



THE SAUCIER TOWN PLAN

PRODUCED FOR HARRISON COUNTY, MISSISSIPPI

BY

THE 2006 URBAN DESIGN STUDIO
ANDREWS UNIVERSITY
SCHOOL OF ARCHITECTURE

THE SAUCIER TOWN PLAN

SAUCIER, HARRISON COUNTY, MISSISSIPPI

September - December 2006

AN URBAN DESIGN PROPOSAL PREPARED FOR

The Citizens of Saucier, Mississippi

MADE POSSIBLE BY

Harrison County Zoning Office
The Saucier Improvement Association



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Harrison County Board of Supervisors

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PURPOSE



This plan is intended to serve the citizens of Harrison County, Mississippi as a plan for urban growth in the Saucier community. It's most fundamental purpose is to guide future deliberations and decisions which affect the way people build and live. It is a plan which advocates the building of civil communities, the pursuit of economically and environmentally sustainable development practices, and the building and preservation of places which are useful, beautiful and meaningful.

The Saucier Town Plan was prepared to be a useful document with realistic ambitions, despite the fact that its tone is set by high ideals. It includes many illustrations which may appear to be impossible in the face of current conditions. Its broad scope and detailed proposals may challenge even the boldest visionary. However, after carefully studying this document in its entirety, the reader is encouraged to consider its true significance to the future of the Saucier community. Will Saucier be able to preserve its rural character in the face of coastal sprawl without such a strategy? Will it be able to harness future growth towards something sustainable, something profitable, something beautiful, something good? In keeping with centuries of American traditions and the practices of the New Urbanism, this plan suggests that townmaking in the 21st century can be an enterprise of building communities and places worth loving. Saucier can continue to be such a place.

This project builds on previous planning efforts and is intended to become part of the Harrison County Smart Growth Resource Guide, the development of which began prior to Hurricane Katrina. In particular, this proposal is a direct outcome of the 2006 Community Plan for Saucier by Ohio State University, which identified the community's desire to build a new town center at Saucier proper.

This plan includes both, visionary illustrations which depict a possible future, as well as tools for the mechanisms of contemporary planning culture. It is essential for the reader to understand the difference: the pictures provide the vision, the diagrams provide tools for understanding, and the code provides a mechanism for implementation. This plan asks citizens, government officials, business owners and developers to work together towards something that can be truly fruitful to all. The first step, however, must be taken by the property owners and residents of Saucier proper. It is for them that this document has been prepared.

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SAUCIER, MISSISSIPPI

The community of Saucier is located in Harrison County in Southern Mississippi, approximately 20 miles north of Gulfport - Southern Mississippi's largest city and a major employment center due its port on the Gulf of Mexico. Saucier is just south of Stone county and is located on the region's main north-south highway (US 49).

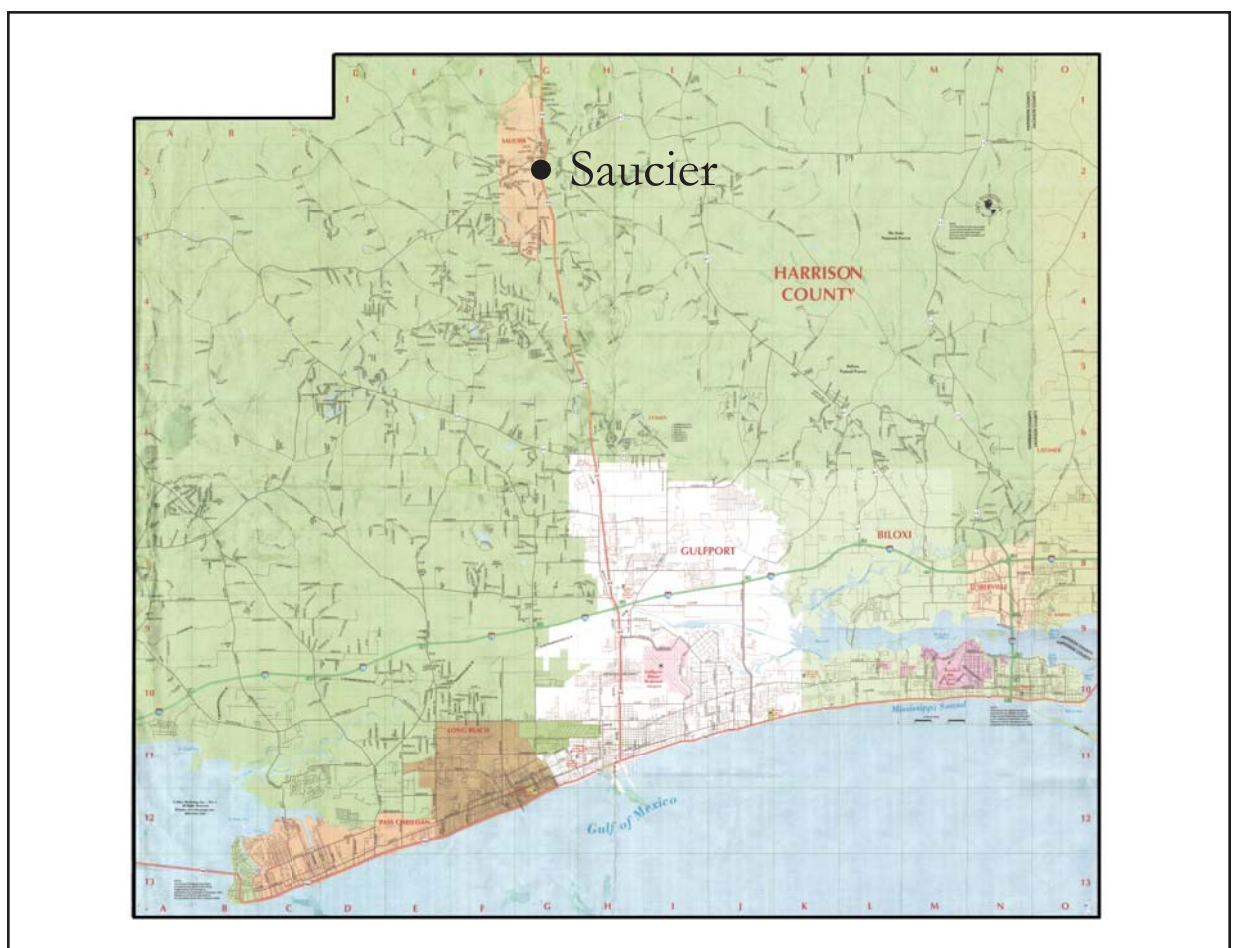
Being situated within the southern "pine belt", Saucier was founded as a small lumber town in the late 19th century. Originally serviced by the Gulf and Ship Island Railroad, the town's original plat included ten blocks east of the tracks. Once the logging ceased in the area, urban growth came to a halt and the trains no longer stopped, leaving only six blocks marginally developed. The town of Saucier has received very little urban growth since this time, giving the place a very rural character.

The current town of Saucier, or "Saucier Proper", is not an urban place, although it does serve as a center for the broader community of Saucier. The population of the area around Saucier proper is estimated at approximately 200. Local citizens agree that a vast area of over 170 square miles roughly defines the broader rural community of Saucier today. This larger area includes extensive parts of the DeSoto National Forest and is populated by approximately 10,000 residents. Because of this, it becomes necessary to make a distinction between the broader Saucier community and Saucier proper (the town), which is the focus of this plan.

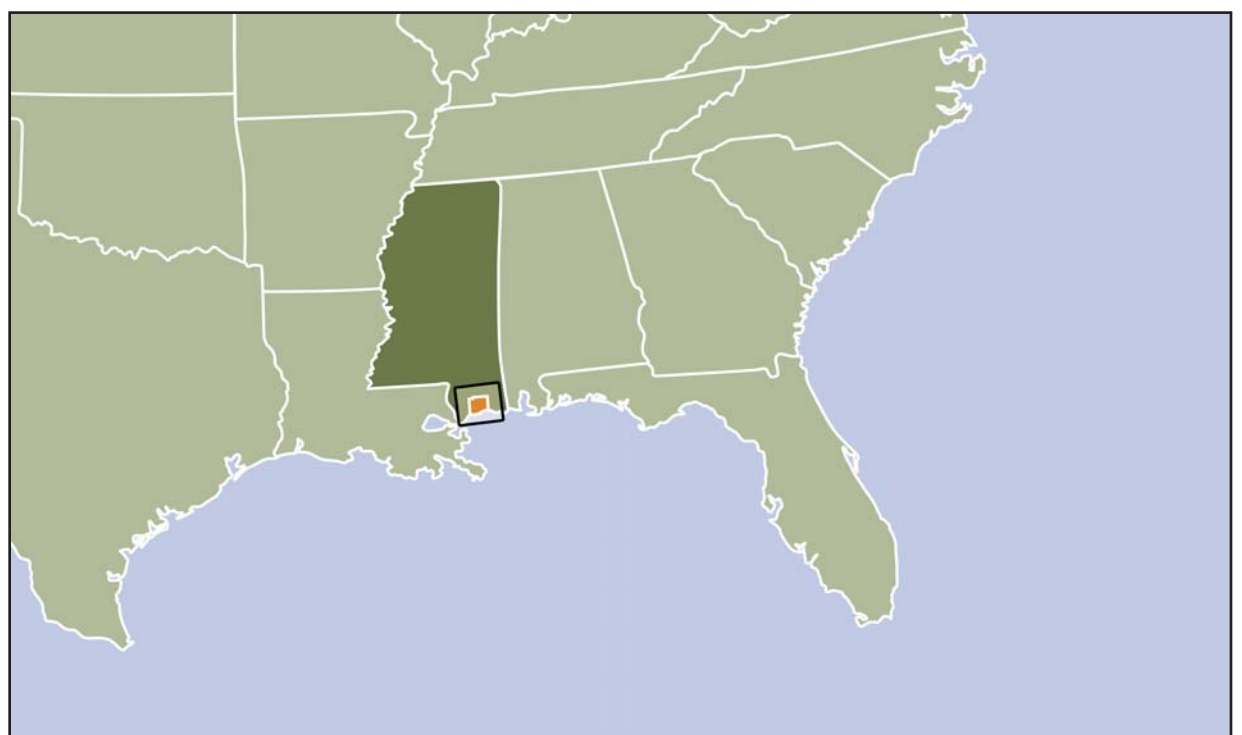
Saucier proper is not an incorporated community but is administered by Harrison County. Residents of both, Saucier proper and the surrounding rural areas therefore share the same administration which regulates zoning and development. This plan suggests that citizens of both places should work together towards the broader goals of this document even though the focus here is on the "town" of Saucier itself. The futures of both the rural community and its central town are codependent on each other.



Looking South over Saucier, Mississippi



Harrison County, Mississippi



State of Mississippi

PROJECT PROCESS



This project was a direct outcome of the 2006 Community Plan for Saucier by Ohio State University (OSU), which identified that the community wished to reserve Saucier proper as the key target area for future growth. Beyond this, participating citizens called for this growth to be relatively compact, useful to the community and appropriate to the character and cultural heritage of the area. Having acknowledged that growth will come, citizens decided to direct it towards something specific rather than allowing it to sprawl over the broader landscape - a more than likely possibility for the near future.

Andrews University was invited by Harrison County and the Saucier Improvement Association (SIA) to develop a proposal for a compact new town center development within Saucier proper. Funding was provided through the Mississippi Coastal Impact Assistance Program. Andrews University was invited in part because of its commitment to the principles of the New Urbanism, which also informed the OSU plan. Andrews University is a Seventh-day Adventist Christian university located in Berrien Springs, Michigan and agreed to serve in the stead of more local academic institutions, which have been overwhelmed with planning and urban design work ever since Hurricane Katrina.

The Andrews University design team was composed of 19 graduate architecture students and Assistant Professor Andrew von Maur, who has extensive experience within the design field of the New Urbanism. The project was started through a public design workshop (also known as a "charrette"), which was held at the Saucier community center from September 11 until September 19, 2006. The design workshop was open to the general public and included various public meetings to review and discuss proposals and alternatives. While in Mississippi, the team took the opportunity to thoroughly document the existing conditions in Saucier and to get to know local citizens, their hopes and concerns. Local property owners and relevant agencies such as the Harrison County Zoning Office, the Mississippi Department of Transportation (MDOT), the development commission, FEMA, and the local YMCA were also engaged in the process. The design workshop resulted in a preliminary proposal for the site, which was met with general approval by participating citizens and is illustrated on this page. Further details about the workshop and its results can be viewed for a limited time online at www.AndrewsUrbanDesign.org

Following the design workshop, the team returned to Andrews University to refine the proposal, work on a proposed ordinance, and complete this document. While the final workshop proposal was significantly altered and improved, it still represents the original intentions conceived in Saucier. Throughout the remaining academic semester, the continuously evolving proposals were reviewed by developers, professional urban designers and code writers in order to ensure the highest possible quality. This finished document represents a summary of the complete proposal and intends to be a useful tool for Harrison County and the citizens of Saucier.

Fundamental Elements of Good Urbanism

In order to come to understand the nature of this urban design project, it is important to be aware of the principles under which it operates. The Andrew University Urban Design Studio advocates the building and preservation of great urban places. It is important that we define what a great place consists of. This proposal suggests that great places are those that are used, loved, and identified with over time. Such places have the ability to bear influence on people's emotions and intellect in a similar manner to that of music and art.

It is not very difficult to find such places. Most people will immediately identify with certain places, which often define entire regions and influence a great variety of people. It could be Charleston, Savannah, New Orleans or perhaps even Ocean Springs or Bay St. Louis. Whatever the particular place may be, it is important to note that they are typically valued not only by individuals but by whole cultures. So what is it that makes these places so special, and how can one go about building the town of Saucier in such a way that moves people in similar ways, yet still functions for today?

It is important to understand the basic urban elements held in common by all these places which form the basis for the future development of any good urban place. These elements can be discerned by studying urban precedents, and by articulating the common patterns they hold that makes them work.

In studying great places one can learn to identify certain fundamental elements that can be applied, at least in principle, to today's building efforts. One such fundamental element is the urban neighborhood

Neighborhoods work together to create cities and towns, or act as single entities in the form of villages. These neighborhoods also vary in character from the most urban to the most rural, depending on their location. This range is also provided within the neighborhood in order to discern the location of centers and edges, and to fit within the context of cities, towns and villages. No matter what their individual character, however, all good neighborhoods share certain characteristics:

1. Good neighborhoods have a discernible center. It usually consists of an important public space. It may take the form of a square or green, or it can simply be an important intersection. Although it is usually located in the geographic center of the neighborhood, it may sometimes be moved due to various geographic features. The center is also where civic buildings, shops and workplaces are concentrated. However, towns

and cities often have these centers at the edge, or "seam" where two neighborhoods come together.

2. Good neighborhoods have a more or less discernible edge. Depending on the type of neighborhood, the edge can vary in character. In rural areas, a neighborhood's edge can be de-fined by natural or agricultural lands. In more urban areas, they are often defined by boulevards or parkways. Man made barriers, such as railroad tracks and expressways can also define neighborhood edges.

3. Good neighborhoods house a diverse range of human institutions. These include places for shopping, working, living, learning, worship, and recreation. They also include a variety of dwelling types which can serve people of various incomes and ages. Affordable housing types include ancillary buildings, apartments above shops and row houses.

4. Good neighborhoods are pedestrian friendly. The ideal size of a neighborhood is a quarter-mile from center to edge. The average person can usually walk this distance, at an easy pace, within five minutes. Limiting the size of a neighborhood, allows residents to be within walking distance of as many daily needs as possible.

5. Good neighborhoods provide a variety of transportation options. These options should ideally include walking, biking, automotive and public transit. They also includes a network of streets that are designed for the concurrent use of pedestrians, the bicycle, and the automobile. Through the use of sidewalks, street trees, on-street parking, and appropriately scaled roadways, pedestrians are made to feel comfortable and automobile traffic is naturally slowed down thus allowing pedestrian activity to flourish. Small blocks are ideal to create efficient building sites, shorter pedestrian destinations and multiple automobile route options that diffuse traffic. Public transit centers are ideally placed at a central location, within walking distance of a population center.

6. Good neighborhoods give priority to public spaces and civic buildings. Private buildings are placed close to the street with dignified fronts facing the public realm. This helps to define the public spaces, and provides a transition from private to public space. Useful public spaces such as squares and parks act as recreational grounds and gathering spaces for the community. The most prominent sites are reserved for civic buildings and community monuments that reinforce the civic nature of the community.



Bay St. Louis, MS



Ocean Springs, MS

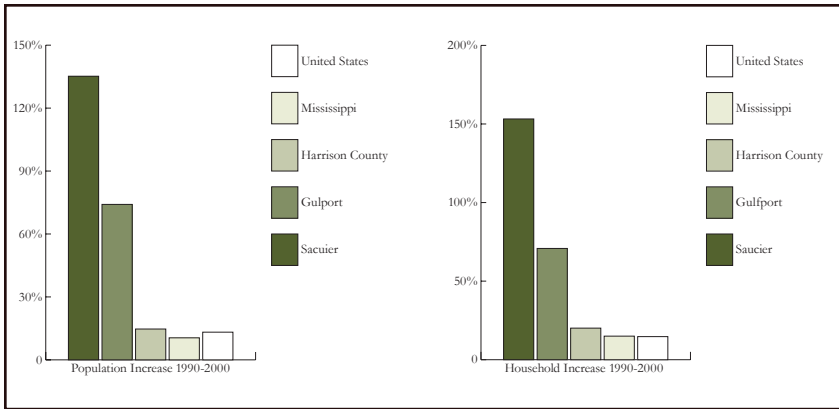


Ocean Springs, MS



Wiggins, MS

GROWTH PRESSURES



Data from the OSU *Community Plan for Saucier* p. 63



Conventional suburban sprawl in Orange Grove, Mississippi



Land cleared for development in Saucier



Hurricane Katrina damage in Bay St. Louis, Mississippi

The future of the Saucier community is affected by a variety of pending factors: population and housing trends, its natural surroundings, nearness to highways, the current development model, and its location within the overall context of the region. Harrison County contains two very different cultures within its boundaries. While the southern area of the county has been an area of high density up until Hurricane Katrina, the northern area has been much less populated and is more rural in character.

The graphs demonstrate the comparisons of growth between the United States, Mississippi, Harrison County, Gulfport, and the broader community of Saucier. The population graph shows the amount of growth Saucier absorbed between the years of 1990 and 2000. A sharp difference in growth patterns can be noted between the state of Mississippi as a whole and rural Saucier. The household increase in the household graph supports the amount of population growth that took place in the same decade of 1990 and 2000.

Development pressure is one of the most significant issues Saucier is having to confront mostly due to the change this will represent to its vast amount of open land. Saucier's most distinguishable feature is its beautiful rural landscape. The community enjoys its countryside and wishes to preserve it as much as is possible. There are those, however, who see this growth as an opportunity to harness it in a more desirable manner. If no provisions are made to protect this rural landscape, this pending growth could potentially destroy the rural character of the town.

Circumstances created by Hurricane Katrina have further compounded the issue as growth is moving north away from coastal areas at a quicker pace. Following the devastation of Hurricane Katrina in August, 2005, there was strong political support to comprehensively plan for post-hurricane reconstruction efforts. Natural disasters, such as this and hurricane Camille (1969) have proved to bear a direct effect on demographic trends. Following the hurricane, the Governor's Commission for Recovery, Rebuilding, and Renewal was established by Mississippi Governor Haley Barbour. This Commission provided local leaders with information and ideas to help them decide the future outcomes of their communities. Out of this effort, the Mississippi Renewal Forum, in partnership with the Congress for the New Urbanism (CNU), was hosted in November, 2005. This process launched much of the current planning processes and innovative strategies found in the region.

The need for a plan that would manage anticipated growth in Saucier was recognized by the Board of Supervisors for Harrison county. In order to plan for smart growth, the Board invited the City and Regional Planning Program at Ohio State University to produce the 2006 Community Plan for Saucier. The plan provides a guide for future growth in a 179 square mile area classified as Saucier. The plan also identified the existing town center of Saucier as an ideal place to concentrate future growth.

The local growth trends which were in place before Katrina are likely to increase as coastal residents move further inland to escape any possible future hurricanes. This plan suggests that Saucier should be prepared to accommodate for such pending growth rather than allowing it to sprawl out over the landscape. Many Saucier residents have recognized that this growth is coming and have expressed an interest in planning wisely for it. In order for smart growth to take place in Saucier, the local residents must take into account the need for both a strong infrastructure to support such future development along with a plan to protect and maintain the community's rural heritage and character.

Planned highway improvements will add to the growth pressures already affecting the Saucier area. The Mississippi Department of Transportation (MDOT) has undertaken several projects in northern Harrison County. The plans consist of upgrades to existing highways, new highways, and other future construction projects. The capacity of State Highway 67 is being expanded and a study has been launched to consider the possibility of expanding the capacity of US Highway 49. These projects will undoubtedly increase traffic flow in the Saucier vicinity. In June 2005, construction began on an upgraded four-lane State Highway 67 to carry traffic traveling from Biloxi to Saucier and US 49. This project is expected to be completed in 2007. Another major highway overhaul is the extension of State Route 601 from Gulfport up through Saucier in the north and beyond. This will provide an improved evacuation route from the coastal areas as well as a convenient access route to the everyday travelers from these areas.

One factor which has limited growth in the Saucier area up until this point is sewer service. Properties are currently limited by stringent septic requirements, which have thus far discouraged higher density development from taking place. Recent commitments by the State of Mississippi to fund extensive sewer expansion projects, however, will likely attract new development at a much greater pace. It has been informed that sewer service will almost certainly come to the Saucier town center first, due to its nearness to the public school and its relative proximity to the recently approved Industrial Park in the south. This sewer development provides Saucier with an immense opportunity to build a compact but relatively large Town Center to absorb future growth.

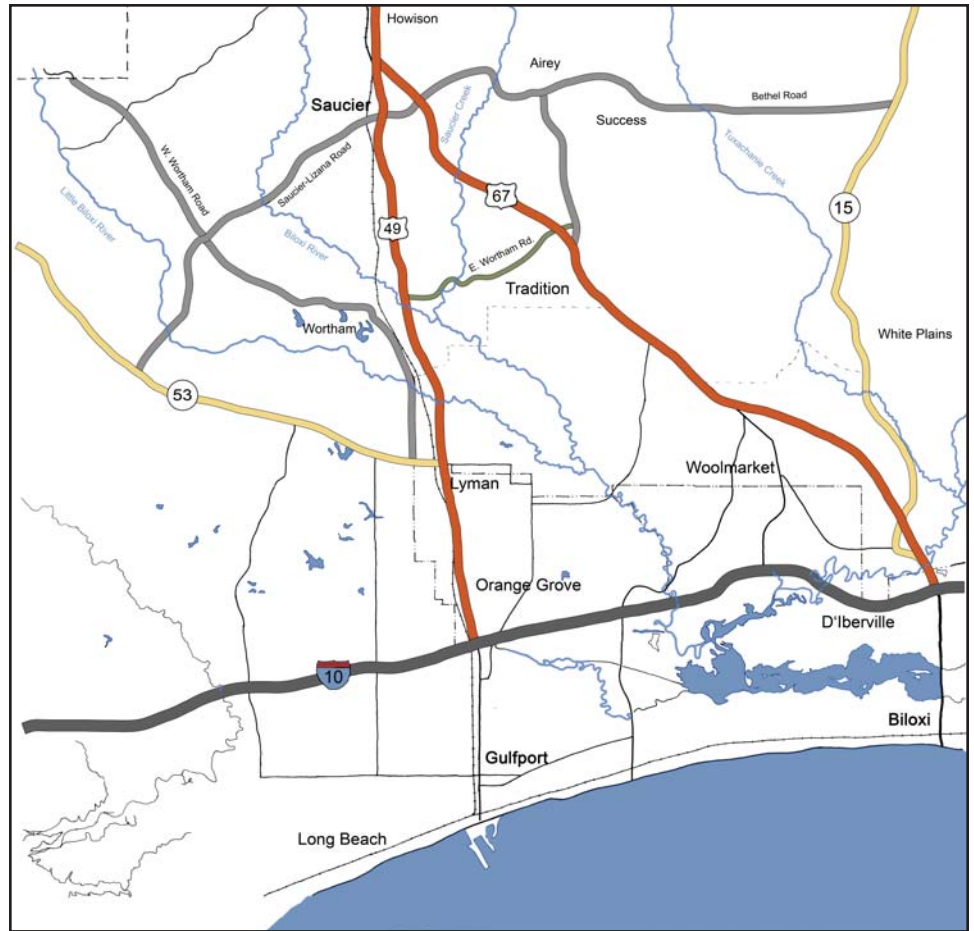
Growth pressures have appeared rather quickly to the residents of Saucier. There are many factors that, combined with the effects of Hurricane Katrina, have caused Saucier to fall under intense development pressure. Many residents are concerned that development will destroy the rural countryside. It is a foremost goal of this plan to provide an alternate way to address this growth within a dense special district such that it will assist in preserving the rural countryside and beyond. An improved form of regulation will need to be part of any strategy that hopes to succeed in reaching this goal. Further steps will need to be taken, however, in order to protect lands that are valued by the community.

