yields the greatest height, excluding unfinished Attics and posts or masonry piers supporting decks.

**T1 T2 T3**

- **UNFINISHED ATTIC**
- **TOP PLATE**
- **FINISH FLOOR**
- **FINISH FLOOR**
- **MAX. 5' UNDERSTORY**

**T4**

- **MAX. 4**
- **3**
- **2**
- **1**

**T5**

- **MAX 6**
- **5**
- **4**
- **3**
- **MIN. 2**

### OUTBUILDINGS

Building height for Outbuildings shall be measured vertically from the top plate height to natural grade or finish grade at the lowest point adjacent to the building exterior, whichever yields the greatest height, excluding unfinished Attics and posts or masonry piers supporting decks.

**T1 T2 T3**

- **ADU**
- **GARAGE**

**T4**

- **ADU / STUDIO**
- **GARAGE**

**T5**

- **MAX. 4**
- **3**
- **2**
- **1**

**Notes:**

1. Height limits for all buildings do not apply to masts, steeples, clock towers, chimneys, elevator bulkheads, and similar non-habitable architectural projections.

2. A finished Attic used as living space as defined in the International Building Code is included in building height in all Transect Zones.

3. Exposed Understory shall not exceed 5 feet in height measured from the lowest finish floor to natural grade.

4. For the purposes of compliance with the provisions of Chapter 17, Table 8 shall be used to determine the height of buildings in Traditional Neighborhood Districts. However, the International Building Codes determine height differently for purposes of establishing type of construction, egress, lateral bracing and fire protection.
TABLE 9A: BUILDING PLACEMENT

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. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>Type</th>
<th>Specific types</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Edgeyard</td>
<td>Single-family House, Estate House, Cottage, Duplex, Mansion Apartment Building</td>
<td>A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban building 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.</td>
</tr>
<tr>
<td>b. Sideyard</td>
<td>Charleston single-House, double house, zero-lot-line house, twin house or corner store</td>
<td>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 party wall, the yard van be quite private. This type permits a systematic climatic orientation in response to sun or prevailing winds. If a Sideyard 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.</td>
</tr>
<tr>
<td>c. Rearyard</td>
<td>Townhouse, Rowhouse, Live-work unit, loft building, Multifamily building, Mixed use Block, Flex building, perimeter block</td>
<td>A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban building 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 a roughhouse. for its Commercial form, the rear yard can accommodate substantial parking.</td>
</tr>
<tr>
<td>d. Courtyard</td>
<td>Courtyard House, patio house</td>
<td>A building that occupies the boundaries of its Lot while defining one or more private patios or courtyards. This is the most urban of building types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare space. It is recommended for workshops, Lodging and schools because of its ability to accommodate incompatible activities masking them from all sides. The high security provided by the continuous enclosure is useful for crime-prone areas.</td>
</tr>
<tr>
<td>e. Specialized</td>
<td></td>
<td>A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the needs of machinery. Civic buildings, which may express the aspirations of institutions, are also included.</td>
</tr>
</tbody>
</table>
TABLE 9B: PRIVATE OUTDOOR LIVING SPACE

This table provides the requirements for the provision of Private Outdoor Living Space for each Transect Zone. The Form-based Code for a Traditional Neighborhood District shall detail how the Private Outdoor Living Space in the District shall be applied, e.g. whether it is allowed in front yards or if balconies may overhang the Private Outdoor Living Space. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

Private Outdoor Living Space for Transect zones T4 and T5 shall be provided as follows:

<table>
<thead>
<tr>
<th>Ground Floor Units</th>
<th>Required Private Outdoor Living Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio unit</td>
<td>100 square feet</td>
</tr>
<tr>
<td>1 bedroom unit</td>
<td>120 square feet</td>
</tr>
<tr>
<td>2 bedroom unit</td>
<td>140 square feet</td>
</tr>
<tr>
<td>3+ bedroom unit</td>
<td>160 square feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Second Floor Units and Above</th>
<th>Required Private Outdoor Living Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio unit</td>
<td>60 square feet</td>
</tr>
<tr>
<td>1 bedroom unit</td>
<td>72 square feet</td>
</tr>
<tr>
<td>2 bedroom unit</td>
<td>84 square feet</td>
</tr>
<tr>
<td>3+ bedroom unit</td>
<td>96 square feet</td>
</tr>
</tbody>
</table>

Private Outdoor Living Space areas shall have a minimum dimension in any direction as follows:

| Ground Floor Units         | 10 feet |
| Second Floor Units and Above | 6 feet  |
**TABLE 10: BUILDING USE**

This table categorizes Building Uses within Transect Zones. Parking requirements are correlated to functional intensity, and are characterized as Restricted, Open or Limited. For specific Uses permitted with Transect Zones, see Table 12. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>T3</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. RESIDENTIAL</strong></td>
<td><strong>Limited Residential:</strong> The number of dwellings on each Lot is limited by the requirement of 1.5 parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).</td>
<td><strong>Open Residential:</strong> 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).</td>
</tr>
</tbody>
</table>
| Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building (requires 2 parking spaces) and one Accessory Dwelling Unit (requires 1 parking space). Both dwellings shall be under single ownership. The habitable area of the Accessory Dwelling Unit shall not exceed 500 square feet. | Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. 
Food service may be provided in the a.m. The maximum length of stay shall not exceed 14 days. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. | Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 assigned parking place for each unit. Food service may be provided at all times. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. |
| **b. LODGING** | **Limited Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to 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 14 days. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. | Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each unit. 
Food service may be provided at all times. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. |
| 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 14 days. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. | Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. 
Food service may be provided in the a.m. The maximum length of stay shall not exceed 14 days. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. | Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each unit. Food service may be provided at all times. Additional parking shall be provided according to the standards for Retail use if food will be served to patrons not staying in the Lodging use. |
| **c. OFFICE** | **Limited Office:** The building area available for office use on each Lot is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 3.0 assigned parking places per 1,000 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 1,000 squarefeet of net office space. |
| 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 1,000 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 the Accessory Building, and by the requirement of 3.0 assigned parking places per 1,000 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 1,000 squarefeet of net office space. |
| **d. RETAIL** | **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 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to a corner store or a restaurant seating no more than 20. | Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. |
| Restricted Retail: The building area available for Retail use is restricted to a Block corner location at the first story and by the requirement of 4.0 assigned parking places per 1,000 squarefeet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to a corner store or a restaurant 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 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to a corner store or a restaurant seating no more than 20. | Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. |
| **e. CIVIC** | See Table 12. | See Table 12. |
| **f. OTHER** | See Table 12. | See Table 12. |
TABLE 11: PARKING CALCULATIONS

The Required Parking table summarizes the parking requirements of Table 10 for each site or, conversely, the amount of building allowed on each site given the parking available. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>REQUIRED PARKING (See Table 10)</th>
<th>SHARED PARKING FACTOR</th>
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<tbody>
<tr>
<td>T2</td>
<td>T3</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>2.0 / Dwelling</td>
</tr>
<tr>
<td>ADU</td>
<td>1.0 / Dwelling</td>
</tr>
<tr>
<td>LODGING</td>
<td>1.0 / Bedroom</td>
</tr>
<tr>
<td>OFFICE</td>
<td>3.0 / 1,000 sq. ft.</td>
</tr>
<tr>
<td>RETAIL</td>
<td>4.0 / 1,000 sq. ft.</td>
</tr>
<tr>
<td>CIVIC</td>
<td>To be determined by the Regulating Plan and Form-based Code</td>
</tr>
<tr>
<td>OTHER</td>
<td>To be determined by the Regulating Plan and Form-based Code</td>
</tr>
</tbody>
</table>

The Sharing Factor is used in the event of Mixed-use. The actual parking required is calculated by adding the total number of spaces required by each separate Use and dividing the total by the appropriate factor from the Sharing Factor Matrix. For example, if a residential Use requires 10 spaces and an office Use requires 12 spaces, a total of 22 spaces would be required if calculated independently, but when divided by the Sharing Factor of 1.4, only 16 spaces would be required. Alternatively, if there is a total of 22 spaces available for offices and residential use, multiplying this by the Sharing Factor of 1.4 results in the equivalent of 30 spaces. Buildings may then be designed to a functional density corresponding to 30 parking spaces.

Note: When three Uses share parking, the lowest Sharing Factor should be used so that enough parking is assured.
TABLE 12: SPECIFIC USE BY TRANSECT

This table expands the categories of Table 10 to delegate specific uses within Transect Zones. This table may be calibrated further within a specific Traditional Neighborhood development and its associated Form-based Code.

<table>
<thead>
<tr>
<th>Table 12 - Specific Use by Transect</th>
<th>T1</th>
<th>T2</th>
<th>T3</th>
<th>T4</th>
<th>T5</th>
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<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Produce Storage</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Mini-storage</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td><strong>OTHER: OUTBUILDING USES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling Unit</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Garage</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Home occupation</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
<tr>
<td>Workshop</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
<td>■</td>
</tr>
</tbody>
</table>

**Notes:**

1. Parking Structures shall have Liner Buildings lining the first Story or higher.
### TABLE 13: CIVIC SPACE

This table shows five common types of Civic Space and describes their appropriateness within the Transect Zones. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, size, landscaping and Fronting buildings. This table may be modified in the Form-based Code for a Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Park:</strong></td>
<td>A natural preserve suitable for unstructured recreation. A Park may be independent of surrounding building Frontages. It shall be landscaped naturally, and shall consist of paths and Trails, meadows, water bodies, woodland and open shelters. Parks may be lineal following the alignment of natural Corridors. The minimum size of a Park shall be 8 acres. Larger Parks may be approved as Special Districts in all Transect Zones.</td>
</tr>
<tr>
<td><strong>b. Green:</strong></td>
<td>An Open Space available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. It shall be naturally landscaped with grass and trees. The minimum size shall be one-half acre, and the maximum shall be 5 acres.</td>
</tr>
<tr>
<td><strong>c. Square:</strong></td>
<td>An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. It shall be landscaped in a more formal manner with grass and trees. Squares shall be located at the intersections of important Thoroughfares. The minimum size shall be one-half acre, and the maximum shall be 5 acres.</td>
</tr>
<tr>
<td><strong>d. Plaza:</strong></td>
<td>An Open space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. It shall be landscaped with a hard surface such as asphalt or pavers. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be one-half acre, and the maximum shall be 2 acres.</td>
</tr>
<tr>
<td><strong>e. Playground:</strong></td>
<td>An Open Space designed and equipped for children's recreation. 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 is no minimum or maximum size.</td>
</tr>
</tbody>
</table>
TABLE 14: TRADITIONAL NEIGHBORHOOD DISTRICT SUMMARY

Note: All requirements in this table are subject to calibration in the Form-based Code proposed for each Traditional Neighborhood District.

<table>
<thead>
<tr>
<th>T1 Natural</th>
<th>T2 Rural</th>
<th>T3 Sub-Urban</th>
<th>T4 General Urban</th>
<th>T5 Urban Center</th>
<th>T6 Urban Core</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TND requires</td>
<td>no minimum</td>
<td>no minimum</td>
<td>10 - 30%</td>
<td>30 - 60%</td>
<td>10 - 30%</td>
</tr>
<tr>
<td><strong>b. BASE RESIDENTIAL DENSITY (See Section 3.4)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum</td>
<td>not applicable</td>
<td>1 unit/20 acre avg.</td>
<td>5 units/acre net</td>
<td>12 units/acre net</td>
<td>20 units/acre net</td>
</tr>
<tr>
<td>Other Uses</td>
<td>As approved by City Council</td>
<td>As approved by City Council</td>
<td>10 - 20% min.</td>
<td>20 - 30% min.</td>
<td>30 - 50% min.</td>
</tr>
<tr>
<td><strong>c. BLOCK SIZE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Block Perimeter</td>
<td>no maximum</td>
<td>no maximum</td>
<td>3,000 ft. max.</td>
<td>2,400 ft. max.</td>
<td>2,000 ft. max.</td>
</tr>
<tr>
<td><strong>d. THOROUGHFARES (See Tables 4A and 4B)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The information in this section of the table will be adopted into Chapter 10-12 Traditional Neighborhood Thoroughfare Standards of the City of Flagstaff Engineering Design and Construction Standards and Specifications, and will provided here for reference purposes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BV</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>AV</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>CS</td>
<td>not permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>DR</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>ST</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>RD</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Rear Lane</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Rear Alley</td>
<td>not permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>Path</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Passage</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>BT</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>BL</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>BR</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td><strong>e. CIVIC SPACES (See Table 13)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Greenway</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Green</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>Square</td>
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<td>not permitted</td>
<td>not permitted</td>
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<td>permitted</td>
</tr>
<tr>
<td>Plaza</td>
<td>not permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>Playground</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td><strong>f. LOT OCCUPATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lot Width</td>
<td>not applicable</td>
<td>not applicable</td>
<td>35’ min. 140’ max.</td>
<td>18’ min. 140’ max.</td>
<td>18’ min. 180’ max.</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>not applicable</td>
<td>not applicable</td>
<td>50’ min. 160’ max.</td>
<td>50’ min. 160’ max.</td>
<td>50’ min. 160’ max.</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>not applicable</td>
<td>not applicable</td>
<td>70% max.</td>
<td>80% max.</td>
<td>100% max.</td>
</tr>
</tbody>
</table>
### TABLE 14: TRADITIONAL NEIGHBORHOOD DISTRICT SUMMARY (Continued)

Note: All requirements in this table are subject to calibration in the Form-based Code proposed for each Traditional Neighborhood District.

