

ETOWAH

CHEROKEE COUNTY, GEORGIA

Prepared by:
Barker Street, LLC
in conjunction with
Cherokee County
Planning and Land Use

Addendum to PUD
CASE# 90-09-018

Version 8.2
December 2015



ETOWAH COMMUNITY LAND DEVELOPMENT STANDARDS

Owners:

JGLW Properties, LLC
Atlanta, GA

Redmont Park, Inc.
Birmingham, AL

Etowah River, LLC
Birmingham, AL

Consultants:

UrbanGreen
San Francisco, CA

Reece, Hoopes and Fincher
Atlanta, GA

Rochester Engineering
Atlanta, GA

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ETOWAH COMMUNITY VISION

The community of Etowah is comprised of approximately 1,363 acres of highly topographic upland forest, with 2.5 miles of direct frontage along the Etowah River. Located in the eastern portion of Cherokee County, Georgia, the project offers a wonderful opportunity to create a highly livable community set gently into the natural features of the site.

Etowah is zoned for 1800 homes and 15 acres of community serving commercial development. The conceptual Master Plan for Etowah (the “Master Plan”) provides for a diversity of housing and lifestyle types – small cottages, townhomes, mid to larger single family homes and unique offerings such as live-work homes and ‘treehouses’. Etowah will be anchored by a community focus that serves both as a gathering place and community amenity. The community includes a naturalistic park, swim and recreation facilities and trails along the Etowah River, all complimented by a small village Main Street. The Master Plan and phasing of the development define an emphasis on the connection of the village fabric to the River. Weaving environmental stewardship with traditional neighborhood planning principles is at the core of the community focus.

During the preparation of the Master Plan, seven planning principles were established to guide the vision and design of this community. They are:

1. Pervasive sense of Nature
2. Obvious community
3. Intentional connection to the River
4. Multi-layered diversity of lifestyles and market segments
5. Precedent-based Etowah derived architectural and community design
6. A community ethos of stewardship
7. Unyielding execution.

The crafting of the Master Plan for Etowah was executed to provide stewardship and protection of the sensitive environmental areas resulting from the floodplain of the Etowah River and its tributaries. Responding to protecting these areas, the footprint of the development will be concentrated to preserve greater amount of open space. Neighborhood streets and lanes will follow the natural terrain retaining the unique topography of the site while limiting the impact of development. The construct of streets, sidewalks, building setbacks, lot size, open space and vehicular access will promote a comfortable and safe environment for residents and visitors while reducing impervious surface area.

The 15 acres of potential commercial use has been divided on the Master Plan into two unique village centers, one at the convergence of Main Street and the Etowah River Park and the second village center will be located along Highway 372. Under the conceptual plan, the focus of the Main Street village is to provide residents and visitors access to the basic daily goods and services such as a café and small store, central mail pick-up, a visitor center, and fitness center. The Village node along Highway 372 is proposed to serve the larger community within Cherokee County providing more broad convenience goods. It is planned to have a grocery store anchor and basic retail services along with the opportunities for office.

This code of development and accompanying Master Plan is designed to result in the creation of a unique community along the Etowah River in Cherokee County.

A. DOCUMENT PURPOSE & INTENT

DOCUMENT PURPOSE

The following document is an addendum to the existing Planned Urban Development Zoning classification established for the Etowah assemblage in 1991 with subsequent modifications in 2004, and 2006. This document will guide the character, form and scale for the Etowah Community.

The first part of the document describes the intent of the current conceptual Master Plan as it relates to neighborhood structure. The second part of the document prescribes the code of development by which each phase or neighborhood of the development will be approved for preliminary and final plats under the current zoning standards. To facilitate the natural evolution of the Etowah Community, this code provides for the flexibility necessary to develop the Master Plan to adapt to the natural terrain of the site as well as changing needs in lifestyles and the market place. All development plans, however, must comply with the zoning conditions from Section B - Existing Zoning and the development criteria set out in Section D - Community Standards.

USE OF DOCUMENT

The intent of this document is that it will be used by Cherokee County in reviewing preliminary and final plat submissions made by the master developer of Etowah. The standards contained in this document establish critical neighborhood design, engineering and character issues such as:

- Permitted uses
- Thoroughfare standards and design
- Lot sizes
- Building setbacks
- Building heights
- Signage

This document addresses each of these character issues as they relate to their location within the community reflecting the allowable land uses and density patterns. This is further described in Section D, Community Standards. To the greatest extent possible, the definitions prescribed within this document have been modified to fit the site terrain, phasing requirements and market research.

GENERAL STANDARDS AND REQUIREMENTS

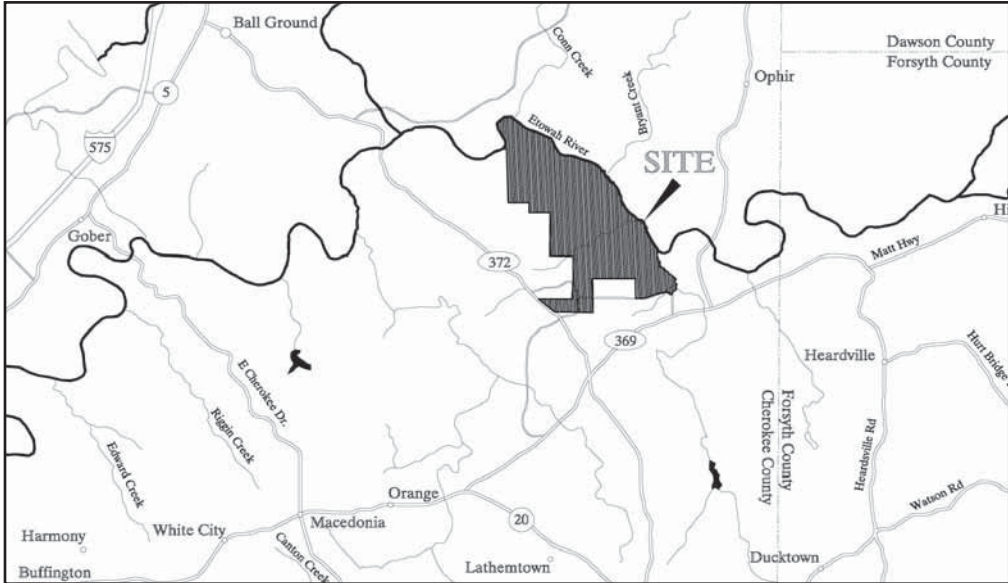
It is anticipated that Etowah will be developed in a series of neighborhood phases over a projected period of 10-12 years. As such, a number of Neighborhoods or subsets of neighborhoods, will be presented to Cherokee County in a series of preliminary and final plats, each of which shall be presented to and reviewed by the Director of the Cherokee County Planning and Land Use Department to verify that they meet the key zoning conditions identified in Section B and the Community Standards set out in Section D hereof.

OWNERSHIP OF LAND

The Etowah Community consists of 1,363 acres held in ownership by JGLW Properties, LLC, Redmont Park, Inc. and Etowah River, LLC.

LOCATION

The Etowah tract is located in Cherokee County near the intersection of Highways 372 (Ballground Road) and 369 (Hightower Road). The site enjoys approximately 2.5 miles of direct frontage on the Etowah River.



PHASING

Etowah is envisioned to be developed in a series of neighborhoods over the next 10-12 years. The potential neighborhood subsets will be sized and presented to Cherokee County Planning and Land Use staff based on market demand, ability of the neighborhood to supply the type of homes being reflected by the market, and the need to balance home supply issues with development issues such as grading, infrastructure phasing, and environmental protection/ management.

B. EXISTING ZONING

ZONING: PLANNED UNIT DEVELOPMENT

The Etowah Community was approved for a Community Development (CD) zoning designation in 1990 with the Presley/Bluegreen zoning case #90-09-018. Later, the Board of Commissioners adopted an updated Zoning Map showing this property in the Planned Unit Development (PUD) zoning district. There were two subsequent zoning resolutions, 1991-R-14 and 2004-R-133. A revised master plan for the community was presented and approved by the Cherokee County Board of Commissioners in December 2006.

The Future Development Map adopted with the 2008 Cherokee County Comprehensive Plan shows this area as Suburban Growth. This character area is suitable for master planned communities. Other comparable PUD developments within Cherokee County and the City of Canton are Lake Arrowhead, Woodmont, Laurel Canyon, Great Sky and River Green.

KEY ZONING CONDITIONS*I. Public Facilities Site:*

A 2-acre site within the Village Center on SR 372 shall be donated to Cherokee County for use as a sheriff precinct, fire station and/or library facility. This site shall be surveyed and deeded to the County prior to the issuance of any permits for any portion of the Property that has direct access on SR 372.

II. River and Park Access:

There shall be public access, including vehicular access from a road off Creighton Road, to the 15 acre county park and the 150+ acre nature park with nature trails developed along the Etowah River.

III. Environmental Protection:

- a. The development shall have a minimum of 40% permanent open space. Open space does not include road rights-of-way.
- b. All wetlands in the area shall be identified on the site plans and final plats which are presented for any portion of the Property, and shall be registered with the Federal EPA, prior to any permit being issued for the portions of the property shown on the site plans or plats, and other than for road and and/or utility crossings, shall be protected. The wetlands and any drainage areas shall be the responsibility of the Applicant or successive owners and shall not become the responsibility of the County.

IV. Requirements for Residential Lots:

- a. Exterior Lots. Except where adjoining the Etowah River, the lots on the exterior boundary of the development will be developed as follows:
 1. 18,000 sf min. lot size
 2. Building Setback of 50 feet, which includes a 25 feet undisturbed buffer for lots on the perimeter of the property.
 3. There shall be a landscaped buffer of not less than 25 ft along the frontage of Creighton Road where the road is along th exterior of the project. The area of the landscaped buffer shall be owned and maintained by the developer / HOA and shall not be a part of a residential lot.
 4. There shall be a 50 foot building setback along the frontage of Creighton Road where the road is the exterior boundary of the project.

(cont.)

b. Interior Lots.

1. Interior Lots shall be no less than 12,000 square feet except as specifically allowed herein.
2. Interior lots adjacent to stream buffers, however, may be reduced in size below 12,000 sf as required in order to exclude the buffer areas from the platted lot.
3. In addition, up to 150 acres may be designated for development of not more than 710 smaller residential lots, which include (but are not limited to) Residential Detached, Courtyard, Rowhouse, or Zero-Lot-Line Homes.
4. Lot Development shall be in accordance with the criteria and requirements set out in the Etowah Community Land Development Standards which are being adopted contemporaneous with this Resolution.

c. The minimum house size will be 1,200 sf, except zero-lot-line and patio homes will be a minimum of 950 sf.

d. The development is limited to a total of 1,800 residential lots.

Lot Matrix

The purpose of the lot matrix is to present an anticipated range of lot types that will be built within the project. The ranges are not absolute minimums or maximums but are provided to indicate how the various lot types might be distributed.

	Type of Single Family Home	Lot Width	Approx. Range of # of Lots	
18,000 sf lots	Detached	72ft. min.	250 - 395	
12,000 sf lots	Detached	50 - 100ft. wide	500 - 850	
Residential Detached	Detached	40 - 90ft. wide	250 - 425	Total - 710 lots maximum
Courtyard	Detached or Attached	35 - 65ft. wide	250 - 395	
Rowhouse	Attached	24 - 40ft. wide	50 - 175	

e. Remaining lot dimensions shall be determined by the Etowah Community Land Development Standards.

V. Roads:

a. Internal Roadways

1. All roads shall be developed to Cherokee County standards based on the conceptual plans and street types shown in the Etowah Community Land Development Standards.
2. The 2-lane spine road from the development entrance on the improved section of Creighton Rd to Neighborhood 5 shall not have access for individual residential driveways except for shared driveways serving 3 or more homes.

(cont.)

3. The parkway from SR 372 to the 2-lane spine road shall be four lanes wide. This roadway must be completed prior to the issuance of permits for development north of Cane Creek.

b. External Roadways

1. Creighton Road, from SR 369 to development entrance, shall be improved to appropriate county standards for the projected traffic volume.
2. Developer shall monitor the intersections of SR 372 / parkway and SR 20 / SR 369 to determine if or when signal warrants are met. When warrants are met and approval is granted from GDOT, the developer shall fund the design and installation of the signals.
3. If an additional development entrance is created off of Hogan Pond Rd, the following improvements shall be required at the SR 372 / Hogan Pond intersection:
 - (i). Install a northbound right-turn lane along SR 372 (Ball Ground Road).
 - (ii). Install a southbound left-turn lane along SR 372 (Ball Ground Road).
 - (iii). Install a westbound right-turn lane along Hogan Pond Road (to make two approach lanes).