TRANSPORTATION ROUTES

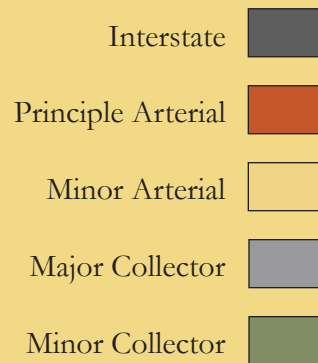
The Saucier town center is currently located directly adjacent to US Highway 49, which is the main north-south corridor of Harrison County and Southern Mississippi. Beginning in downtown Gulfport, US-49 is a divided four-lane highway and features crossings at grade. As traffic has increased and crossings have multiplied, much of US-49 has become relatively dangerous for drivers.

State Highway 67 is a newly constructed road which is expected to be completed in 2007 and is intended to replace Old 67 as a primary corridor between Biloxi and northbound US-49. It's in-interchange with US-49 has nearly been completed just north of the Saucier town center. Highway 67 also travels through the large development of Tradition. It is safe to assume that this intersection will gain commercial significance as the highway is opened and more residents move to the area. A very large parcel at the interchange has already been zoned C-2 commercial and is cleared for development.

Other significant routes through Saucier include Saucier-Lizana Road, which serves as a primary traffic corridor between US-49, the town center and the western part of the county. County officials have indicated that Saucier-Lizana Road is likely to be expanded into a four-lane thoroughfare within the foreseeable future. Finally, Old 67, which currently terminates into Angel Road at the town center, runs eastward towards Airey, Success, Bethel Road and the DeSoto National Forest. This road serves as the main eastbound corridor from the town center.

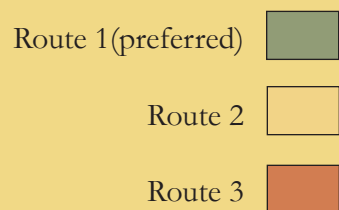


Current transportation routes



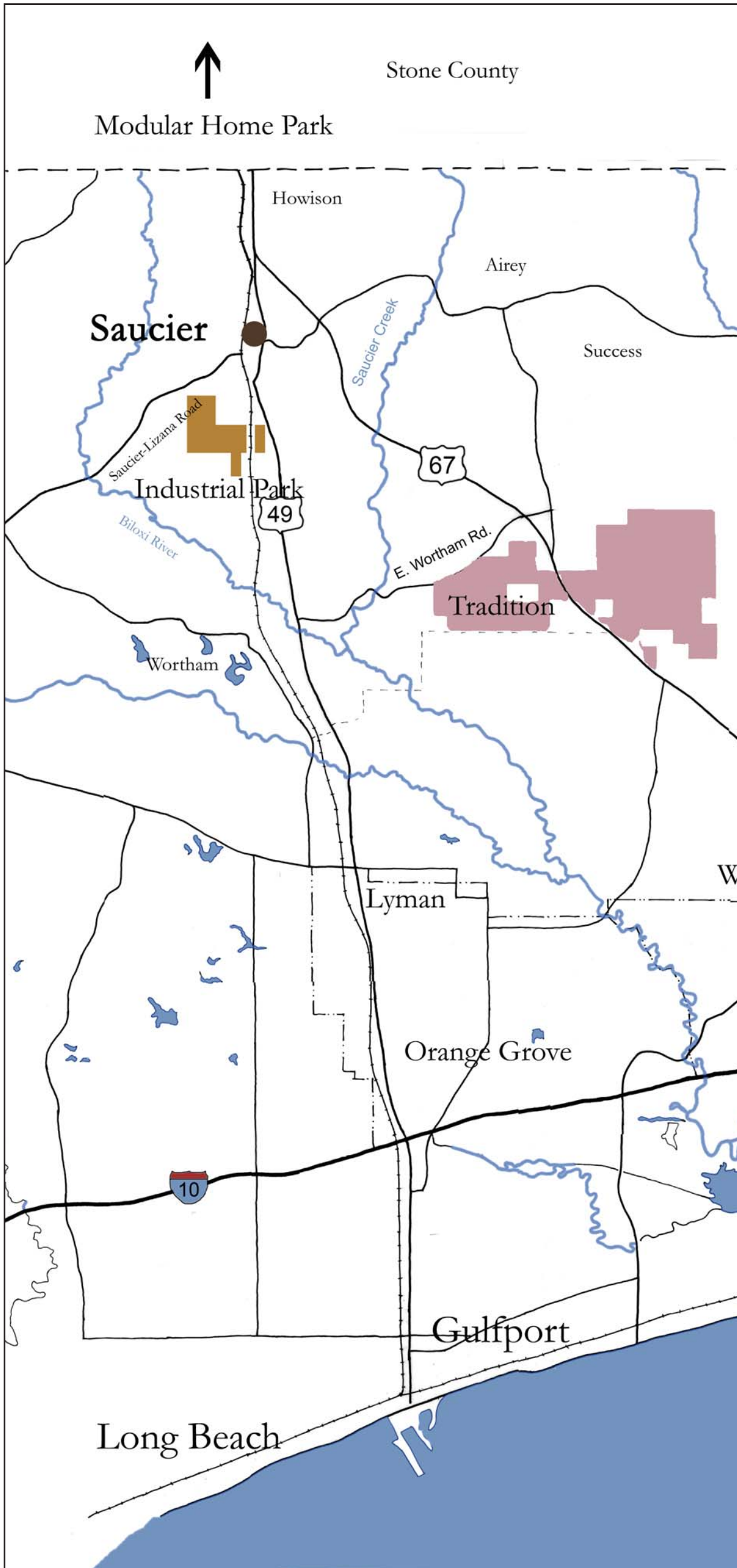
I-601: A New Interstate Highway

The Mississippi Department of Transportation (MDOT) is currently studying three different routes for a new interstate highway (I-601), which is proposed to begin near the port of Gulfport. Among other things, this proposed highway is intended to improve the existing coastal evacuation routes and would be a four-lane, limited-access highway with above-grade interchanges. The three alternate routes have been illustrated in the adjacent diagram. Route 1 (green) proposes that most of US-49 in Harrison County would be reconfigured as a limited-access highway. Route 2 (yellow) proposes that I-601 merges with US-49 just south of the Saucier town center, after which the combined corridor would become one limited-access highway. In both routes 1 and 2, US-49 at the Saucier town center would be reconfigured as a limited-access highway with front-age roads servicing existing properties. Interchanges would be spaced approximately every three miles or more. Route 3 (orange) proposes that I-601 bypasses US-49 and the town center altogether. Based on the public meetings held at the design workshop in September 2006, this plan assumes that route 1 (green) is the preferred route because it continues to bring traffic directly to the Saucier town center in order to support business. All subsequent proposals are based on this assumption. The community is therefore encouraged to continue to work with MDOT in selecting and implementing this route.



Three options for I-601

SURROUNDING GROWTH



In addition to the growth expected in the Saucier planning area, other regional developments surrounding Saucier are in process, including a zoned industrial park located 1.5 miles south of the proposed town center. This industrial park will attract a sewer system to the immediate area creating the needed infrastructure that will allow for rapid growth to occur which up to this point has not been possible. Jobs generated by the operation of the industrial facilities will instigate the need for homes and services in the local area. Provided that it does not become a heavy pollutant, this industrial park should be beneficial to the development of a town center.

Other growth areas include Tradition, a 4,600 acre development located ten miles southeast of Saucier, and a large modular home park located ten miles north, near McHenry. These two developments combined may account for nearly 85,000 people moving within a 10 mile radius of the Saucier diamond. Saucier's geographically central location between these two new developments along with its new industrial park make it the strategic center for all future development coming to the area. Future highway configurations studied by MDOT will further place Saucier in the path of development.

These neighboring developments are resulting in strong growth pressures for Saucier itself. These will include pressure for residential dwellings along with commercial shopping areas. Considering the population migration from the devastated coastal areas, the expected amount of future growth cannot be underestimated. It would be in Saucier's best interest to prepare for this tremendous growth influx by adopting a plan that would absorb this growth in a strategic way so as to secure the much valued rural character of the area. Conventional suburban sprawl would not prove to be adequate in preserving these rural attributes because its zoning is based on the pretext of spreading development over large areas. The Saucier Town Plan presented in this document advocates that growth is concentrated within a specific target area, leaving the broader surroundings open for rural life.



SECTOR PLANNING

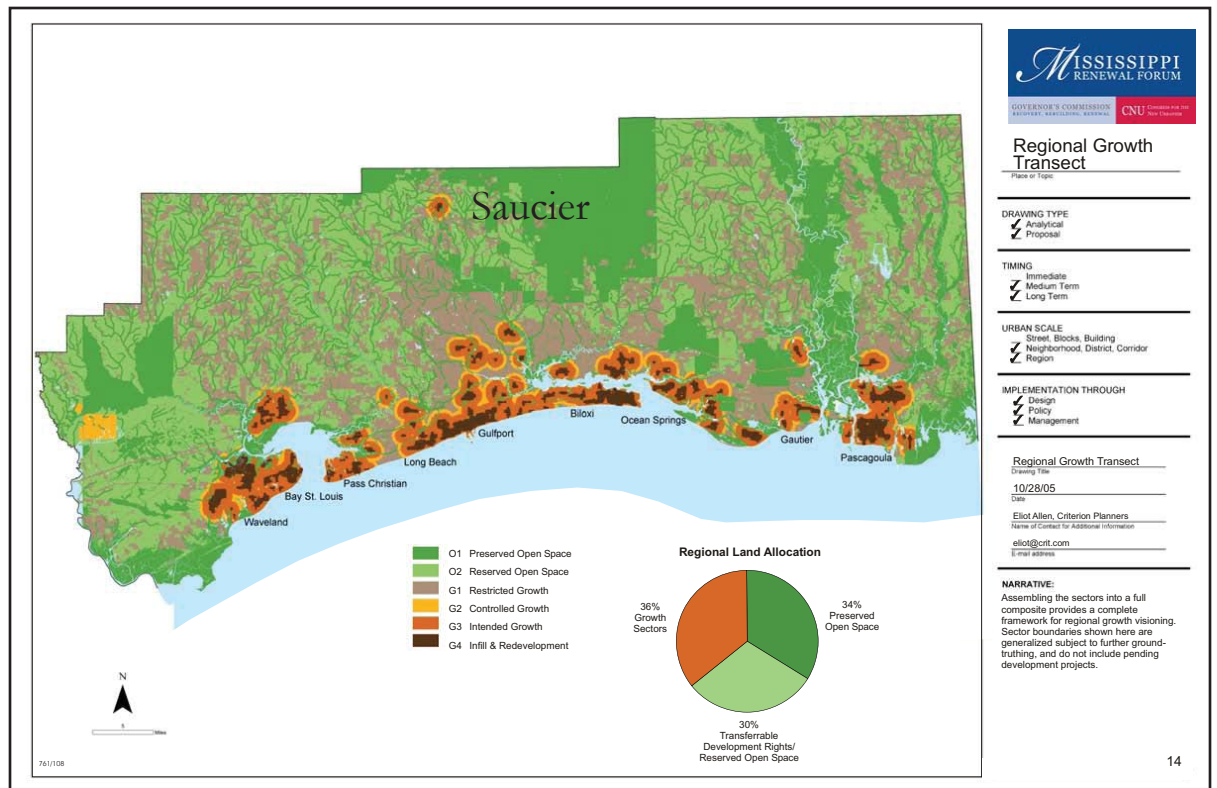
Sectors are planning tools which can determine what type of development occurs in certain areas at a regional scale. They serve to control growth and preserve the natural and agricultural landscapes in some areas, but also serve to direct growth to other areas. Sectors can help shape good urban places by determining where growth should take place at a regional or county-wide level.

This plan recommends that the citizens of Harrison County continue to build upon the work completed by the Mississippi Renewal Forum under the leadership of the state, the coastal counties and the Congress for the New Urbanism (CNU). As illustrated in the Regional Growth Transect diagram, which was originally published in the 2005 volume, *The Mississippi Gulf Region: A Regional Framework for Renewal*, early planning efforts subsequent to Hurricane Katrina identified Saucier Proper as a location for future growth by designated the area as infill, redevelopment and intended growth sectors.

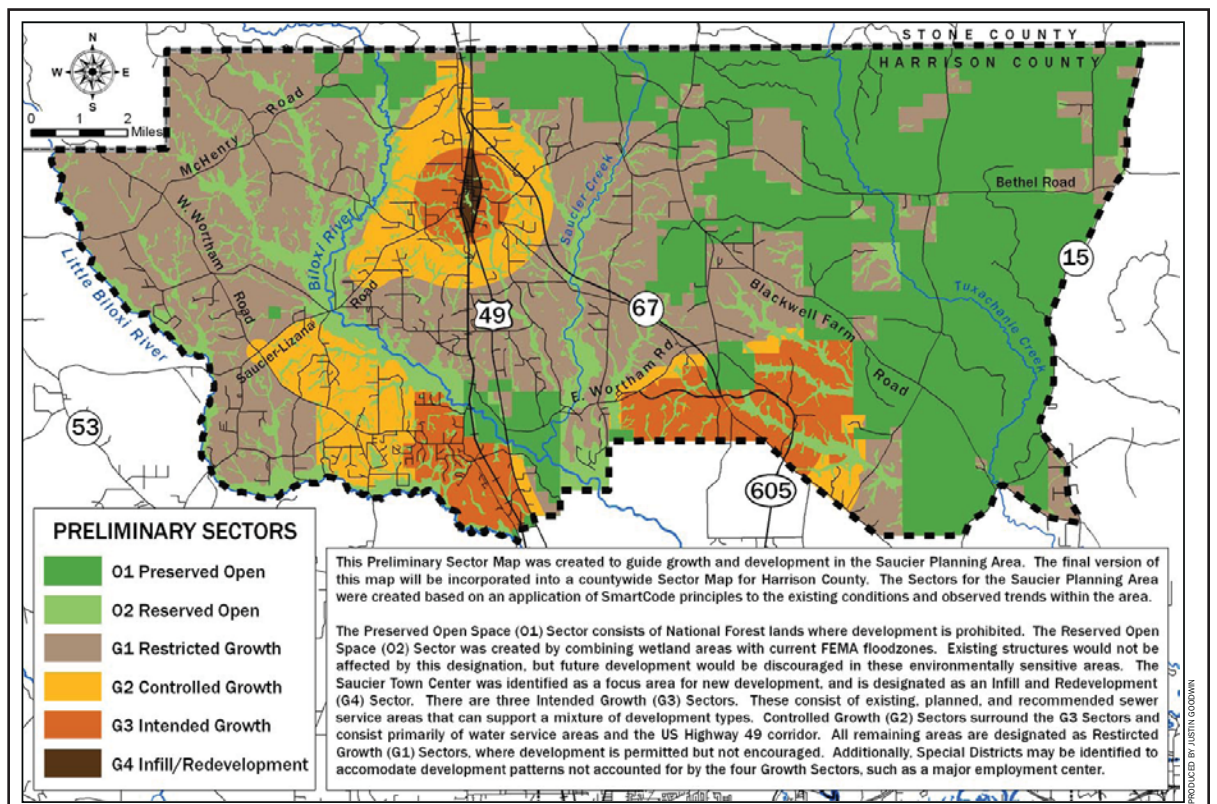
The 2006 Community Plan for Saucier produced by Ohio State University (OSU) built on this work by refining the proposal for the purposes of the greater Saucier community. The OSU sector proposal for Saucier identifies the areas surrounding Saucier Proper, the new community of Tradition and some existing subdivisions to the south as areas for future development and redevelopment. As illustrated in the diagram, much of the Saucier community is intended to remain rural with only limited opportunities for development outside of the yellow and orange sectors. In keeping with the consensus of participating citizens, this strategy essentially sets out to reach two essential goals:

1. To by and large preserve the rural nature of the greater Saucier community by restricting certain types of developments outside of the target growth areas.
2. To set aside certain areas for future development rather than allowing future growth to sprawl out over the landscape incoherently. These target growth areas have been located strategically and are designed to accommodate relatively high densities of development in order to promote diverse, walkable communities within them and to relieve their surrounding landscapes from growth pressures.

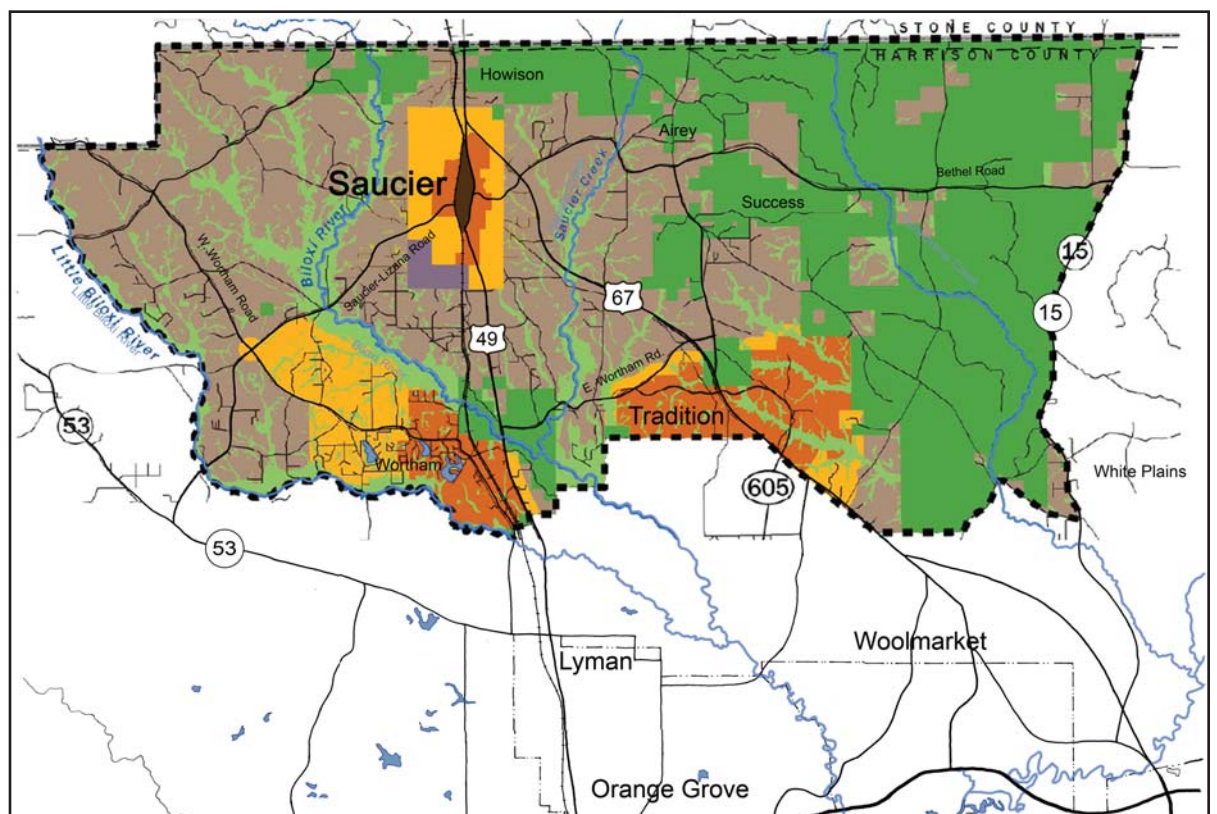
The refined sector plan produced by Andrews University builds on the work completed by OSU but takes into account actual property lines to redraw the sector boundaries. While they are in keeping with the intent of the OSU proposal, these revised sector boundaries can now be submitted for implementation purposes. Ultimately, this document recommends that Saucier citizens continue to work to address the intent of this sector plan proposal. However, by request from the Harrison County Zoning Office, this proposal has been modified to regulate a much smaller area than originally proposed by the Mississippi Renewal Forum and the OSU community plan. In support of relatively quick implementation, the county zoning office has proposed to establish a special zoning district (named the Smart-Code overlay district) to facilitate a new regulatory mechanism which supports the principles of good urbanism. This document proposes that sector planning should be pursued within this district in order to introduce the principles of sound regional planning into the Harrison County regulatory culture.



From the *Mississippi Renewal Forum: Mississippi Gulf Region* p. 14



From the *OSU Community Plan for Saucier* p. 31



Revised sector plan by Andrews University



Example of O1 sector - no development



Example of O2 sector - rural development of farms and homesteads



Example of G1 sector - small cluster development and partial villages



Example of G2 sector - reserved for traditional neighborhood development



Example of G3 and G4 sectors - intended for new urban growth and infill development

Sector Descriptions

The various sectors found within a sector plan can be given the following summary definitions:

O1 - Preserved Open Sector identifies land where development should never occur and permanently preserves it from development. These areas colored in dark green include among other natural areas the De Soto National Forrest.

O2 - Reserved Open Sector identifies land that should be protected from development but, as of yet, has not been assigned to this category. It may also be considered land currently off limits that is reserved for future development. Areas of the Saucier sector plan that are colored in light green, primarily follow the trajectory of the Saucier Creek and the Biloxi River.

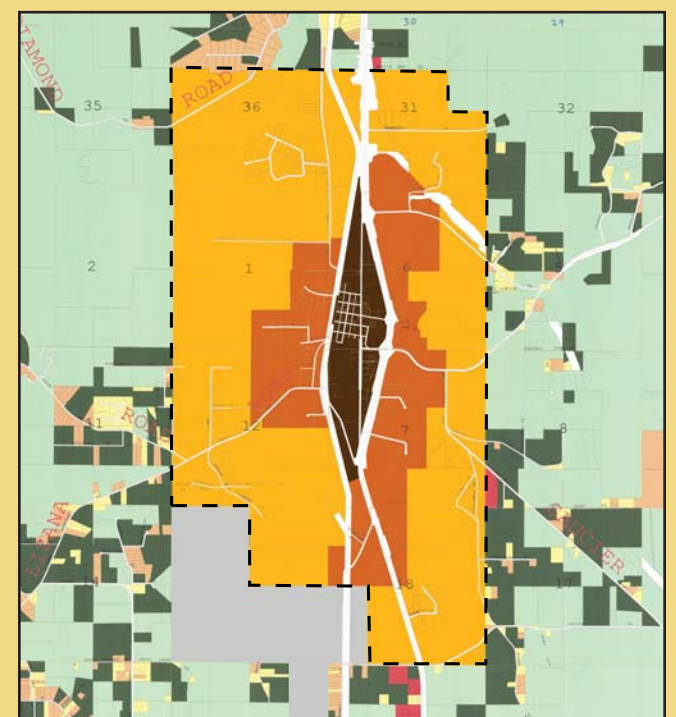
G1 - Restricted Growth Sector consists of land which is rural in nature and is not permanently protected. Development can occur here in the form of small clustered land developments such as Hamlets. Most of the sector, however, is preserved as open space. Various grey colored rural areas within the county have been assigned to this category.

G2 - Controlled Growth Sector consists of land where development is encouraged and which is located close to medium capacity thoroughfares. This area is generally intended for the development of traditional neighborhood development (TND) and the preservation of large parcels of rural open space.

G3 - Intended Growth Sector is a category of land which is targeted and prioritized for development. It should be located in close proximity to transit and high capacity intersections. Certain areas surrounding the Saucier diamond have been assigned to this sector. This sector includes the areas leading up the ball fields of Saucier-Lizana Road and the newly proposed Saucier Junction District northeast of the diamond at Highway 67.

G4 - Infill Growth Sector consists of land that has already been developed. It can potentially be modified if it is not adequate. If it is adequate, it can remain as is and be completed if still incomplete. In this case, the diamond area enclosed by the rail road tracks and Highway 49 which already holds an urban infrastructure would be in-filled to create the most dense sector within the regional plan.