<table>
<thead>
<tr>
<th></th>
<th>T1 Natural</th>
<th>T2 Rural</th>
<th>T3 Sub-Urban</th>
<th>T4 General Urban</th>
<th>T5 Urban Center</th>
<th>T6 Urban Core</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>g. SETBACKS - PRINCIPAL BUILDING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Setback (Principal)</td>
<td>not applicable</td>
<td>48’ min.</td>
<td>12’ min.</td>
<td>4’ min. 12’ max.</td>
<td>0’ min. 12’ max.</td>
<td></td>
</tr>
<tr>
<td>Front Setback (Secondary)</td>
<td>not applicable</td>
<td>48’ min.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Side Setback</td>
<td>not applicable</td>
<td>90’ min.</td>
<td>12’ min. combined</td>
<td>0’ combined min.</td>
<td>0’ min. 24’ max.</td>
<td></td>
</tr>
<tr>
<td>Rear Setback</td>
<td>not applicable</td>
<td>90’ min.</td>
<td>12’ min.</td>
<td>3’ min.</td>
<td>3’ min.</td>
<td></td>
</tr>
<tr>
<td>Frontage Buildout</td>
<td>not applicable</td>
<td>no minimum</td>
<td></td>
<td>50% min. at setback</td>
<td>70% min. at setback</td>
<td></td>
</tr>
<tr>
<td><strong>h. SETBACKS - OUTBUILDING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Setback</td>
<td>not applicable</td>
<td>20’ min. + bldg. setback</td>
<td>20’ min.</td>
<td>20’ min. + bldg. setback</td>
<td>40’ max. from rear prop. line</td>
<td></td>
</tr>
<tr>
<td>Side Setback</td>
<td>not applicable</td>
<td>3’ or 6’</td>
<td>3’ min. 6’ max.</td>
<td>0’ min. 3’ max.</td>
<td>0’ min.</td>
<td></td>
</tr>
<tr>
<td>Rear Setback</td>
<td>not applicable</td>
<td>3’ min.</td>
<td>3’ min.</td>
<td>3’ min.</td>
<td>3’ min.</td>
<td></td>
</tr>
<tr>
<td><strong>i. BUILDING TYPE (See Table 9)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Yard</td>
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<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td></td>
</tr>
<tr>
<td>Porch and Fence</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td></td>
</tr>
<tr>
<td>Terrace / Lightwell</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Forecourt</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Stoop</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Shopfront &amp; Awning</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Gallery</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td><strong>j. PRIVATE FRONTAGES (See Table 7)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Yard</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td></td>
</tr>
<tr>
<td>Porch and Fence</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>not permitted</td>
<td>not permitted</td>
<td></td>
</tr>
<tr>
<td>Terrace / Lightwell</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Forecourt</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Stoop</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Shopfront &amp; Awning</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td>Gallery</td>
<td>not applicable</td>
<td>not applicable</td>
<td>not applicable</td>
<td>permitted</td>
<td>permitted</td>
<td></td>
</tr>
<tr>
<td><strong>k. BUILDING HEIGHT (See Table 8)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Principal Building</td>
<td>35 feet max.</td>
<td>35 feet max.</td>
<td>35 feet max.</td>
<td>4 stories max.</td>
<td>6 stories max.</td>
<td></td>
</tr>
<tr>
<td>Outbuilding</td>
<td>25 feet max.</td>
<td>25 feet max.</td>
<td>25 feet max.</td>
<td>2 stories max.</td>
<td>2 stories max.</td>
<td></td>
</tr>
<tr>
<td><strong>l. BUILDING USE (See Tables 10 and 12)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>not applicable</td>
<td>not applicable</td>
<td>restricted use</td>
<td>limited use</td>
<td>open use</td>
<td></td>
</tr>
<tr>
<td>Lodging</td>
<td>not applicable</td>
<td>not applicable</td>
<td>restricted use</td>
<td>limited use</td>
<td>open use</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>not applicable</td>
<td>not applicable</td>
<td>restricted use</td>
<td>limited use</td>
<td>open use</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>not applicable</td>
<td>not applicable</td>
<td>restricted use</td>
<td>limited use</td>
<td>open use</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Lots larger than 22,400 sq. ft. in area may be approved if justified by unique site conditions and if they are located on the periphery of a neighborhood adjacent to Transect Zones T1 or T2. Lot coverage for these lots shall be established in the Form-based Code for the Traditional Neighborhood District.
TABLE 15A: SAMPLE FORM-BASED CODE GRAPHICS

The graphics included as Tables 15A through 15C for Transect Zones T3 to T5 are taken from the SmartCode and are included here as a sample of the type of graphic that should be developed and included within a Form-based Code applied within a Traditional Neighborhood District. The standards provided in this sample may not be consistent with the standards established in Chapter 10-17.

BUILDING CONFIGURATION
1. Building height shall be measured in number of Stories, excluding Attics and roof 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 minimum of 11 ft with no maximum.
3. Height shall be measured to the crown or roof deck as specified on Table 3.

SETBACKS - PRINCIPAL BUILDING
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Façade 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.
TABLE 15B: SAMPLE FORM-BASED CODE GRAPHICS

The graphics included as Tables 15A through 15C for Transect Zones T3 to T5 are taken from the SmartCode and are included here as a sample of the type of graphic that should be developed and included within a Form-based Code applied within a Traditional Neighborhood District. The standards provided in this sample may not be consistent with the standards established in Chapter 10-17.

BUILDING FUNCTION (see Table 10 & Table 12):
- Residential: limited use
- Lodging: limited use
- Office: limited use
- Retail: limited use

BUILDING CONFIGURATION (see Table 8):
- Principal Building: 3 stories max., 2 min.
- Outbuilding: 2 stories max.

LOT OCCUPATION:
- Lot Width: 18 ft min., 96 ft max.
- Lot Coverage: 70% max.

BUILDING DISPOSITION (see Table 5):
- Edgeway permitted
- Sideyard permitted
- Rear permitted
- Courtyard not permitted

SETBACKS - PRINCIPAL BUILDING:
- Front Back (F): 6 ft. min., 18 ft. max.
- Front Back (S): 6 ft. min., 18 ft. max.
- Side Back: 0 ft. min.
- Rear Back: 3 ft. min.
- Frontage Buildout: 50% min. at setback

PRIVATE FRONTAGES (see Table 7):
- Common Lawn: not permitted
- Porch & Fence: permitted
- Terrace or L.C.: permitted
- Forecourt: permitted
- Stoop: permitted
- Shutters & Awning: permitted
- Gallery: permitted
- Arcade: not permitted

PARKING PROVISIONS (see Table 10 & Table 11):
- Refer to Summary Table 14

* or 15 ft. from center line of alley

Graphics are illustrative only. Refer to metrics for setbacks and height information.

N stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

BUILDING CONFIGURATION:
1. Building height shall be measured in number of Stories, excluding Attics and 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 minimum of 11 ft. with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.

SETBACKS - PRINCIPAL BUILDING:
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Setbacks shall be built along the Principal Frontage to the minimum specified within 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 3rd Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the 3rd Layer.
TABLE 15C: SAMPLE FORM-BASED CODE GRAPHICS

The graphics included as Tables 15A through 15C for Transect Zones T3 to T5 are taken from the SmartCode and are included here as a sample of the type of graphic that should be developed and included within a Form-based Code applied within a Traditional Neighborhood District. The standards provided in this sample may not be consistent with the standards established in Chapter 10-17.

<table>
<thead>
<tr>
<th>BUILDING FUNCTION (see Table 10 &amp; Table 12)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Residential</td>
</tr>
<tr>
<td>b. Lodging</td>
</tr>
<tr>
<td>c. Office</td>
</tr>
<tr>
<td>d. Retail</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING CONFIGURATION (see Table 15C)</th>
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<tr>
<td>a. Principal Building</td>
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<td>b. Outbuilding</td>
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<tr>
<th>LOT OCCUPATION</th>
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<tr>
<td>a. Lot Width</td>
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<td>b. Lot Coverage</td>
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<thead>
<tr>
<th>BUILDING DISPOSITION (see Table 15B)</th>
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<tbody>
<tr>
<td>a. Edgeroad</td>
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<td>b. Sideway</td>
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<td>c. Fireway</td>
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<tr>
<td>d. Courtyard</td>
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<th>SETBACKS - PRINCIPAL BUILDING</th>
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<tbody>
<tr>
<td>a. Front Setback (F)</td>
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<td>b. Side Setback (S)</td>
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<td>c. Rear Setback (R)</td>
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<td>a. Front Setback</td>
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<td>b. Side Setback</td>
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<td>c. Rear Setback</td>
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<th>PRIVATE FRONTAGES (see Table 16)</th>
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<tbody>
<tr>
<td>a. Common Lawn</td>
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<td>b. Porch &amp; Fencito</td>
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<tr>
<td>c. Terrace or L.C.</td>
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<td>d. Forecourt</td>
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<td>e. Stoop</td>
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<tr>
<td>f. Shopfronts &amp; Awning</td>
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<tr>
<td>g. Gallery</td>
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<td>h. Arcade</td>
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<th>PARKING PLACEMENT</th>
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<tbody>
<tr>
<td>1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 15A).</td>
</tr>
<tr>
<td>2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 15B).</td>
</tr>
<tr>
<td>3. Trash containers shall be stored within the 3rd Layer.</td>
</tr>
</tbody>
</table>

* or 15 ft. from center line of alley

Graphics are illustrative only. Refer to metrics for setback and height information.

*N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.
TABLE 16: SPECIAL DISTRICT STANDARDS

This Table would only be used if a Special District was proposed in a Traditional Neighborhood District. The metrics for each column in this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist (e.g. in an Infill Community), or as they are proposed (e.g. in a New Community). More pages can be added.

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TABLE 17:  DEFINITIONS ILLUSTRATED

This Table illustrates important concepts described in Chapter 17, Traditional Neighborhood District, and the Definitions provided in Section 10-14-005-0001.

a. THOROUGHFARE & FRONTAGES

b. TURNING RADIUS

c. BUILDING DISPOSITION

d. LOT LAYERS

e. FRONTAGE & LOT LINES

f. SETBACK DESIGNATIONS

g. NETWORK PEDESTRIAN SHED
TABLE 17: DEFINITIONS ILLUSTRATED (Continued)

This Table illustrates important concepts described in Chapter 17, Traditional Neighborhood District, and the Definitions provided in Section 10-14-005-0001.

h. NEW COMMUNITY

![Diagram of New Community]

i. INFILL COMMUNITY

![Diagram of Infill Community]

j. PRIVATE OUTDOOR LIVING AREA

![Diagram of Private Outdoor Living Area]

k. BUILD-TO LINE

![Diagram of Build-To Line]

l. TRANSECT ZONES

![Diagram of Transect Zones]

A Typical Rural-Urban Transect, with Transect Zones
Amendments to the Land Development Code and City Code required as a result of the adoption of a new Chapter 10-17, Traditional Neighborhood District

New text is shown in **double underline**: text to be deleted is shown in **strikeout** except in Chapter 10-14 Definitions and Appendix C, Additional Information on Smart Growth and Traditional Neighborhood Developments.