VI. *Village Centers:*

1. Commercial development (i.e. retail and office) shall be limited to a total of 15 acres, including the 2-acre Public Facility Site from condition I.
2. Where commercial development abuts property not a part of this project there shall be a 35 ft undisturbed buffer.



C. MASTER PLAN

PLANNING PRINCIPLES

The current Etowah community Master Plan was crafted to demonstrate the application of traditional planning principles within a topographically challenged site, while connecting residents and visitors to the Etowah River. The project team studied numerous small towns within the Atlanta region as precedents for development. Their construct for the community was to define the neighborhoods by a 5 minute walk were the site allowed and within the defined neighborhood provide for a community amenity space, a civic structure or defined public green. The plan also distributed the allowed commercial uses into 2 unique village centers providing for daily goods and services within the Main Street Village and a more broad convenience goods and services location serving more of Cherokee County.

With the neighborhood centers defined the plan then applied the transect methodology as crafted by Duany Plater-Zyberk (DPZ). The translation for Etowah being that there should be a gradation in development intensity, radiating out from the neighborhood centers to the ridges and valleys of Etowah. The next layer in the crafting of the plan was to provide for more compact development in the neighborhood centers which allows for greater preservation of the unique natural habitats and sensitive environmental features found within the site.

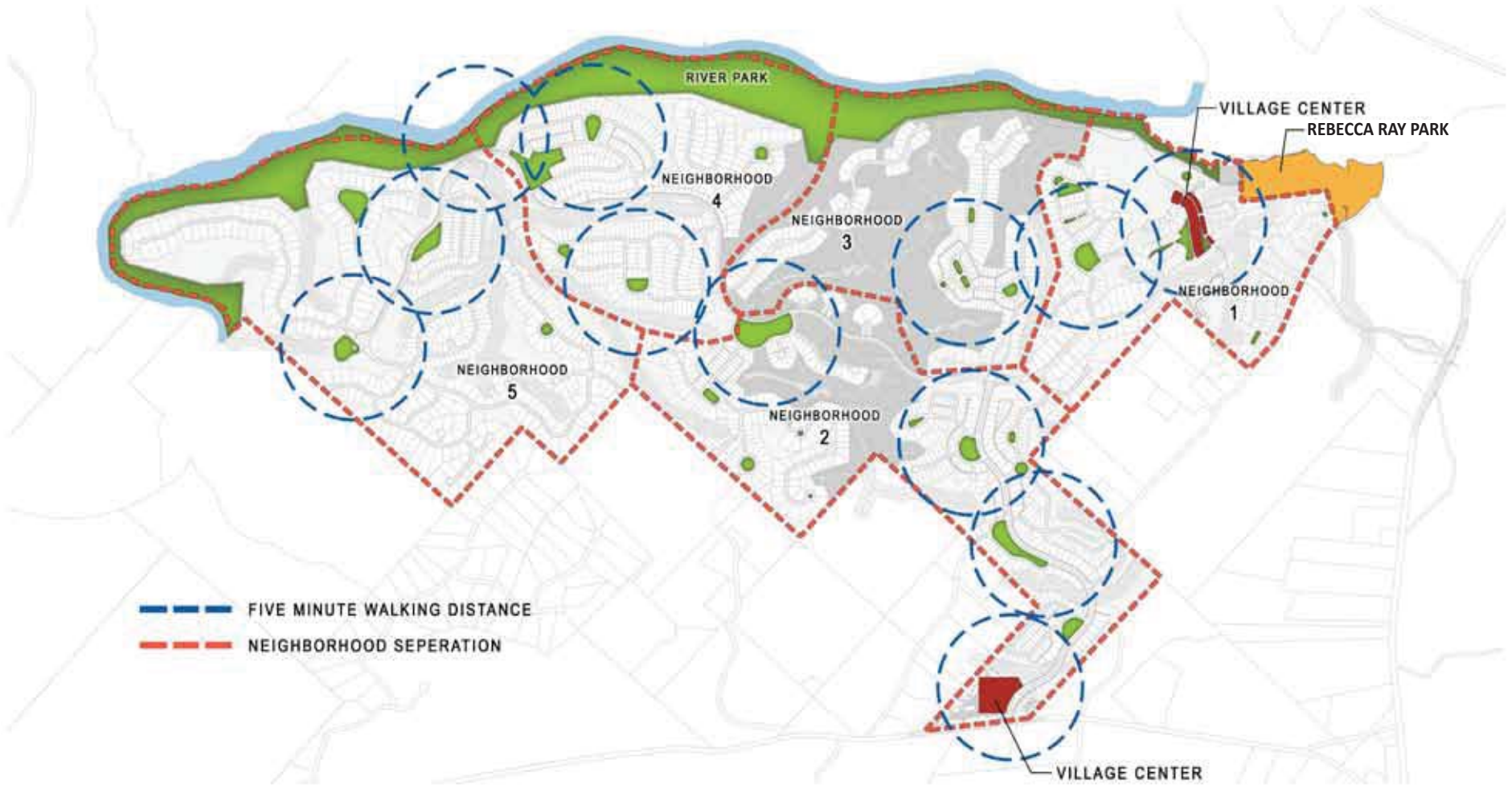
The five neighborhoods shown in the Master Plan also begin to describe the phasing of the project with Neighborhood 1 being the first phase to be developed. Neighborhood 1 allows for Rebecca Ray Park and the Etowah River trail to be accessed through the early infrastructure work. It also allows for the Main Street village and core amenity package to be brought on line early in the project in order for the residents and visitors to once again access the Etowah River and potentially reduce vehicular trips by providing basic needs and services.

The following documents illustrate the neighborhood concept, defining a means of developing the Property in accordance with the applicable requirements into 5 neighborhoods and their centers, the preservation of open space and public access to parks and the Etowah River, the Transect model for the entire community, and the interpretation of how the Transect model would be applied to the first neighborhood. As the community evolves, the Property will be developed in phases based on the plans to be created and submitted to the Cherokee County Planning and Land Use staff over the life of the project.

MASTER PLAN



NEIGHBORHOOD DIAGRAM



OPEN SPACE PLAN



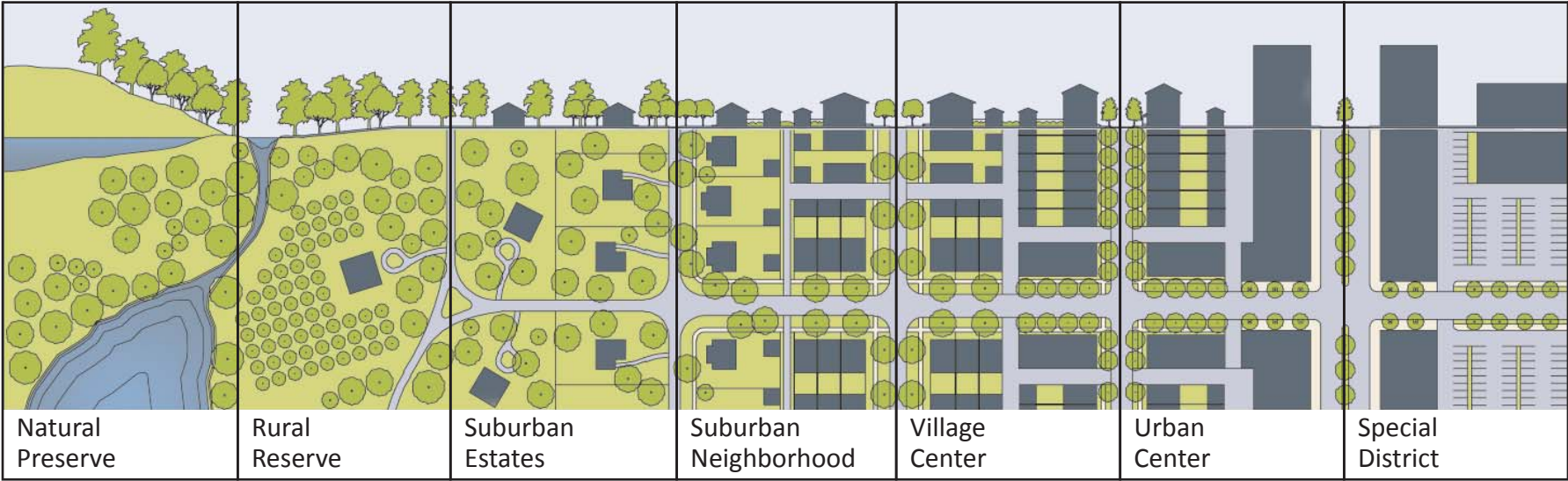


D. COMMUNITY STANDARDS

THE TRANSECT

The “Transect” is presented in this document as the chosen methodology for planning and coding the Etowah Community Development. Developed by Andres Duany and DPZ, the Transect is a categorization system that organizes all elements of the built environment on a scale from rural to urban, following the natural ecological transition from sparse coastal areas to grassy meadows to dense forest. This allows for a vibrant network of diverse zones within the community. Each of these zones addresses critical planning elements such as land use, thoroughfare standards, infrastructure, development, open space, civic uses, stormwater, and vegetation.

One of the central ideas of the Transect is that the built environment (block types, thoroughfares, sidewalks, building height, building uses, signage and lighting) responds to the category or zone that it exists in. That is, as one progresses from a rural preserve to an urban center the building forms, building uses, thoroughfare standards and civic uses respond according to the transect zone in which they exist. For Etowah we anticipate up to 2 Village Centers which allow for a mix of retail, office and residential to exist with the building frontages brought forward and building heights increased, on-street parking and signage standards responding to this zone creating a true mixed-use village. For Suburban Estates, the building use is restricted, the thoroughfare standards, lighting and signage standards are less intense than that of the Village Center. And finally the Natural Preserve is an area in which no buildings can exist and the intended use is to preserve unique and important environmental habitats. Note that the standards and development patterns specified by the transect zone overlap, reflecting the successional ecozones of natural and human communities.



ETOWAH TRANSECT ZONE DESCRIPTIONS

NP - NATURAL PRESERVE

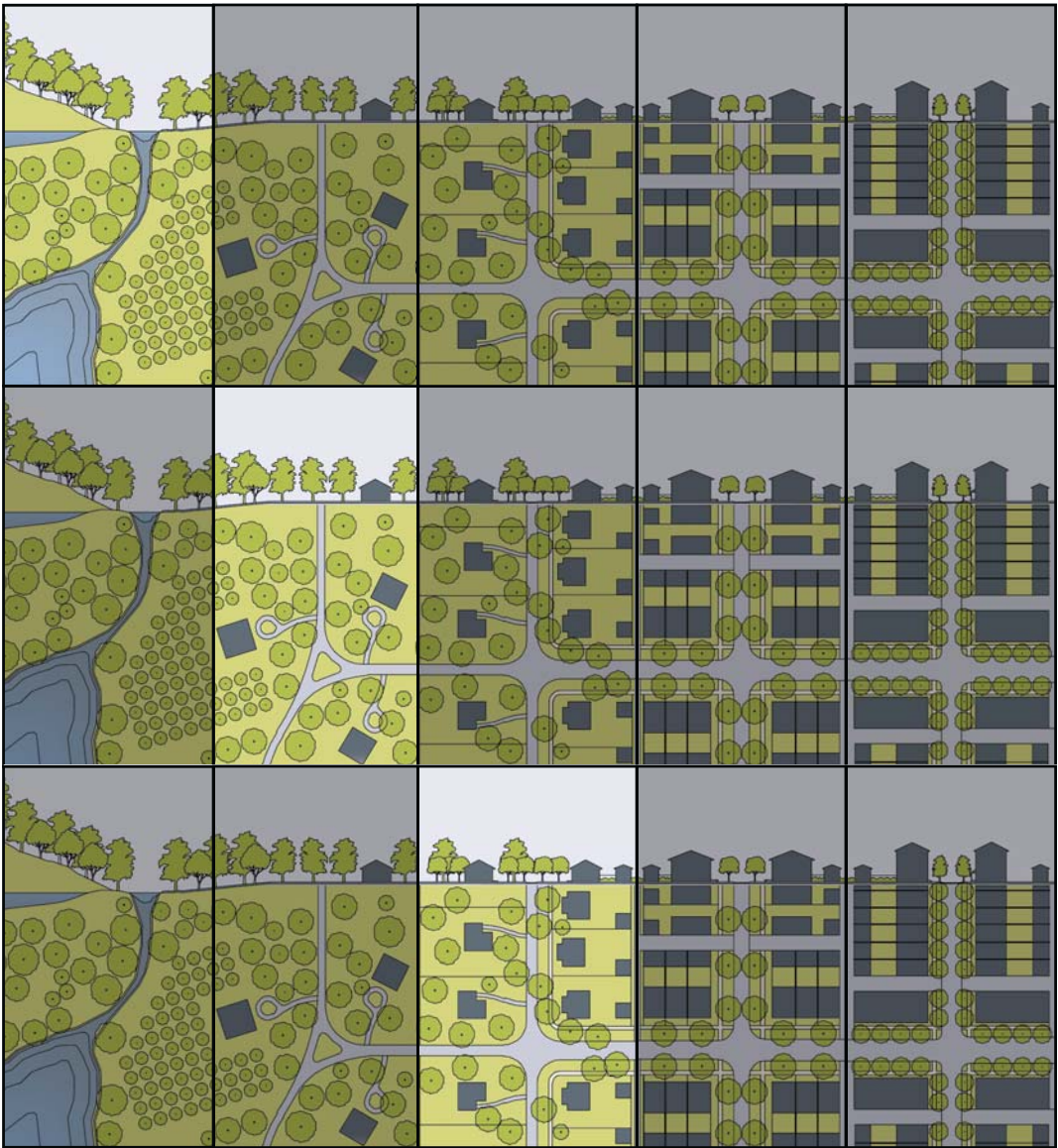
The Natural Preserve Zones consist of lands that seek to preserve the natural flora and fauna of the site, including lands unsuitable for settlement due to topography, hydrology, or vegetation. Access to these lands will be limited to trails and building structures will be restricted to those elements that support permitted park activities.