SD - Special District consists of areas that, due to their unique characteristics, cannot be classified under any of the other classifications. The code would nonetheless remain applicable to these districts.



Sector plan within proposed SmartCode overlay district

Preserving the Rural Character

A principal reason why the Saucier community has agreed to locate density within the town center area is to help preserve the rural character of the 167 square miles of the greater Saucier area. Locating a majority of development in one place will help prevent suburban sprawl from over-whelming the greater area.

Given that the area's natural attributes are so highly valued, it makes logical sense to not only preserve such a character in the surrounding countryside, but also within the proposed town itself. Having considered this, the plan takes advantage of a variety of opportunities to set aside areas for parks and green-space and utilizes existing natural features such as wetlands and topography for such purposes. Many of the proposed streets and building sites take advantage of the rolling hills present, curving along with the terrain to draw out the best from the site.

Any development strategy should seek to preserve as many of the existing trees as possible. It is recommended that a survey be conducted in order to document the locations and conditions of especially noteworthy trees such as live oaks. Many trees can be preserved in public parks and private properties. In addition, every effort should be made to line new streets with trees and to continue in the custom of the traditional southern road, as demonstrated in the Old Magnolia highway.



Comparative Site Analysis

Saucier

Comparative aerial photographs are a tool often used to understand the size of a project area relative to its neighboring communities. In comparing these photographs at a same scale, community members can get an understanding of the relative size of their community. The Saucier aerial photograph shows the existing conditions of Saucier proper, and area measuring approximately 1.7 miles long by 0.35 miles wide (0.58 square miles). This photograph clearly shows the rural character of the community and the impact major roads currently have as well as the large role they could play in the future.

Bay Saint Louis

The Bay St. Louis Aerial clearly shows the interconnected street grid in the historic district that binds the community together. This photograph also shows the diversity of functions that take place in a relatively small area. These functions consist of commercial spaces, single-family housing, multi-family housing, and civic spaces.

Orange Grove

This aerial illustrates the effects of conventional sprawl on a community. The separation of functions, resulting in automobile dependency, is clearly visible. Commercial uses are separated from residential units, residential units themselves are separated according to income, and single-family units are separated from multi-family units. Green space, whether private or civic, is merely residual space with no particular function. The distance between the entrance to Barnes & Noble and the Winn-Dixie at Dedeaux Rd. is approximately .8 miles, which is the equivalent to half the length of the Saucier diamond. This example provides a notable illustration of the disproportionate scale in this type of city planning.

Ocean Springs

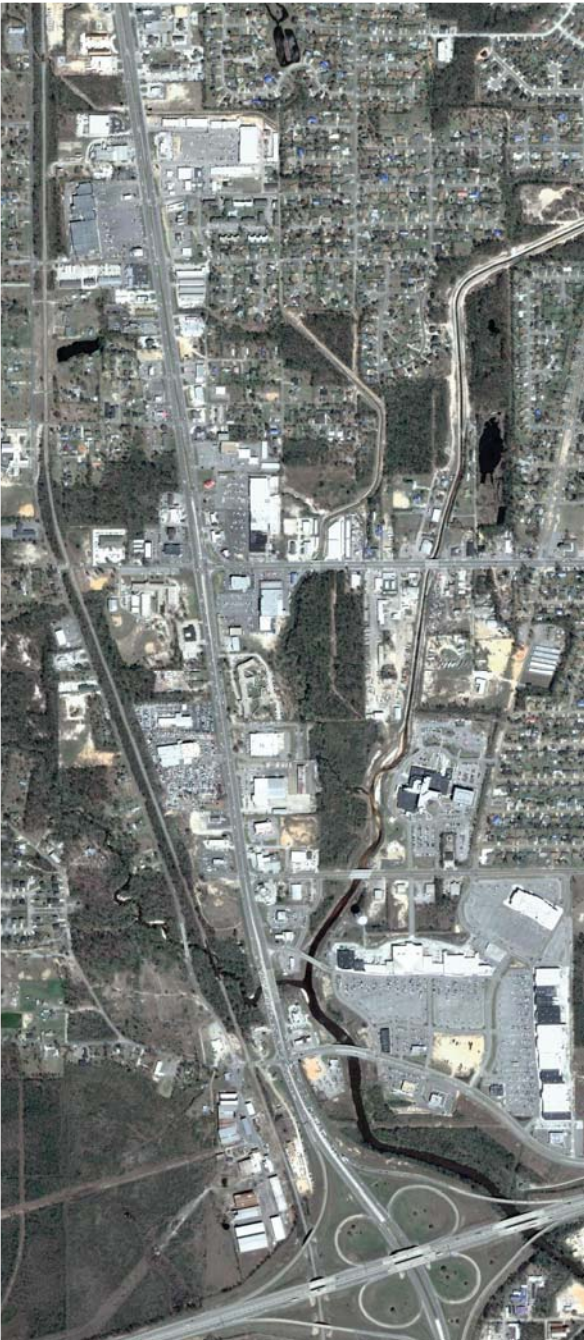
As in Bay Saint Louis, it is possible to see the interconnected grid in the historic center portion of town. This part of Ocean Springs illustrates the diversity of functions that occur within it, including commercial, residential, and civic space. In the northern portion of the aerial, one can see how “use-based zoning” has separated functions of the community, commercial from residential and again residential areas themselves according to monetary value. The lack of street connectivity in this type of zoning makes pedestrian access even more difficult.



Saucier, MS



Bay St. Louis, MS



Orange Grove, MS



Ocean Springs, MS



PRECEDENT: WIGGINS, MS

Architectural and Urban Traditions

It is essential that any future design plan for Saucier develops in a manner which celebrates the cultural heritage and character of Southern Mississippi. In order to achieve this, the design team put forth much effort to study local towns and cities that exemplified such traditional local qualities. When Saucier residents were asked what regional town centers they most appreciated for its urban qualities, many mentioned Bay St. Louis and Ocean Springs, two exemplary coastal communities located 25 miles away from Saucier. Wiggins, a town 15 miles north, was also discussed as a precedent because it shares a similar history to Saucier as an early logging community.

Design team members spent ample time in these towns, documenting existing conditions such as building types, lot sizes, lot configurations, street dimensions and building materials. They studied architectural detailing in order to understand how the local culture was expressed in its craftsmanship. They also identified building types that were specifically designed for the area's climate. The resulting development plan and its designs were directly influenced by the local built tradition studied by the design team. This plan proposes that all future development in Saucier should take reference from these local urban precedents which have proven their value over time. Only this way will an appropriate cultural development take place and the area's uniqueness be preserved.



PRECEDENT: BAY ST. LOUIS, MS



PRECEDENT: OCEAN SPRINGS, MS



PRECEDENT: COMMERCIAL BUILDINGS



EXISTING TOWN CENTER

This document proposes a regulating plan for a limited area within the proposed SmartCode overlay district. It is for this area that this plan sets out a precise urban design proposal. The area to be governed by this regulating plan includes the existing 290 acre town center and a 110 acre area of land between US-49 and new Highway 67. The remaining parts of the SmartCode over-lay district will require further urban design proposals if they are to be developed in the future.

This plan identifies the existing town center as the long diamond-shaped area bounded by US-49 to the east and the Kansas City Southern rail line to the west. The majority of this 290 acre area remains undeveloped and is heavily wooded with southern pine. The original six blocks of the former logging community remains the most populated part of the town center area. This most “urban” part of the community is occupied by modest single-family houses, cottages, manufactured houses, and some churches. Streets have no curbs or sidewalks and the originally platted alleys have not been developed.

East of Church Street, which runs north to south at the center of the diamond area, one can find later patterns of development. This side of town features the US post office and modest commercial development at the intersection of 2nd Street and US-49. Directly south of this area one can find the water tower (water service exists in the town center area), the Saucier senior center (community center), a children’s library and the public elementary school. South of Angel Road is the community cemetery and some additional modest commercial development facing US-49, which is serviced via a frontage road.

The southern part of the diamond is almost completely undeveloped, although some private residences on large lots exist here. Old 49, which hugs the rail right-of-way on the western edge of town, merges with US-49 at the most southern tip of the town center area. A generally busy Dollar General store can be found at this intersection.

The northern part of the diamond is similarly undeveloped. A 110 acre area of land located between US-49 and new Highway 67 has also been included in the urban design proposal and regulating plan because it is likely to be developed soon after highway completion and the introduction of sewer service.

Red arrows indicate the approximate vantage points of the following aerial photographs.

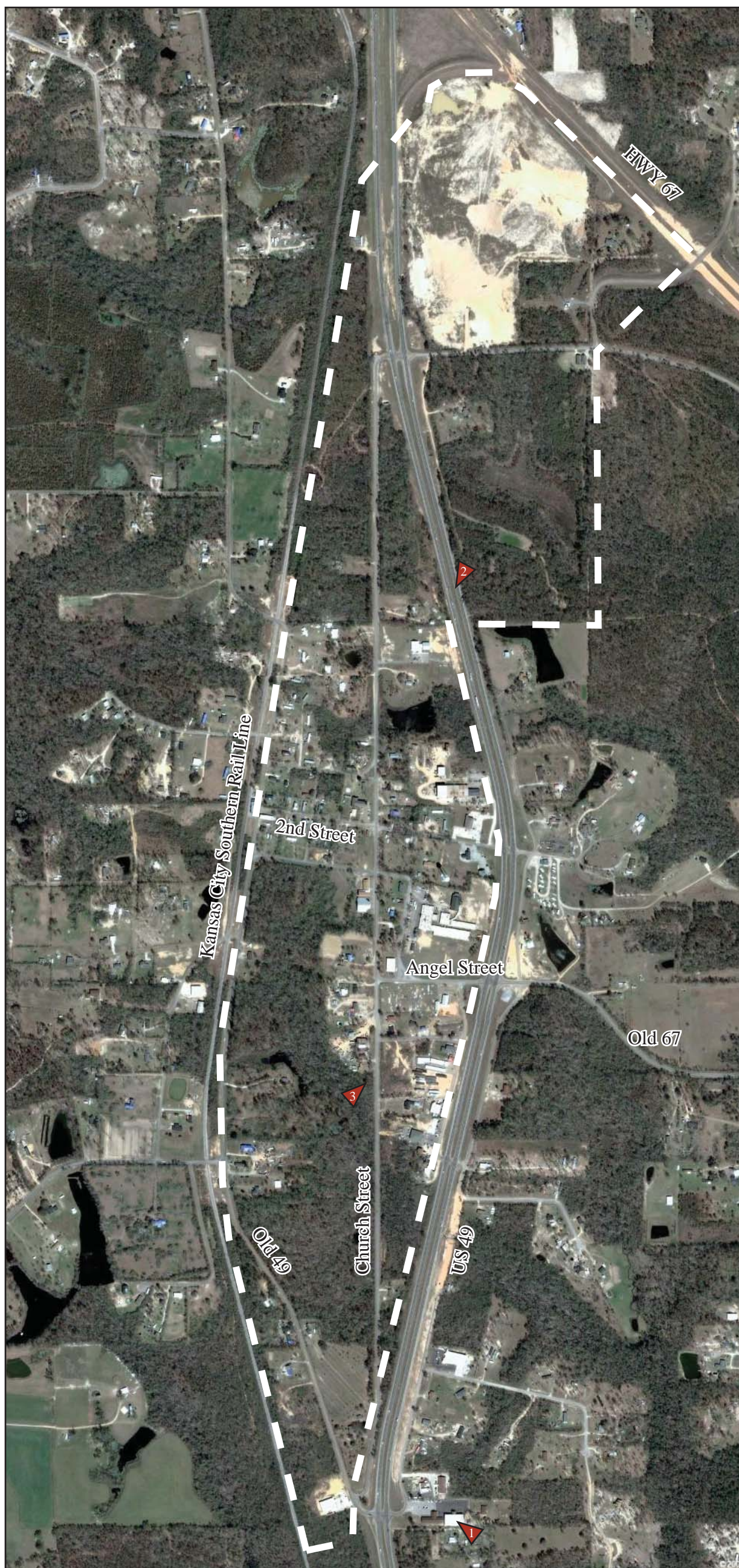




FIGURE 1



FIGURE 2



FIGURE 3

EXISTING CONDITIONS



EXISTING CONDITIONS



Existing Zoning

Conventional use-based zoning is the current planning tool used by Harrison County. This zoning model is standard for most communities in this country. Nonetheless, evidence suggests that this zoning can be quite restrictive. Typically, use-based zoning allows for only one type of use per property regardless of the parcel's size. It is possible for a property to change its zoning status by applying for a variance through the county or by rezoning the property in what can be an extensive and frustrating process. An additional concern with use-based zoning has to do with its sheer number of restrictions, such as setbacks. At no point, however, does it provide clear guidance or suggestions as to a way to establish a good development.

When attempting to plan for density, the goal is to encourage design to move in this direction, but conventional zoning does not accomplish this. Rather, its stipulations prevent such density from taking place. A simple example would be the placement of buildings along a road. Conventional zoning only dictates how far from a street a building is to be built. But these setbacks make no mention of how close to the street the building should be. True areas of high density can only be created by having buildings delineate the edge of the street. In this manner, buildings form a clear outline of density. The only way to achieve this is by requiring the buildings flanking the street to be of a similar distance to it. This inadequate form of arbitration is one of conventional zoning's most fundamental problems.

It is apparent that the Saucier residents appreciate the rural character currently in place. In order to preserve such a character throughout the larger Saucier area, the residents have elected that should growth come, it should take place in a centralized location. The zoning currently in place, which may have worked well up to this point, will not promote this type of growth. Rather, it would encourage development to spread out uncontrolled throughout all of Saucier.

There are currently five different zones within the area of study.

E-1: a very low density residential district. This district suits very low density residential development and allows for limited or hobby agricultural uses within predominately residential areas. The primary use of this land is for single-family dwellings. Some recreational, religious and educational facilities are also permitted.







R-1: low density residential district. This district provides for low density residential uses. The principal use of land is that of single-family dwellings and related recreational, religious and educational facilities.

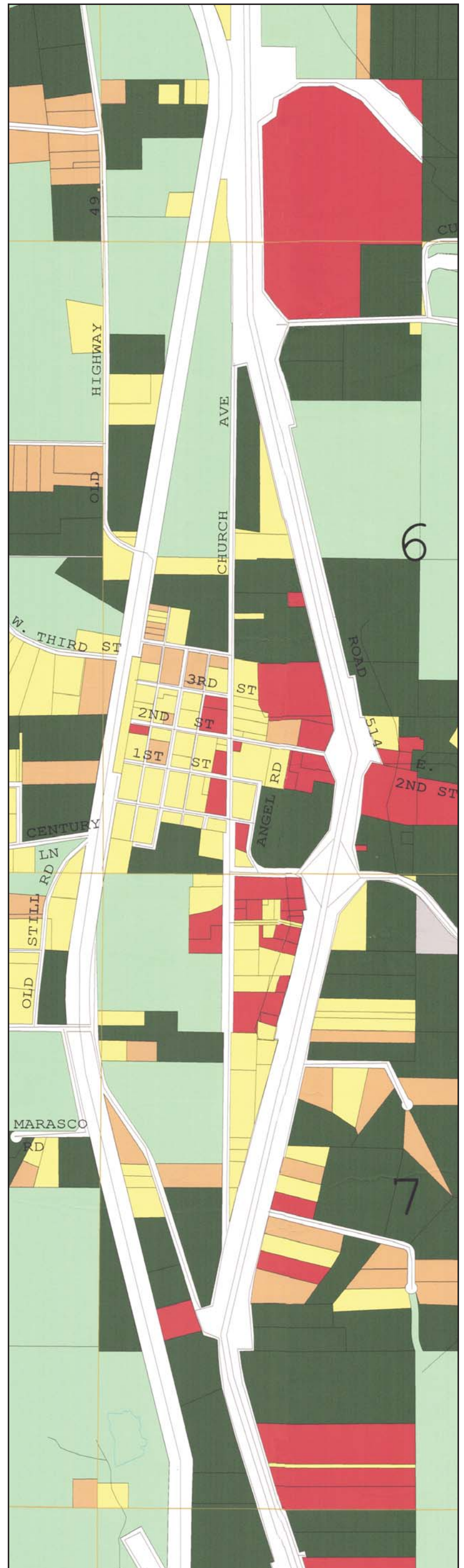
R-2: medium density residential district. This district suits medium residential uses on smaller lots with reduced setbacks. The principal use of this land is that of single-family or two-family dwellings. Related recreational, religious and educational facilities are also allowed.

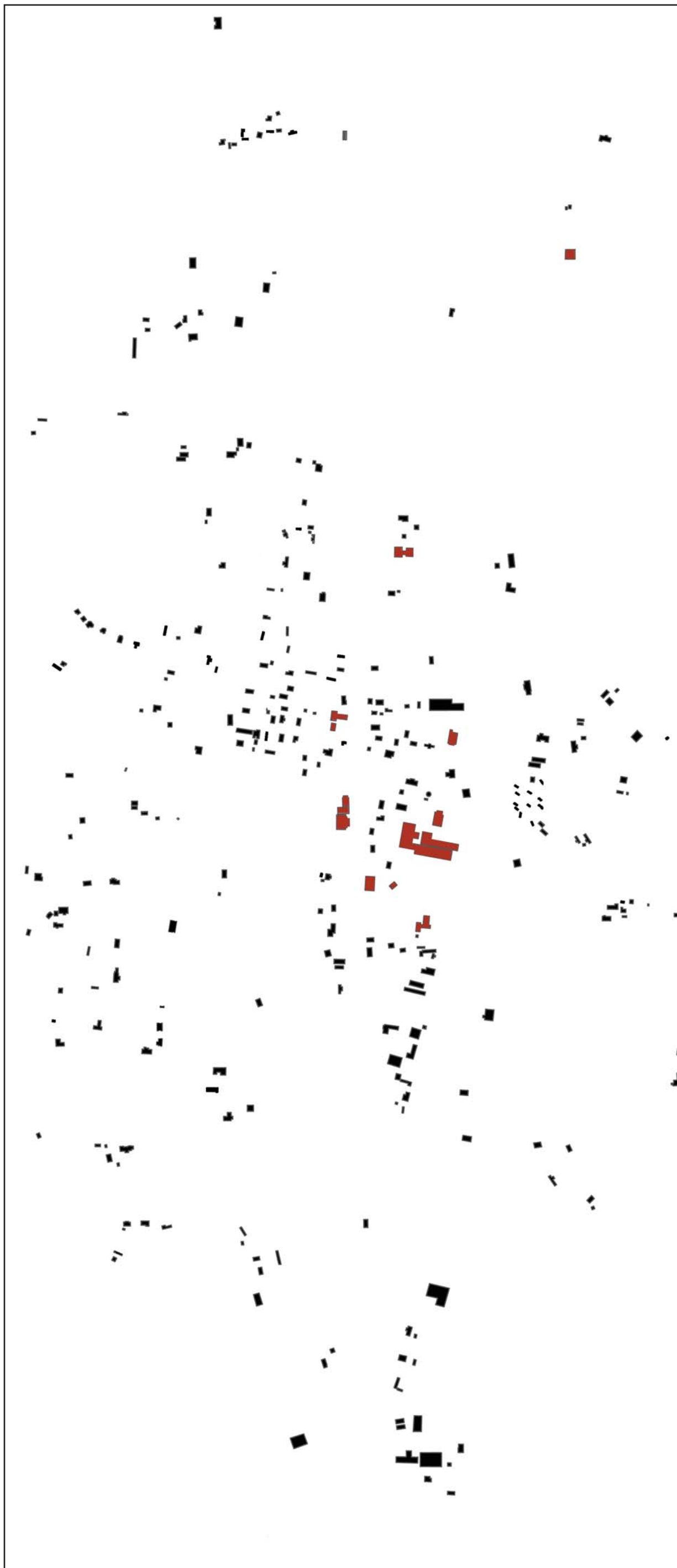
A-1: general agricultural district. This district is intended primarily for farming, agricultural, silviculture, dairying, livestock and poultry uses.

v: general commercial district. This district allows for high volume retail and service type trade. These types of establishments are intended to cater to a regional population. This regional interaction creates traffic which is best suited for arterial highways to avoid undue congestion. In Saucier area one finds such arteries primarily on Highway 49 and Church Street.

The areas of particular concern to the implementation of the proposal are those included in the A-1 and E-1 districts. Their restriction to single-family homes creates a problem when trying to induce more density. The McGuire parcel is one such key site, currently zoned A-1, which is being proposed to include a neighborhood center. Another site located between US 49 and the new Highway 67, currently zoned C-2, is already attracting notice from big box and convenience retailers.

General Agriculture A-1	
Very Low Density Res. E-1	
Low Density Res. R-1	
Medium Density Res. R-2	
General Commercial C-2	
Light Industry I-1	





Existing Figure Ground

A figure-ground diagram illustrates the existing structures and the residual spaces these structures have created. The black areas represent structures and the white represents the resulting space in between them. Urban designers use this (diagrammatic) tool to study whether an ensemble of buildings work together to shape outdoor “rooms”. Great neighborhood streets traditionally shape these kinds of defined spaces because human beings find them to be pleasant and helpful in orientation.

This diagram clearly illustrates just how rural the community of Saucier is. One can easily note how much open space there is in relation to built structures. There is currently a substantial amount of open space in Saucier. The majority of properties found in Saucier are rather large and occupied by only one residence. No clearly identifiable outdoor rooms have been shaped by the current building (ordinance). The only partial exception to this would be in Old Saucier grid, along 2nd Street.

Another element this diagram helps us understand is that of the communities original urban organization. As with most communities, Saucier began building around its main economic and transportation means which was its railroad. The train station and depot were located on Old Highway 49, at the end of 2nd Street. The community began here with a clearly defined grid network as is illustrated in the figure-ground diagram.

- Existing buildings
- Existing buildings of civic significance

0 500 1,000 2,000ft

Topography

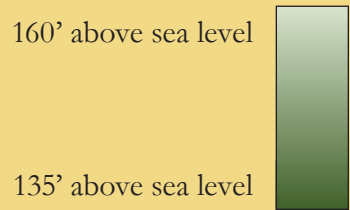
This diagram illustrates the existing topography of the proposed area of development in and around Saucier proper. The range from dark green to white represents the changes in elevation. The darkest greens reflect the lowest elevations, some of which include wetlands. White areas represent the highest topographical elevations on the map.

Development in Saucier has been proposed in a manner which would preserve and improve the local wetlands. It would also take advantage of the gently rolling terrain of the natural landscape. Many of the existing wetlands are not natural, but have been created by artificial barriers which prevent them from being continuously drained naturally. Such an example can be found on the McGuire parcel (see Map below). This parcel includes a significant amount of wetlands that have been created by the substantially elevated Church Street, which does not feature a proper drainage system.

Using topography as a cursor in locating and connecting town centers provides an opportunity for enhanced site visibility as well as prominent positioning of civic sites. These conditions would provide for unique views for those approaching significant spaces of interaction. They would also enhance the experiential connections between the multiple neighborhood centers, which is critical to the overall success of the plan.