CHAPTER 10-02. ESTABLISHMENT OF ZONING DISTRICTS

DIVISION 10-02-002. ZONING DISTRICTS

10-02-002-0001. ZONING DISTRICTS:

For the purpose of this Ordinance, all land and water areas in the City are divided into eighteen (18) zoning districts **designated as follows**, plus several seventeen (17) **existing** Established zoning districts **described in Division 10-02-005 which are designated as follows**:

Rural/Open Space Districts:
- Rural Residential (RR) District
- Public Lands (PL) District
- Public Lands Forest (PLF) District

Residential Districts:
- Estate Residential (ER) District
- Suburban Residential (SR) District
- Residential (R1) District
- Urban Residential (UR) District
- Medium Density Residential (MR) District
- High Density Residential (HR) District
- Manufactured Housing (MH) District

Commercial Districts:
- Suburban Commercial (SC) District
- Urban Commercial (UC) District
- Residential Business (RB) District

Industrial and Facility Districts:
- Business Park (BP) District
- Light Industrial (LI) District
- Heavy Industrial (HI) District
- Airport Overlay (AO) District

The following additional zoning districts are also established in the City:
- **Historic Design Review Overlay (HDRO) District** (Ord. 1956, 10-7-97)
  
  See Section 10-02-004-0006 and Chapter 10-15.

- **Traditional Neighborhood (TND) District** (Ord. 2007-42, 11-20-2007)
  
  See Section 10-02-004-0007 and Chapter 17.

- **Existing Established Development Districts**
  
  See Division 10-02-005.
DIVISION 10-02-004. STATEMENT OF PURPOSE AND INTENT OF ZONING DISTRICTS
10-02-004-0007. TRADITIONAL NEIGHBORHOOD DISTRICT

A. INTENT AND PURPOSE.

The intent of the Traditional Neighborhood District established in Chapter 17 is to provide options and standards for development that emphasize the features of Traditional Neighborhoods. As such, the Traditional Neighborhood District is intended to accommodate, encourage and promote innovatively designed developments involving Residential and non-residential land uses, which together form an attractive and harmonious Mixed Use development with an internally consistent hierarchy of building and street types using Traditional Neighborhood design principles. A Traditional Neighborhood development of this type may be designed as a large scale separate entity able to function as an individual neighborhood (See Chapter 17, Section 3.0 New Community Plans), or as a smaller scale urban Infill project (See Chapter 17, Section 4.0 Infill Community Plans). Chapter 17 therefore provides alternatives to the requirements of the Subdivision Regulations in Chapter 10-11, and the other zoning districts and regulations of this Code.

B. APPLICABILITY.

The requirements of Chapter 17 apply to all subdivision, development and new land uses on property designated with the Traditional Neighborhood District (TND) zone after January 18, 2008, instead of the otherwise applicable provisions of the Land Development Code, except where this Section explicitly defers to specific requirements of the Land Development Code. Where a provision in the Traditional Neighborhood District varies from the regulations provided in other codes, ordinances, regulations, and standards of the City of Flagstaff, including, without limitation, the other provisions of the Land Development Code (except local codes and ordinances dealing with health and safety), the provisions in the Traditional Neighborhood District and its associated Form-based Code shall govern.

CHAPTER 10-04. DISTRICT PERFORMANCE STANDARDS AND CAPACITY ANALYSIS
DIVISION 10-04-004. SITE CAPACITY CALCULATIONS

10-04-004-0001. SITE CAPACITY CALCULATIONS:

The maximum intensity of use in any zoning district is controlled by the maximum intensity set forth in Section 10-04-002-0003 for residential uses and in Section 10-04-002-0004 for nonresidential uses or the provisions of Division 10-04-004, whichever is less.

COMMENTARY: Because landforms, parcel size, and shape, as well as natural or engineered limitations, vary significantly from site to site, reasonable development regulations must take account of these variations. The former Flagstaff Zoning Ordinance did not provide any mechanism to relate such site-specific variables as are involved in the site capacity and facilities/utilities capacity calculations to the intensity of permitted use. This inadequacy resulted in problems, such as the destruction of the essential character of Flagstaff, natural resources, wildlife habitats, and caused erosion problems. This Ordinance is intended to correct this problem by directly tying the intensity of development to the natural capacity of the site. For each tract, the calculations contained in Division 10-04-004 shall be made. (The worksheets on the following pages outline the procedure for completing the required calculations.)

10-04-004-0002. APPLICABILITY OF SITE CAPACITY CALCULATIONS:

The applicability of site capacity calculations is detailed in Chapter 10-01, Division 10-01-004, Applicability.

10-04-004-0003. BASE SITE AREA CALCULATIONS:

(For all land uses.)

A. Gross site area as determined by actual on-site survey.
This includes all land area to be used for access and utilities to the site if not currently existing. _______ acres[1]
**B-Grid Thoroughfares:** cumulatively, those Thoroughfares that by virtue of their use, location or absence of pre-existing or proposed pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. Exceptions to the standard for parking on the first Layer may be granted for B-Grid Thoroughfares. See **A-Grid Thoroughfares.** (Syn. Secondary Grid.)

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

**Bicycle Lane (BL):** a dedicated lane for bicycle use demarcated by striping.

**Bicycle Route (BR):** a Thoroughfare designated for the shared use of bicycles and automobiles.

**Bicycle Trail (BT):** a bicycle way located separately and independent from a vehicular Thoroughfare for the shared use of bicycles and pedestrians. (Syn. Path).

**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. The Block Face provides the context for establishing architectural harmony.

**Boulevard (BV):** a Thoroughfare designed for high vehicular capacity and moderate speed traversing an Urbanized area.

**Buffer:** an area of land with natural or planted landscaping intended to visually and physically separate buildings, Uses, or lots from each other.

**Build-to line:** the distance measured from a Lot Line at which the provisions of Chapter 17 or a site’s Form-Based Code requires placement of a building.

**By Right:** characterizing a proposal or component of a proposal for a building or Community plan that complies with a Traditional Neighborhood District approved under Division 10-02-006, and may thereby be processed administratively, without public hearing.

**Character District:** an identifiable neighborhood or district within the City of Flagstaff that exhibits unique or consistent physical patterns of development including building form, scale, and character, street layout, historic significance or other unique features that define and make it distinct from surrounding areas.

**Charrette:** a collaborative planning and design process during which stakeholders, including, for example, land developers, design professionals, citizens, city staff, and other interested persons, draft a solution to a design problem or create a plan for the development of land.

**City Architect:** the person designated or authorized by the City Manager to conduct the reviews and make the decisions required of the City Architect under this Ordinance.

**Civic:** not-for-profit or governmental activities dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

**Civic Building:** a building operated by governmental or not-for-profit organizations and limited to Civic and related Uses.

**Civic Space:** an outdoor area dedicated for Civic activities. 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.
B. Subtract major and minor arterial roads per current City General Plan within ultimate rights-of-way of existing and proposed arterial roads, rights-of-way of major utilities¹, and existing access easements for major and minor arterial roads only. (Ord. 1997, 6-15-99) - _______ acres

C. Subtract land which is not contiguous:
   1. A separate parcel which does not abut, adjoin, or share common boundaries with the rest of the development. - _______ acres
   2. Land which is cut off from the main parcel by a road, railroad, existing land uses, or major stream such that common use is hindered or that the land is unavailable for building purposes. - _______ acres

D. Subtract land which, in a previously approved (under this Ordinance) subdivision encompassing the same land as part or all of the subject parcel, was reserved for open space. (Ord. 1997, 6-15-99) - _______ acres

E. Subtract land used or proposed for residential uses, whenever both nonresidential and residential uses are proposed. (In the case of the site capacity calculation for the proposed residential use, subtract the land proposed for nonresidential use.) - _______ acres

F. Equals base site area. = _______ acres [2]

¹Right-of-way means utility ownership of land and does not include easements.

**10-04-004-0004 NATURAL RESOURCES CALCULATIONS:**

A. All land area consisting of the natural resources or natural features listed below, lying within the BASE SITE AREA, shall be measured. The total acreage of each resource shall be multiplied by its respective open space ratio to determine the amount of resource protection land or area required to be kept in open space in order to protect the resource or feature. The sum total of all resource protection land on the site equals TOTAL RESOURCE PROTECTION LAND.

B. Table 10-04-004-0004 indicates the regulatory "District Protection Factors" used throughout this Ordinance for natural resource protection and shall be used for all site plans and subdivisions.

(See the worksheets on the following pages.)

C. Measure the areas of the site containing the NATURAL RESOURCES listed below. These features are defined in Chapter 10-14. Calculate the required areas of RESOURCE PROTECTION LAND for each feature:

   1. In conducting this calculation, if two (2) or more resources are present on the same area of land, the provisions of Sections 10-04-003-0006B1 and 10-04-003-0007E shall apply.

   2. Where the provisions of Section 10-04-003-0007.B., Mitigation, are employed, those areas to be disturbed by virtue of the application of mitigation techniques shall not be counted in this Section as resource protected.
D. In Traditional Neighborhood Districts as more fully described in Chapter 17, forest resource protection is applied differently than in other zoning districts in the City because form and character of development are of primary concern through the application of Transect Zones. In the more urban Transect Zones such as the T4 General Urban and T5 Urban Center Transect Zones, protection of forest resources is secondary to the creation of Urban form and character, and while strongly encouraged, in most cases it may not always be possible. However, in the T1 Natural and T2 Rural Transect Zones virtually all of the forest resources will be protected, while in the T3 Sub-Urban Zone, most forest resources will be protected. Therefore, forest resources in a Traditional Neighborhood District shall be calculated as an average across the entire site, and not specifically for each Transect Zone within the Traditional Neighborhood District. Forest resource protection factors shown in Table 10-04-004-004 may be reduced in residential zoning districts from fifty percent (50%) to thirty percent (30%) for primarily residential projects using the Traditional Neighborhood Design (TND) criteria suggested in the Flagstaff Area Regional Land Use and Transportation Plan. Similarly, areas within such projects that are zoned UC (Urban Commercial) may reduce the forest resource protection factor from thirty percent (30%) to twenty percent (20%). These reductions, if used, may be combined with any other reductions otherwise permitted by this Code. Projects using the following TND criteria based on Traditional Neighborhood Design principles must be approved by the Planning Director, subject to appeal to the Planning and Zoning Commission through the Design Review section of this Code.

Policy LU1.11 of the Regional Plans read: “Place Emphasis on and Encourage Traditional Neighborhood Development and Redevelopment Design.” The Glossary of Terms section of the Plan described Traditional Neighborhood Design (TND) as: A Traditional Neighborhood Design development contains most or all of the following attributes:

1. The neighborhood has a discernable center, usually a main street, public square or green, typically bordered by civic buildings, shops, and/or residences.

2. The neighborhood has visually discernable edges where the neighborhood ends, formed by transportation corridors (such as major streets or rail lines), or by natural and agricultural landscapes.

3. The neighborhood is limited in size so that a majority of the population is within a five-minute walking distance of its center (1/4 mile). The needs of daily life are mostly available within this area: convenient work places, stores, community events, leisure opportunities and transportation connections to more distant places. This allows independence to those who do not drive, especially the elderly and the young.

4. The neighborhood has a variety of dwelling types. These usually take the form of houses, row houses, flats, apartment buildings, coach houses, and flats above stores, so that the young and the old, singles and families, the poor and the wealthy, can all find places to live. A small ancillary building is typically permitted and encouraged within the back yard of each house. In addition to providing parking, this small building may be used as one rental unit of housing or as a place to work.

5. The neighborhood has concentration of civic, institutional and commercial activity embedded within it, not isolated in remote, single-use complexes. Schools are sized and located to tenable children to walk or bicycle to them.

6. Dispersed throughout the neighborhood are a range of parks, from tot lots and village greens to ballfields and greenbelts. Conservation areas and open lands are used to define and connect different neighborhoods and districts.

7. The neighborhood has streets laid out in a network, so that there are alternate routes to most destinations. This permits most streets to be smaller with slower traffic, and to have parking, trees and sidewalks. Such streets are equitable for both vehicles and pedestrians, encourage walking, and reduce the number and length of automobile trips.
8. The neighborhood places its buildings close to the street, so that streets and squares are spatially defined as ‘outdoor rooms’. This creates a strong sense of the neighborhood’s centers and streets as places, and of the neighborhood itself as a place.

9. The neighborhood utilizes its streets for parking. Parking lots and garages rarely, if ever, front the streets, and are typically relegated to the rear of the lot and accessed by alleys.

10. The neighborhood reserves prominent sites for civic buildings and community monuments. Buildings for education, religion, culture, and government either terminate street vistas or front neighborhood centers.