RR - RURAL RESERVE

The Rural Reserve Zones consist of lands in open or cultivated state, sparsely settled. These include woodland, agricultural land, grassland or park land. Access to these lands would be by limited vehicular traffic and trails. Allowable building structures would include civic buildings and buildings and structures associated with park use.

SE - SUBURBAN ESTATES

The Suburban Estates Zones consist of lower density suburban residential uses, differing by allowing home occupations. Planting is naturalistic and setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural terrain.



ETOWAH TRANSECT ZONE DESCRIPTIONS

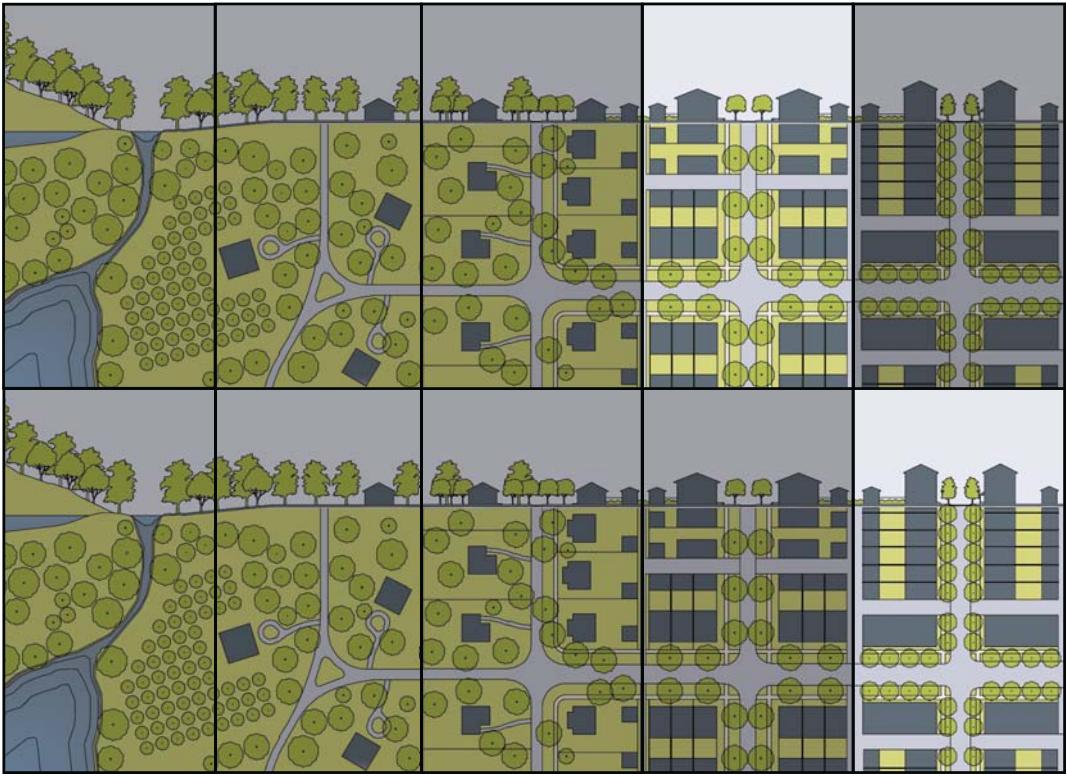
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SN - SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood Zones consist of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets define medium-sized blocks.

VC - VILLAGE CENTER

The Village Center Zones consist of higher density mixed-use building types that accommodate retail, offices, and rowhouses. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.



The attached Transect Plan and previous Master Plan, Neighborhood Diagram and Open Space Plan are conceptual drawings that demonstrate the potential division and development of the property into the forgoing zones. Ultimately, that division will be accomplished by the Developer, who will submit development plans to staff for review to verify compliance with the requirements of Section B - Existing Zoning and Section D - Community Standards of this document.

TRANSECT PLAN



DEVELOPMENT PATTERN MATRIX

	Suburban Estates	Suburban Neighborhood	Village Center
Large Residential Lots: Suitable for single family detached homes. A building occupies the center of its lot with setbacks on all sides. This is the least intense of the development patterns. There are consistent 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/or a well-placed accessory structure.	Permitted	Permitted	
Small Residential Lots: Suitable for single family detached homes. A building occupies the center of its lot with Setbacks on all sides. There are consistent 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/or a well-placed accessory structure.	Permitted	Permitted	
Residential Detached: Suitable for single family detached homes, including Charleston Single House, or zero-lot-line house. A building that occupies one side of the lot with the Setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage Setback defines a more urban condition.		Permitted	Permitted
Courtyard: Suitable for single family attached homes that are connected by a wall or fence, such as a Patio House or Quadraplex. A building that occupies the boundaries of its lot while internally defining one or more private patios. This more instensive pattern shields the private realm from all sides while strongly defining the public Thoroughfare.		Permitted	Permitted
Rowhouse: Suitable for single family attached homes and mixed-use buildings that have a shared common wall, such as a Townhouse. A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very intensive development pattern with a continuous Facade that defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes.			Permitted
Commercial: Suitable for small scale retail and office buildings.			Permitted

Notes:

- This table reflects where individual development patterns are permitted. If a cell is blank, then that development pattern is not permitted in that zone.

LARGE RESIDENTIAL LOT SUMMARY TABLE

BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	3 stories max.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Size	18,000 sq.ft. min.
b. Lot Width	72 ft. min.
c. Lot Coverage	60% max.
BUILDING DISPOSITION	
a. Front Setback Principal	24 ft. min.
b. Side Setback	6 ft. min.
c. Rear Setback	12 ft. min.
d. Exterior Boundary Setback	50 ft.
GARAGE/ OUTBUILDING DISPOSITION	
a. Front Setback	5 ft. + bldg stbk
b. Side Setback	6 ft. min.
c. Rear Setback	12 ft. min.
PARKING PROVISIONS	
See Table G-2	

BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories may not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.

GARAGE & OUTBUILDING DISPOSITION

1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

BUILDING DISPOSITION

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to a minimum of 50% of its width of the principal frontage.

PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 1st, 2nd, or 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 2nd or 3rd Layer as shown in the diagram (see Table H-1).

SMALL RESIDENTIAL LOT SUMMARY TABLE

BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	3 stories max, 1 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Size	12,000 sq.ft. min.
b. Lot Width	50 ft min 100 ft max
c. Lot Coverage	70% max
BUILDING DISPOSITION	
a. Front Setback Principal	12ft. min. 24 ft. max.
b. Side Setback	6 ft. min.
c. Rear Setback	6 ft. min.
GARAGE/ OUTBUILDING DISPOSITION	
a. Front Setback	14 ft. + bldg stbck
b. Side Setback	6 ft. min.
c. Rear Setback	6 ft. min.
PARKING PROVISIONS	
See Table G-2	

BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories may not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.

GARAGE & OUTBUILDING DISPOSITION

1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

BUILDING DISPOSITION

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table H-1).

PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 1st, 2nd, or 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table H-1).

RESIDENTIAL DETACHED SUMMARY TABLE

BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	3 stories max., 1 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	40 ft min. 90 ft max.
b. Lot Coverage	70% max.
BUILDING DISPOSITION	
a. Front Setback Principal	6 ft. min. 20ft. max.
b. Side Setback	0ft.min.or10ft.btw.structures
c. Rear Setback	6 ft. min.*
GARAGE/ OUTBUILDING DISPOSITION	
a. Front Setback	14 ft. + bldg setback
b. Side Setback	0ft.min.or10ft.btw.structures
c. Rear Setback	6 ft. min.*
PARKING PROVISIONS	
See Table G-2	

*or 15 ft. from center line of alley

BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories may not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.

GARAGE & OUTBUILDING DISPOSITION

1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

BUILDING DISPOSITION

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table H-1).

PARKING PLACEMENT

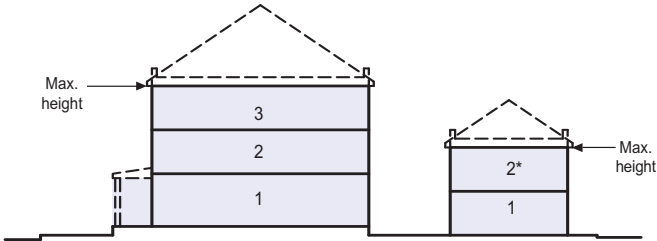
1. Uncovered parking spaces may be provided within the 1st, 2nd, or 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table H-1).

COURTYARD SUMMARY TABLE

BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	3 stories max., 1 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	35 ft min. 65 ft max.
b. Lot Coverage	70% max.
BUILDING DISPOSITION	
a. Front Setback Principal	6 ft. min. 18ft. max.
b. Side Setback	0 ft. min.
c. Rear Setback	0 ft. min.*
GARAGE/ OUTBUILDING DISPOSITION	
a. Front Setback	14 ft. + bldg setback
b. Side Setback	0 ft. min.
c. Rear Setback	0 ft. min.*
PARKING PROVISIONS	
See Table G-2	

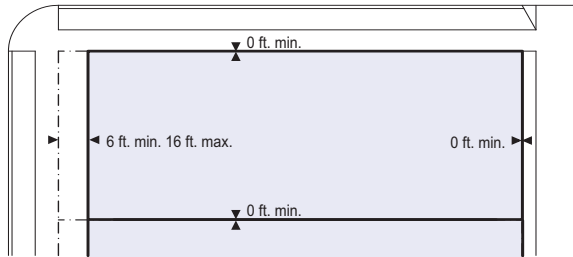
*or 15 ft. from center line of alley

BUILDING HEIGHT



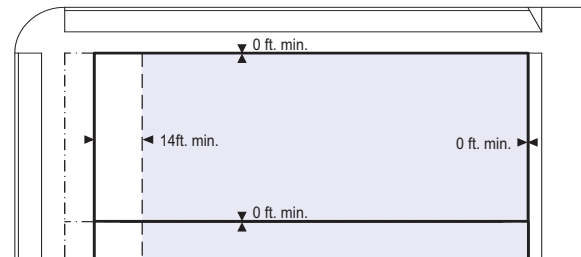
1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories may not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.

BUILDING DISPOSITION



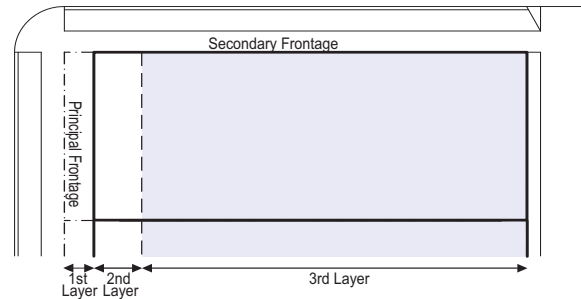
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table H-1).

GARAGE & OUTBUILDING DISPOSITION



1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

PARKING PLACEMENT



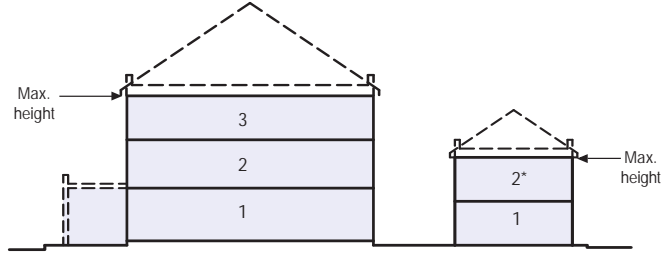
1. Uncovered parking spaces may be provided within the 1st, 2nd, or 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table H-1).