Approximate location of wetlands on the McGuire parcel



Parcel Map

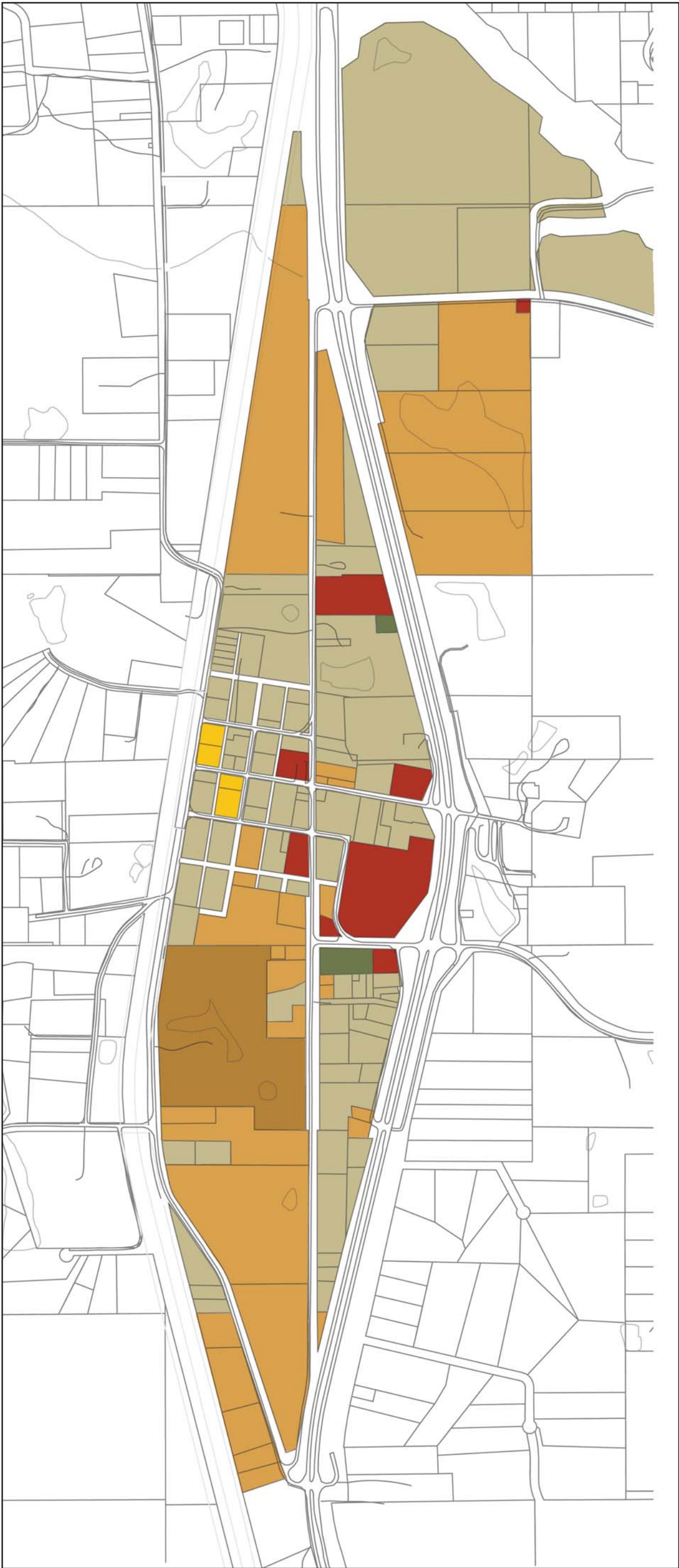
The tan-colored parcels in this diagram delineate properties that have been committed to the study by individual owners. In committing to this study, these property owners have expressed a specific interest in receiving a proposal for development and re-zoning. However, it does not necessarily require that these property owners develop their land as private developers.

It is pertinent to note that the success of this plan depends on the continued support of existing landowners. It is through their voluntary re-zoning and sale of property that the town will develop successfully. Property owners who support sound, coherent and profitable development in this area should work together in the implementation of this plan as much as possible.

One property owner in particular, by the name of Dalton McGuire, has expressed strong interest in using his parcel of land as a catalyst to promote further development in the rest of Saucier. He hopes his twenty-four acre parcel just north of Saucier-Lizana Road will develop into a new mixed-use town center.

The fact that there are several large sized parcels along with a relatively small number of corresponding owners supports the overall feasibility of this project. It also highlights the potential for a prompt agreement between owners that would allow development to go forward. Some of these large parcels could be developed independently yet still be economically viable, since they would be able to support their own infrastructure. These large properties also allow for a level of design flexibility that aids in the shaping of unique spaces that would contribute to the overall success of the design proposal.

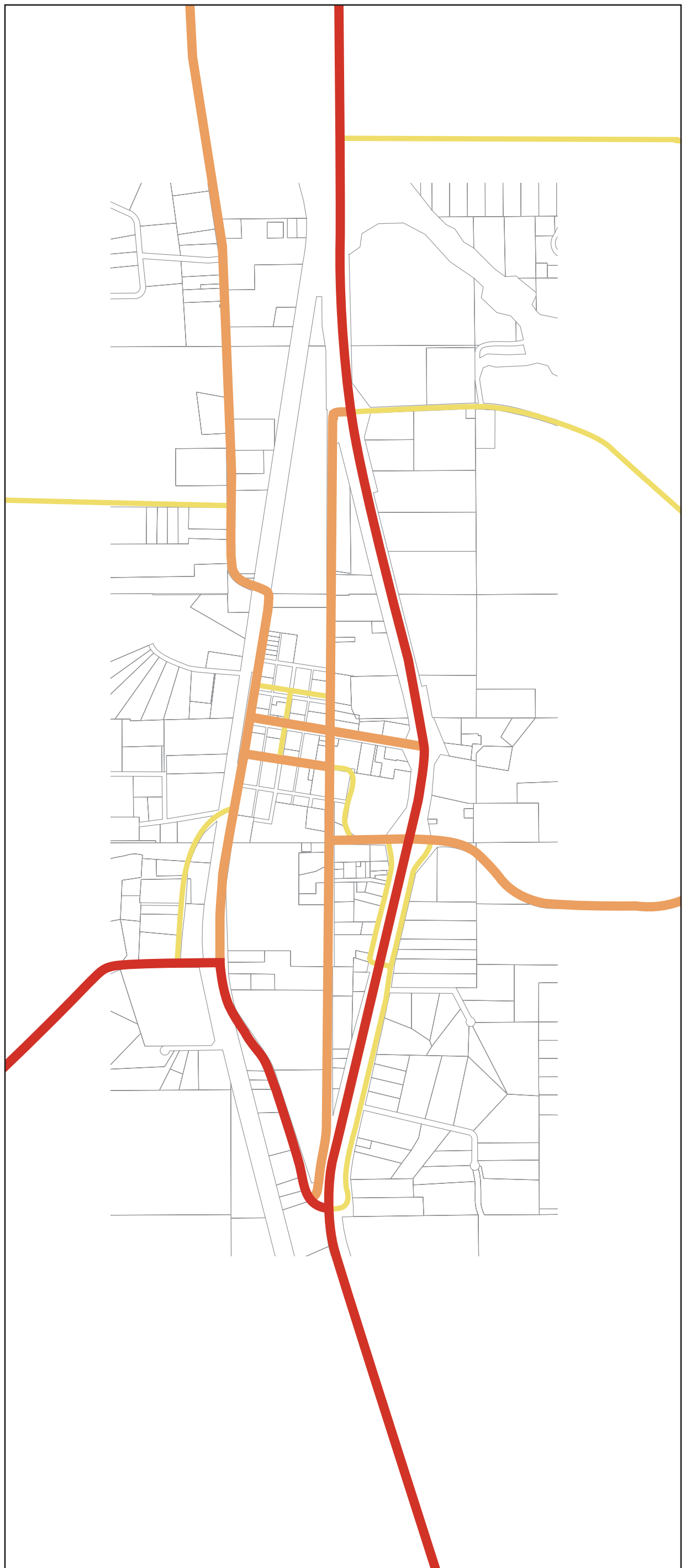
- McGuire Property
- Properties Committed to Study
- Other Properties
- Excluded Properties
- Cemetery
- Sites of Civic Significance

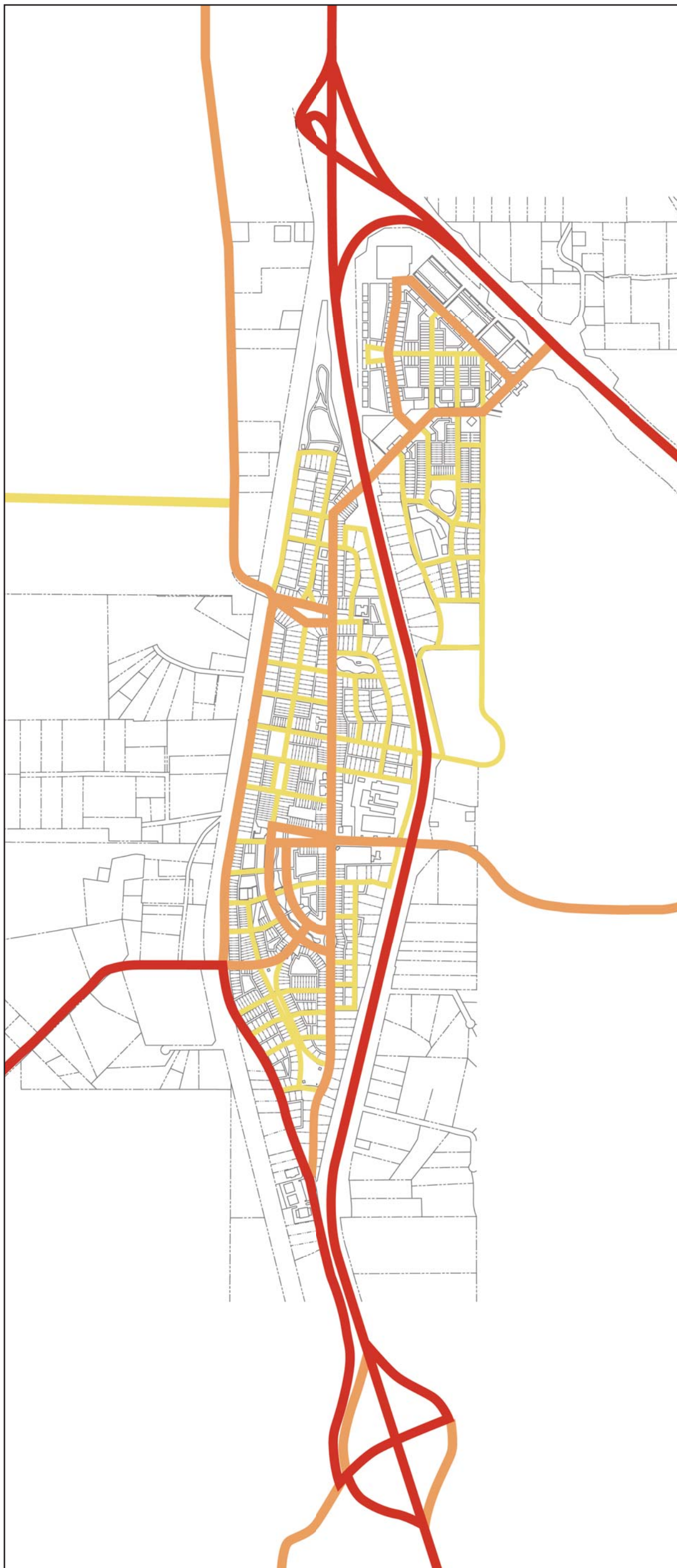


Existing Traffic Patterns

The Saucier diamond is divided at its very center by the north-south road name Church Street. This important local thoroughfare is a two-lane road about 18 feet wide. Currently, Church Street accesses Highway 49, which borders the eastern edge of the diamond, at the north and south ends. The existing street conditions within the diamond are very rural. No curbs or sidewalks exist and the grass extends right up to the edge of the road. The streets are generally lined with adequate drainage ditches. As this drain water accumulates it creates wetlands.

This diagram illustrates the existing traffic patterns in and around the diamond. The red pattern represents the roads which are currently designed to carry the most traffic. Old 67, US-49 and Saucier-Lizana Road are the primary points of entry to the site. A moderate amount of traffic travels on Church Street. Most of Saucier's existing commercial activity takes place adjacent to US-49, particularly near its intersections with Old 49 and 2nd Street because these roads provide the quickest connection to the Saucier-Lizana Road.





New Traffic Patterns

Based on community input at the September workshop in Saucier, this plan assumes that the pre-ferred route for the proposed I-601 limited-access highway is through Saucier within the existing US-49 right-of-way. It has been identified as the preferred option for the following reasons:

- Bypassing I-601 and the Saucier town center would divert most regional traffic away from future and existing business. Many businesses depend on convenient access and visibility to regional traffic.
- Bypassing I-601 would encourage new commercial development west of the town center. New businesses would likely settle at new interchanges, which would relocate the center of development to the west. Such development has been identified as an undesirable strategy.
- Bypassing I-601 would create a second barrier in the community only a little more than a mile away from the rail line and US-49 corridor. Every additional barrier would tend to fragment existing community patterns.
- The construction of an entirely new right-of-way for I-601 would likely require a much higher degree of land acquisition from private ownership.

Based on this assumption, however, certain traffic patterns within the town center area would change. The following conditions will need to be addressed should US-49 become I-601:

- Access to I-601 at Saucier would be limited to two interchanges. Current MDOT standards limit interchange spacing to approximately three miles. At the north end, Church Street would thus lose its connection to the highway, making Highway 67 the only connection to the new freeway. However, due to the nature of the existing interchange and rail line, Highway 67 can only be accessed on the east side of I-601. To ensure a continuous connection to the highways at the north end of Saucier, Church Street is proposed to be re-configured to cross via a bridge and ultimately connect to Highway 67.
- According to MDOT, a second interchange may be possible 2.6 miles south of new Highway 67. This interchange would provide convenient access to the recently approved industrial park to the south and to the town center of Saucier. The diagrams illustrates a frontage road which is intended to continue north towards Church Street and Old 49. This makes the approach from the south a key consideration in the plan.
- All existing at-grade intersections between these two interchanges would no longer provide access to the highway. Old 67 is proposed to cross under an elevated I-601 along its current path and continue to run into Angel Road. 2nd Street is proposed to cross under the same elevated I-601 along its current path as well. However, businesses which benefit from these two intersections would lose direct access to regional transportation routes and their locations may become obsolete.

- High traffic
- Medium traffic
- Low traffic

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Illustrative Master Plan

This masterplan is the premier reference drawing which illustrates the summary vision proposed by every part of this document. It represents an ideal to strive for around which this proposal and its code for Saucier, Mississippi have been produced. It provides a literal graphic representation of how the Saucier Town Plan proposes to translate the attached Smart Code into a real town.

This drawing is not a fixed proposal. Rather, it represents one interpretation of how Saucier could develop should the community embrace this document in its entirety. The regulating plans found at the end of this document, on the other hand, represent a specific proposal for re-zoning and regulation. This drawing is also useful in order to understand the implications of the code because it demonstrates how the density varies from one area to another. Because of this, the reader will find portions of this illustrative master plan throughout the document, being that it serves as an ultimate guide to the proposal. The plan illustrated here includes a walkable, diverse, mixed-use environment with an estimated population of 4,500 and 45 acres of property for commercial use along with various civic institutions.

1. Motor Court
2. Office Park
3. Inn
4. Neighborhood Park
5. Post Office
6. Meeting Hall
7. Market Bridge
8. Founder's Park
9. YMCA
10. Neighborhood Square
11. Fire and Safety Building
12. Government Hall
13. Athletic Field - Bleachers
14. Elementary School & Proposed Expansion
15. Existing Cemetery
16. Civic Green
17. Reflecting Pool
18. Corder's Station
19. Water Tower
20. Civic Reserve
21. Magnolia Park
22. Movie Theater
23. Proposed Middle School
24. Entertainment Plaza
25. Park-n-Ride Bus Terminal
26. Future Parking Structure
27. Boulevard
28. Lowe's
29. Large Retail
30. Grocery Store
31. Parking
32. Church St. Bridge & on/off ramp
33. Shiloh Missionary Baptist Church
34. First Baptist Church of Saucier
35. Saucier United Methodist Church
36. Faithview Baptist Church
37. Saucier Landmark Missionary Baptist Church
38. Old 49
39. I-601
40. Saucier Lizana
41. Angel Street
42. Church Street
43. Old 67
44. US 67
45. Old Magnolia Highway
46. Kansas City Southern Rail Line





Civic and Open Space

This diagram illustrates the specific locations and arrangement of both civic buildings and civic open spaces. These civic elements are important because they provide meaningful relationships between the town neighborhoods and assist in unifying the town. All civic spaces have been lined with public streets and building fronts. In this manner, private property is enhanced due to proximity and views, while the public spaces themselves are clearly identifiable as public and worthy of fronts.

Deliberately planned parks and squares provide residents with common areas to spend quality time in as a larger community. Smaller parks and squares provide recreational space for the immediate residents living in close proximity. Both large and small civic spaces are spread out across the community so that they are within walking distance for local residents. Civic open spaces usually occur at key locations such as important intersections and along important streets.

Civic buildings are arranged in such a way so that those buildings which are frequented most often by all residents are located at the center of the larger community while, other more selectively frequented buildings such as churches are located in a variety of locations.

-  Civic building reserve
-  Civic space reserve

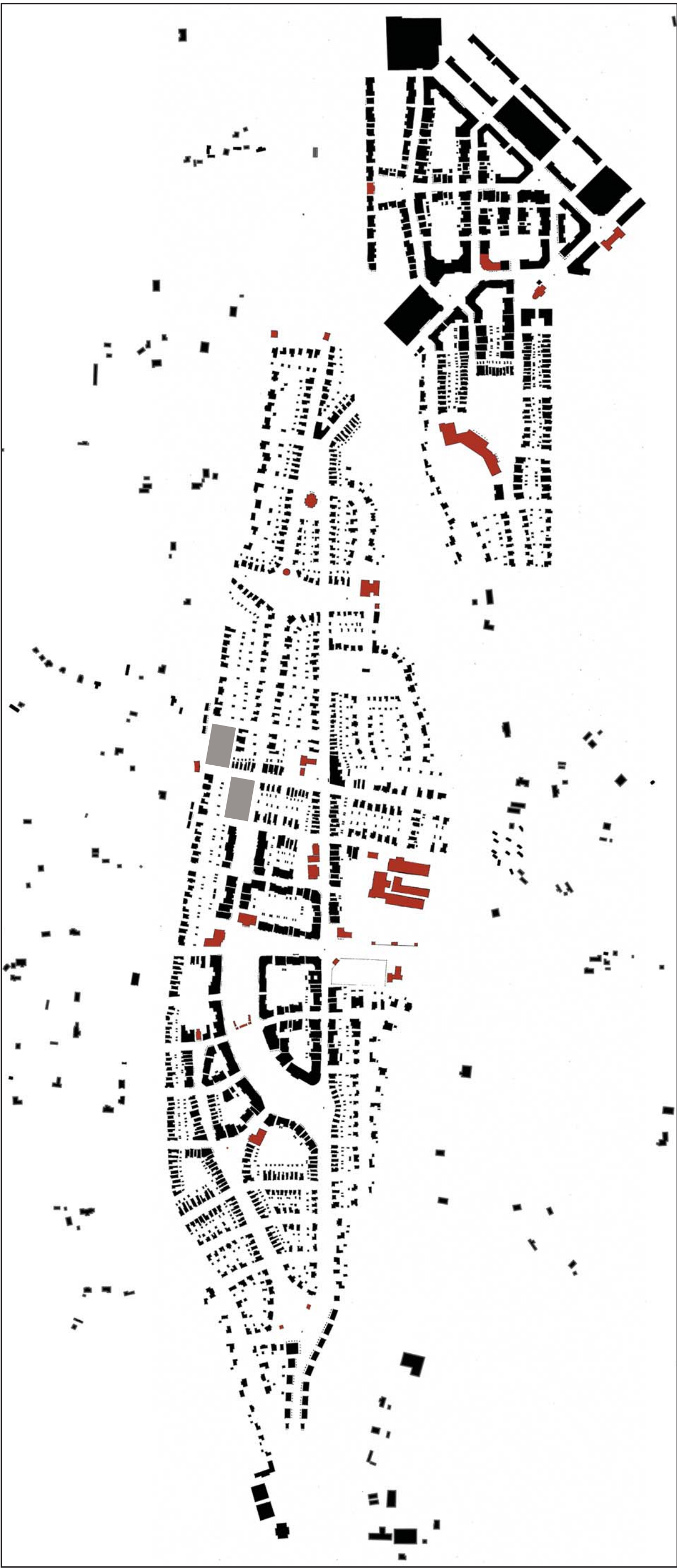


Proposed Figure Ground

The proposed diagram illustrates the “foot-print” of Saucier should it be developed according to this proposal. It is not a fixed proposal, but rather reflects one possible build-out scenario according to the proposed ordinance. In general, however, it illustrates where densities are higher or lower and the shape given to public spaces.

Public spaces in the proposed plan are shaped into identifiable “outdoor rooms” for the public to dwell in. In this sense, streets and squares are considered to be more than utilitarian connections for automobiles, but spaces for community life. Such life is fostered by well defined and cultivated public spaces.

In this diagram one can also see the relative size of outdoor spaces, which can suggest their relative significance. For instance, the largest outdoor space is a proposed park located at the center of the development. This park is thought of as the center of the community and commercial activity, therefore the building density is correspondingly higher here. Another large white space is the roughly triangular space at the north end. This park connects to the Old Magnolia Highway and terminates on an existing church to the east. All existing churches maintain their prominent locations on major public spaces so as to continue to celebrate their significance within the community.



- Excluded from the project by request of property owners
- Existing and proposed buildings
- Existing and proposed buildings of civic significance





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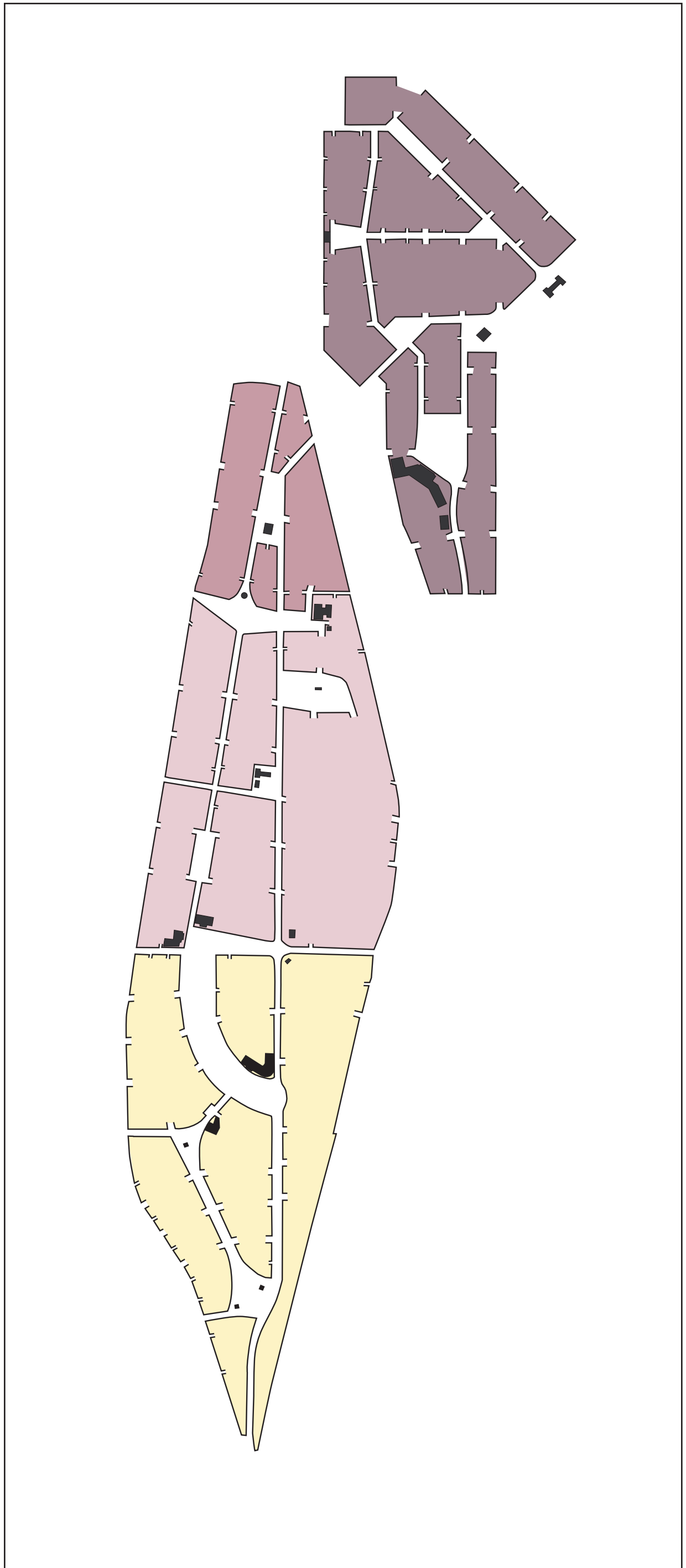
Neighborhood Structure

The following diagram serves to illustrate how the various proposed neighborhoods of Saucier are intended to relate to each other. Each neighborhood is identified with a different color. The main public spaces have also been illustrated in white, while some of the key civic buildings are included in black. A primary purpose of this diagram is to reveal the “structural logic” of the urban design proposal - parks, squares and main thoroughfares work with each other to connect neighborhoods in a rational and graceful manner.