11. In the neighborhood, architecture and landscape design grow from local climate, topography, history, and building practice.

12. In the neighborhood, preservation and renewal of historic buildings and districts affirms the community and evolution of human society.

For purposes of this section, at least one item in each of the above attributes is mandatory for a Traditional Neighborhood project, except numbers 9 and 12-14, which may or may not be applicable. (Ordinance No. 2004-03; 03/16/04)

E. Resource protection factors for projects proposed as a Traditional Neighborhood District are shown in Table 10-04-004-004. If affordable housing is proposed in a Traditional Neighborhood District per the City Affordable Housing Set-Aside Policy, and where forest resources on a site overlap steep slope resources, the forest resources in this area of overlap may be counted toward the required amount of forest resources for the whole site based on the following standards:

1. If ten (10) percent of the total number of housing units provided meet the definition of affordable housing per the City Affordable Housing Set-Aside Policy, then fifty (50) percent of the forest resources that overlap steep slope areas may be counted toward the required amount of forest resources for the whole site.

2. If twenty (20) percent of the total number of housing units provided meet the definition of affordable housing per the City Affordable Housing Set-Aside Policy, then one hundred (100) percent of the forest resources that overlap steep slope areas may be counted toward the required amount of forest resources for the whole site.

3. If any percentage over ten (10) percent of affordable housing per the City Affordable Housing Set-Aside Policy is proposed, then the amount of overlap of forest and slope resources shall be calculated proportionally. No overlap of forest and slope resources shall be calculated if less than ten (10) percent of the total number of housing units provided meet the definition of affordable housing per the City Affordable Housing Set-Aside Policy.
TABLE 10-04-004-0004
CALCULATION OF TOTAL RESOURCE PROTECTION LAND

<table>
<thead>
<tr>
<th>Resource Feature</th>
<th>District</th>
<th>Natural Protection Factor</th>
<th>Protection Land in Resource X Acres in Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Floodplain</td>
<td>LI (1.0)</td>
<td>PL (1.0)</td>
<td>RR,ER,SR,RS,R1,UR, TND HI UC MR,HR,RB,MH,SC, BP</td>
</tr>
<tr>
<td>Urban Floodplain</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Slopes: 25% and Over</td>
<td>8.1</td>
<td>.8</td>
<td>.82</td>
</tr>
<tr>
<td>17-24.9%</td>
<td>6.1</td>
<td>.6</td>
<td>.72</td>
</tr>
<tr>
<td>Forests</td>
<td>2.3</td>
<td>.2</td>
<td>.31,4</td>
</tr>
<tr>
<td>All Other Land</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

2. BASE SITE AREA (from 10-04-004-0003) = ___________ [2]

3. TOTAL RESOURCE PROTECTION LAND (add above figures) = ___________ [3]

1 Except for Conditional Use Permits for residential uses (e.g. apartments) in the UC District, which uses a residential district factor of .5 for forest protection and .8 and .7 for slope protection, unless utilizing the Planned Affordable Option. (Ord. 1997, 6-15-99) (Ord. 2001-14, 9-04-01)
2 Forest and slope resource protection factors may be reduced 10% - 20% under the Planned Affordable Option per the City Affordable Housing Set-Aside Policy. For example, a .5 Forest resource protection factor reduced 20% = .4; a .8 Slope resource protection factor reduced 20% = .64. These reductions represent the maximum resource reductions possible and may not be exceeded by other reductions that may be adopted and applied through the Design Review Guidelines. (Ord. 2001-14, 09-04-01)
3 Except for commercial retail uses in the LI District, which use the UC protection factor of .3 for forest resource. (Ord. 2002-15, 11-05-02)
4 For reductions in Forest resource protection factors see Section 10-04-004-0004D and E. (Ord. 2004-03, 03-16-04)
5 If affordable housing is proposed in a Traditional Neighborhood District per the City Affordable Housing Set-Aside Policy, and where forest resources on a site overlap steep slope resources, the forest resources in this area of overlap may be counted toward the required amount of forest resources for the whole site as described in Section 10-04-004-0004E.

The property developer may, and is encouraged to, utilize resource protected land in meeting requirements for: Landscaping and Parking Lot plantings (Divisions 10-06-002, 10-06-004), Open Space Ratio (Division 10-04-002), and Bufferyards (Division 10-06-003).

NOTE: This information is provided as a service to the public; however, it is based on large scale topographic and aerial maps, and is not intended to be a complete or accurate representation of natural resources on the subject property. A complete in-field survey may be required for more accurate information.
Forest resources in particular, tend to be significantly overestimated (by 25-90%) by using aerial maps, for two reasons; first, shadows and other features tend to exaggerate the size of tree canopies; and second, all trees are counted regardless of size, even though the resource protection requirements apply only to trees of six inch and larger DBH. Therefore, this information should be considered preliminary only and subject to change by using more accurate measuring techniques. It is strongly recommended that this preliminary resource inventory be discussed with the City’s Planning Division before beginning any site planning work. (Ord. 1997, 6-15-99)

CHAPTER 10-09. ADMINISTRATION

DIVISION 10-09-006. DEVELOPMENT REVIEW BOARD

10-09-006-0001. DEVELOPMENT REVIEW BOARD:

A. CREATION. There is hereby created a Development Review Board for the City of Flagstaff, Arizona.

B. INTENT AND PURPOSE. It is the purpose of this Division to promote the public convenience and prosperity, conserve the value of the property and buildings, and encourage the most appropriate use of land within the City by requiring approval of a Site Plan by the Development Review Board for all proposed development of property other than a single-family residence, Accessory Dwelling Unit, or accessory building where permitted by the zoning district.

C. APPLICABILITY. Development Review Board approval shall be required for all authorized uses, change of use, and approved conditional uses, as determined by representatives of the Development Review Board, in any district, except for the following:

1. Detached single-family dwellings (up to two on one lot, where permitted by the zoning district), Accessory Dwelling Units, and related accessory uses and buildings; (Ord. 1997, 6-15-99)

2. Interior tenant alterations or improvements which do not affect parking requirements or exterior building appearance;

3. Nonstructural remodeling of facade treatment;

4. Sign permits for properties not otherwise subject to development review. (Ord. 1741, 3/17/92)

D. POWERS AND DUTIES. Development Review Board approval shall be required for all authorized uses and approved conditional uses in any zoning district except for detached single-family dwellings.

1. The Development Review Board shall review and act on all site development plan applications in accordance with Chapter 10-10.

2. The Development Review Board shall review building relocation requests or other matters which may be referred to the Board by the City Council, Planning and Zoning Commission, City Manager, or other public agency.

3. The Board shall promptly report in writing its findings, decisions, or recommendations to the applicant.

4. The Board shall review preliminary development plans, and consult with developers on new developments to assist in the improvement of property within the City in accordance with established development policies, ordinances, and regulations of the City of Flagstaff.

5. The Board shall make an informal review of all proposed annexations, Conceptual Plats, and rezonings. The proceedings of the Board shall be forwarded to the Planning and Zoning Commission.
6. The Board shall review and make recommendations to the Planning and Zoning Commission regarding Preliminary subdivision plats, in accordance with Chapter 10-11.

7. The Board shall review and approve final subdivision plats and lot splits when they meet the requirements of Chapter 10-11.

8. The Board may advise prospective developers on recommended development or design standards which will assist in the orderly development of property within the City.

9. When considering an application for Development Review Board approval, the reviewing body shall consider the extent to which:
   a. The development complies with all the provisions of these regulations; and
   b. The design review documents comply with the terms and provisions of any prior rezoning or conditional use approval.

10. The Board shall determine if a proposed amendment to a Traditional Neighborhood District is substantial in accordance with Section 10-10-004-0011D.

CHAPTER 10-10. PROCEDURES

DIVISION 10-10-004. PROCEDURES OF SPECIFIC APPLICABILITY

10-10-004-0011. RESERVED  TRADITIONAL NEIGHBORHOOD DISTRICT REZONING APPROVAL PROCESS:

Capitalized terms used throughout this Section may refer to Section 10-14-005-0001 Definitions of Terms for Traditional Neighborhood Districts. Those terms not defined in Section 10-14-005-0001 Definitions of Terms for Traditional Neighborhood Districts shall have their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those associated with Chapter 10-17 shall take precedence.

A. City approval of any zone change to a Traditional Neighborhood District for a New Community or Infill Community in compliance with this Section requires the completion of the following process.

1. General Plan land-use classification. The subject property shall have a Regional Plan land use designation as a Traditional Neighborhood or Mixed Use.

2. Rezoning to apply the Traditional Neighborhood District zone. The Traditional Neighborhood District rezoning application shall be processed and reviewed by the Planning Director, Development Review Board, Planning and Zoning Commission and City Council in accordance with the procedures for rezonings established in Section 10-10-004-0007. A request for rezoning may occur concurrent with or after the request for Regional Plan amendment to the Traditional Neighborhood or Mixed Use land use designation.

   a. Findings. The Planning and Zoning Commission and City Council shall base their decision on a request for a Traditional Neighborhood District on the following findings:
      i. The proposed development meets the intent and purpose of the Traditional Neighborhood District established in Chapter 17, Section 1.2.
      ii. The proposed development is in conformance with the Regional Plan.
      iii. The proposed development will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.
iv. The proposed development will promote or preserve environmental quality, conserve energy usage and energy resources (including for example, the protection of adequate sunlight for use of solar energy systems), and promote water conservation and reuse.

b. Conditions of Rezoning to the Traditional Neighborhood District. If the City Council approves the Traditional Neighborhood District zoning designation, the Zoning Map shall be changed by ordinance. The City Council may, as necessary, attach conditions to the Traditional Neighborhood District that are reasonably determined to mitigate possible impacts from the proposed development.

3. Form-based Code. A Form-based Code inclusive of a Regulating Plan modeled on the SmartCode and consistent with the requirements for a Traditional Neighborhood District established in Chapter 17 shall be submitted in compliance with Section 10-10-004-0011B (Traditional Neighborhood District Application Requirements).

B. TRADITIONAL NEIGHBORHOOD DISTRICT APPLICATION REQUIREMENTS.

An application for rezoning a property to the Traditional Neighborhood District shall include the following elements in the form of a map(s) and text. These requirements shall be in addition to the elements required in Section 10-10-004-0007 for a rezoning application and Section 10-11-007-0002 for a Preliminary Plat.

1. Introduction and General Requirements. A description of the purpose, scope, main concepts, and goals of the Traditional Neighborhood District, indicating the following:
   a. How conformance with the Regional Plan has been or will be achieved.
   b. The rationale for application of a Traditional Neighborhood District zoning designation to the subject property.
   c. The benefits to the community resulting from approval of a Traditional Neighborhood District.
   d. The compatibility of the Traditional Neighborhood District with adjoining land uses.
   e. The suitability of the Traditional Neighborhood District to significant environmental factors, if applicable.
   f. The physical and economic suitability and feasibility of the Traditional Neighborhood District with existing infrastructure, services, and resources.
   g. The environmental benefits of the Traditional Neighborhood District. This could be demonstrated by showing how LEED certification (Leadership in Energy and Environmental Design) by the US Green Building Council for all Residential and Mixed Use buildings, and LEED-ND certification (Leadership in Energy and Environmental Design for Neighborhood Development) for the Traditional Neighborhood could be achieved.
   h. Required application fee.

2. Site Analysis. The site shall be comprehensively mapped and analyzed. Elements that should be included in this analysis include the following:
   a. Significant natural and heritage resources such as archaeological and cultural sites, and historic sites, structures and districts on the site and within one-quarter mile of the site boundary.
   b. Major transportation and circulation elements intended to serve the Traditional Neighborhood District.
   c. Existing zoning of the site and parcels within at least three hundred (300) feet. Based on the size and location of the project, the Planning Director may require an analysis of a larger area.
d. Adjacent parcels, structures and land uses within at least three hundred (300) feet of the site boundary. Based on the size and location of the project, the Planning Director may require an analysis of a larger area.

e. Existing and proposed off-site Open Space, recreation facilities, Parks, and Trails on the site and within one-quarter mile of the site boundary. Based on the size and location of the project, the Planning Director may require an analysis of a larger area.

f. Existing or proposed public, education, community, Civic and cultural facilities on site and within one quarter mile of the site boundary. Based on the size and location of the project, the Planning Director may require an analysis of a larger area.

g. Existing drainages.

h. Hydrology and water resources, including flood plains.

i. Inventory of existing and proposed structures, Thoroughfares, and other development on the site.

j. Location and extent of existing provisions for sewage disposal, effluent use, stormwater drainage, and utilities.

k. Topography and slope, including a detailed slope analysis.

l. Vegetation and trees over six (6) inches diameter at breast height (DBH).

m. Wildlife, including endangered species and wildlife corridors.

n. Geology and soils.

o. Viewsheds and visual analysis.

p. Any other information as required by the Planning Director to complete an analysis and review of the Traditional Neighborhood District.