ROWHOUSE SUMMARY TABLE

BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	4 stories max, 1 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	24 ft. min. 40 ft. max.
b. Lot Coverage	85% max
BUILDING DISPOSITION	
a. Front Setback Principal	6 ft. min. 18 ft. max.
b. Side Setback	0 ft. min. or 6 ft. min. on ends
c. Rear Setback	3 ft. min.*
GARAGE/ OUTBUILDING DISPOSITION	
a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min.
c. Rear Setback	3 ft. min.*
PARKING PROVISIONS	
See Table G-2	

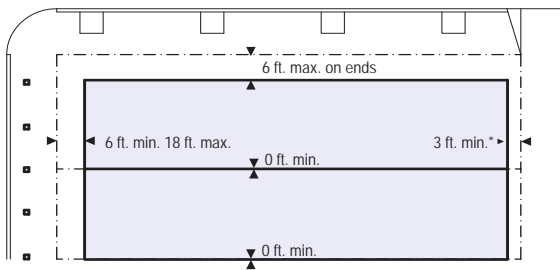
*or 15 ft. from center line of alley

BUILDING HEIGHT



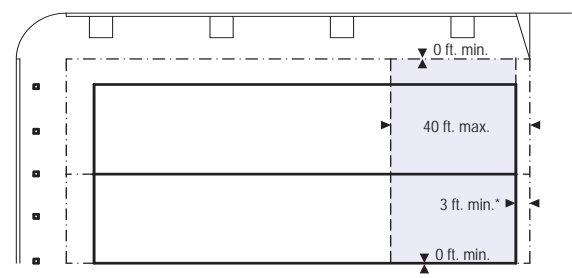
1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories may not exceed 14 ft. clear, floor to ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Maximum height shall be measured to the eave or roof deck.

BUILDING DISPOSITION



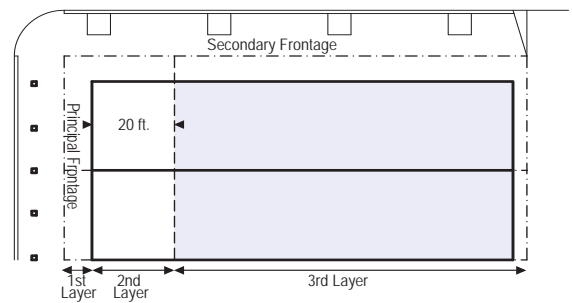
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table H-1).

GARAGE & OUTBUILDING DISPOSITION



1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

PARKING PLACEMENT

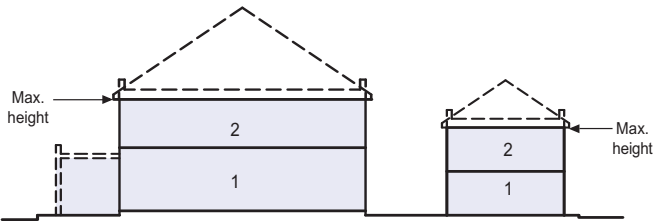


1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table H-1).

COMMERCIAL SUMMARY TABLE

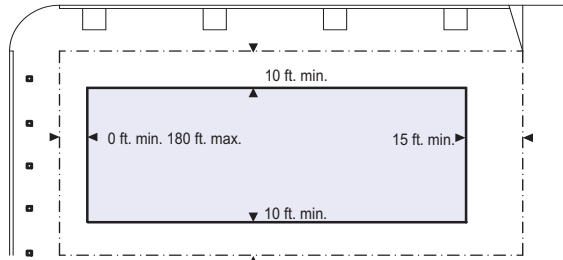
BUILDING FUNCTION	
See Tables G-1 & G-3	
BUILDING HEIGHT	
a. Principal Building	2 stories max. 1 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	18 ft. min. no max.
b. Lot Coverage	80% max.
BUILDING DISPOSITION	
a. Front Setback Principal	0 ft. min. 180 ft. max.
b. Side Setback	10 ft. min.
c. Rear Setback	15 ft. min.
OUTBUILDING DISPOSITION	
a. Front Setback	40' max from rear prop.
b. Side Setback	0 ft. min.
c. Rear Setback	0 ft. min.
PARKING PROVISIONS	
See Table G-2	

BUILDING HEIGHT



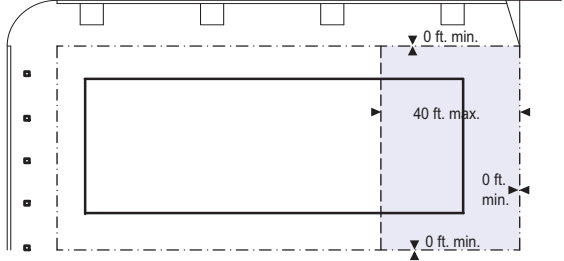
1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Stories must be a minimum of 11 ft. with a maximum of 25 ft.
3. Maximum height shall be measured to the eave or roof deck.

BUILDING DISPOSITION



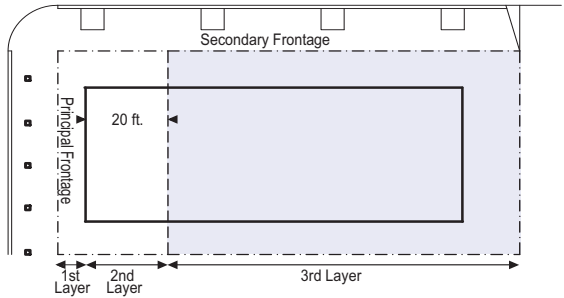
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table H-1).

GARAGE & OUTBUILDING DISPOSITION



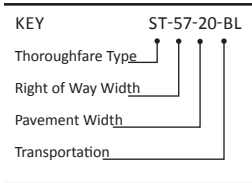
1. The elevation of the outbuilding shall be distanced from the lot lines as shown.

PARKING PLACEMENT

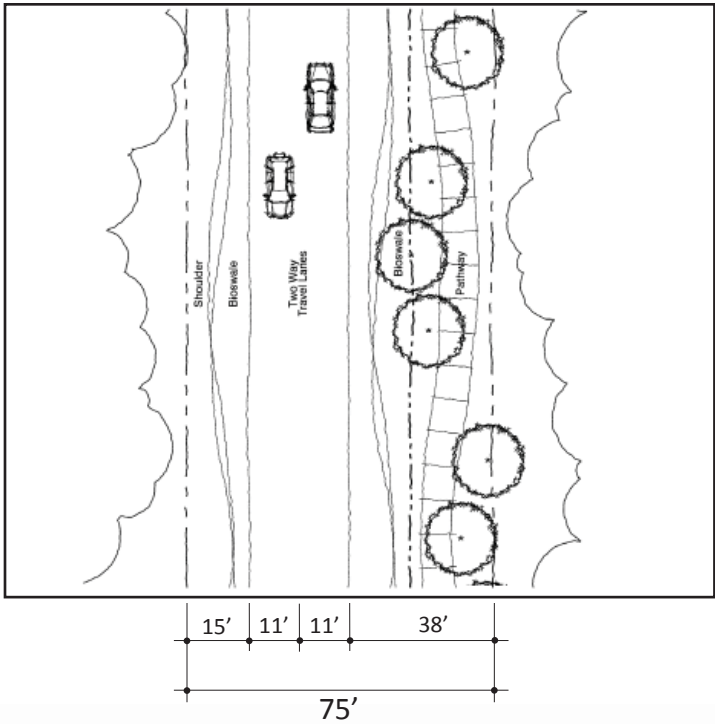


1. Uncovered parking spaces may be provided within the 1st, 2nd and 3rd Layer as shown in the diagram (see Table H-1).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table H-1).

STREET STANDARDS

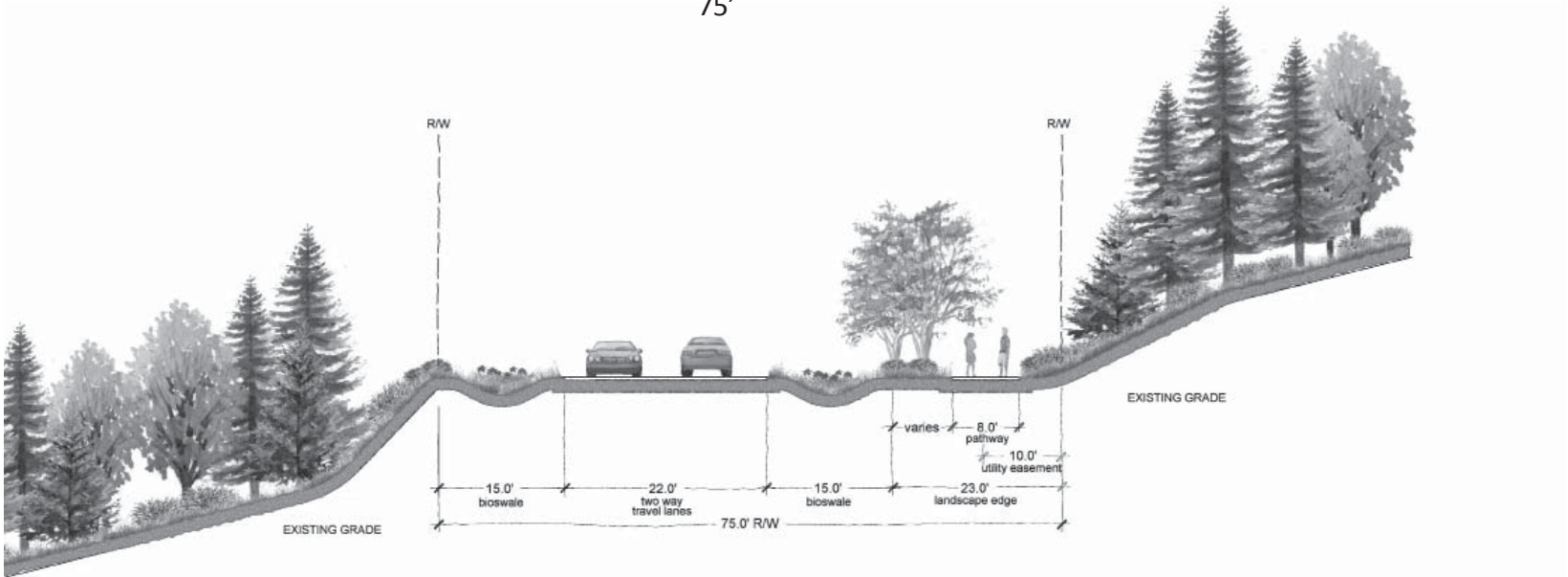


- THOROUGHFARE TYPES
- Parkway: PK
 - Highway: HW
 - Boulevard: BV
 - Avenue: AV
 - Commercial Street: CS
 - Drive: DR
 - Street: ST
 - Road: RD
 - Rear Alley: RA
 - Rear Lane: RL
 - Bicycle Trail: BT
 - Bicycle Lane: BL
 - Bicycle Route: BR
 - Path: PT
 - Passage: PS
 - Transit Route: TR

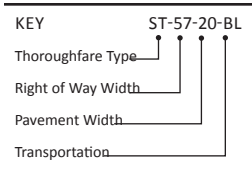


Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

PK-75-22
Parkway
SE
75 feet
22 feet
Free Movement
35 MPH
6 seconds
2 lanes
None
25 feet
8' Bike/ Pedestrian path
Continuous swale
Swale
Trees at 30' o.c. Avg. in disturbed areas
BT

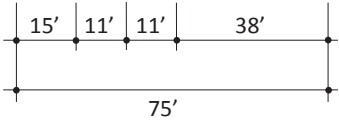
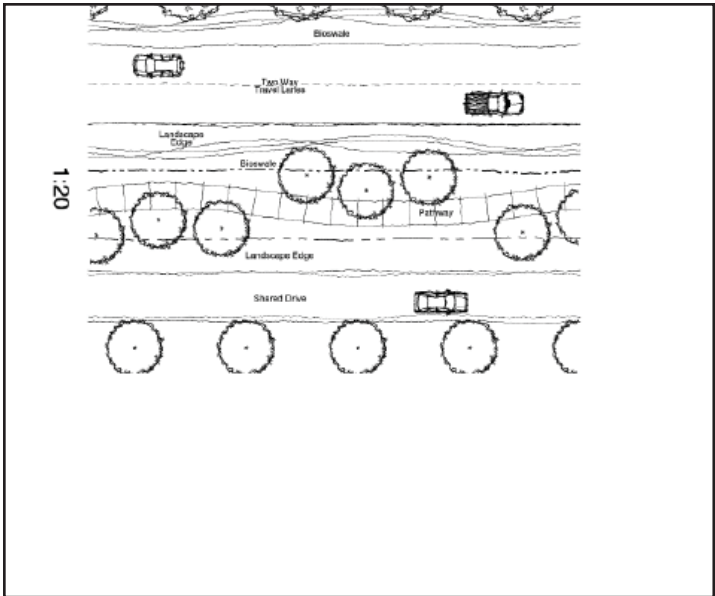