Each neighborhood has been given a public space that serves as a neighborhood center. In Old Saucier, this center is at 2nd and Church, while in the new southern neighborhood has its center along an eastward extension of Saucier-Lizana Road. A small, partial neighborhood can be found to the north with a small park as a center, while Saucier Junction (on the east-side of I-601) features a central plaza.

An important feature of the design proposal within the diamond area is the treatment of places where two neighborhoods meet. These places, while located at the edges of two neighborhoods, have been conceived of as “seams” and are centers in their own right. One such seam can be found between Old Saucier and the north neighborhood, where a linear park extends from Old 49 until Church Street. This park, although located between neighborhoods, is thought of as a center of community activity. The other seam can be found between Old Saucier and the southern neighborhood. This seam is located at the western end of Angel Street and is proposed to become the civic center of the town of Saucier. While this proposal may serve a practical use of providing additional park and civic space for the community, it also serves the symbolic function of locating the civic center at the junction of the old and the new neighborhoods of Saucier, making the space equally accessible and meaningful to all citizens.

- Saucier Junction 
- North Neighborhood 
- Old Saucier 
- South Neighborhood 



Neighborhood Pedestrian Sheds

The purpose of this diagram is to illustrate how walkable the various neighborhoods are intended to be in terms of distance. The two smaller circles are each drawn at a quarter mile radius and roughly cover the south neighborhood and Old Saucier. A quarter mile is approximately the distance which the average person can walk at a reasonable pace within five minutes. Historic and new traditional urban neighborhoods are most often sized according to this measure of walkability in order to ensure that many daily needs can be met without reliance on vehicular transportation. The centers of the “pedestrian shed” circles are located at the centers of the respective neighborhoods.

The larger circle to the northeast has a half mile radius, roughly corresponding to a ten minute walk. The center of this pedestrian shed is in Saucier Junction, which is conceived of as a mixed-use neighborhood of regional significance (Regional Center Development or RCD). The pedestrian shed here is much larger because future residents are likely to be willing to walk up to ten minutes to access some of its institutions, including large retail, a movie theater, public transit and a middle school.

The reader should also refer to the proposed sector plan to understand that future neighborhood development may occur in the areas surrounding Saucier Junction, which would position this place as a center within walking distance to future neighborhoods. As it stands, residents of the northern neighborhood within the diamond would be able to walk to Saucier Junction with relative ease.

This proposal acknowledges that walking will not be the primary means of transportation for most residents, at least within the near future. The plan merely seeks to provide a healthy, affordable and pleasant transportation alternative to reduce car-dependency and foster a sustainable civic realm. It should also be noted that large segments of our population are unable to drive, including children, the elderly, and many of the poor and the disabled. This plan advocates the building of a civic infrastructure which fosters the social interaction of all members of its community – it is only when all members of a community are able to participate in public life that civic values can be cultivated over time.



Existing Street Network

The existing street network of Saucier, Mississippi includes a combination of an existing street grid, main access highway, a few frontage roads, and several thoroughfares. The existing street grid is located just north of the center of the Diamond and is made up of six blocks. This street grid makes up the historic Old Saucier and represents the first street network built in Saucier. The roads which make up this grid were plotted for a dense urban environment but retained a rural character without street curbs or sidewalks. Some plotted streets were not built as streets at all. Overall, it could well be said that conditions are very rural in the existing town center.

US 49 is the main north-south highway, which provides multiple access points at grade. It consists of two northbound lanes, a 30-40 foot median and two southbound lanes. US 49 is accompanied by several frontage roads which provide access to local businesses. Access from the Diamond onto US 49 takes place from Church Street in the north, Second Street, Angel Road, the frontage road, West Central Drive, and again Church Street in the south. Besides US 49, the main thoroughfares include Old HWY 49 and Church Street which run in a north-south direction. They also include Second Street, Angel Road, and Saucier-Lizana Road, which run in a east-west direction. All roads mentioned above are important to the community and most local traffic takes place on these main thoroughfares.

It is important to note that many areas within the diamond are either not accessible or difficult to get to. The limited amount of routes that exist discourages pedestrian activity.





Proposed Street Network

The Saucier Town Plan proposes introducing sixteen street types to be used throughout the plan. These schematically designed street types would provide a pedestrian friendly environment while taking into account the traffic and on-street parking requirements. These street types can be found in the code section of this document. The proposal integrates several boulevards, avenues, commercial streets, secondary streets, and alleys based on location and purpose. The use of curbs, sidewalks, tree grates, and planter strips are introduced within these street types based on the desired range of lot use and pedestrian activity. Commercial areas have larger sidewalks due to the increased pedestrian traffic while residential areas have smaller allotted sidewalks and more landscape elements. Trees are proposed to be planted throughout the town in order to provide shade for the pedestrian and enhance the visual experience of urban neighborhoods. The range of street types has been selected to allow for a variety of development opportunities. Beyond street types, the plan accommodates a much more extensive street circulation pattern which provides for a variety of ways to get to a specific destination. This allows for less traffic back-ups because traffic would be spread out through the street pattern with the motorist having more choices to choose from. These decisions have been made in order to create the best environment possible for both pedestrian and driver.

This plan recognizes that many new streets will need to be built and the vast majority of existing roads will need to be upgraded for on street parking, tree planting, sidewalks, lighting and curb gutters. The cost of these improvements will most likely need to be covered through private development. For this and other reasons, relatively high densities ought to be pursued in order to help cover for these costs.

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
Existing Commercial

This diagram illustrates where the current commercial uses occur in Saucier. The majority of commercial properties are currently concentrated around two locations, both of which are immediately accessible and visible from current US-49. Just south of Angel Road, a small collection of businesses can be found facing a frontage road of the highway. Further to the north, at 2nd Street, there are several small businesses surrounding the existing US Post Office. Post offices are usually anchors for commercial activity because they generate a certain amount of traffic. Should US-49 become I-601, which is assumed by this proposal, most of these commercial locations would eventually become obsolete due to the loss of direct highway access.

Further commercial activity (a successful Dollar General store) is located at the southern tip of the diamond at Old 49. This location is likely to remain a valuable commercial site due to its proximity to Old 49 and the future freeway interchange to the south. Finally, a large parcel to the northeast of the diamond is currently zoned commercial, although no buildings exist on the site as of yet. This property is sure to increase in commercial value as Highway 67 is completed and a sewer system is extended into the area.

Most existing commercial buildings are not housed within substantial structures. While it may seem presumptuous to assume that local businesses would relocate according to the new plan, it is important to consider the vast differences in scale, value and economic potential which would be manifested in Saucier once I-601, a new sewer system and a proposed SmartCode overlay district are in place.



Existing Commercial Zoning 
Commercial Buildings 



Proposed Commercial

The master plan proposal includes two primary sites for retail. The McGuire parcel in the west-ern area of the diamond would be the first such area, and the junction between US 49 (future I-601 and the new Highway 67 would be the second. The second location, although not located di-rectly within Saucier Proper, was incorporated into the study following several discussions with community members.

Most of the area in Saucier Junction is already zoned C-2 commercial and, due to its location, will very likely attract big-box development. The master plan proposal provides for a walkable regional town center to accommodate both medium and big-box retailers while ensuring a dignified human environment. Its purpose would be to serve the regional population who frequently travels these regional highways.

Saucier Junction would provide for three different types of retail uses: General Commercial, Big-Box Commercial, and Flex Spaces. The General Commercial category refers to retail that takes place in traditional shop-front buildings, either at street level or above. This category is typically located along major thoroughfares. The Big Box Commercial category refers to retail that has been specifically designated for large retail stores such as Lowe's, Best Buy, Food Giant, the like. This category would also be located along major thoroughfares. Flex Space designation re-fers to locations that my take on any of the following three uses: office, retail, or loft-style residential. Unlike the other two designations which would primarily be retail oriented, this designation would accommodate a broad range of uses. It would also be primarily located along secondary thoroughfares adjacent to the larger commercial sites but could also be found along some primary thoroughfares.

The town center located within Saucier Proper is proposed to be located primarily within the McGuire parcel. This parcel can take advantage of several conditions in order to generate commercial activity. First, it is relatively central to the Saucier diamond, and it is within a reasonable walk to Old Saucier and available parcels to the south. Secondly, it is easily accessible from Old 49, Church Street, and the Saucier-Lizana Road, all of which are frequented by cross country traffic. Thirdly, it can easily be developed by a single developer, thus making a planned town center development more likely than in areas owned by multiple property owners.

This town center is intended to be characteristic of small town commercial centers in its size, scale, and purpose. It is intended that this area would serve as a center for local shops, restaurants, cafes, offices, among other local services. Retail buildings here tend to be smaller in sale than those of Saucier Junction. The retail uses in this area would differentiate between the two types already described: General Commercial and Flex Spaces. Retail categorized as General Commercial would be located along the primary thoroughfare where most of the urban and civic activity of the downtown would take place in. Retail categorized as Flex Space would be located on both primary and secondary thoroughfares adjacent to the General Commercial retail.

- Special Commercial Use
- General commercial
- "Big Box" commercial
- Flex spaces
- Offices

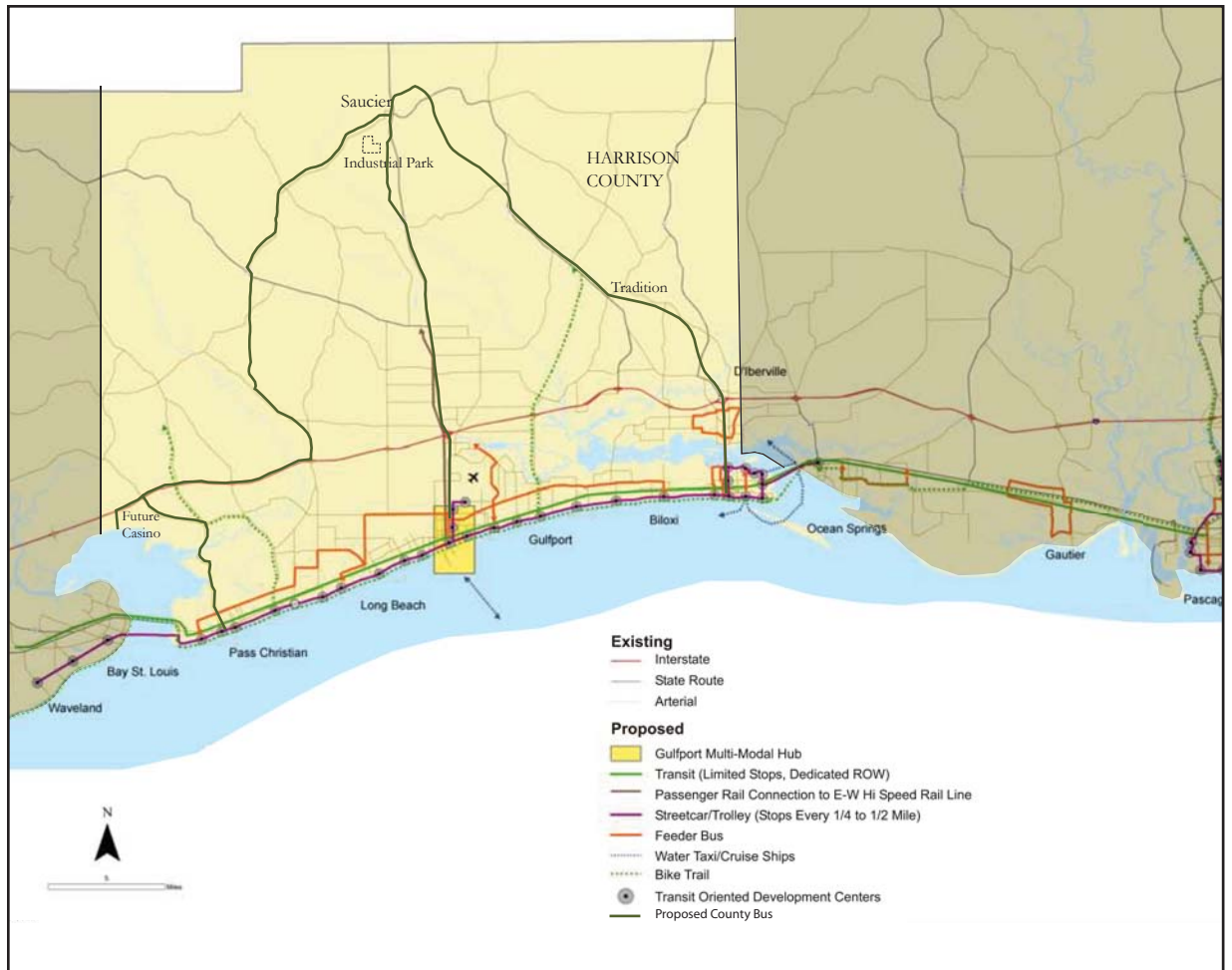
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Regional Public Transit

In order to accommodate the daily travel of Harrison County residents working along the coast, this plan proposes that the implementation of a regional public transportation system ought to be considered for the near future. With the rising costs and environmental impacts of individual automobile transportation, an increase population north of the coast will need to consider alternate transportation models. This proposal builds on the work already accomplished through the Mississippi Renewal Forum under the leadership of the state, coastal counties, and the Congress for the New Urbanism (CNU).

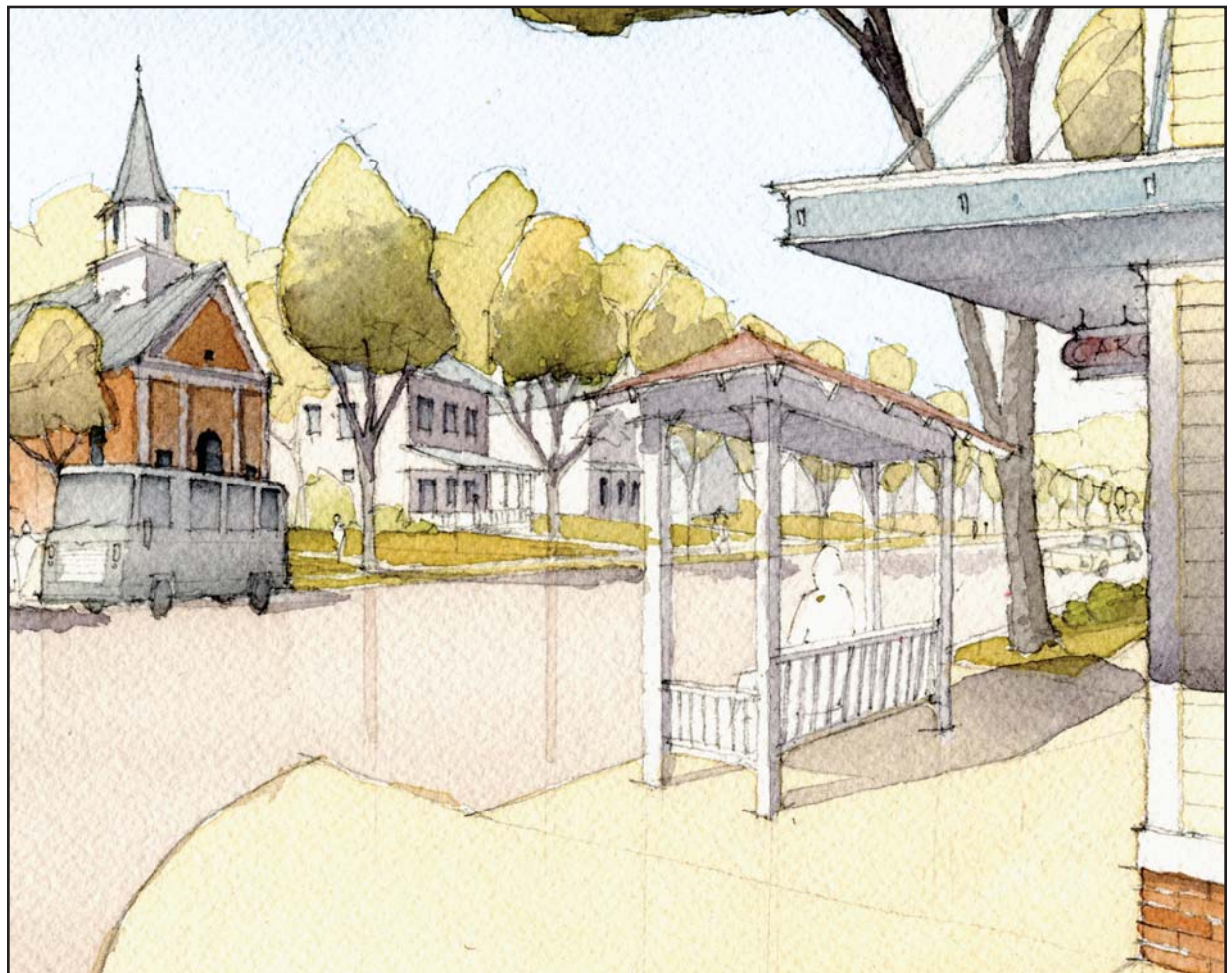
The Saucier Town Plan proposes that Saucier, and in particular Saucier Junction, serve as a Park-N-Ride hub for northern Harrison County and beyond. Local residents who work in the major coastal employment centers, such as casinos, could choose to drive to Saucier, park their vehicles, and take a county bus or shuttle to work.

This proposal would include three primary bus routes. The first route connects Saucier and Bay St. Louis via Saucier-Lizana Road and I-10. The second route would connect Saucier and Gulfport via US-49, with Orange Grove and the Airport as intermediate stops. The third route would connect Saucier to Tradition and Biloxi via Highway 67. The last two routes both connect to the US-90 transportation corridor which is intended to connect Biloxi, Gulfport, Long Beach, and Pass Christian.



Proposed Regional Transit Routes

- Image based on diagram found in *Mississippi Renewal Forum: Summary Report* p. 5

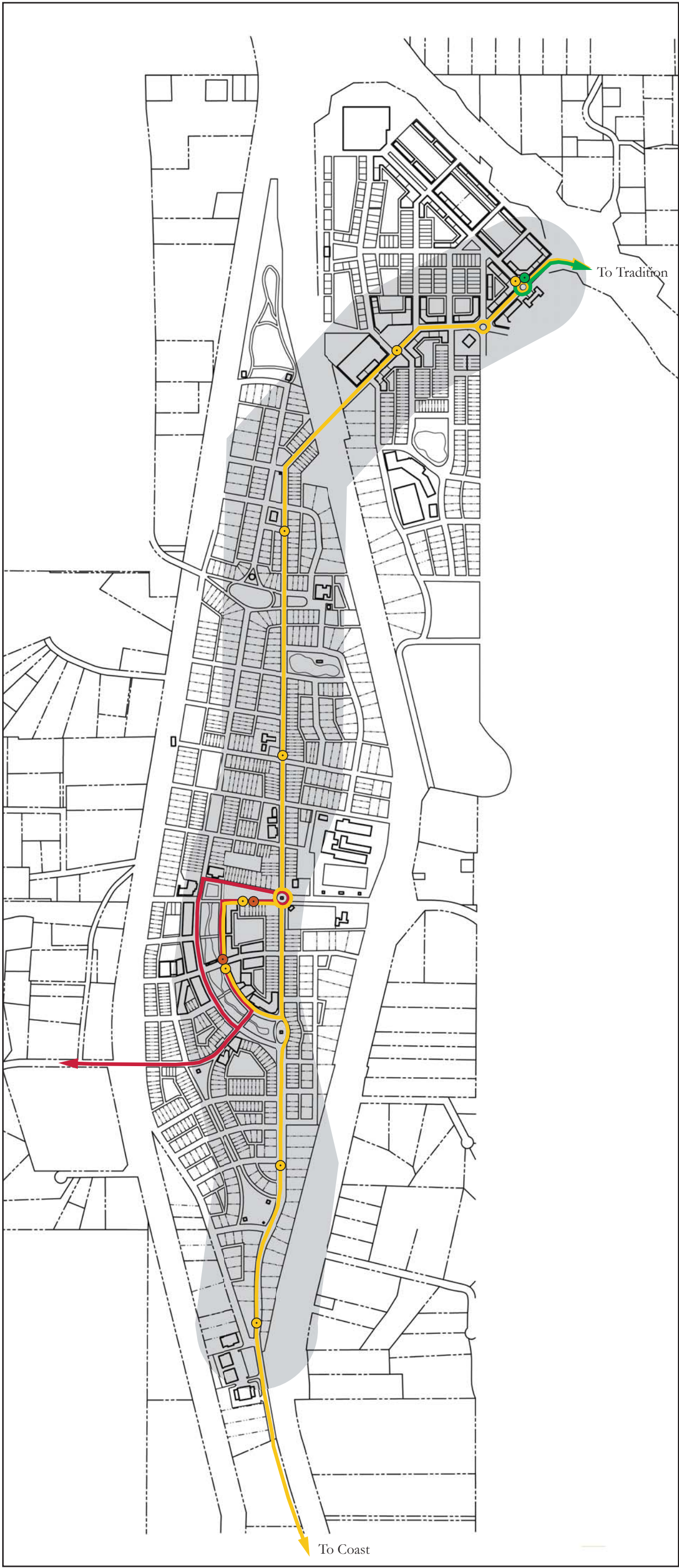


Proposed bus stop on the corner of 2nd Street and Church Street

Local Public Transportation

In order to accommodate the daily commute of local residents within the town of Saucier, two primary local public transit routes are being proposed. The first route would travel in a north-south direction along Church Street. It would connect to Saucier Junction in the north, transverse the various diamond neighborhoods, stop at the town center at Angel Road, and terminate at the Industrial Park in the south. The second route would be primarily located in the downtown area of Saucier Proper and connect it to Saucier-Lizana in the west.

Bus stops are proposed to be modest but dignified structures located at key intersections within the town. All stops are within a 2 1/2 minute walk of most future residences.



- Yellow bus line
- Red bus line
- Green bus line
- 2.5 Minute walk
- Bus stops



MOCKINGBIRD HILL

This plan proposes that the McGuire Parcel become the center for the town of Saucier. Its name, Mockingbird Hill, comes from a long-standing McGuire Family tradition. The parcel, consisting of 24 acres owned by developer Dalton McGuire, demonstrates a very big potential to jump start development in the Saucier diamond area, in particular because Dalton McGuire has expressed an interest in developing the property himself. Major connections to the neighborhood occur from the west on Saucier-Lizana Road, and from the south on Church Street and Old 49. With proper foresight and collaboration there can also be a connection from the north which would tie into Angel Street.

This key property has the opportunity of becoming a major contribution to Saucier. A main feature of the town center is a linear park, named Founder's Park, which runs in between two main streets. This parkway could preserve much of the existing wetlands, while taking advantage of the existing topography to create a civic amenity. This unique feature is sure to become a focal point for the community, attracting a wide range of activities, and promoting development. Also, a proposed YMCA provides an anchor for the neighborhood at the southeast corner of the park. This building helps to frame spectacular views as one approaches the town from the south on Church Street and from the west on Saucier-Lizana road. Furthermore, a local YMCA would promote Saucier as a health-conscious community, encouraging people to move in to town. The farmer's market that currently gathers on the McGuire parcel is proposed to take place on 2nd Street around the new Market Bridge crossing over the center of Founder's Park. The bridge would be closed to vehicular traffic during market days to provide a truly enriching pedestrian experience. For a more intimate setting, a proposed meeting hall would front a small square with preserved trees on a street adjacent to Founder's Park. This square features a tree which is particularly meaningful to the history of the McGuire family.

This range of experiences will provide Saucier residents with a rich environment to live, work and shop, making Saucier a great example of good town planning. Through the creation of this pedestrian friendly town center, Saucier will be given a place of identity, and a destination point for visitors from Harrison County and beyond. Although the proposed re-zoning of this parcel would allow for a range of uses and maximum densities, the proposed plan illustrates 146,100 sqft of commercial space at grade, in addition to any above-store commercial space which may be provided. A further summary of zoning implications can be found at the end of the document.