3. Traditional Neighborhood District Proposal.
   An application for a Traditional Neighborhood District shall include the following information:

   a. Illustrative site plan.

   b. A detailed list and explanation of the uses proposed in the Traditional Neighborhood District indicating number of units and/or gross floor area, including Residential (by building type and density range), nonresidential (i.e. Retail, Office, etc.), Civic, open space, and recreational land uses.

   c. Name, location, and extent of existing or proposed major Thoroughfares located within the Traditional Neighborhood District or needed to adequately serve the Traditional Neighborhood District.

   d. Regulating Plan and associated Form-based Code for the development area. The Form-based Code shall be developed based on the SmartCode and the provisions for a Traditional Neighborhood District established in Division 10-02-006.

   e. Standards for the conservation, protection (whether temporary or permanent), development, or utilization of natural resources, including water courses, soils, trees, vegetation and wildlife.

   f. Standards and responsibilities for maintenance of infrastructure, and whether the infrastructure is public or private.
g. Standards for the phasing and construction of Thoroughfares proposed within the Traditional Neighborhood District or needed to provide access to the project as identified in the required study(ies) submitted with the Traditional Neighborhood District proposal.

h. Standards for the phasing and construction of sewage disposal, effluent use, stormwater drainage, solid waste disposal and public utilities as identified in the required study(ies) submitted with the Traditional Neighborhood District proposal.

i. Preliminary drainage report and grading plan.

j. A phasing schedule for the following as applicable.
   i. The development of the Traditional Neighborhood District.
   ii. The preservation of site features established in the Traditional Neighborhood District.
   iii. The construction, dedication, and provision of public services and utilities.

k. Preliminary landscape plan and program.

l. A traffic and transportation study which fully analyzes current and future land uses and their impacts on the current and future transportation system. This study shall include for example, trip generation factors for various modes of transit, estimated trips per day by land use, a proposed vehicular access and circulation plan, and traffic impacts by mode on adjacent Thoroughfares and development to assess community and regional impacts.

m. Estimated impacts on existing structures and other development.

n. Estimated impacts on existing infrastructure and public services.

o. Location and extent of proposed provisions for sewage disposal, effluent use, stormwater drainage, and utilities.

4. Public Charrette Process. A multi-day public design Charrette is required as part of the rezoning application for a Traditional Neighborhood District, unless a multi-day public design Charrette was conducted as part of a request for a Regional Plan amendment in which case the Planning Director may waive this requirement. The required design Charrette may be used as one method to fulfill the public notification requirements of Sections 10-10-004-0007B5 and 10-10-004-0007B6 respectively (Citizen Participation Plan and Citizen Participation Report).

5. Other Requirements. To insure that the public health, welfare and safety is preserved and that provision is made for harmonious and appropriate development consistent with the goals and objectives the Regional Plan as amended, the Planning Director may require submittal of the following additional information:
   a. Declaration of space for public use, such as parks, schools, recreation areas, and trails.
   b. Coordination of street layout with existing or planned Thoroughfares.
   c. Adequate fire protection.
   d. Additional mitigation measures to address issues of public safety and welfare, and environmental protection.
   e. Any other information as may be determined necessary by the Planning Director to complete an analysis and review of the Traditional Neighborhood District.
6. **The Planning Director may waive in writing upon request of an applicant any of the required information if it is determined that such information is not applicable.**

C. **ADOPTION OF DEVELOPMENT PLANS.**

The development plans (for example, the Illustrative Plan, Regulatory Plan or other plans used to describe and illustrate the project) and supporting statements and documents (for example, a development agreement) submitted with the application for a Traditional Neighborhood District must be approved and adopted by the City Council and included or referenced in the ordinance establishing the Traditional Neighborhood District. All public and private development within the Traditional Neighborhood District shall comply with the development plans and other supporting statements and documents as approved and adopted by the City Council.

D. **AMENDMENT PROCEDURES.**

1. **Amendments to a Traditional Neighborhood District shall be in substantial conformance with the objectives of the Traditional Neighborhood District and the Regional Plan.**

2. **Amendment Application.**

   A written application to amend one or more of the Traditional Neighborhood District regulations or land use configurations may be initiated by the property owner or the owner’s agent or the City Council.

   a. The application shall be accompanied by a statement documenting the need for the amendment, any plans and other documents in support of the amendment as determined by the Planning Director, and the required amendment application fee. (Ord. FOC2006-12)

   b. The Development Review Board shall determine if the amendment would result in a substantial change to the Traditional Neighborhood District. A substantial change is one which:

      i. Allows uses not otherwise permitted in the Regulating Plan for the Traditional Neighborhood District or a portion of the Traditional Neighborhood District; or

      ii. Deviates from a Traditional Neighborhood District policy such that the proposed Traditional Neighborhood design is no longer possible or viable; or

      iii. Increases or decreases the number of proposed residences per acre by ten (10) percent or more, or exceeds the maximum number of dwelling units permitted within the Traditional Neighborhood District; or

      iv. Varies the building height, lot coverage, building setbacks or other standards established in the Form-based Code by ten (10) percent or more of that delineated in the adopted Regulating Plan and Form-based Code for the Traditional Neighborhood District; or

      v. As a consequence of more than one (1) non-substantial change submitted concurrently, cumulatively results in a significant change in the objectives or goals of the Traditional Neighborhood District as determined by the Development Review Board; or

      vi. Results in a significant change in pedestrian or traffic circulation within the Traditional Neighborhood District or in the surrounding area; or

      vii. Any change that could have significant impact on areas adjoining the Traditional Neighborhood District; or

      viii. Any change that could have significant negative impacts on natural, heritage, cultural or architectural resources; or
ix. A significant change in the zoning district boundaries from those approved for the original Traditional Neighborhood District.

c. If the request is considered to be a substantial change, the Planning Director shall bring the amendment request before the Planning and Zoning Commission and City Council following the procedures established in Section 10-10-004-0007. When a change to the originally approved Traditional Neighborhood District is determined to be substantial, the Planning Director may require submittal of amended items, including but not limited to documentation (in written or map form) explaining the reason for the change, the benefits to the applicant and to the community resulting from the change, and any other information required to assist in the review of the amendment application.

d. The Planning Director may administratively approve non-substantial amendments to the approved Traditional Neighborhood District following the provisions of Section 10-10-003-0005A.

e. When requested in writing by the applicant, the Planning Director may authorize a delay in the plan amendment process.

CHAPTER 10-14. DEFINITIONS

DIVISION 10-14-005. DEFINITIONS OF TERMS FOR TRADITIONAL NEIGHBORHOODS

Note: This entire Division was adopted by Ordinance No. 2007-42, 11-20-2007.

10-14-005-0001. DEFINITIONS OF TERMS FOR TRADITIONAL NEIGHBORHOODS:

This Section provides definitions for terms used in Chapter 17 Traditional Neighborhood District 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 section, then the Zoning Administrator shall determine the correct definition of the term.

A-Grid Thoroughfares: cumulatively, those Thoroughfares that by virtue of their pre-existing or proposed pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by Chapter 17. See B-Grid Thoroughfares. (Syn. Primary Grid.)

Access 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, frontage road.)

Actual Parking: the gross number of existing parking spaces.

Accessory Dwelling Unit (ADU): A subordinate living unit added to, created within, or detached from a single-family dwelling that provides basic requirements for independent living, (i.e. sleeping, eating, cooking and sanitation).

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

Alley: See Rear Alley.

Ambient Standards: A term used in the SmartCode referring to the standards applied to exterior lighting, exterior storage, and permitted sound levels.

Attic: the interior part of a building contained within its roof structure above the ceiling of the top story.

Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed designed with a landscaped median that functions as a short distance connector between urban centers.
Common Destination: an area of focused Community activity acting as the social center of a neighborhood usually defining the approximate center of a Pedestrian Shed that includes one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station.

Community: a regulatory category defining the physical form, Density and extent of a settlement.

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

Coordinated Frontage: a Frontage where the Public Frontage and Private Frontage are coordinated as a single, coherent landscape and paving design.

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 that is the smallest of the single-family house types, located on a regular Lot, and often shared with an Outbuilding 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 curb or flush to a Swale. The Curb usually incorporates the drainage system. See Table 4A and 4B.

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.4). For the purposes of Density calculations, the area of each Transect Zone includes the Thoroughfares in the T3, T4 and T5 Transect Zones, except for arterials as defined in the Regional Plan and Thoroughfares in exclusively commercial areas. Land allocated to Civic Zones is also excluded from the site area for Density calculations.

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).

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. (Var: Lightwell, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a Park or promontory. One side has the 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, or shared between two lots, usually leading to a garage.

Duplex: an attached building type with two Independent Living Units sharing a common or party wall.

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.

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

Encroachment: any structural element such as Galleries, fences, garden walls, porches, Stoops, balconies, bay windows, terraces or decks that break the plane of a vertical or horizontal regulatory limit extending into a Setback, into the Public Frontage, or above a height limit.

Estate House: an Edgeyard building type characterized by a single-family dwelling on a Lot greater than one-half acre with rural character placed on the edge of a neighborhood, often shared by one or more Outbuildings. (Syn: country house, villa)
**Existing Local Codes**: the regulations provided in other codes, ordinances, regulations, and standards of the City of Flagstaff.

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

**Facade**: the exterior wall of a building that is set along a Frontage Line. See **Elevation**. See Table 17.

**FF**: an abbreviation for Finish Floor. See Table 8.

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

**Form-Based Code**: a Form-based Code is the regulatory document adopted by the City Council that defines the regulations and standards applicable to development of a specific parcel or area of land that is zoned Traditional Neighborhood District. The Form-based Code for a particular project applies the standards from the Traditional Neighborhood District to a unique site, and is made up of the design standards that define the urban form by addressing the details of relationships between building Façades and the Public Realm of the street, the form and mass of buildings in relation to one another, and the scale and type of streets and blocks.

**Front**: to place an element along a Frontage Line, as in “porches Front the street.”

**Frontage**: the areas between a Façade and the Vehicular Lanes inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**. See Tables 4A and 7.

**Frontage Line**: a Lot Line abutting a Right of Way, or, in the case of privately held Right of Way, the Lot Line within the Right of Way most nearly parallel to the Vehicular Lanes. See Table 17.

**Furnishing Strip**: the layer within the Right-of-Way that provides a space for the placement of landscaping, public street furniture, transit stops, public signage, or utilities in order to keep the Sidewalk unencumbered for the free movement of pedestrians.

**Gallery**: a Private Frontage typically used in Retail applications where the Façade is aligned close to the Frontage Line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. See Table 7.

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

**Greenway**: an Open Space Corridor in largely natural conditions, which may include Trails for bicycles and pedestrians.

**Home Occupation**: See Section 10-14-004-0001.

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

**Independent Living Unit**: a Residential unit with no more than one (1) kitchen, and sleeping, living and bathroom facilities.

**Illustrative Plan**: a plan or map that depicts (i.e. illustrates but does not regulate) the streets, lots, buildings and general landscaping of a proposed development designed as a traditional neighborhood.

**Infill**: a Community proposed for redevelopment as a Traditional Neighborhood District located within an existing Urbanized area where infrastructure is already in place.
Inn: an owner-occupied Lodging type offering 6 to 12 bedrooms for nightly accommodations, and permitted to serve breakfast in the mornings to guests.

Lane: a local Urban Thoroughfare accommodating low-speed Yield traffic movements. (Syn: Rear Lane.)

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

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

Linear Pedestrian Shed: a Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. It may be used to structure a New Community Traditional Neighborhood or an Infill Traditional Neighborhood. (Syn: elongated Pedestrian Shed.)

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

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Use. The Commercial use may be anywhere in the unit. It is intended to be occupied by a business owner 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 Tables 10 and 12.

Lot: a parcel of land having specific boundaries and recorded as such in a deed or subdivision plat in the Coconino County Recorder’s Office.