STREET STANDARDS



THOROUGHFARE TYPES

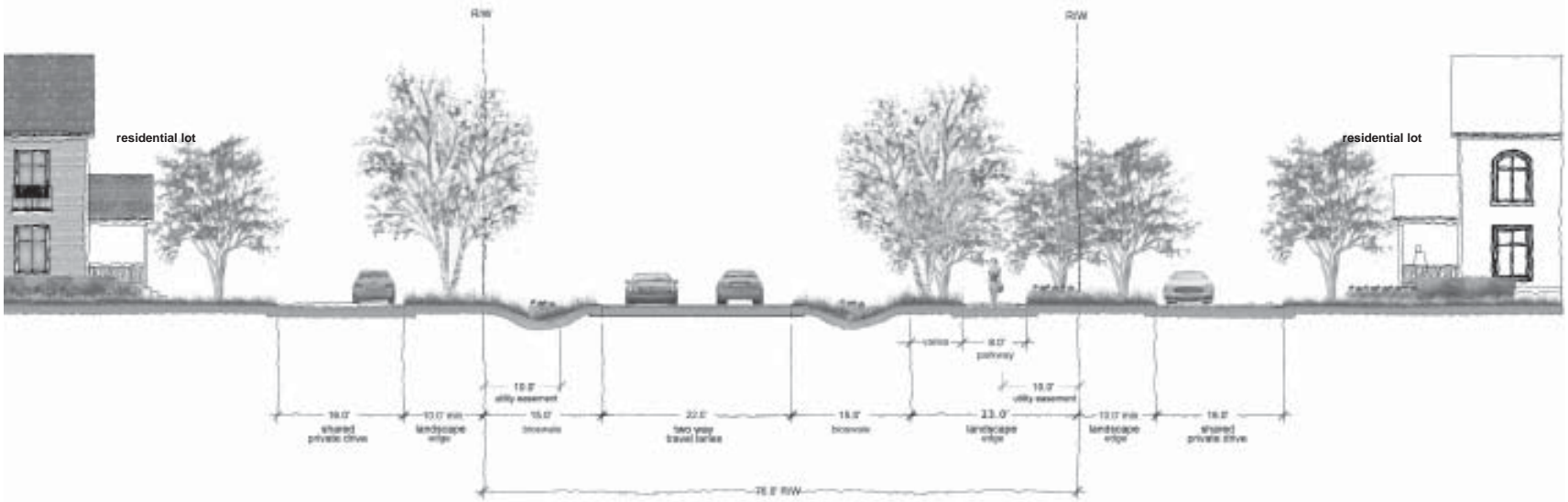
Parkway:	PK
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR



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

RD-75-22

Road
SE
75 feet
22 feet
Free Movement
35 MPH
6 seconds
2 lanes
None
25 feet
8' Bike/ Pedestrian path
Continuous swale
Swale
Trees at 30' o.c. Avg. in disturbed areas
BT



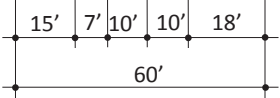
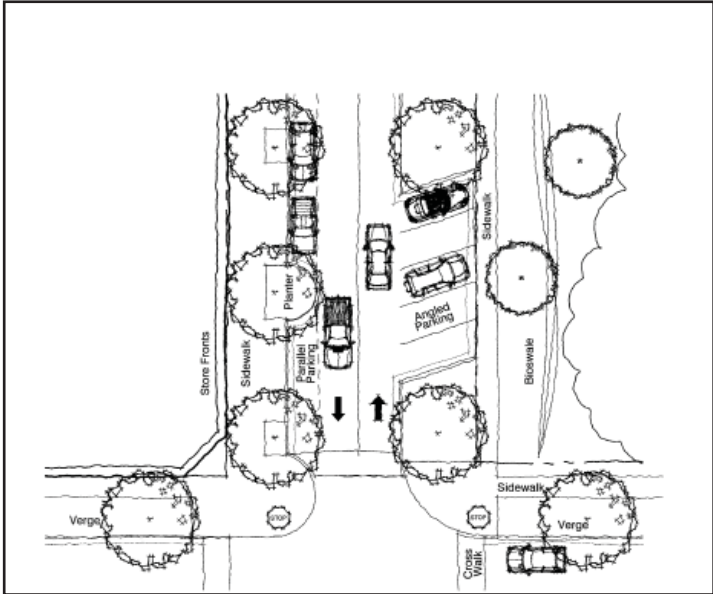
STREET STANDARDS

KEY ST-57-20-BL

Thoroughfare Type	↑
Right of Way Width	↑
Pavement Width	↑
Transportation	↑

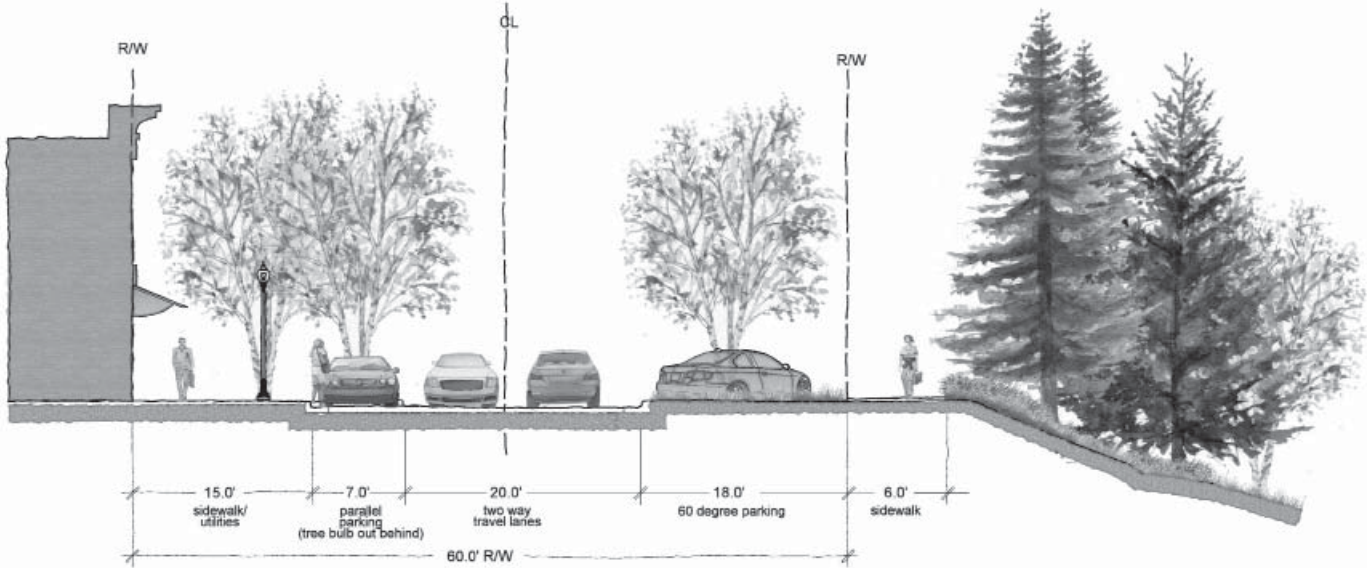
THOROUGHFARE TYPES

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

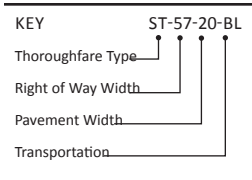


Thoroughfare Type	Commercial Street
Transect Zone Assignment	VC
Right-of-Way Width	60 feet
Pavement Width	45 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	10 seconds
Traffic Lanes	2 lanes
Parking Lanes	One side @ 7 feet marked, One side @ 18 feet marked
Curb Radius	10 feet
Walkway Type	15 foot Sidewalk
Planter Type	4x4' Tree well or planter island
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BT

CS-60-45	
Commercial Street	
VC	
60 feet	
45 feet	
Slow Movement	
20 MPH	
10 seconds	
2 lanes	
One side @ 7 feet marked, One side @ 18 feet marked	
10 feet	
15 foot Sidewalk	
4x4' Tree well or planter island	
Curb	
Trees at 30' o.c. Avg.	
BT	

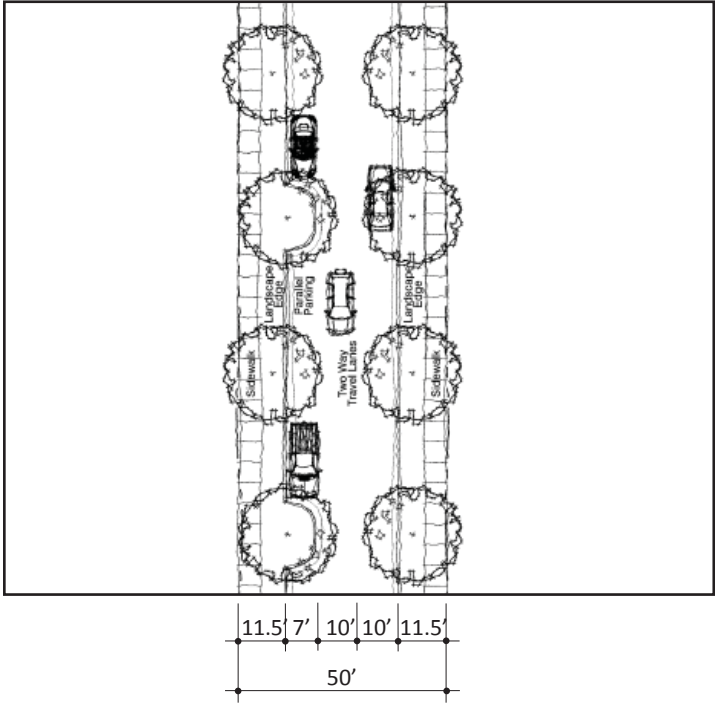


STREET STANDARDS



THOROUGHFARE TYPES

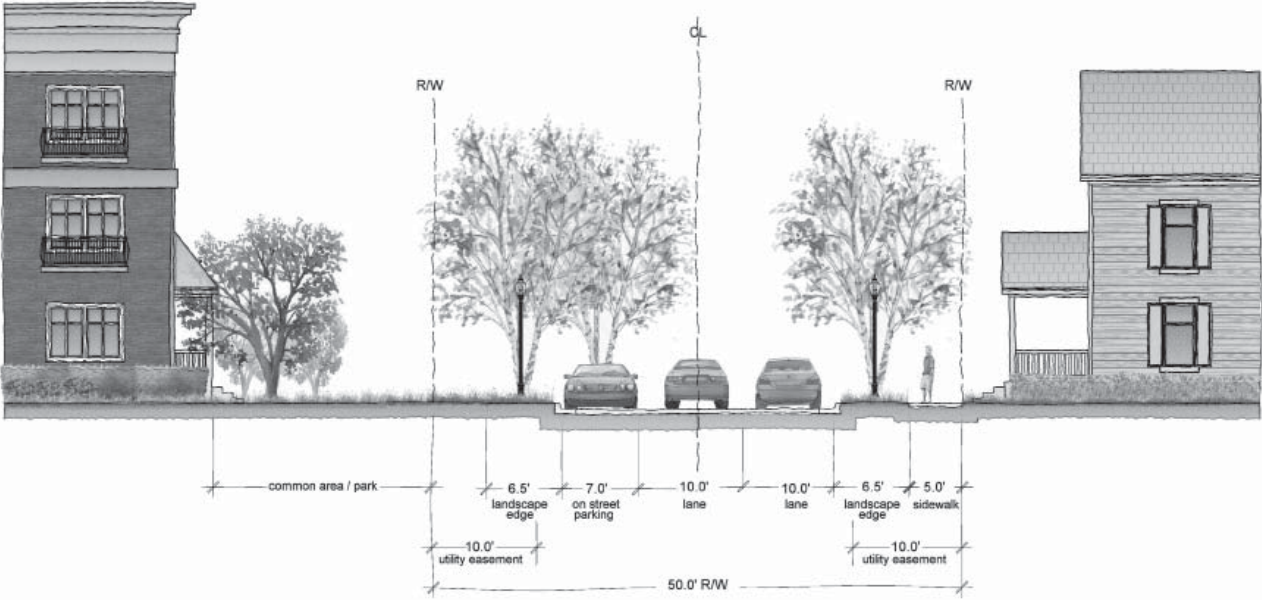
- Parkway: PK
- Highway: HW
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Passage: PS
- Transit Route: TR



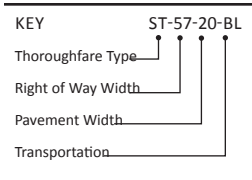
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