POINTS OF INTEREST

1. Market Bridge
2. Founder's Park
3. Meeting Hall
4. Square with Founder's Tree
5. Post Office
6. YMCA
7. Neighborhood Park
8. Old 49
9. Church Street
10. Saucier-Lizana Road

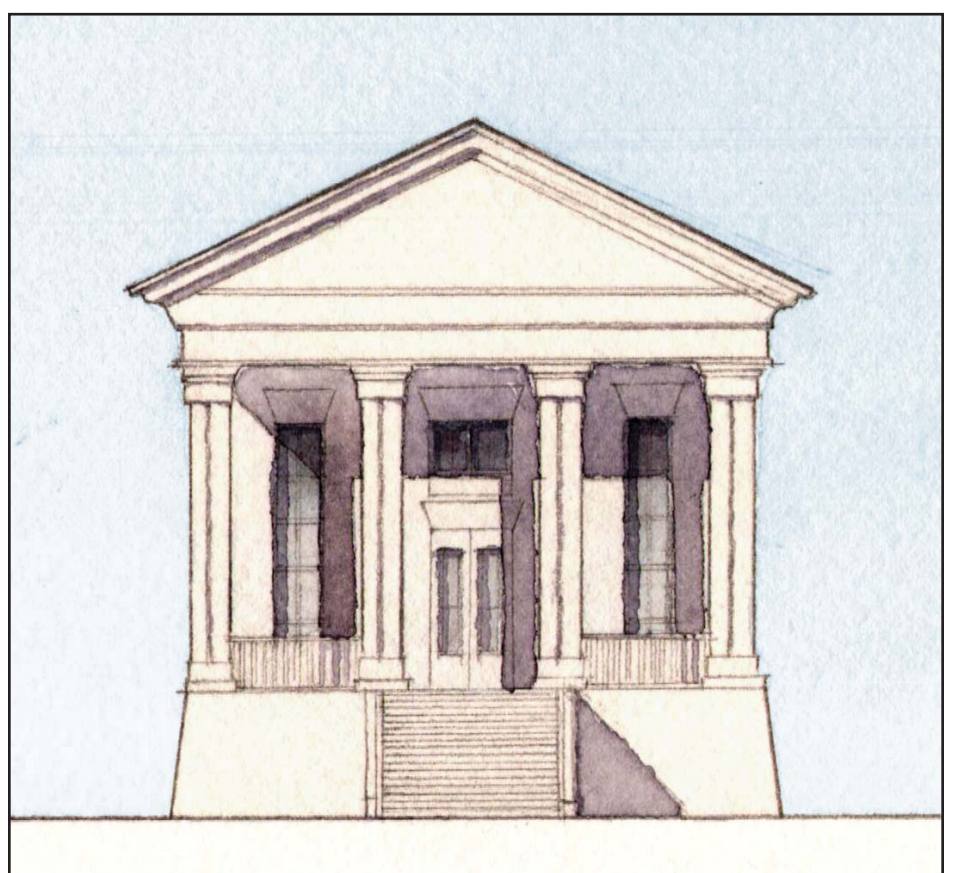


FIGURE 1
Proposed elevation of the community Meeting Hall

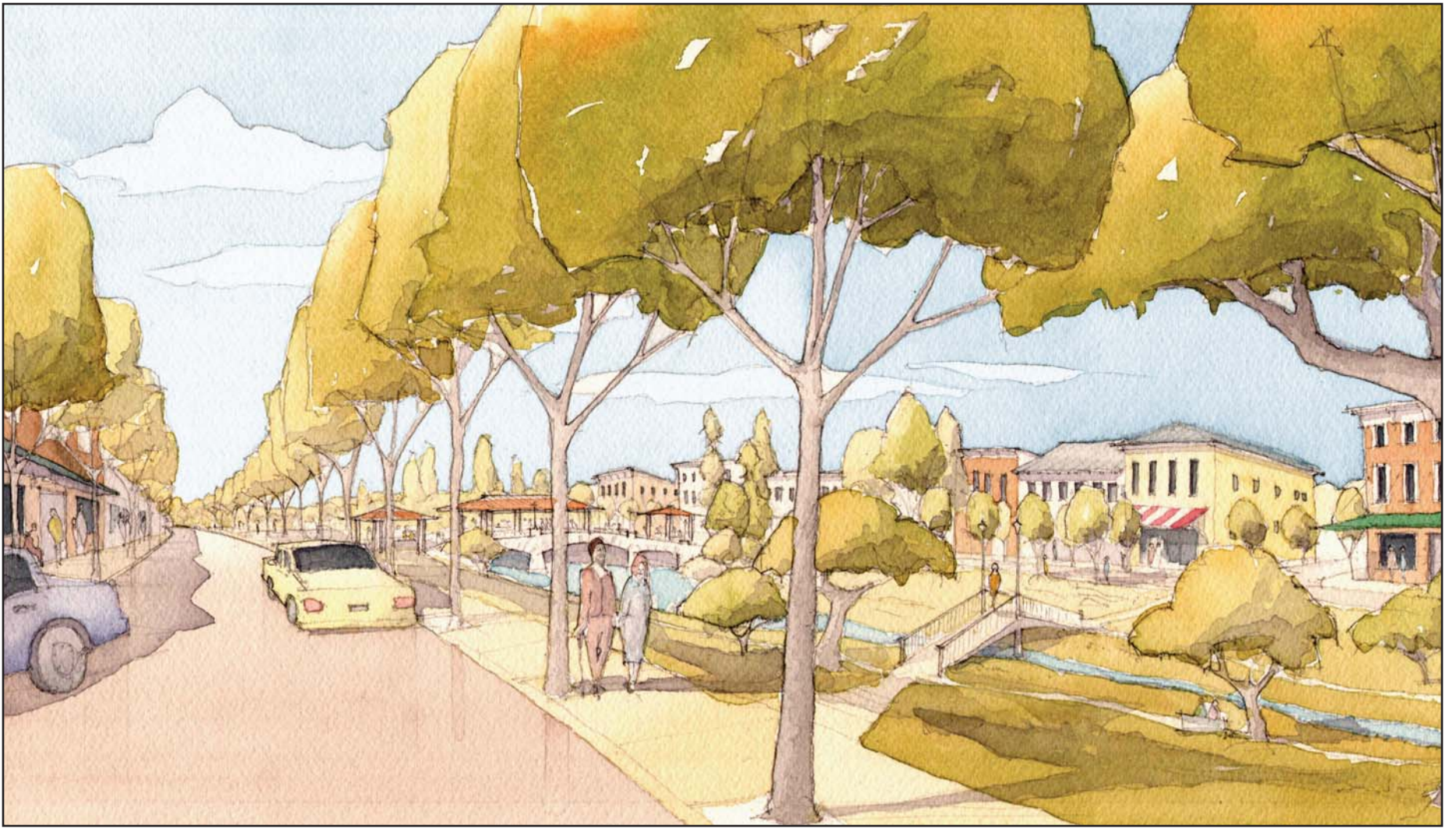
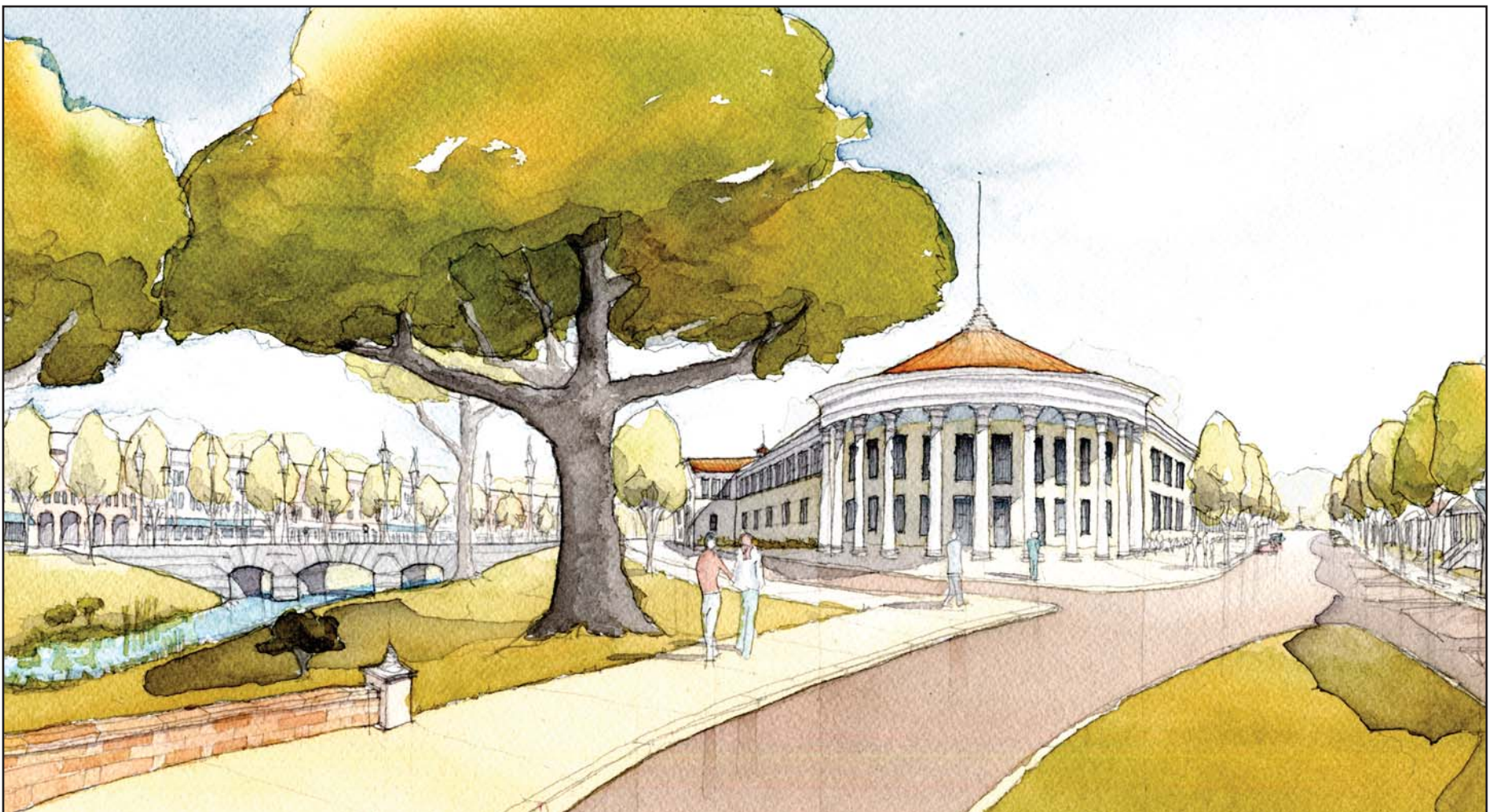


FIGURE 2
View of commercial district through Founder's Park along with Market Bridge visible in the distance



FIGURE 3
View of Founder's Park and Church Street with proposed YMCA at the intersection



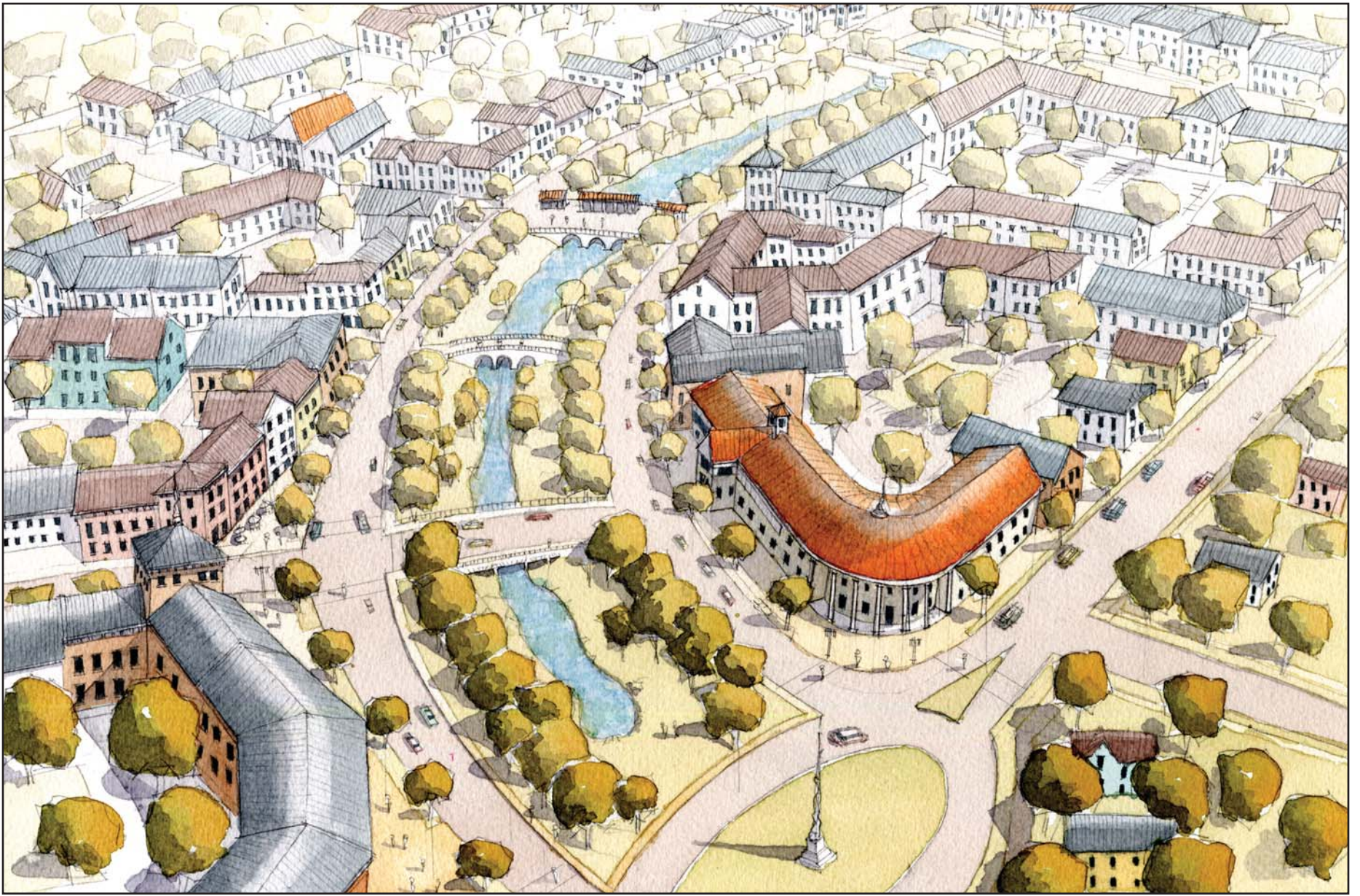


FIGURE 1
View of commercial district and Founder's Park running through the McGuire Parcel



FIGURE 2
View of proposed meeting hall and neighborhood square with founder's tree



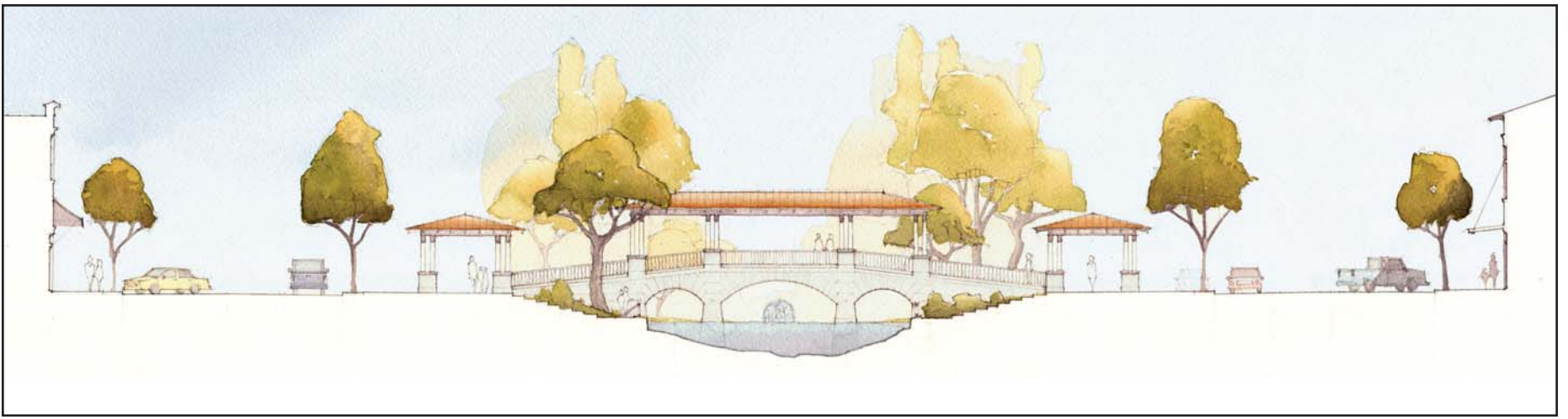


FIGURE 3
Proposed Market Bridge crossing through Founder's Park

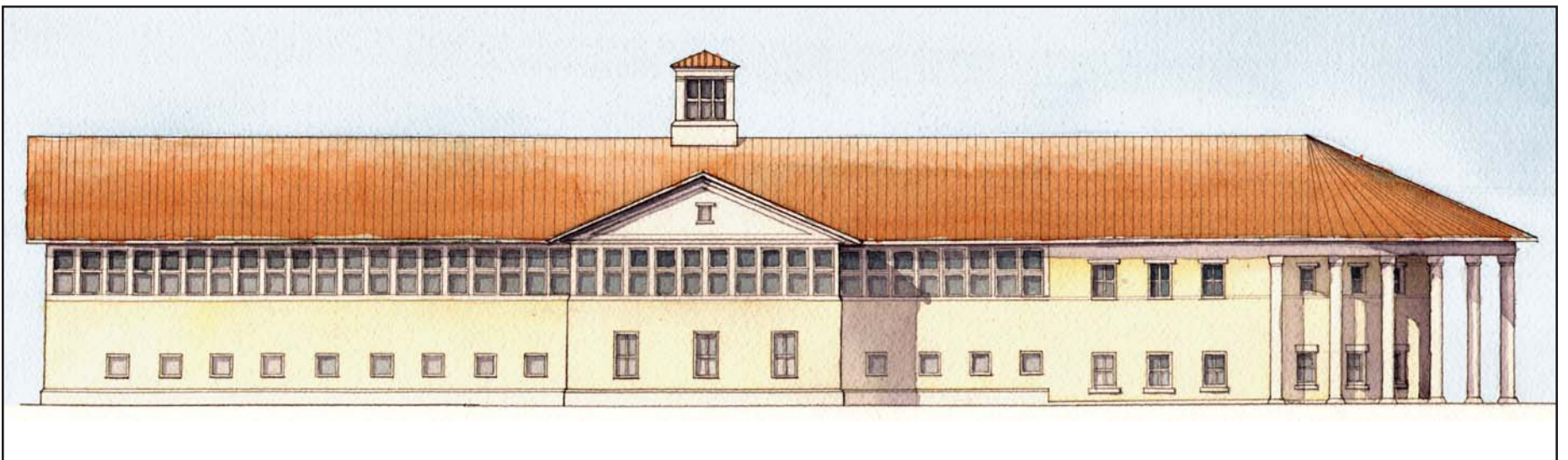


FIGURE 4
Proposed YMCA elevation

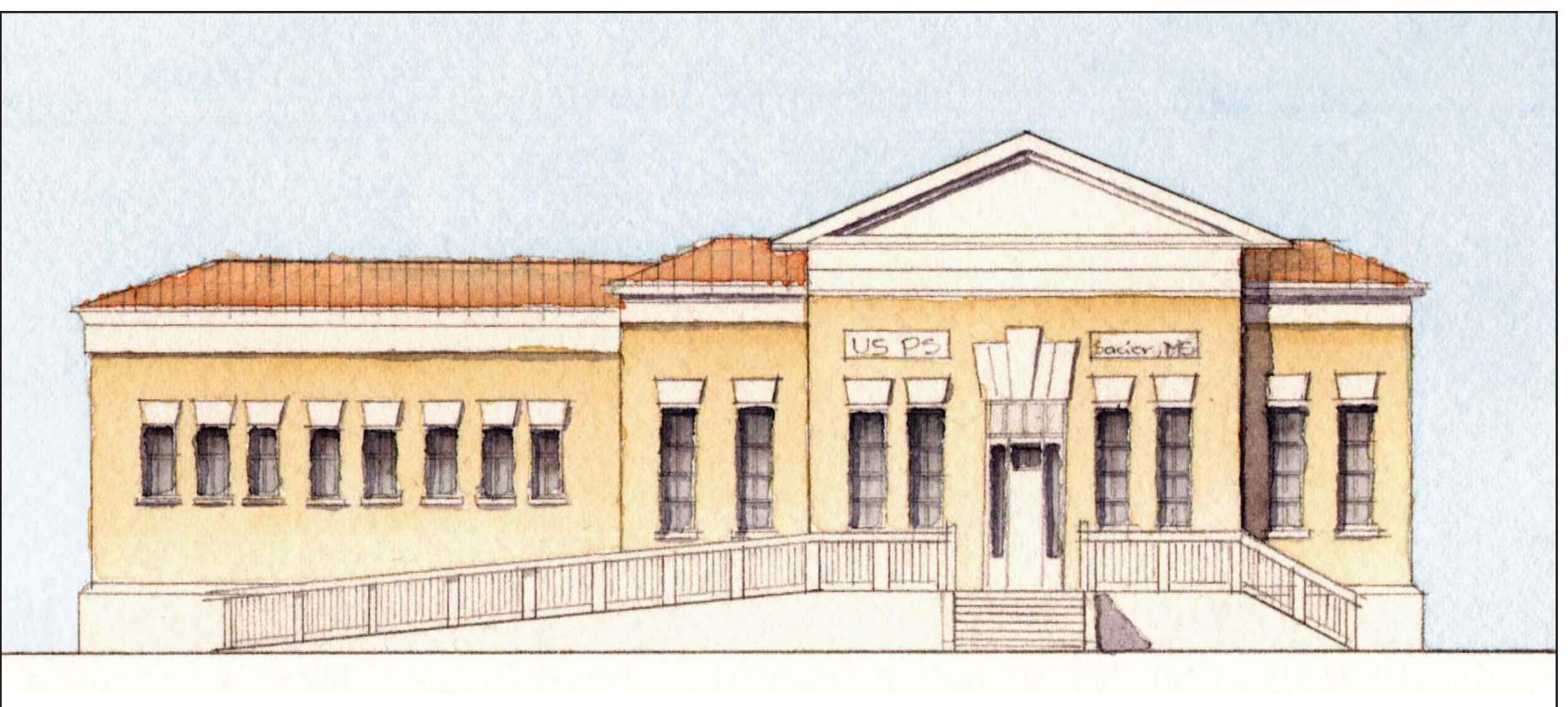


FIGURE 5
Proposed Post Office elevation

CIVIC CENTER

The existing town currently features a number of civic institutions adjacent to Angel Road (an extension of Old 67). The elementary school, the community cemetery, the public library and the Harrison County Senior Citizen Building flank this corridor as one arrives from the eastern part of the greater Saucier community. This plan proposes that the civic character of Angel Road is reaffirmed and extended into the new town center by connected it to the proposed Founders Park to the west.

Upon crossing underneath I-601 from the east, Angel Road would present itself as a tree-lined avenue flanked by the historical cemetery to the south. The north side is proposed to feature a small ball field which can be shared by the local schools, churches, youth groups and the pro-posed YMCA facility, all of which are within easy walking distance to the site.

The intersection of Angel and Church is proposed to feature a small roundabout with a civic monument or fountain. This place represents the civic heart of the community, as the existing senior center and a future civic center are intended to flank this junction. The civic center is proposed to take shape surrounding a westward extension of Angel Road. The long square illustrated here is surrounded by mixed-use buildings as well as future buildings for government and public safety, which will undoubtedly become necessary as the community continues to grow.

The location of this civic center is particularly significant because it occurs at the “seam” between Old Saucier and the new town center at Mockingbird Hill. Special attention has been paid to artfully shape this place in a civic manner as it celebrates the union of Saucier’s historic and new neighborhoods.