Lot Coverage: the portion of a lot, expressed as a percentage, which may be occupied by a building or structure and impervious driveway and parking area surfaces. Lot Coverage excludes all pervious surfaces such as landscape areas, interlocking pavers, porous pavement, and products designed to allow grass and other vegetation to grow within them. Patios, decks, pools and spas, sidewalks, pathways and similar at grade surfaces are also excluded from Lot Coverage.

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

Lot Depth: the mean horizontal distance measured from the front Lot Line to the rear Lot Line.

Lot Width: the length of a Lot Line along its shortest Frontage.

Mansion Apartment Building: a multi-family building type containing several apartments that is designed to look like a large single-family house. This building type usually features a front porch to help it blend with adjacent single-family Houses.

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

Meeting Hall: a building containing at least one room equivalent to a minimum of ten (10) square feet per projected dwelling unit within a pedestrian shed available for public gatherings, including conferences.

Mixed Use: multiple uses within the same building or multiple buildings located within the same Block or Transect Zone. Also, see the definition in Section 10-14-004-0001.

Multi-family Building: a building type that contains two (2) or more Independent Living Units that are accessed via a main entrance on the Principal Frontage.

Net Site Area: Net Site Area is the portion of the site on which development is permitted, excluding T1 Natural and T2 Rural Transect Zones. See Table 14a.
**Network Pedestrian Shed:** a Pedestrian Shed adjusted for average walking times along Thoroughfares. See Table 17. See Pedestrian Shed.

**New Community Plans:** Plans and documents submitted for review and approval for a proposed New Community typically consisting of an Illustrative Plan, Regulating Plan and Form-based Code.

**New Urbanism:** a design-focused alternative to automobile-oriented planning and development that promotes walkable, town-centered, environmentally-sensitive and sustainable communities by emphasizing transit, human scale, and a mix of housing, civic, commercial and retail uses in close proximity, while preserving open lands and achieving other environmental goals.

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

**Open Space:** land intended to remain undeveloped. It may be reserved for Civic Space.

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

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

**Parking Structure:** a building containing two or more Stories of parking above natural grade.

**Passage (PS):** an open or roofed pedestrian connector that passes between buildings to provide shortcuts through long Blocks that connects rear parking areas to Frontages.

**Path (PT):** a pedestrian way that may be designated for the shared use of pedestrians and bicycles traversing a Park or rural area with landscape matching the contiguous Open Space that connects directly with the urban Sidewalk network. (Syn. Pedestrian Path.)

**Pedestrian Shed:** an area that is centered on a Common Destination. There are three types of pedestrian sheds, Standard, Linear, and Network, whose size is defined by an average walking distance that may be traversed at an easy walking pace from its edge to its center for its applicable Community type. See Standard, Linear, or Network Pedestrian Shed.

**Placement:** the way a building is placed or located on its Lot (See Tables 9 and 17). The SmartCode uses the term “Disposition” to refer to “Placement”.

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

**Playground:** an Open Space designed and equipped for children’s recreation. See Table 13.

**Plaza:** a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones (T4 and T5), generally paved and spatially defined by building Frontages. See Table 13.

**Principal Building:** the largest building on a Lot. See Table 17.

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

**Principal Façade:** the Façade containing the Principal Entrance and facing the Principal Frontage.

**Principal Frontage:** the same as the Frontage, except on Lots having more than one Frontage where the Principal Frontage is the Frontage with the shortest Frontage Line. See Frontage.

**Principal Frontage Line:** the Frontage Line along the Principal Frontage.
**Private Frontage:** the privately held Layer between the Frontage Line and the line of the exterior wall of the Principal Building extended to the side Lot Lines. See Tables 7 and 17.

**Private Outdoor Living Space:** the minimum amount of private open area required by Table 9b associated with each unit provided as outdoor yard areas, patios, decks, and balconies, but excluding stairs, entrance decks, and/or landings. See Table 17j.

**Public Frontage:** the area between the Curb of the Vehicular Lanes and the Frontage Line. See Tables 4A and 4B.

**Public Realm:** the physical and social domain of the public that is held in common either by their physical presence or by visual association. This includes, but is not limited to Plazas, Squares, Parks, Thoroughfares, Public Frontages, Private Frontages, Civic Buildings and Civic Spaces.

**Rear Alley (RA):** a vehicular way located to the rear of Lots providing a location for utility easements and access to service areas, parking, and Outbuildings paved with a ribbon curb at the outer edge. (Syn: alley.)

**Rear Lane (RL):** a vehicular way located to the rear of Lots providing a location for utility easements and access to service areas, parking and Outbuildings paved with a ribbon curb at the edge of the pavement, and compacted gravel or similar suitable material placed on the outer edges.

**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)

**Regional Plan:** the Flagstaff Area Regional Land Use and Transportation Plan, as amended.

**Regulating Plan:** a set of maps that shows the Transect Zones, Civic Zones, Special Districts, and Special Requirements for areas subject to, or potentially subject to, regulation by a Form-based Code for a Traditional Neighborhood District. It may also show street and public open spaces, and designate where various building form standards (based on intensity of urbanism) for building placement, design, and use will apply. The Regulating Plan graphically shows, applies, and places the regulations and standards established in a Form-based Code for a Traditional Neighborhood development.

**Residential:** premises available for long-term human dwelling. For purposes of this definition, “long-term” is a minimum of 30 days.

**Retail:** premises available for the sale of merchandise and food service (i.e., restaurants). See Tables 10 and 12.

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

**Right-of-Way:** the strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for Right-of-Way purposes benefiting the general public.

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

**Route:** See Bicycle Route (BR).

**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.)

**Secondary Frontage:** on corner Lots, the Frontage that is not the Principal Frontage. See Table 17.

**Setback:** the area of a Lot measured from the Lot line to a building Facade or Elevation that must be maintained clear of permanent structures with the exception of Encroachments specifically permitted by Chapter 17 or a site’s Form-based Code. See Table 14g and Section 5.7 of the SmartCode. (Var: build-to line)
Shared Parking Factor: an accounting for parking spaces that are available to more than one Use. See Table 11.

Shopfront: a Private Frontage, typically for Retail Use with substantial glazing and an awning, where the Façade is aligned close to the Frontage line with the building entrance at the level of the Sidewalk. See Table 7.

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

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

Smart Growth: is well planned compact development that revitalizes neighborhoods, protects natural resources and Open Space, keeps housing affordable, and provides more transportation choices. It is sustainable and efficient development that is good for the environment, community and economy. (Modified definition from the Smart Growth Network).

SmartCode: a model unified land development ordinance for planning and urban design that incorporates Smart Growth and New Urbanism principles, Transect-based planning, environmental and zoning regulations, and regional, community and building-scaled design outcomes. It 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. As used in this Chapter, the term “SmartCode” refers to the latest published version of this document. The use of the SmartCode and the images and diagrams appearing within it are used with the permission of Duany Plater-Zyberk & Company LLC.

Special District (SD): an area that by its intrinsic Use, Placement, or Configuration, cannot or should not conform to one or more of the normative Community types or Transect Zones specified in Chapter 17. Special Districts may be mapped and regulated at a regional or community scale, and may include large parks, institutional campuses, refinery sites, airports, etc.

Special Requirements: provisions of Section 3.9 and Section 4.8 of Chapter 17, and the provisions of the Special Requirements section of the SmartCode, and/or the associated designations on a Regulating Plan or other map for those provisions.

Specialized Building: a building that cannot be classified as Residential, Commercial or Lodging. See Table 9.

Square: an Open Space available for unstructured recreation and Civic purposes. See Table 13.

Standard Pedestrian Shed: a Pedestrian Shed that is an average ¼ mile radius or 1,320 feet, which is about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

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

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling, excluding the Attic, but including a raised basement.

Street (ST): a local urban Thoroughfare for low vehicular speed and capacity. See Tables 3B and 4B.

Streetscreen: a freestanding wall built along the Frontage Line, or parallel with the Façade. 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.)

T-Zone: Transect Zone.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a New or Infill Community Plan is required or recommended to be designed in response to the axis.
**Third Place:** a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafés, and corner stores.

**Thoroughfare:** a way for use by vehicular and pedestrian traffic that provides access to Lots and Open Spaces, and that incorporates Vehicular Lanes and the Public Frontage. See Tables 3A, 3B and 17a.

**TOD:** Transit Oriented Development. TOD is created by an overlay on all or part of an Infill Traditional Neighborhood permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in the SmartCode.

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

**Traditional Neighborhood:** a comprehensive and compact Mixed Use development pattern based on the land development principles that guided the first settlements, towns and cities of the United States and that is an alternative to typical post-World War II suburban, use-segregated developments. Traditional Neighborhoods include a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, Civic buildings, and Commercial Uses to be located within walking distance of private residences. A Traditional Neighborhood is typically served by a network of Paths, Trails, streets and lanes suitable for pedestrians as well as vehicles that provide residents with the option of walking, biking or driving to places within their neighborhood. In a Traditional Neighborhood public and private space have equal importance. The inclusion of Civic Spaces and Civic Buildings enhances community identify and value. See also Appendix C.

**Trail:** See Bicycle Trail (BT).

**Transect:** a cross-section of the environment showing a range of different habitats. The rural-to-urban Transect of the human environment used in Chapter 17 and the SmartCode template is divided into six Transect Zones that range from the most natural to the most urban. 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 Chapter 17 and the SmartCode. Transect Zones or “T”-zones are ordered from the most natural to the most urban as illustrated in Table 17{l. Chapter 10-17 and the SmartCode are based upon six (6) Transect Zones which describe the physical character of place at any scale according to the density and intensity of Urbanism. Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and the Public Frontage. The Transect Zones are:

a. **T1 Natural Zone** – consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

b. **T2 Rural Zone** consists of sparsely settled lands in open or cultivated state. These include woodland, grasslands, Parks and Open Space areas. Typical buildings are farmhouses, agricultural buildings or cabins.

c. **T3 Sub-Urban Zone** consists of low-density residential areas, adjacent to higher density zones that include some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and Setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

d. **T4 General Urban Zone** consists of Mixed Use but primarily Residential Urban fabric. It may have a wide range of building types, such as single-family, Sideyard buildings, and Rowhouses. Setbacks and landscaping are variable. Streets with Curbs and Sidewalks define medium-sized Blocks.

e. **T5 Urban Center Zone** consists of higher Density Mixed Use buildings that accommodate Retail, Offices, Rowhouses and multi-family buildings. It has a tight network of streets and small Blocks, with wide Sidewalks, regularly spaced street planting, and buildings set close to the Sidewalks.

f. **T6 Urban Core Zone** consists of the highest Density and height, with the greatest variety of Uses, and Civic buildings of regional importance. It may have larger Blocks, and streets have regularly spaced tree planting.
with buildings set close to the wide sidewalks. The T6 Urban Core is typically associated with Downtown Flagstaff, thus this Transect Zone would not be applied in other locations within the City. (See Table 17I)

g. **Special Districts** consist of areas with buildings that by their Use, Placement or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones.

**Turning Radius:** the curved edge of a Thoroughfare at an intersection measured at the inside edge of the track of a vehicle. The smaller the Turning Radius, the smaller the pedestrian crossing distance, and the more slowly the vehicle is forced to make the turn.

**Twin House:** a Residential building type created when two SideYard Houses are placed adjacent to each other. See Table 9A. (Syn: double house.)

**Understory:** the unfinished space between the lowest finish floor of a building and natural grade. (Syn: crawl space.)

**Urban:** See **Urbanism** or **Urbanized**.

**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 socio-cultural aspects.

**Urbanized:** generally, developed. In Chapter 17 of this Code and the SmartCode, the term applies to Transect Zones T3 (Sub-Urban) or higher.

**Use:** The same as “Function” in the SmartCode, i.e. the Uses accommodated by a building or Lot.

**Variance:** a grant of relief from the provisions of an ordinance section where there are practical difficulties or unnecessary hardships as defined in ARS §9-462.06. Variances shall be heard only by the Board of Adjustment in accordance with the procedures established in Section 10-10-004-0005.

**Vehicular Lanes:** the lanes providing traffic and parking capacity within a Thoroughfare. They usually consist of marked lanes in a variety of widths for parked and for moving vehicles.

**Work-Live:** a Mixed Use unit consisting of a Commercial and Residential Use. 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 for the owner, caretaker or an employee of the business that meet basic habitability requirements. See **Live-Work**. (Syn: Live-With.)