RD-50-27

Road
VC
50 feet
27 feet
Slow Movement
20 MPH
5.5 seconds
2 lanes
One Side @ 7 feet marked
10 feet
5 foot Sidewalk
6 foot Continuous planter
Curb
Trees at 30' o.c. Avg.
BT

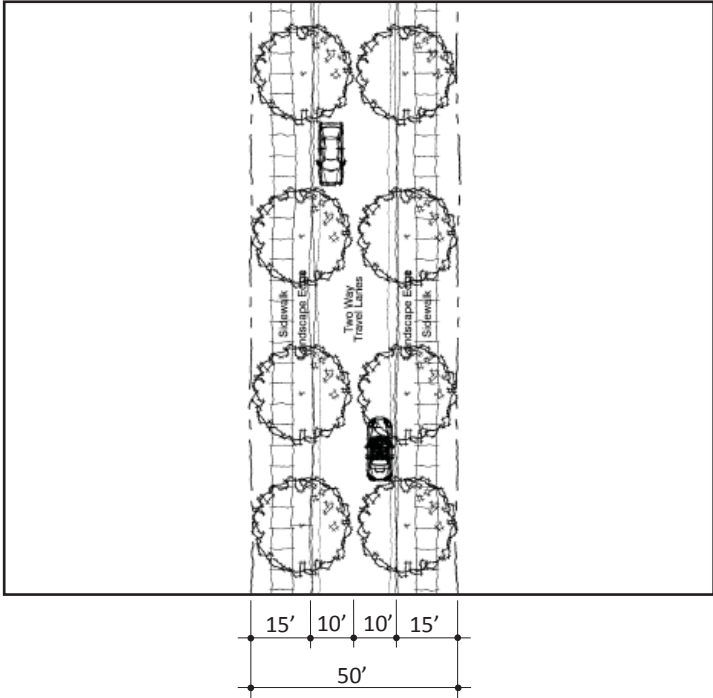


STREET STANDARDS



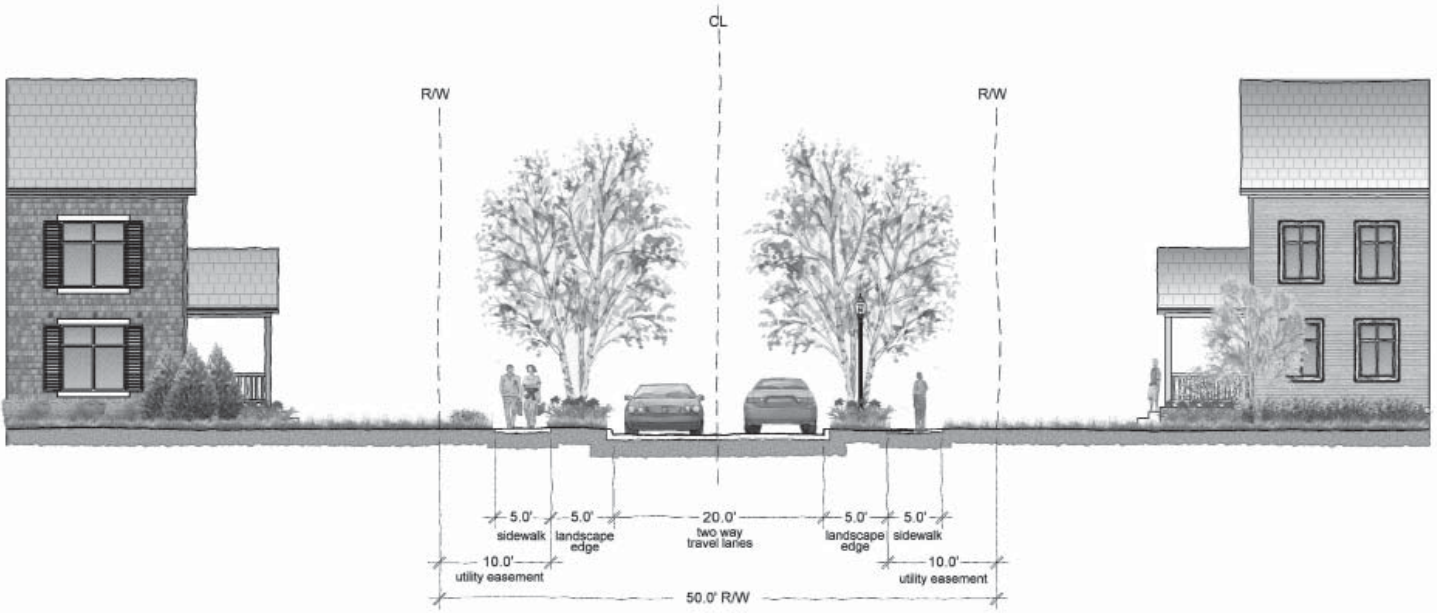
THOROUGHFARE TYPES

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

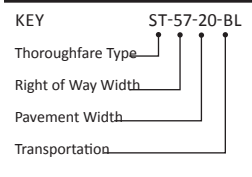


Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

RD-50-20
Road
SE, SN, VC
50 feet
20 feet
Slow Movement
20-25 MPH
5.5 seconds
2 lanes
None
10 feet
5 foot Sidewalk
5 foot Continuous planter
Curb
Trees at 30' o.c. Avg.
BT

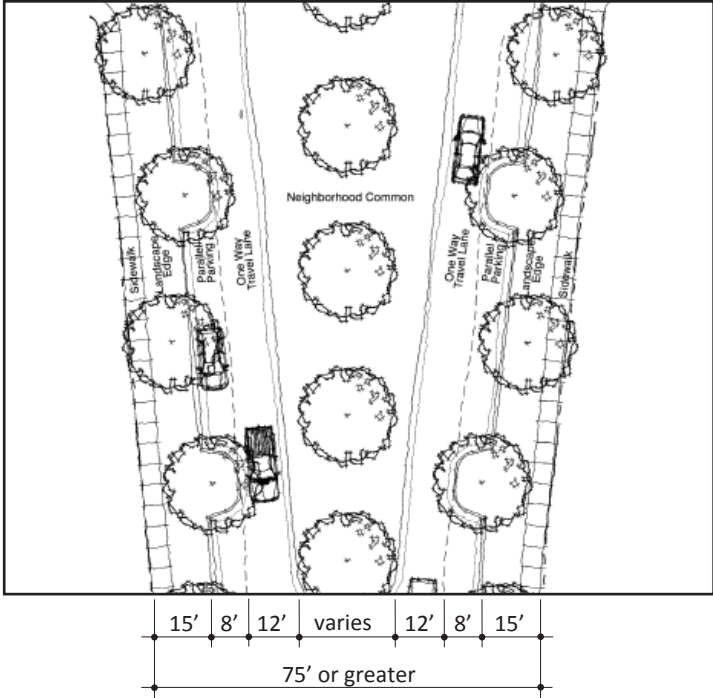


STREET STANDARDS

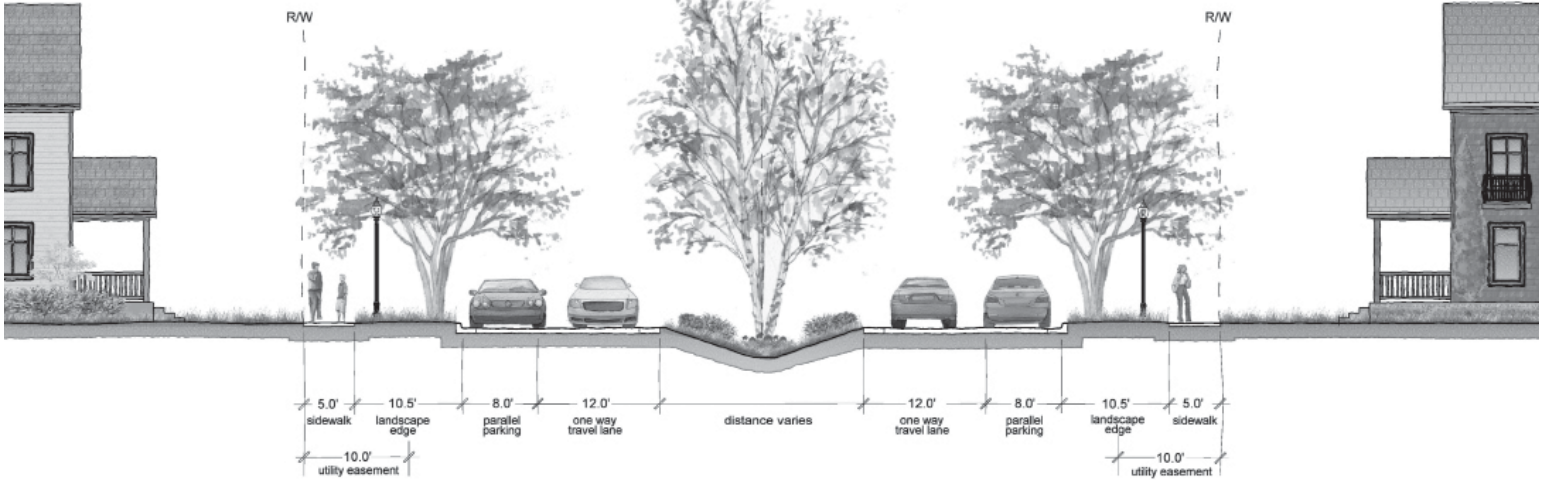


THOROUGHFARE TYPES

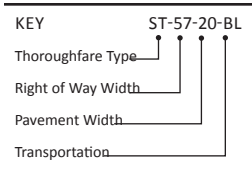
- Parkway: PK
- Highway: HW
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Passage: PS
- Transit Route: TR



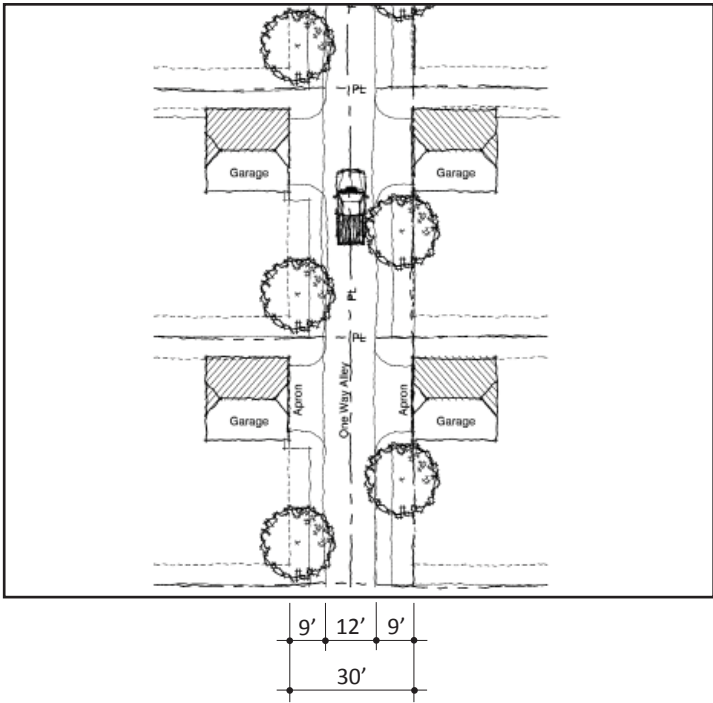
	AV-V-75-40
Thoroughfare Type	Avenue
Transect Zone Assignment	SE, SN, VC
Right-of-Way Width	75 feet
Pavement Width	40 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	13 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Walkway Type	5 foot Sidewalk
Planter Type	10' Continuous planter
Curb Type	Curb or Swale
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR



STREET STANDARDS



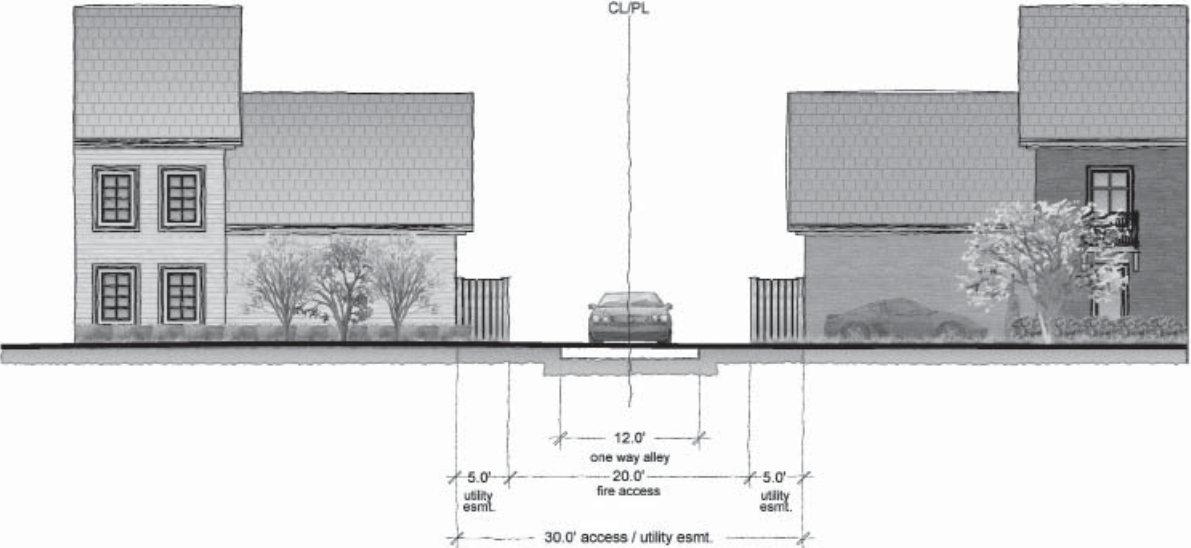
- THOROUGHFARE TYPES**
- Parkway: PK
 - Highway: HW
 - Boulevard: BV
 - Avenue: AV
 - Commercial Street: CS
 - Drive: DR
 - Street: ST
 - Road: RD
 - Rear Alley: RA
 - Rear Lane: RL
 - Bicycle Trail: BT
 - Bicycle Lane: BL
 - Bicycle Route: BR
 - Path: PT
 - Passage: PS
 - Transit Route: TR



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

RA-30-12

Rear Alley
SN, VC
30 feet (Access Easement)
12 feet
Slow Movement
10 MPH
3 seconds
1 lanes
None
5 feet
None
None
Inverted Crown
None
None



SUPPORTING TABLES

December 2015

TABLE G-1: Building Function

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table G-3.