POINTS OF INTEREST

1. Government Hall
2. Fire and Safety Building
3. Neighborhood square
4. Reflecting pool
5. Cemetery
6. Athletic field and bleachers
7. Elementary school and proposed addition
8. Civic Green
9. Church Street
10. Angel Street
11. Founder’s Park



FIGURE 1
Civic center with fountain and the Fire and Safety building in the background

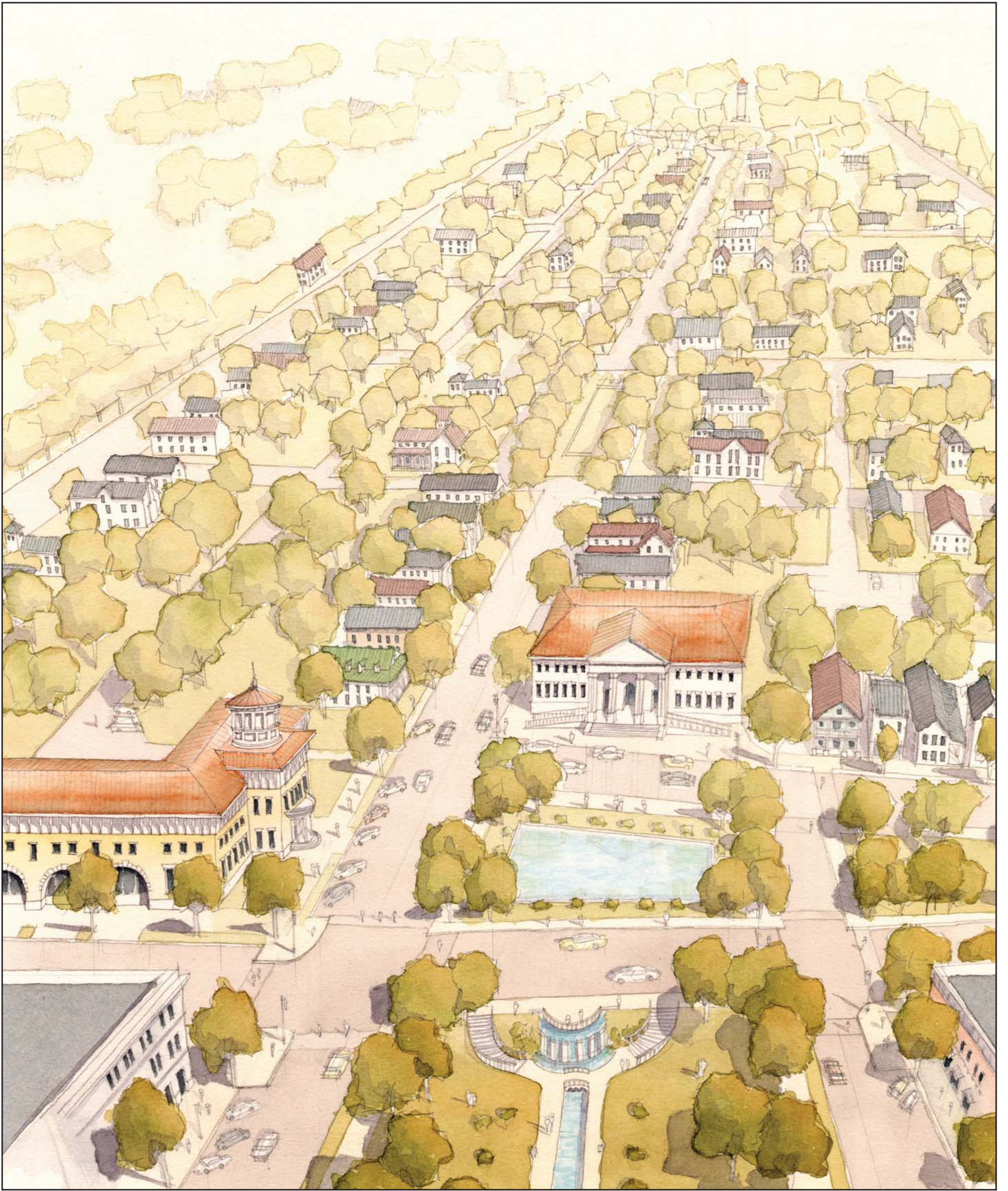


FIGURE 2
An aerial view of the Civic center looking North toward the proposed water tower





FIGURE 1
Proposed elevation of the Government Hall

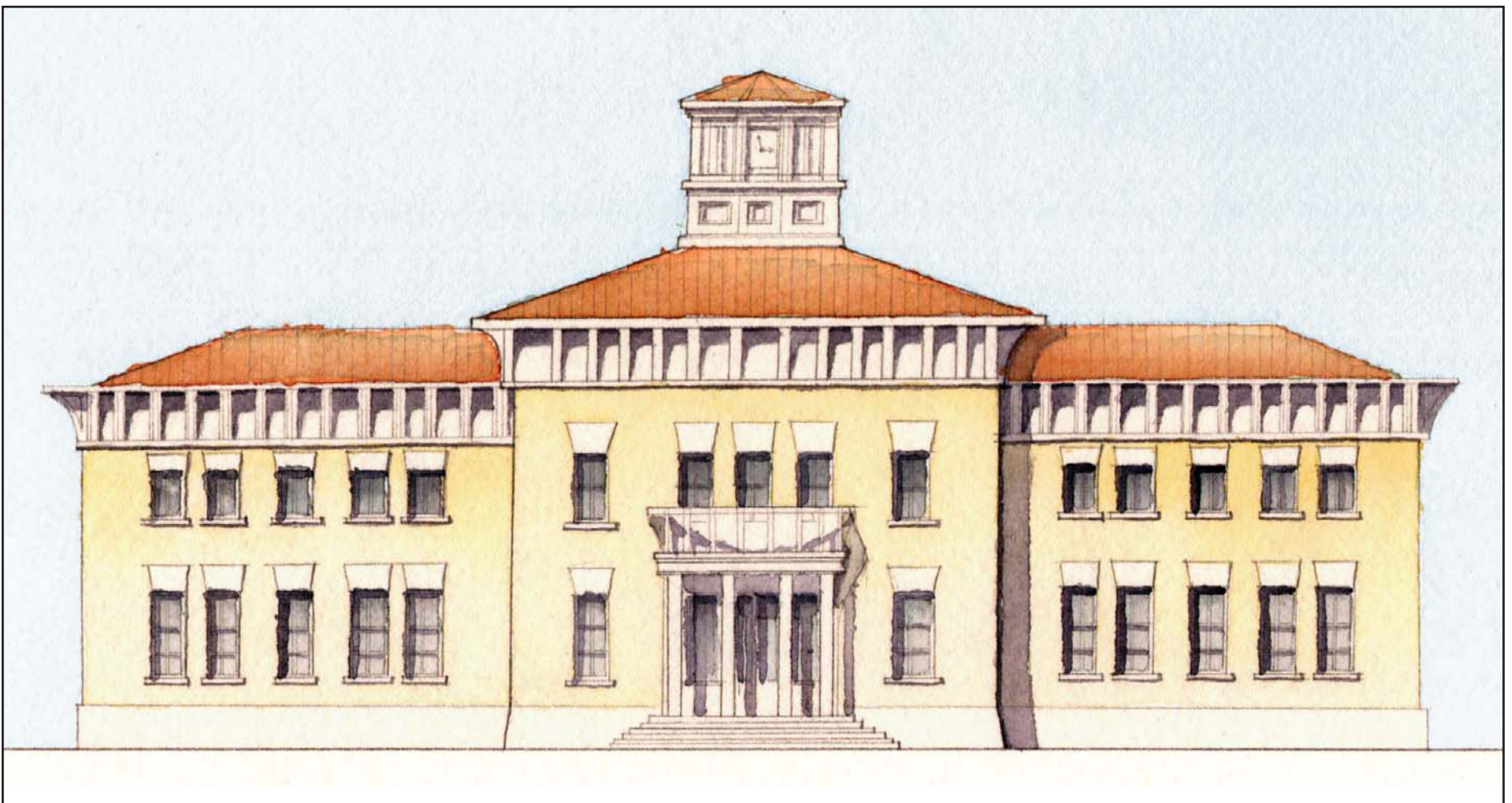


FIGURE 2
Proposed elevation of the Fire and Safety Building

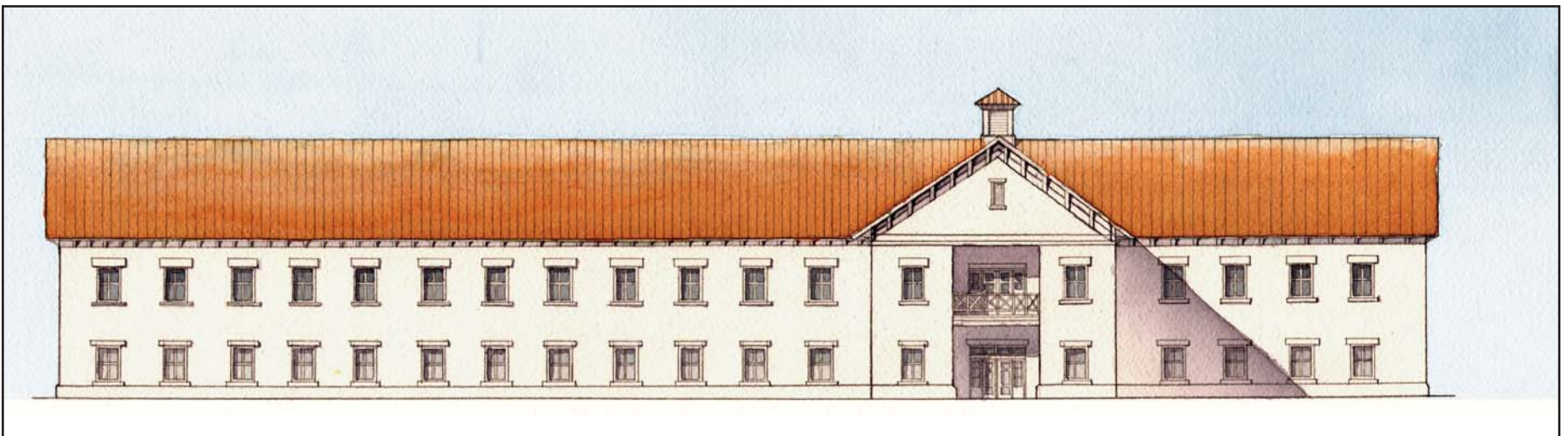


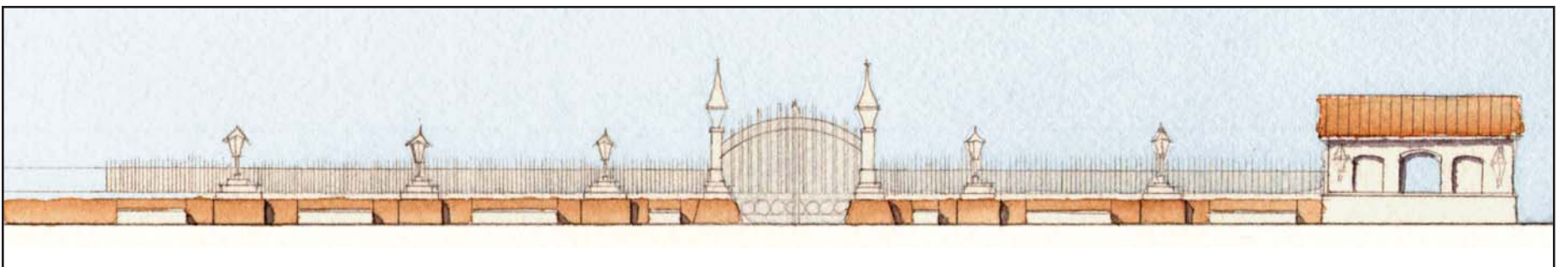
FIGURE 3
Proposed elevation of the elementary school addition



FIGURE 4
Looking West down Angel Street with the existing cemetery on the left and proposed bleachers for a new junior-size athletic field on the right



FIGURE 5
The Saucier Cemetery with proposed fence and prayer chapel on the corner of Church and Angel



OLD SAUCIER

Old Saucier's existing grid plays an essential role in the Masterplan not only because it provides a connection between the Southern and Northern neighborhoods but also because it connects with Saucier's history. While Old Saucier is the center of existing community development in this part of town, it is likely to proceed much slower than other parts of the plan due to its fragmented property ownership. The plan makes an effort to use the existing street and block structure to preserve its connection with its past. Multiple existing civic sites have been maintained including churches along Church Street. While the current residential use of Corder's station is protected, the site is being proposed as a future civic site due to the historic role it played in Saucier's roots as a logging community.

Using the old grid to make connections between the Northern and Southern communities will prove to be beneficial over time in that it will help strengthen Old Saucier. Rapid growth that may occur in those other areas will help attract density and activity adjacent to the historic center and assist to establish it as a self-sufficient neighborhood over time. Special attention has been given to locating proposed civic amenities within close proximity to Old Saucier. One such location would be the intersection of 2nd and Church Street, where the existing Saucier United Methodist Church would be fronted by a small church square and commercial centers would be located in other parts of the intersection.



POINTS OF INTEREST

1. Corder's Vintage Station
2. Neighborhood square
3. Saucier United Methodist Church
4. Faithview Baptist Church
5. 2nd Street
6. Church Street
7. Old 49



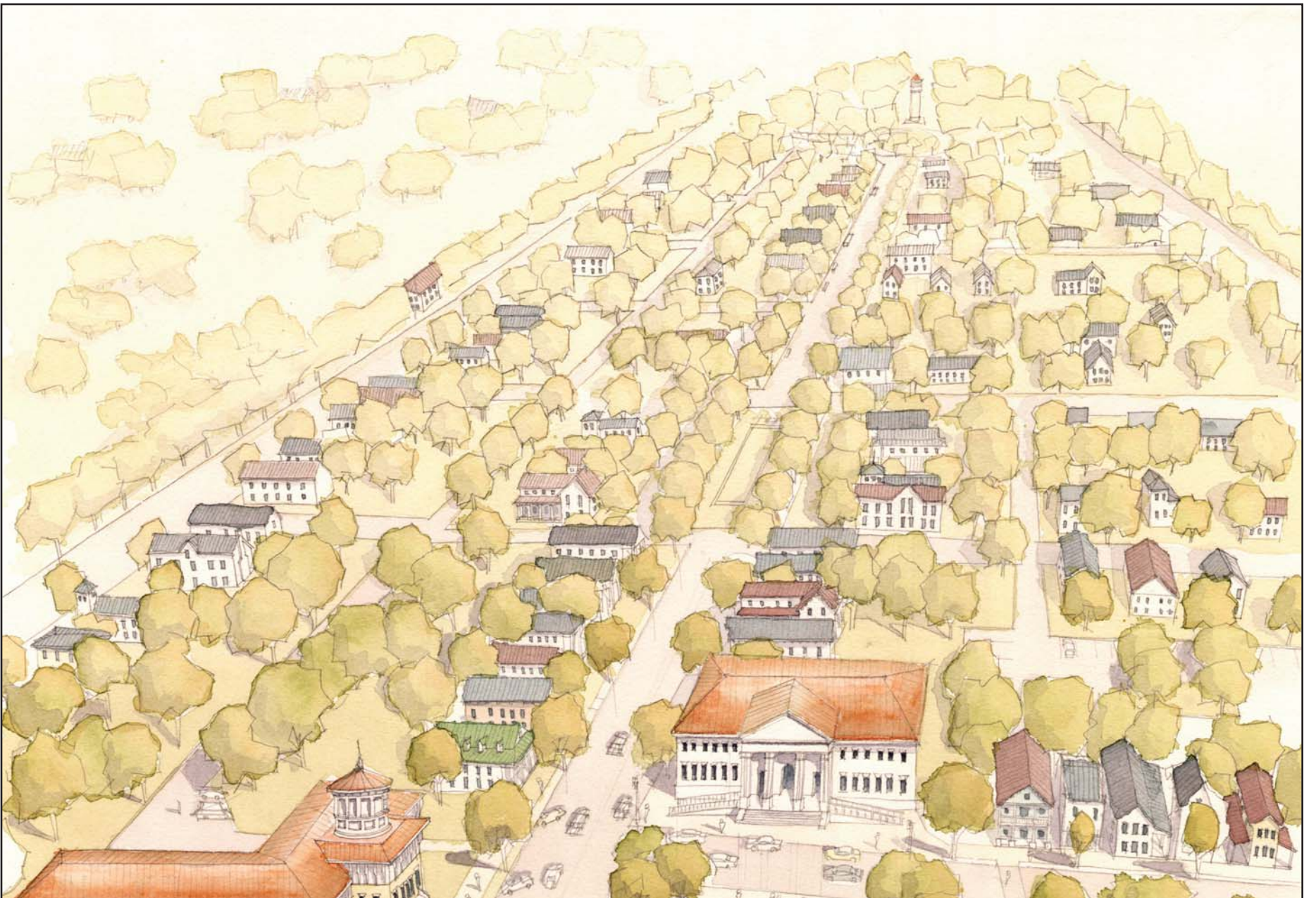
EXISTING AERIAL OF OLD SAUCIER



FIGURE 1
Proposed neighborhood center and small park at the Saucier United Methodist Church at 2nd and Church Streets



FIGURE 2
The existing grid of Saucier is integrated into the proposed plan retaining its historic importance



SOUTH NEIGHBORHOOD

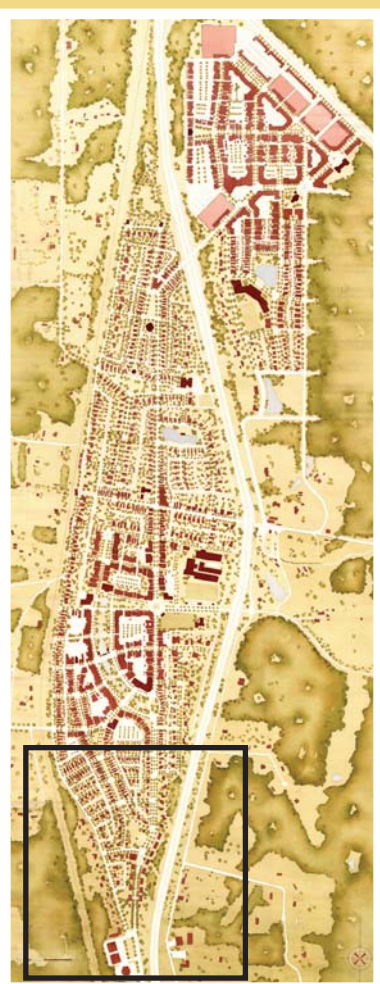
The southern neighborhood of the diamond is bound by the railroad to the west and by I-601 (US-49) to the east. Assuming that the limited access freeway I-601 becomes a reality, the southern Saucier community will be accessible by a single major entrance. A frontage road would continue north from the new interchange and eventually join Church Street. For this reason, the Southern entrance will become quite important in order to queue the arrival into the community and define the experience of entering.

The south has a tradition of marking the entrance to a neighborhood or town through a formal road with trees, gradually transitioning from the informal rural landscape to the ordered civic realm of a town. One becomes aware that the space is becoming more organized and that one is entering a place of significance.

Currently, there is a Dollar General store located on the southern tip of the diamond. Due to its location and its proximity to the future highway exit, it is likely that there will be a demand for some convenience establishments in this area. The proposal takes this into account and has provided plans for a motor court. This motor court will be an area that caters primarily to the automobile and can allow for quick stops for gas and convenience store items.

The intention of the proposed design is to reflect on the origins of Southern towns which often feature large homes lining the entrance avenue. Since the Southern tip has a close proximity to the highway and oddly shaped properties, this plan proposes for a series office buildings and an inn inspired by large Southern homes to line the road. As one enters town the trees begin to delineate the road while the office buildings begin to line up with the road guiding you to the center of town. This innovative proposal combines the classic tradition of Southern towns within the market opportunities of today.

To maintain the idea of traditional Southern towns, this plan incorporates a parkway that leads you into the neighborhood. The extension of this parkway into Saucier becomes a boulevard. Boulevards provide a soft appearance to frequently used roads and also provide areas which ease street crossing for pedestrian refuge. Boulevards also create an attractive place that encourages development.



POINTS OF INTEREST

1. Motor Court
2. Office Park
3. Inn
4. Neighborhood Park
5. I-601
6. Frontage Road
7. Church Street
8. Old 49



FIGURE 1

Church Street as proposed with single family homes and town house additions looking south from the Angel Street intersection



FIGURE 1

Existing Church Street looking South from the Angel Street intersection



FIGURE 2

View looking east on Saucier-Lizanna Road upon entering the new neighborhood in Saucier. Terminating the vista is a proposed US post-office - it is recommended that the current post office move once I-601 severs its access to the highway. A neighborhood park can be seen to the right



FIGURE 3

Office buildings line the Church Street entrance from the South



NORTH NEIGHBORHOOD

The northern neighborhood of the Saucier diamond is somewhat smaller than its two southern neighbors. Because of this, it is not conceived of as a complete neighborhood with a high diversity of institutions. Instead, it is thought of as a partial neighborhood which is centered on a residential square at Church Street. A lot has been reserved here for a civic building which may be needed in the future. Although there may be a corner store or small businesses at this location, the overall character of this neighborhood is residential.

Given the reconfiguration of US-49 into a limited-access interstate, this plan proposes that Church Street should be realigned to cross over I-601 and connect Saucier proper with development on the other side of the freeway. This ensures that traffic will continue to use Church Street and maintain the viability of some future businesses here. The section below illustrates how this proposed bridge can take advantage of the existing terrain at the north end of the diamond where the elevation is almost high enough to begin the bridge without constructing a long ramp through the future neighborhood. It is also suggested that this location directly access I-601 in the long term through the construction of urban on and off-ramps at the Church Street bridge. It must be recognized, however, that MDOT will only consider such an option if and when Saucier has developed into a center of significant population.

At the south end of this neighborhood, near Faithview Baptist Church, lies a linear park which begins at Old 49 and the Old Magnolia Highway. This park has been nicknamed Magnolia Park because it begins and ends the spectacular rural road which travels north and is often lined with majestic live oaks and magnolia trees. This park lies at the seam of two neighborhoods and offers a place for its residents to play in. On the side of Magnolia Park and terminating the street is a proposed water tower, which can accommodate future water demands. This water tower design is inspired by such water towers as the one found in Riverside, Illinois and seeks to be a piece of civic art which terminates the street that leads to the town center.