**Yield:** a Thoroughfare type that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.
APPENDICES:

Appendix A: Growth Management Guide 2000 Streets Plan
Appendix F-1 B: Property Development Review Fees
Appendix C: Additional Information on Smart Growth and Traditional Neighborhood Developments

LAND DEVELOPMENT CODE

APPENDIX F-1 B:

Property Development Review Fees

I. DRB OR STAFF SITE PLAN REVIEW

<table>
<thead>
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<th>Category</th>
<th>Fee</th>
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<tr>
<td>Concept</td>
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<tr>
<td>Site Plan Less than one acre</td>
<td>$1000</td>
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<td>Greater than one acre</td>
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<td>P&amp;Z Review/Appeal</td>
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<tr>
<td>Projects in an approved TND</td>
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APPENDIX C:

Additional Information on Smart Growth and Traditional Neighborhood Developments
APPENDIX C:

ADDITIONAL INFORMATION ON SMART GROWTH AND TRADITIONAL NEIGHBORHOOD DEVELOPMENTS

Note: This entire Appendix was adopted by Ordinance No. 2007-42, 11-20-2007.

1.0 What is Smart Growth?

“Growth is smart when it gives us great communities, with more choices and personal freedom, good return on public investment, greater opportunity across the community, a thriving natural environment, and a legacy we can be proud of to leave our children and grandchildren”. (Smart Growth Network)

Smart Growth as promoted by the Smart Growth Network (www.smartgrowth.org) is based on the following principles:

a. Mix land uses.
b. Take advantage of compact building design.
c. Create a range of housing opportunities and choices.
d. Create walkable neighborhoods.
e. Foster distinctive, attractive communities with a strong sense of place.
f. Preserve, open space, farmland, natural beauty, and critical environmental areas.
g. Strengthen and direct development towards existing communities.
h. Provide a range of transportation choices.
i. Make development decisions, predictable, fair and cost effective.
j. Encourage community and stakeholder collaboration in development decisions.

Smart Growth principles when properly applied in a community provide a number of important benefits that can include:

- New development adds value to a community
- Cities and towns get the most return from their investment in new development.
- Residents have a variety of transportation choices – walking, biking, transit and driving – to get to convenient amenities (e.g. schools, libraries, shops and restaurants).
- A mix of housing and neighborhood types meets the needs of couples, singles, families and seniors.
- Greater opportunities for the preservation of open space.
- Development and urban growth patterns that is more sustainable than conventional development.

2.0 What is New Urbanism and Traditional Neighborhood Development?

The term Traditional Neighborhood Development (TND) has been utilized in planning and development circles within the City since November 2001 when the Flagstaff Area Regional Land Use and Transportation Plan was adopted. Indeed, the Regional Plan contains numerous references to, and actively promotes the use of, Traditional Neighborhood Developments. Incentives to promote TNDs are also provided in the Land Development Code in Chapter 4.

New Urbanism emerged over the past two decades in response to the urban sprawl that has characterized development in most parts of America. From its earliest roots, the United States developed in the form of compact, mixed-use neighborhoods up to the first quarter of the last century. Urban development patterns began to change with the emergence of modern architecture and zoning and the expanded use of the automobile. Following World War II, neighborhoods...
were replaced with development patterns that separated land uses, i.e. conventional suburban
development (CSD), or sprawl.

New Urbanism is an approach to urban planning and design that can be applied at a variety of
scales, moving from a single block in an urban area to a large metropolitan region. At the
neighborhood level, New Urbanism is often referred to as Traditional Neighborhood Development because it revives the urban form and character of US cities and towns built from
the 1600s until World War II.

New Urbanist developments do not seek to mimic past patterns of development. Instead, New
Urbanist or Traditional Neighborhood developments strive to reinterpret the qualities of old
patterns of building placement, design, and public spaces to suit modern living needs, including
of course the needs of the automobile.

New Urbanism and Traditional Neighborhood developments are based on principles of planning
and architecture that work together to create human-scale, walkable, functional and sustainable
communities. They can be applied to either infill projects within a city, communities proposed on
the periphery of cities, projects focused on transit-oriented development (TOD), or even entire
cities.

From modest beginnings, the New Urbanism movement is now having a substantial impact on
development in the US. More than 600 new towns, villages, and neighborhoods are planned or
under construction in the US, using the principles of the New Urbanism. Additionally, hundreds
of small-scale new urban infill projects are restoring the urban fabric of cities and towns by
reestablishing walkable streets and blocks. Many Gulf Coast communities ravished by
Hurricanes Katrina and Rita are rebuilding themselves based on these principles.
Principles of Traditional Neighborhood Development
The heart of the New Urbanism is in the design of neighborhoods, which can be defined by 13 elements, according to town planners Andres Duany and Elizabeth Plater-Zyberk, who founded the architecture and town planning firm Duany Plater-Zyberk & Co. (DPZ), and who are also two of the founders of the Congress for the New Urbanism (www.cnu.org).

An authentic neighborhood should contain most of these elements:

1) The neighborhood has a discernible center. This is often a square or a green and sometimes a busy or memorable street corner. A transit stop would be located at this center.
2) Most of the dwellings are within a five-minute walk of the center, an average of roughly 2,000 feet.
3) There are a variety of dwelling types — usually houses, rowhouses and apartments — so that younger and older people, singles and families, the poor and the wealthy may find places to live.
4) At the edge of the neighborhood, there are shops and offices of sufficiently varied types to supply the weekly needs of a household.
5) A small ancillary building is permitted within the backyard of each house. It may be used as a rental unit or place to work (e.g., office or craft workshop).
6) An elementary school is close enough so that most children can walk from their home.
7) There are small playgrounds accessible to every dwelling -- not more than a tenth of a mile away.
8) Streets within the neighborhood form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination.
9) The streets are relatively narrow and shaded by rows of trees. This slows traffic, creating an environment suitable for pedestrians and bicycles.
10) Buildings in the neighborhood center are placed close to the street, creating a well-defined outdoor room.
11) Parking lots and garage doors rarely front the street. Parking is relegated to the rear of buildings, usually accessed by alleys.
12) Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings. These provide sites for community meetings, education, and religious or cultural activities.
13) The neighborhood is organized to be self-governing. A formal association debates and decides matters of maintenance, security, and physical change. Taxation is the responsibility of the larger community.

The City of Flagstaff has some wonderful older traditional neighborhoods like the Old Town Site Neighborhood, Southside neighborhood, and the neighborhoods to the north and northwest of the Downtown area. These neighborhoods, as well as the Downtown area itself, provide a wealth of planning and architectural patterns that can be interpreted and applied in other areas of the City through the application of Traditional Neighborhood developments.
Photographs showing some architectural elements that reflect the City of Flagstaff's mountain architectural vernacular.

Artist renderings showing the urban character of this proposed TND project (Juniper Point) reflecting the City of Flagstaff's mountain architectural vernacular, with a corner store on the left, and a residential street on the right.

Illustrations by Dover, Kohl & Partners

3.0  SmartCode

The SmartCode is a model unified land development ordinance for planning and urban design. It is the property of Duany Plater-Zyberk & Co. (DPZ) but may be freely reproduced and used with proper credit given to DPZ. The SmartCode incorporates Smart Growth and New Urbanism principles, Transect-based planning, environmental and zoning regulations, and regional, community and building-scaled design outcomes. It is a tool that guides the form of the built environment to resemble that of traditional neighborhoods, towns and villages. As noted previously, this form is compact, walkable, and mixed-use, and it is meant to be comfortable, safe and ecologically sustainable. As a model code, the SmartCode is intended to be calibrated or customized to the specific region within which it is applied by professional urban designers, planners, architects, engineers and other professionals, with the participation of local citizens.

The SmartCode may be downloaded for free from [http://smartcodecentral.com/](http://smartcodecentral.com/).
The principles of Smart Growth and Traditional Neighborhood development are addressed in the SmartCode at the scale of the Region, the Community, the Block and the Building, and the Transect as provided below. This text is taken from the SmartCode and has been adapted to Flagstaff. Note that Capitalized terms used throughout this section may refer to Section 10-14-005-0001 Definitions of Terms for Traditional Neighborhood Districts.

The Region
a. That the its natural infrastructure and visual character derived from its unique location in Northern Arizona, and its topography, forests, farmlands, and riparian corridors.
b. That growth strategies should encourage Infill and redevelopment in parity with New Communities.
c. That development contiguous to Urban areas should be structured in the Neighborhood pattern and be integrated with the existing urban pattern.
d. That development non-contiguous to Urban areas should be organized in the pattern of traditional Neighborhoods.
e. That affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
f. That the planning and reservation of transportation corridors should be coordinated with land use planning.
g. That open space green corridors should be used to define and connect urbanized areas.
h. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.
i. That natural resources should be preserved by encouraging the concentration of development in mixed-use higher density Neighborhoods than might otherwise be permitted under existing zoning.

The Community.
a. That Neighborhoods should be coordinated, compact, pedestrian-oriented, and mixed-use.
b. That Neighborhoods should be the preferred pattern of development and that districts specializing in single-use should be the exception.
c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
d. That interconnected networks of Thoroughfares should be designed to disperse and reduce the length of automobile trips.
e. That within Neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.
g. That Civic, Institutional, and Commercial activity should be embedded in Downtowns or other planned Neighborhood centers, 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 useable open space including Parks, Squares, and Playgrounds should be distributed within Neighborhoods and Urban zones.
j. That public trails within Neighborhoods should link to the existing regional trail system.

The Block and the Building.
a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
c. That the design of Thoroughfares and buildings should reinforce safe environments, but not at the expense of accessibility.
d. That architecture and landscape design should grow from local climate, topography, history, and building practice and therefore respect and support Flagstaff’s unique forest and mountain environment and architectural vernacular.
e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
f. That Civic Buildings and public gathering places should be located in places that reinforce community identity and support self-government.
g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
h. That the preservation and renewal of historic buildings should be facilitated to affirm the continuity and evolution of society.
i. That the harmonious and orderly evolution of urban areas should be secured through the adoption of Form-based Codes that serve as guides for change for the proposed Traditional Neighborhood District. The Form-based Code establishes land use regulations for the district that may be different from zoning regulations applicable to other zoning districts in the Land Development Code or any other approved Traditional Neighborhood District.

4.0 Transect-Based Planning

The SmartCode provides a detailed overview of the transect from an ecological perspective, and how transects can also be applied in an urban-to-rural context. As this concept is critical in understanding the application of the SmartCode to the proposed Traditional Neighborhood District in the City of Flagstaff, a brief overview of transect-based Planning is provided below.

A transect or geographical cross-section of nature was first conceived by Alexander Von Humboldt near the end of the 18th century. Originally it was used to map and analyze different ecological environments that showed different characteristics through different zones, such as ocean shores, dunes, wetlands, plains, and uplands or mountains.

Human beings also live in different places such as metropolitan areas, cities, suburbs, towns and farms. New Urbanists have applied the principle of the natural transect to describe a range of environments that can be arranged from the most natural to the most urban as illustrated in the diagram below. The SmartCode and the Traditional Neighborhood District established in Chapter 17 of the Land Development Code is based upon six Transect Zones which describe the physical character of place at any scale according to its density and intensity of Urbanism. Each Transect Zone has its own unique rules for physical design that address for example, such issues as building Placement, streetscape design, and Setback requirements. The Transect Zones are:

a. T1 Natural Zone – consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

b. T2 Rural Zone consists of sparsely settled lands in open or cultivated state. These include woodland, grasslands, Parks and Open Space areas. Typical buildings are farmhouses, agricultural buildings or cabins.

c. T3 Sub-Urban Zone consists of low-density residential areas, adjacent to higher density zones that include some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and Setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

d. T4 General Urban Zone consists of Mixed-use but primarily Residential urban fabric. It may have a wide range of building types, such as single-family, Sideyard, and Rowhouses.
Setbacks and landscaping are variable. Streets with Curbs and Sidewalks define medium-sized Blocks.

e. **T5 Urban Center Zone** consists of higher Density Mixed-use buildings that accommodate Retail, Offices, Rowhouses and apartments. It has a tight network of streets and small Blocks, with wide Sidewalks, regularly spaced street planting, and buildings set close to the Sidewalks.

f. **T6 Urban Core Zone** consists of the highest Density and height, with the greatest variety of Uses, and Civic buildings of regional importance. It may have larger Blocks, and streets have regularly spaced tree planting with buildings set close to the wide Sidewalks. The T6 Urban Core is typically associated with Downtown Flagstaff, thus this Transect would not be applied in other locations within the City. (See Table 1)

g. **Special Districts** consist of areas with buildings that by their Use, Placement or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones.