	RR	SE	SN	VC
a. RESIDENTIAL	Prohibited.	Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building.	Limited Residential: The number of dwellings on each Lot is limited to one within a Principal Building. 1.5 parking places must be provided for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	Prohibited.	Prohibited.	Prohibited.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	Prohibited.	Prohibited.	Prohibited.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Prohibited.	Prohibited.	Prohibited.	Open Retail: The building area available for Retail use is limited by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	by Warrant	by Warrant	by Warrant	by Warrant
f. OTHER	by Warrant	by Warrant	by Warrant	by Warrant

SUPPORTING TABLES

TABLE G-2: Parking Calculations

This table shows the maximum parking quantities permitted within each transect zone.

MAXIMUM PARKING (See Table F-1)

	RR	SE	SN	VC
RESIDENTIAL	2.0 / dwelling		1.5 / dwelling	1.0 / dwelling
LODGING	n/a		n/a	1.0 / bedroom
OFFICE	n/a		n/a	2.0 / 1000 sq. ft.
RETAIL	n/a		n/a	4.0 / 1000 sq. ft.
CIVIC	To be determined by Warrant			
OTHER	To be determined by Warrant			

TABLE G-3: Specific Function & Use

This table expands the categories of Table G-1 to delegate specific functions and uses within Transect Zones. A warrant from the Planning Director is required for all functions and uses listed as Civic and Other. Those functions and uses listed below requiring a variance must be approved by the Zoning Board of Appeals through a public hearing.

	NP	RR	SE	SN	VC
a. RESIDENTIAL					
Mixed Use Block					▪
Rowhouse				▪	▪
Duplex House				▪	▪
Quadraplex				▪	▪
Courtyard House			▪	▪	▪
Sideyard House			▪	▪	▪
Treehouse / Cottage			▪	▪	
House			▪	▪	
Accessory Structure / Outbuilding			▪	▪	▪
b. LODGING					
Hotel (no room limit)					▪
Inn (up to 12 rooms)					▪
Bed & Breakfast (up to 5 rooms)					▪
c. OFFICE					
Office Building					▪
d. RETAIL					
Open-Market Building					▪
Retail Building					▪
Display Gallery					▪
Restaurant					▪
Kiosk					▪
Gasoline Station					▪

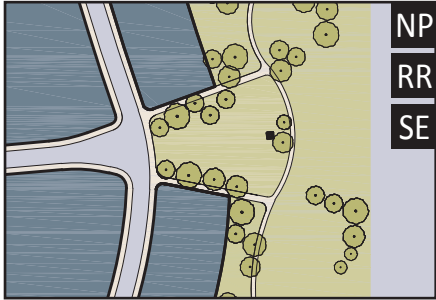
	NP	RR	SE	SN	VC
e. CIVIC					
Conference Center					◻
Fountain or Public Art		▪	▪	▪	▪
Library				▪	▪
Live Theater					▪
Movie Theater					▪
Museum					◻
Outdoor Auditorium		▪			▪
Playground		▪	▪	▪	▪
Surface Parking Lot				◻	◻
Religious Assembly					▪
f. OTHER: CIVIL SUPPORT					
Fire Station			▪	▪	▪
Police Station				▪	▪
Cemetery		▪	◻	◻	
Funeral Home					▪
Hospital					◻
Medical Clinic				◻	▪
f. OTHER: EDUCATION					
College					◻
High School				◻	◻
Tutoring, Sports & Fine Arts Schools					▪
Elementary School			◻	▪	▪
Other- Childcare Center		▪	▪	▪	▪

▪ BY RIGHT
◻ BY VARIANCE

SUPPORTING TABLES

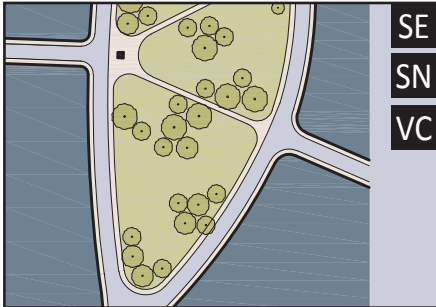
TABLE G-4: Civic Space

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



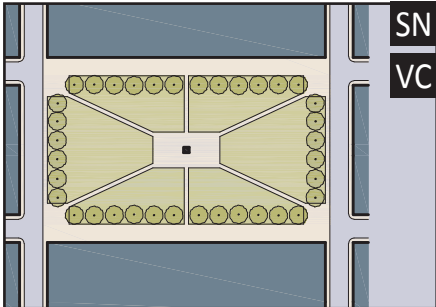
NP
RR
SE

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



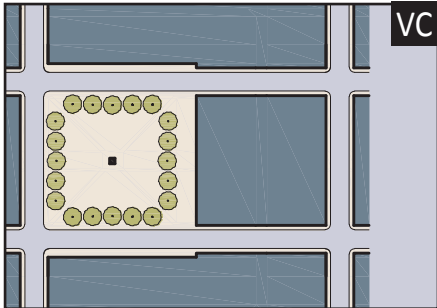
SE
SN
VC

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



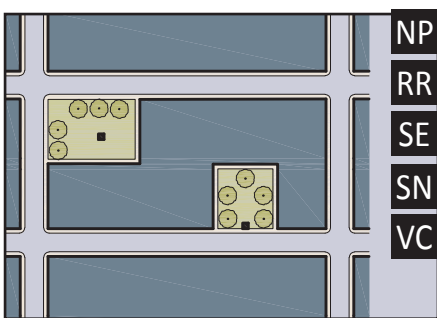
SN
VC

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



VC

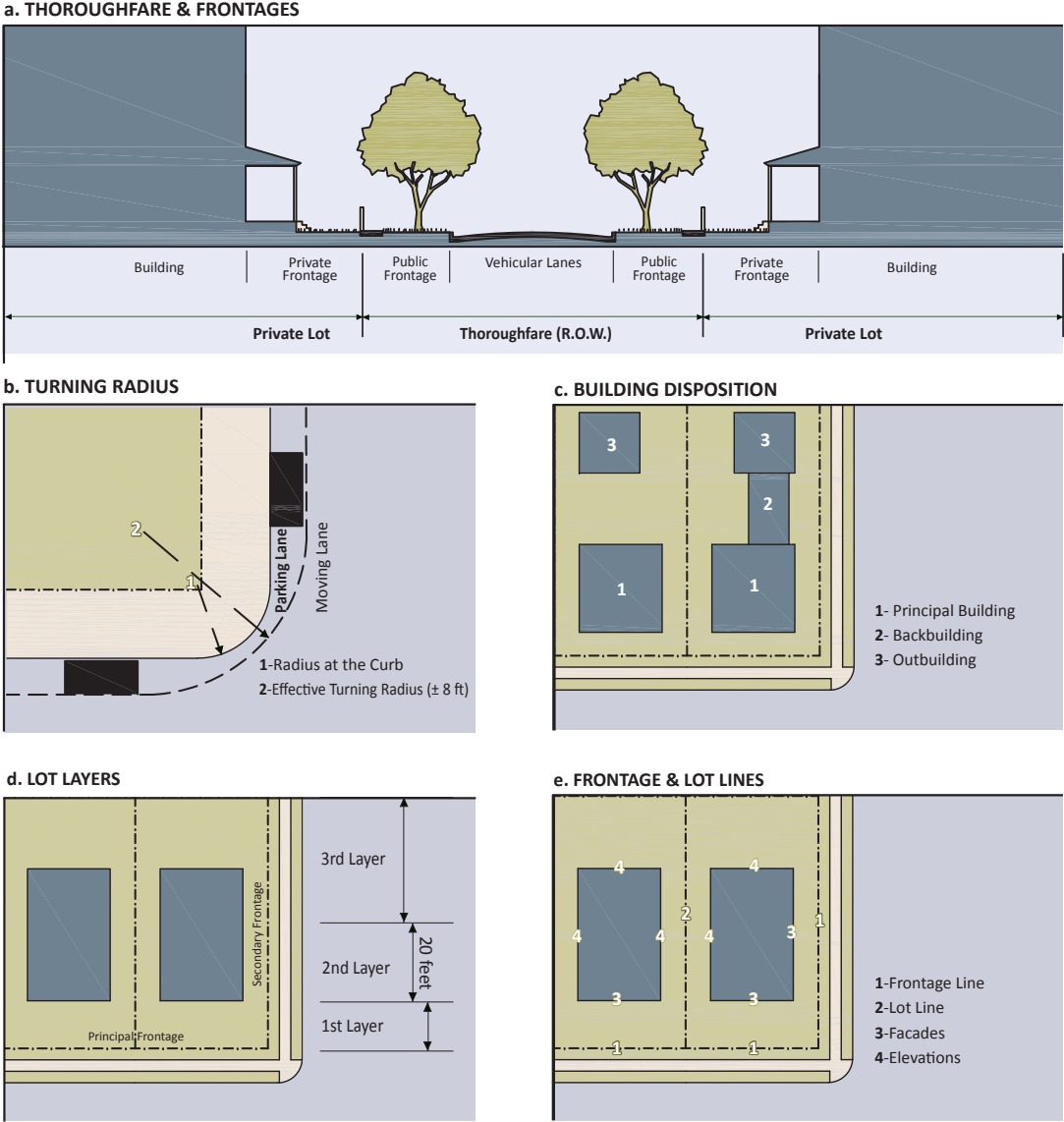
e. Playground: An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall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



NP
RR
SE
SN
VC



TABLE H-1: Definitions Illustrated.



DEFINITIONS

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

Accessory Structures: a structure detached from a Principal Building on the same lot and incidental and subordinate to the Principal Building. Garage and Outbuilding setbacks shall apply as long as structure remains detached.

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

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. See Table H-1.

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

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

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

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

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

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance Thoroughfares traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

Building Configuration: the form of a building, based on its massing, private frontage, and height.

Building Disposition: the placement of a building on its lot (see Table H-1).

Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Table G-1 & G-3)

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

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

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

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Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or other uses deemed by the Board of Commissioners to be of particular public interest.

Civic Building: a building designed specifically for a civic function. The particulars of their design shall be determined by Variance.

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

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

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

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

Context: surroundings made up of the particular combination of elements that create a specific habitat.

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

Cottage: an Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an accessory structure in the reyard.

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

Curb: the edge of the vehicular pavement that may be raised or flush to a road surface.

Drainage Swale: a vegetated open channel that is designed and constructed to capture and treat stormwater runoff as part of an overall stormwater management system.

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

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

Developable Areas: the net site area exclusive of all environmentally sensitive areas protected by federal, state, or local regulation (ie streams, floodways, wetlands, etc).

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

DEFINITIONS

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

Elevation: an exterior wall of a building not along a Frontage Line. See: Facade (Table H-1).

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

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

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

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table H-1).

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

House (Syn: single.): an Edgeyard building type. A single-family dwelling on a large Lot, often shared with an Accessory Structure in the rearyard.

Inside Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn (see Table H-1).

Layer: a range of depth of a Lot within which certain elements are permitted. See Table H-1.

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Commercial Corridor such as a main street.

Liner Building: a building specifically designed to mask a parking lot or a Parking Garage from a Frontage. A Linear Building, if less than 30 feet deep and two stories, may be exempt from parking requirements.

Lodging: premises available for daily and weekly renting of bedrooms.

Lot Line: the boundary that legally and geometrically demarcates a Lot (see Frontage Line). Codes reference lot lines as the baseline for measuring setbacks (see Table H-1).

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

Meeting Hall: a building available for gatherings, including conferences. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75% of the dwelling units, at which time, control of its use shall be given to the Homeowners Association or other such group or entity established for the purpose of managing common or private property within the development.

Mixed Use: multiple Functions within the same building through super imposition or adjacency, or in multiple buildings within the same area by adjacency.

DEFINITIONS

Neighborhood: an area of approximately 20 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial Institution.

Net Developable Area, Net Site Area: the developable areas of a site.

Office: premises available for the transaction of general business but excluding Retail uses.

Outbuilding: an Accessory Structure, located toward the rear of the same Lot as a Principal Building. It is sometimes connected to the Principal Building by a Backbuilding. See Table H-1. When connected, the setbacks for the Principal Building shall apply to the whole structure.

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

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the Sidewalk network.

Pedestrian Shed: an area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet (sometimes called a

“walkshed” or “walkable catchment”). A Linear Pedestrian Shed is elongated to follow a Commercial Corridor. See Standard, Long, or Linear Pedestrian Shed.

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

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

Principal Building: the main building on a Lot, usually located toward the Frontage. See Table H-1.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches, and galleries (see Table H-1).

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys could be paved from

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building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

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

Rearyard Building (aka Rowhouse or Townhouse): a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. For its residential function, this type yields a rowhouse. For its commercial function, the rear yard can accommodate substantial parking.

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

Retail: characterizing premises available for the sale of merchandise and food service. Limited repair and artisanal production uses are also permitted.

Retail Frontage Line: Frontage Lines designated on a Community Plan that requires or recommends the provision of a Shopfront, causing the ground level to be available for Retail use.

Road (RD): a local, rural and suburban Thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail

along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters.

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 Grid: see Primary-Secondary Grid.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback (see Table H-1).

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side.

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

Standard Pedestrian Shed: an area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. A

DEFINITIONS

Long Pedestrian Shed is 1/2 mile radius or 2640 feet (sometimes called a “walkshed” or “walkable catchment”). A Linear Pedestrian Shed is elongated to follow a Commercial Corridor. See Pedestrian Shed.

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

Street (ST): a local Thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees.

Streetscreen: a freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the Thoroughfare. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may also be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 5 feet high should be 30% permeable or articulated to avoid blank walls.

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

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a

Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Table H-1).

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

Type: a category determined by function, disposition, and configuration, including size or extent. There are street types, civic space types, etc. (See also: Building Type).

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code. Variances are granted by the Zoning Board of Appeals in a public hearing.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent. Warrants are usually granted administratively by the Planning Director.

REFERENCES:

Duany Plater-Zyberk and Company (DPZ). (2007). Smartcode 9.2. Miami, FL: internet publication.

E. ADMINISTRATION

REGULATING PLAN

The purpose of the Regulating Plan is the assignment of the Development Patterns and Street Types permitted within each Transect zone as identified by the Etowah Land Development Standards. A Regulating Plan establishes the dimensional aspects of the project by which all construction will be guided. In addition to development patterns and street types, locations of Civic Building sites and Civic Spaces, when applicable are to be identified on each Regulating Plan.

Regulating Plan Elements:

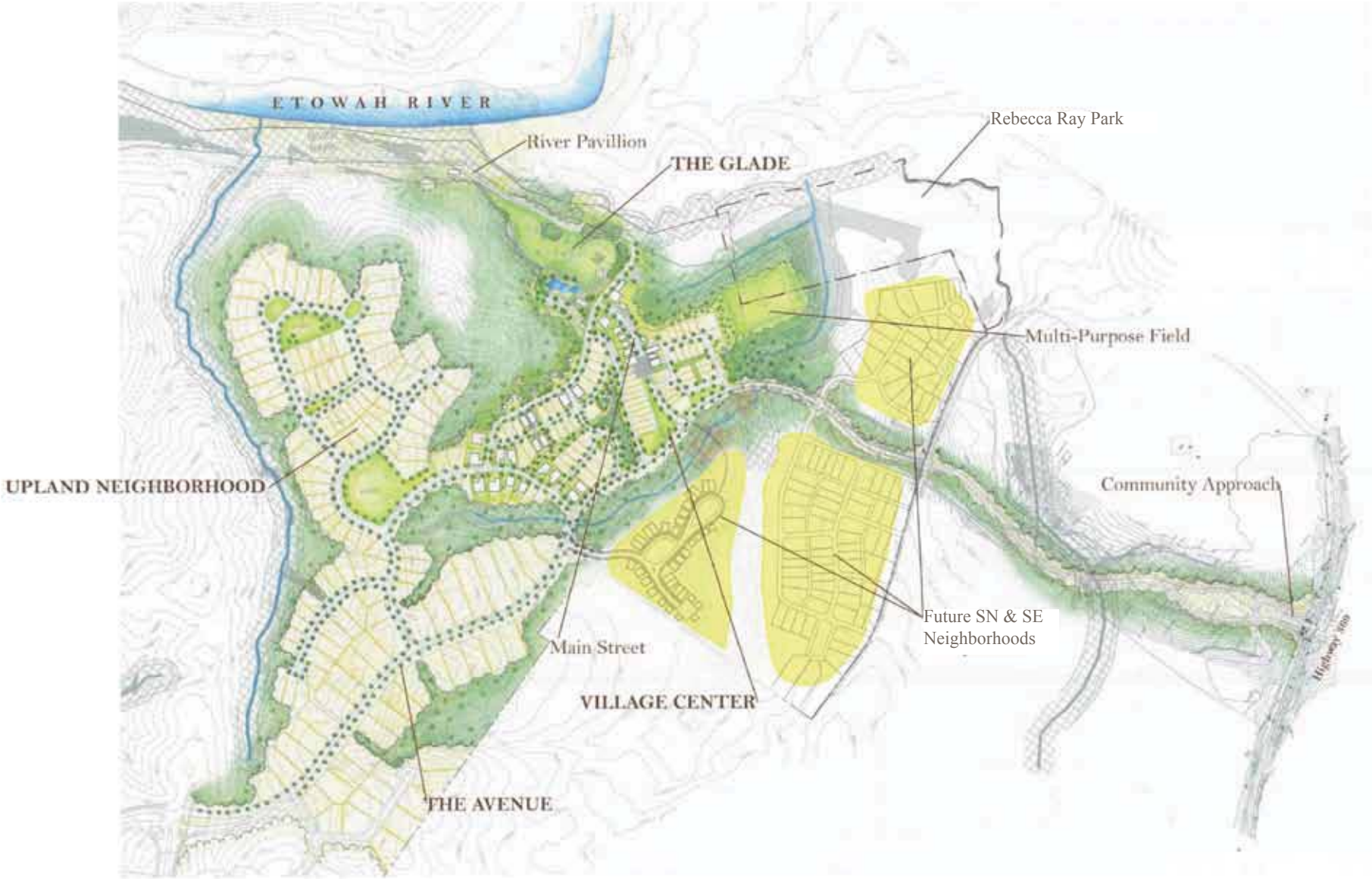
- i. Proposed Configuration of Neighborhood Zones
- ii. Proposed Development Patterns
- iii. Proposed Street Network
- iv. Proposed Civic Building sites and Civic Spaces
- v. Pedestrian Shed circles

PLAN APPROVAL PROCESS

A Regulating Plan for each proposed Phase or Neighborhood is to be submitted to the Cherokee County Department of Planning and Land Use for review and approval prior to the issuance of any land disturbance permits. The Regulating Plan may be submitted concurrently with engineered development plans however, the Regulating Plan must be approved separately by the Department of Planning and Land Use for compliance with the guiding principles of the Etowah Land Development Standards.

The Department of Planning and Land Use will consult with other pertinent County staff, as necessary in their review and approval of the Regulating Plan. When it is found the Regulating Plan meets the intent and/or specific criteria outlined in the Etowah Land Development Standards, the Planning and Land Use staff shall approve the Regulating Plan and the plan shall be available as a resource during the review and approval of subsequent engineered development plans, final plats and building plans.

NEIGHBORHOOD 1 MASTER PLAN

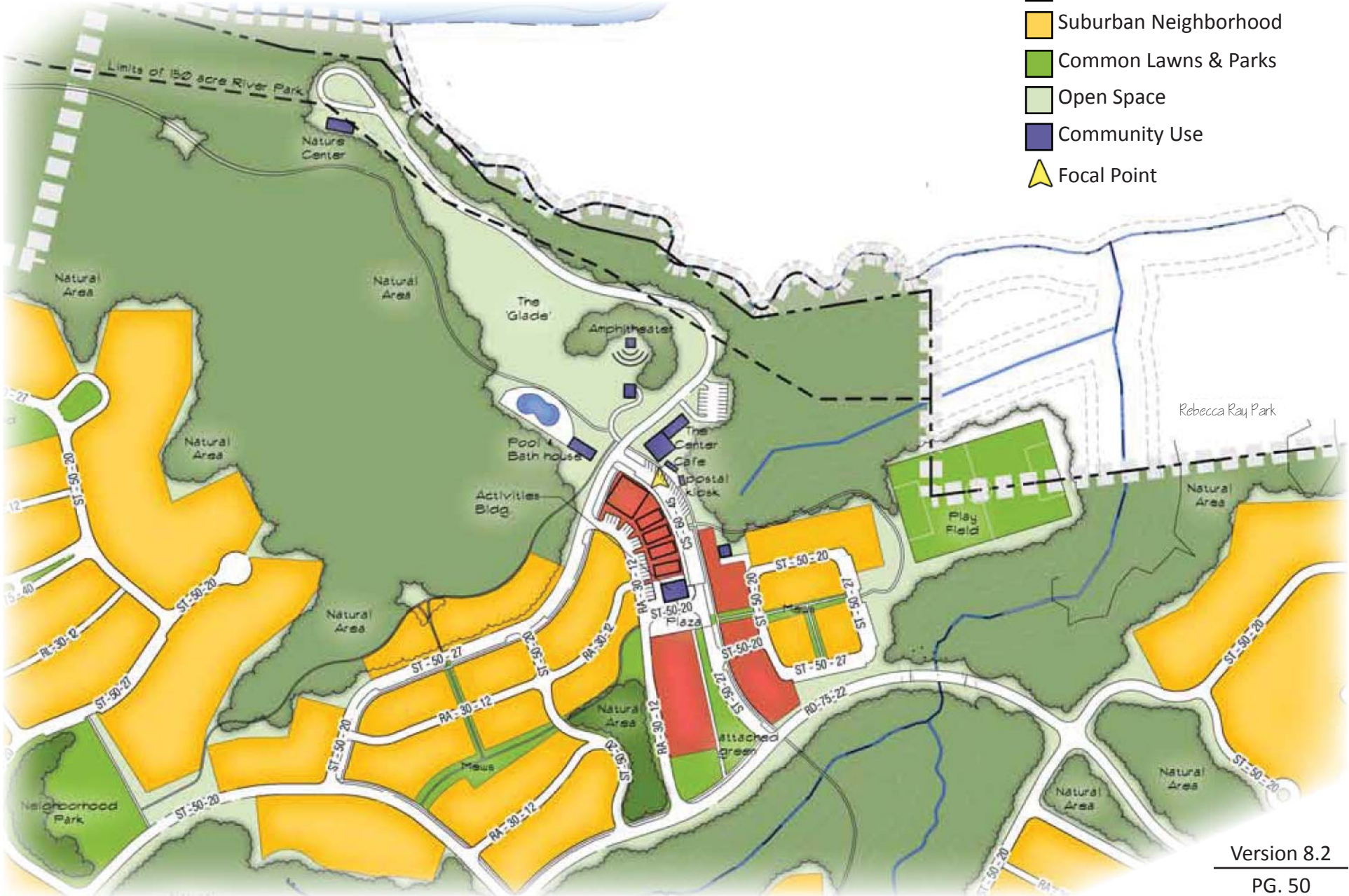


NEIGHBORHOOD 1 REGULATING PLAN



NEIGHBORHOOD 1 REGULATING PLAN (VILLAGE CENTER)

- Village Center
- Suburban Neighborhood
- Common Lawns & Parks
- Open Space
- Community Use
- Focal Point



NEIGHBORHOOD 1 ROAD TYPOLOGY PLAN