A Typical Rural-Urban Transect, with Transect Zones
5.0 What is a Form-based Code?

The description of a Form-based Code (FBC) provided below is copied from the Form-based Code Institute with their permission, and may be accessed from their web site – [www.formbasedcodes.org/](http://www.formbasedcodes.org/).

A Form-based Code is a method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm by controlling physical form primarily, with a lesser focus on land use, through city or county regulations.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., Floor Area Ratio, dwellings per acre, height limits, setbacks, parking ratios). Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory.

Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements.

Form-based codes commonly include the following elements:

- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- **Public Space/Street Standards.** Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, street trees, street furniture, etc.).
- **Administration.** A clearly defined application and project review process.
- **Definitions.** A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions.
Eight Advantages to Form-Based Codes

1. Because they are prescriptive (they state what you want), rather than proscriptive (what you don't want), form-based codes (FBCs) can achieve a more predictable physical result. The elements controlled by FBCs are those that are most important to the shaping of a high quality built environment.

2. FBCs encourage public participation because they allow citizens to see what will happen where-leading to a higher comfort level about greater density, for instance.

3. Because they can regulate development at the scale of an individual building or lot, FBCs encourage independent development by multiple property owners. This obviates the need for large land assemblies and the mega-projects that are frequently proposed for such parcels.

4. The built results of FBCs often reflect a diversity of architecture, materials, uses, and ownership that can only come from the actions of many independent players operating within a communally agreed-upon vision and legal framework.

5. FBCs work well in established communities because they effectively define and codify a neighborhood's existing "DNA." Vernacular building types can be easily replicated, promoting infill that is compatible with surrounding structures.

6. Non-professionals find FBCs easier to use than conventional zoning documents because they are much shorter, more concise, and organized for visual access and readability. This feature makes it easier for non-planners to determine whether compliance has been achieved.

7. FBCs obviate the need for design guidelines, which are difficult to apply consistently, offer too much room for subjective interpretation, and can be difficult to enforce. They also require less oversight by discretionary review bodies, fostering a less politicized planning process that could deliver huge savings in time and money and reduce the risk of takings challenges.

8. FBCs may prove to be more enforceable than design guidelines. The stated purpose of FBCs is the shaping of a high quality public realm, a presumed public good that promotes healthy civic interaction. For that reason, compliance with the codes can be enforced, not on the basis of aesthetics but because a failure to comply would diminish the good that is sought. While enforceability of development regulations has not been a problem in new growth areas controlled by private covenants, such matters can be problematic in already-urbanized areas due to legal conflicts with first amendment rights.

~ Peter Katz, President, Form-Based Codes Institute

6.0 A Brief Overview of Design Charrettes


A Charrette is a multi-day planning process during which an interdisciplinary professional design team creates a complete and buildable plan (typically based on Smart Growth and Traditional Neighborhood Planning).
principles) that reflects the input of all stakeholders who are involved by engaging them in a series of feedback loops. It is a comprehensive and intensive planning process to bring transformative change to a neighborhood or planning area.

As Mr. Lennertz states, “charrettes offer much more than just a quick fix”, and they result in lasting, transformative change. A Charrette requires a carefully planned and orchestrated process that starts well before the actual Charrette and continues long after it.

The National Charrette Institute (NCI) suggests that there are nine strategies that differentiate an authentic Charrette from other planning processes. Further information on these strategies is available at the NCI website.

1. Work collaboratively
2. Design cross-functionally
3. Use design to achieve a shared vision and create holistic solutions
4. Work in detail
5. Constrain work schedules
6. Communicate in short feedback loops
7. Work for at least four to seven consecutive days
8. Work on site
9. Produce a buildable plan

7.0 Thoroughfares (i.e. Streets) in Traditional Neighborhoods


The following introduction to this subject is excerpted from the above referenced book, Pp. 8-1 to 8-2 in the Chapter titled Designing Streets for Walkability and Safety by various authors.

A Traditional Neighborhood Development (TND) is a human scale, walkable community with moderate to high residential densities and a mixed use core. Compared with conventional suburban developments, TNDs have a higher potential to increase modal split by encouraging and accommodating alternate transportation modes. TNDs also have a higher potential for capturing internal trips, thus reducing vehicle miles traveled.

![Example of a street designed to promote walkability and safety for pedestrians. Photo by Rick Hall](image)
A dense network of narrow streets with reduced curb radii is fundamental to TND design. This network serves to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere. Such alternate guidelines are encouraged by North Carolina Department of Transportation when the overall design ensures that non-vehicular travel is to be afforded every practical accommodation that does not adversely affect safety considerations. The overall function, comfort, and safety of a multipurpose or “shared” street are more important than its vehicular efficiency alone.

TNDs have a high proportion of interconnected streets, sidewalks, and paths. Streets and rights-of-way are shared between vehicles (moving and parked), bicycles, and pedestrians. The dense network of TND streets functions in an interdependent manner, providing continuous routes that enhance non-vehicular travel. Most TND streets are designed to minimize through traffic by the design of the street and the location of land uses. Streets are designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, fire engines, and school buses.
8.0 On-line Resources for Smart Growth and Traditional Neighborhood Developments

SMART GROWTH:  
http://www.smartgrowth.org/about/default.asp?res=1024

TRADITIONAL NEIGHBORHOOD DEVELOPMENT:  
http://www.tndtownpaper.com/neighborhoods.htm

http://safety.fhwa.dot.gov/ped_bike/univcourse/swless06.htm

http://www.newurbannews.com/

http://www.tndhomes.com/feature.htm

http://www.preservenet.com/politics/NewUrb.html


CONGRESS FOR THE NEW URBANISM:  
http://www.cnu.org/

TRANSECT:  
http://www.dpz.com/transect_articles.htm

FORM BASED CODES:  
http://www.formbasedcodes.org/

SMARTCODE:  
http://www.smartcodecentral.com

DESIGN CHARRETTES:  
http://www.charretteinstitute.org

CONTEXT SENSITIVE SOLUTIONS:  
http://www.contextsensitivesolutions.org/

http://www.fhwa.dot.gov/csd/index.cfmh/

http://www.ite.org/css/

http://www.pedshed.net

http://www.completestreets.org
SECTION 9-01-001-0003 STOPPING, STANDING AND PARKING RESTRICTIONS:

A. Applicability: The provisions of this chapter prohibiting the standing, stopping or parking of a vehicle shall apply at all times or at those times herein specified or as indicated on official signs or parking meters, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with directions of a police officer or official traffic-control devices.

The provisions of this chapter imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the standing, stopping or parking of vehicles in specified places or at specified times.

B. Persons Liable: Whenever any vehicle shall be parked in violation of any of the provisions of any ordinance prohibiting or restricting parking, the person in whose name such vehicle is registered shall be responsible for such violation and is subject to the penalties therefor.

C. Defense to Liability: Paragraph (B) of this chapter shall not prevent a person from presenting evidence in any prosecution of a parking violation that a vehicle was not illegally parked or that said vehicle was not registered to said person at the time of the offense, or that said vehicle had been stolen at the time of the alleged offense. Proof that a person other than the registered owner was operating the vehicle at the time of the violation shall not constitute a valid defense to the substantive offense.

D. Duty to Report: It is the duty of the Chief of Police and his authorized agents to account for the issuance of all parking violations enumerated in this chapter and to take the following actions:

1. Report the date, time and location of the parking violation.

2. Report the state license number of any vehicle which is in violation of this chapter.

3. Report any other acts, a knowledge of which is necessary to a thorough understanding of the violation of this chapter, and to issue a notice of violation in accordance with the provisions of paragraph (G).

E. Parking Meters

1. Establishment: The Council may, by official action, establish portions of streets as parking meter zones, which zones shall become effective on the installation of metering devices.

2. Authority to Install Meters: The superintendent of streets is hereby authorized and directed to install meters in all parking meter zones hereby established or hereinafter established by the Council for the purpose of and in such numbers and at such places
as may be necessary to the regulation, control and inspection of the parking of vehicles therein.

3. Location: Parking meters installed in parking meter zones shall be installed upon the curb immediately adjacent to individual parking spaces or at every other space or centrally located on the curb. Each parking meter shall be so constructed and adjusted as to show when properly operated a signal indicating that the space which that meter controls is or is not legally in use.

4. Legal Parking Fees: Parking meters, when installed and properly operated, shall be so adjusted as to show a legal parking period. Only the amount and form of legal tender as indicated on the meters may be inserted in the meters.

5. Collections: It shall be the duty of the Chief of Police to designate some person or persons to make regular collections of the legal tender deposited in the parking meters and deliver it to the City Treasurer for accounting and depositing.

F. Violations

1. Separate and Distinct Violations: Violations of this chapter regulating the time, place or method of parking which are continuous in nature shall constitute a separate and distinct violation for each full hour thereof.

2. Parking Prohibited:

Parking is prohibited or limited at any place where official signs or markings authorized by the City Council prohibit or limit parking or stopping.

3. Limited Time Parking Areas: Except on Sundays or holidays, it is unlawful to park any vehicle for a longer consecutive period of time than that designated between the hours of eight o'clock (8:00) a.m. to six o'clock (6:00) p.m. in any area designated by the City Council as a limited time parking area and so marked.

4. Seasonal Parking Restriction: No person shall park, or permit to be parked, on any street between midnight and 7:00 A.M., from November 1 to April 1, any vehicle owned or controlled by that person.

The Seasonal Parking Restriction does not apply to the following areas:

- a. The north side of the westerly one thousand (1000) feet of Coconino Avenue.
- b. Both sides of Pine Cliff Drive for a distance of nine hundred (900) feet south of the south curb line of Ponderosa Parkway.
- c. Both sides of Locust Street (formerly Cottonwood Street) for a distance of three hundred fifty (350) feet south of the south curb line of Ponderosa Parkway.
- d. All public streets in the Aspen Place at the Sawmill development.
e. Streets in those areas of the City that have been zoned to the Traditional Neighborhood District zoning designation.

The Seasonal Parking Restriction shall be from 3:00 A.M. until 7:00 A.M. for the following areas:

a. Both sides of Leroux Street from Benton Avenue to Phoenix Avenue, and from Route 66 to Cherry Avenue.
b. Both sides of Benton Avenue, Cottage Avenue, and Phoenix Avenue from Leroux Street to Agassiz Street.
c. Both sides of Aspen Avenue from Beaver Street to Agassiz Street.
d. Both sides of Birch Avenue and Cherry Avenue from Beaver Street to San Francisco Street.
e. The north side of Route 66 from Beaver Street to Agassiz Street.
f. Both sides of Agassiz Street from Route 66 to Birch Avenue.

(Ord. 1265, 3-15-83; Revised Ord. No. 2005-26, 11-01-2005.)

5. Reparking Prohibited: If a vehicle has been parked in an area on any street where parking is limited or restricted to a specified maximum period of time by official signs posted at that location, it is prohibited and a violation of this section to repark said vehicle within three hundred feet (300') of the location where it was first parked within the following four (4) hour period.

6. Parking Within Lines or Markings: It is unlawful to park any vehicle across lines or markings painted upon the curb or street to designate a parking space or to park a vehicle in such a position that it shall not be entirely within the space designated by such lines or markings. (ord 1185, 11-17-81).

7. Large Vehicle Parking Prohibited: It is unlawful for anyone to park a vehicle, trailer or semi-trailer or more than fourteen thousand (14,000) pounds gross vehicle weight on that side of any public street which is on the boundary of or is within a land use zoning district of RR, RS, R1, RMM, RML, MH or PLO as designated on the current official zoning map except for the purpose of loading or unloading said vehicle or equipment.

8. Expired Meter Parking Prohibited: It is unlawful for any person to cause, allow, permit or suffer any vehicle registered in his/her name, or operated or controlled by him/her to be upon any street in a parking space controlled by a parking meter at any time during which the meter is showing a signal indicating that the time has expired and that such space is illegally in use at such times as restricted parking is in effect.

9. Slugs Prohibited: It is unlawful to deposit or cause to be deposited in any parking meter any slug, device or substitute for the legal tender required by said meter.

10. Damaging Meters Prohibited: It is unlawful for any unauthorized person to open, or for any person to deface, injure, tamper with
or willfully break, destroy or impair the usefulness of any parking meter installed pursuant to this section, or to hitch any animal thereto.

G. Notice of Violation:

(Section continues ...)

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