POINTS OF INTEREST

1. Water Tower
2. Neighborhood Park
3. Civic Reserve
4. Neighborhood Square
5. Church Street Bridge
6. Old Magnolia Highway
7. Church Street
8. I-601

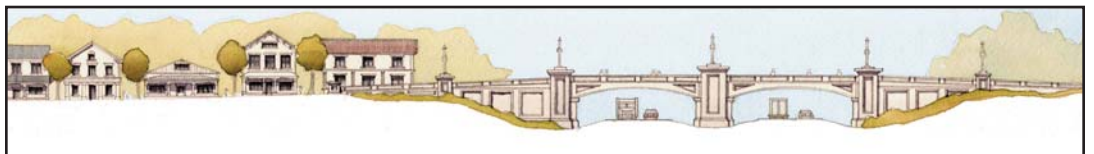
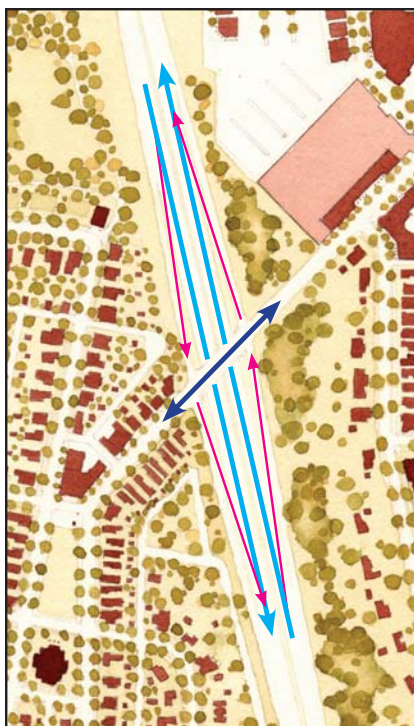


FIGURE 1
Section cut through the northern town entrance with the Church Street Bridge over I-601



FUTURE ON/OFF RAMP
Urban on/off ramp off I-601 at the Church Street Bridge

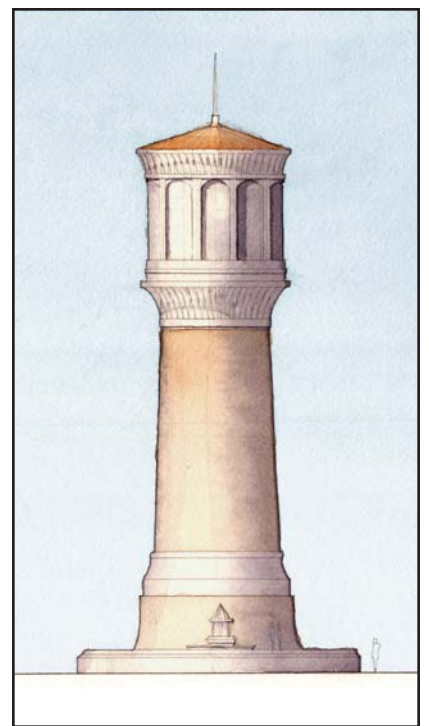


FIGURE 2
Proposed water tower as a civic landmark for the town of Saucier

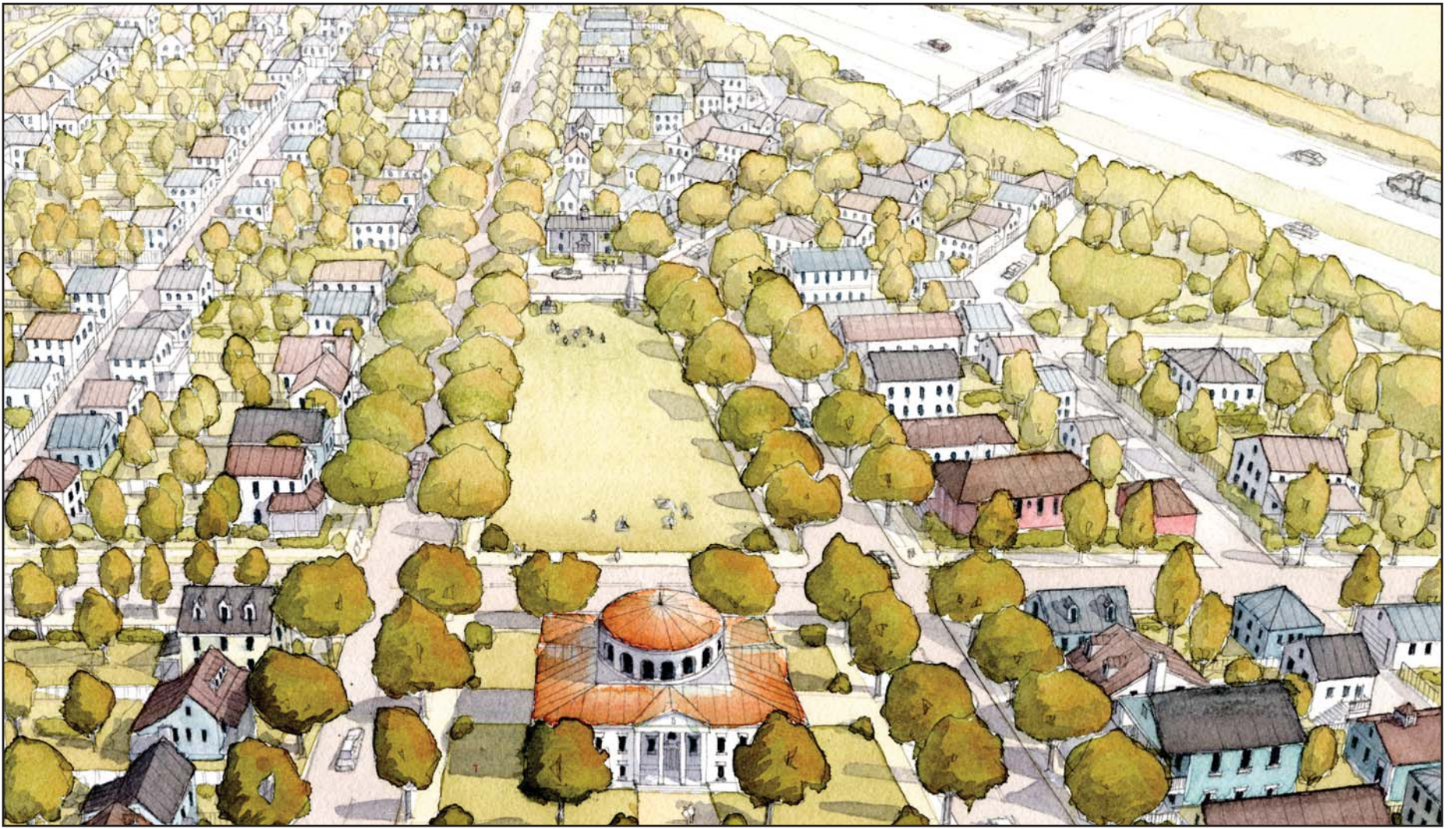


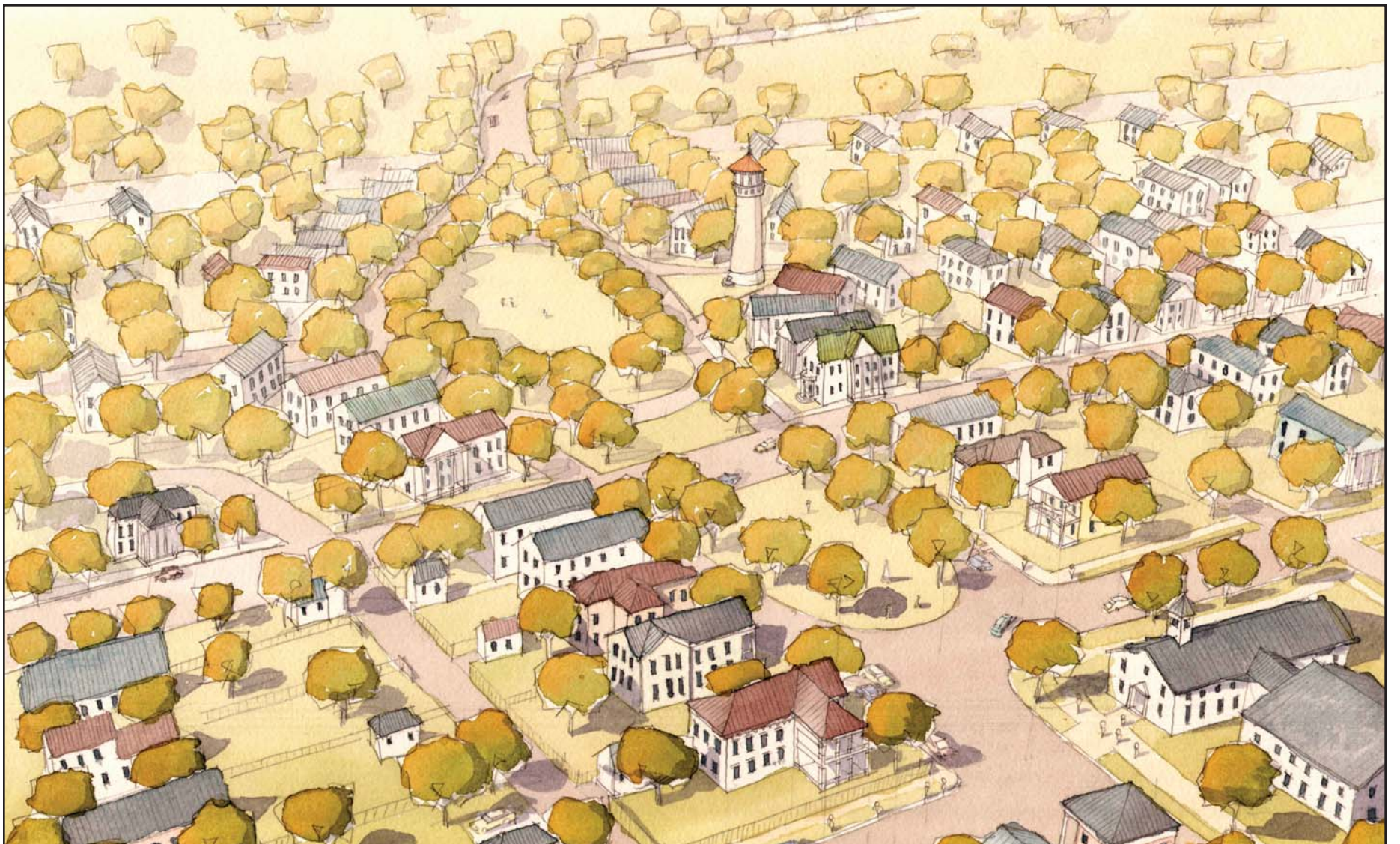
FIGURE 3

North Neighborhood with park and a future public building. As the community grows there will be a need for new civic institutions and buildings. This plan has reserved civic lots for future use, even if the precise use is not yet known



FIGURE 4

North Neighborhood with Old Magnolia Highway visible in the distance entering on a grand public park serving as the northing gateway into the town of Saucier



SAUCIER JUNCTION

Saucier Junction is the nickname this proposal has given to a 110 acre area of land, consisting of multiple properties, that is located southeast of the Highway 67 and I-601 Junction. This land is currently zoned C-2 commercial and is likely to feature big box retailers such as Lowe's, Wal-Mart or Home Depot in the future. The design proposal for Saucier Junction comes in response to such a very potential development and is intended to channel such large scale commercial projects into a mixed-use, walkable environment. It is assumed the site will be developed into conventional suburban sprawl unless an attractive alternative which benefits land owners, the community and the region can be provided. Saucier Junction is intended to complement, not compete with, the commercial town center of Saucier Proper and also comes in response to the regionally significant location of the site. It is intended to serve not only the Saucier community but may also cater to the commercial demands of the new development of Tradition and even Wiggins. The site is easily accessible and visible to motorists due to its close proximity to both I-601 (US-49) and Highway 67.

The Andrews University proposal has taken on this design challenge by accepting large retail development but reconfiguring the conventional model into urban environments which are friendly for both automobile and pedestrian use. Most of the big box commercial has been located adjacent to the surrounding highways to harness access and visibility benefits. A more detailed discussion of this solution can be found on the following pages. This strategy also moves the large retail footprints and their adjoining parking lots to the perimeters of the site, which leaves the center to be developed into a walkable neighborhood including live, work and play uses.

This neighborhood is proposed to offer a different but complementary type of environment to Saucier Proper. The neighborhood of Saucier Junction would feature more apartment buildings and lofts, rowhouses and live-work units. From a real estate standpoint this would introduce a type of "product" which is currently not offered away from the coast. Also, an increase in density from current zoning makes such a project financially attractive. From a community standpoint, such a project increases the number of options for prospective residents, new or old, and adds to the diversity of the local population. Finally, Saucier Junction's density can capture a significant amount of future growth in the area by channeling what would typically become conventional town-house developments in the countryside into a dignified urban neighborhood of lasting civic value.

The plan of Saucier Junction includes a central street which runs from Highway 67, through a central plaza, and across I-601 (US-49). A movie theater has been proposed at the central plaza which could be lined by some restaurants that draw regional customers. Civic sites have been reserved for an existing church congregation and a future school site to the south. It should be emphasized that new residents should also be able to walk to school as much as is possible.



POINTS OF INTEREST

1. Movie Theater
2. Proposed Middle School
3. Neighborhood Park
4. Neighborhood Square
5. Large Retail
6. Bus Terminal
7. Parking Structure
8. Civic Reserve
9. Entertainment Plaza
10. Grocery Store
11. Commercial Boulevard
12. Church Street Bridge
13. I-601
14. US 67
15. Shiloh Missionary Baptist Church



FIGURE 1

View of main plaza in Saucier Junction, located on the main east-west street which leads across I-601. Through the trees one can see a proposed movie theater and some restaurants which draw from the regional area



FIGURE 2

Neighborhood square with tall residential buildings illustrating the high density possibilities for Saucier Junction



LARGE RETAIL

A particular challenge in laying out Saucier Junction is the provision of space for big box retailers. While this type of commercial development is often sneered at for its offensive exterior appearance, big box retailers have become a significant component of the American economy and cannot simply be “wished” away. For the time being, citizens will continue to choose to shop at national chains. This means that sound development practices must integrate stores with large footprints and parking lots into the urban landscape. Neglecting to work with them constructively would not solve the problem. On the contrary, it would only push them into the suburban fringe, thus wasting away the much valued rural landscape.

The proposal for Saucier Junction promotes integrating big-box stores in a way which still contributes to a sound, attractive, mixed-use and walkable urban neighborhood. Precedent for this type of development exists in places such as Kentlands (Maryland) and Mashpee Commons (Massachusetts). The key to their successful integration lies in the distribution of different elements:

- A complete urban street with sidewalks, on-street parking, storefronts and trees is built on the interior of the site. In this case parallel to Highway 67.
- Liner buildings on shallow but narrow lots provide space for small national chain stores and services. These liner buildings are at least two stories tall and can include offices or loft-style residences above.
- Big box stores are located immediately behind the liner buildings but face them in a perpendicular direction. A small portion of the big box store may extend to the urban street if the retailer desires to have a presence there. In this way, a big-box store’s vast blank walls would not negatively impact the neighborhood.
- Large surface parking lots are arranged behind liner buildings but directly adjacent to the big boxes. This way big box customers can park directly in front of their chosen retailer without having vast parking lots negatively impact the urban street.

The adjacent drawings illustrate how this works. A particular advantage of this site is that Highway 67 rises as it approaches I-601 (US-49), which makes the big-box retailers more visible from the highway – something that retailers usually seek in a good site. A such key site has been reserved for a large anchor store (such as Lowe’s) at the end of the commercial street.

A final component of the plan for Saucier Junction is the integration of a Park-n-Ride system. The easternmost parking lot adjacent to the site of a future bust terminal is being proposed as the site for a future parking structure. Area residents could drive into Saucier, park their vehicles for the day and take regional transit to the major employment centers on the coast, such as the casí-nos. This Park-n-Ride would further promote Saucier Junction as a regional retailer and allow such commuters to do their shopping after work before returning home with their car. Further discussion on this issue can be found in the section of this proposal titled “Regional Public Transit”.



FIGURE 1
Commercial Boulevard facing a proposed main anchor store. The urban landscape integrates large retail requirements and a quality pedestrian experience

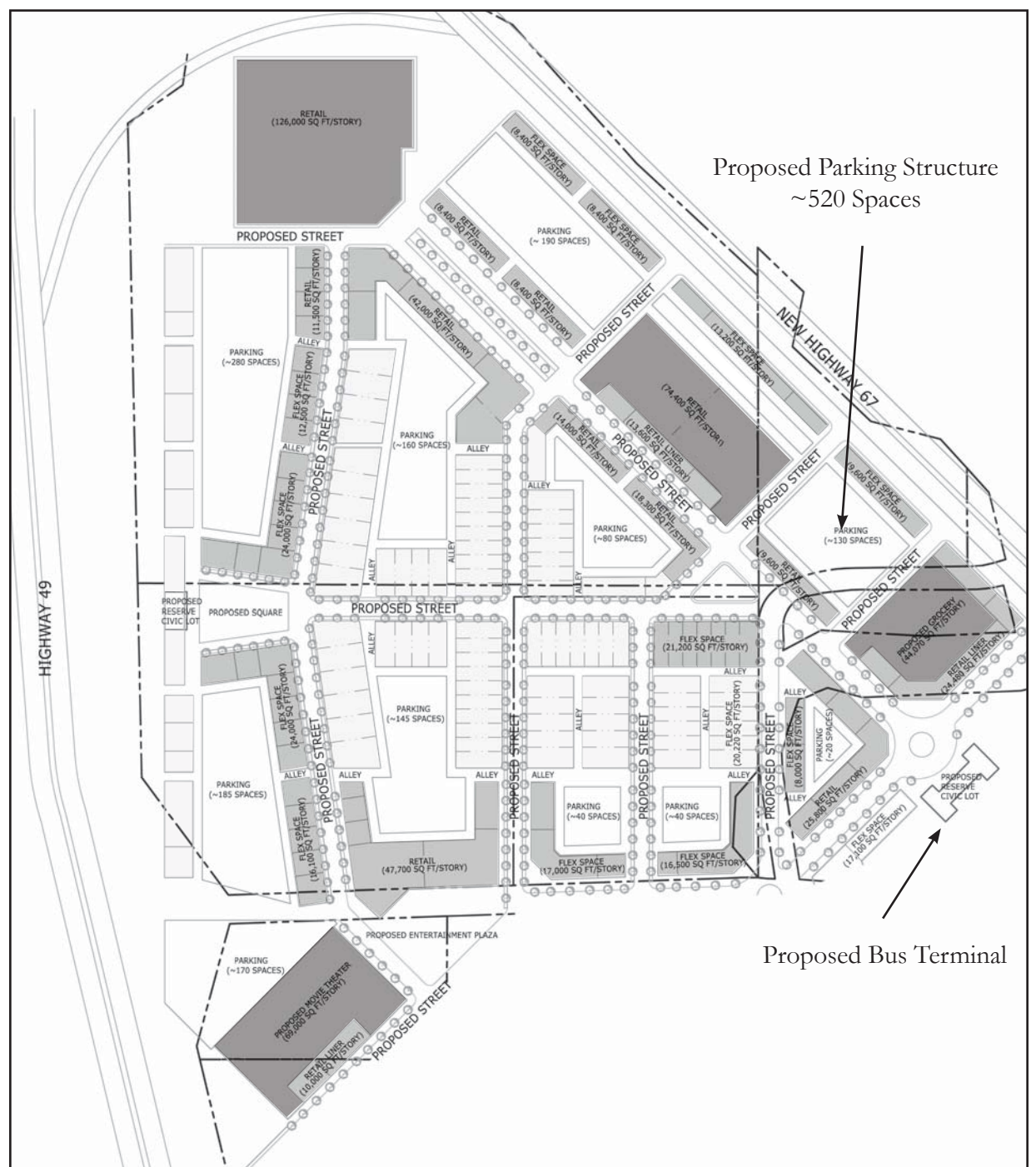


DIAGRAM OF SAUCIER JUNCTION RETAIL AND PARKING
This diagram shows the location of the 740,000 sqft of ground floor retail and approximate number and location of parking spaces

CODES BASED ON THE URBAN-TO-RURAL TRANSECT

Credit: Duany Plater-Zyberk & Company

A transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. For human environments, such a cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In Transect planning, this range of environments is the basis for organizing the components of urbanization: building, lot, land use, street, and all of the other physical elements of the human habitat.

One of the key objectives of Transect planning is the creation of immersive environments. Successful immersive environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect Zone (T-Zone), is comprised of elements that support and intensify its local character. Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate to their locations. For instance, a ranch house would undermine the immersive quality of a neighborhood center, whereas an apartment building would not. Wide roads and open swales find a place on the Transect in more rural areas, while narrow streets and raised curbs are appropriate for urban areas. Based on local practices, most elements can be locally calibrated to contribute to the regional character of a given place.

In Transect planning, the essential task is to find the main qualities of the local environments. Once those are determined, Transect principles are applied to rectify the inappropriate intermixing of rural and urban character. Finding the proper balance between rural and urban elements results in places appropriate to every point of the spectrum, countermending sprawl conditions.

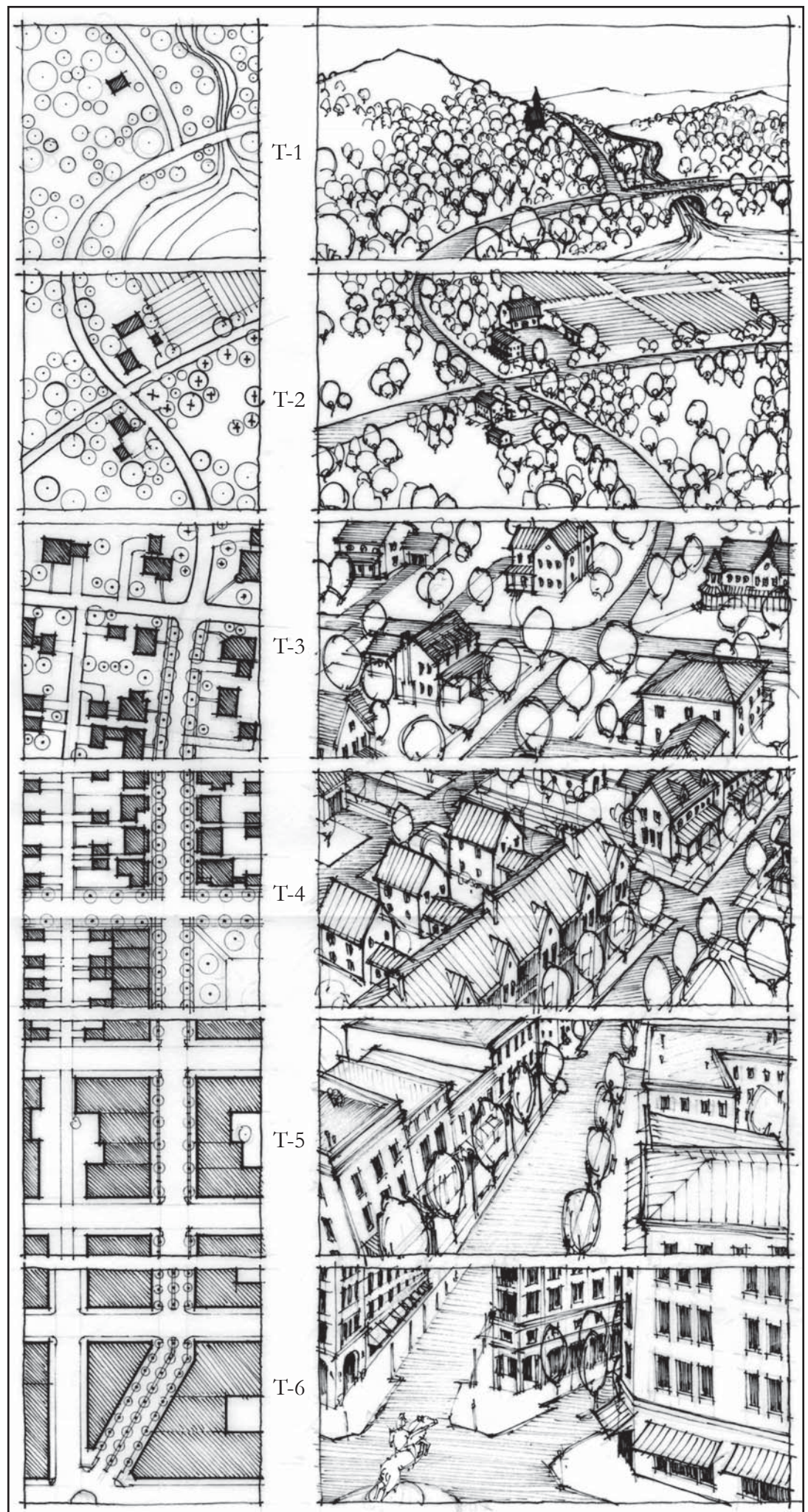
The Transect is evident in two ways: (1) it exists as place and (2) it evolves over time. As place, the six T-zones display more-or-less fixed identifiable characteristics. Yet the evolution of communities over time is the unseen element in urbanism. A hamlet may evolve into a village and then into a town, its T-zones increasing in density and intensity over a period of many years.

The zoning system of the SmartCode uses the rural-to-urban Transect.

- The Transect is a framework that identifies a continuous range of habitats from the most natural to the most urban.
- The continuum of the Transect, when subdivided, lends itself to the creation of zoning categories.
- These zoning categories include standards that encourage diversity similar to that of organically evolved settlements.
- The standards specified by the zoning categories overlap, reflecting the successional ecozones of natural and human communities.
- The Transect integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones.

The Transect in the Saucier Town Plan

This plan has identified three T-Zones within the proposed regulating plan, two of which have been divided into sub-zones. The general characteristics of each zone and sub-zone are summarized within the following pages. Street elevations help to illustrate the typical implications of each zoning designation. The proposed zones are named Sub-Urban (T3), Urban General (T4-1 and T4-2), and Urban Center (T5-1 and T5-2).



T-zone illustration by Jonathan Harrison

SMARTCODE
Harrison County, Mississippi
SECTION 5.3.11

ARTICLE 5. BUILDING SCALE PLANS

T3

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

BUILDING FUNCTION (see Tables 10 & 11)
a. Residential restricted use
b. Lodging restricted use
c. Office restricted use
d. Retail restricted use

BUILDING HEIGHT (see Table 9)
a. Principal Building 2 stories max.
b. Outbuilding 2 stories max.

LOT OCCUPATION
a. Lot Width 50 ft. min. 120 ft. max.
b. Lot Coverage 50% max.

BUILDING TYPE (see Table 9)
a. Edgeward permitted
b. Sideward prohibited
c. Rearward prohibited
d. Courtyard prohibited

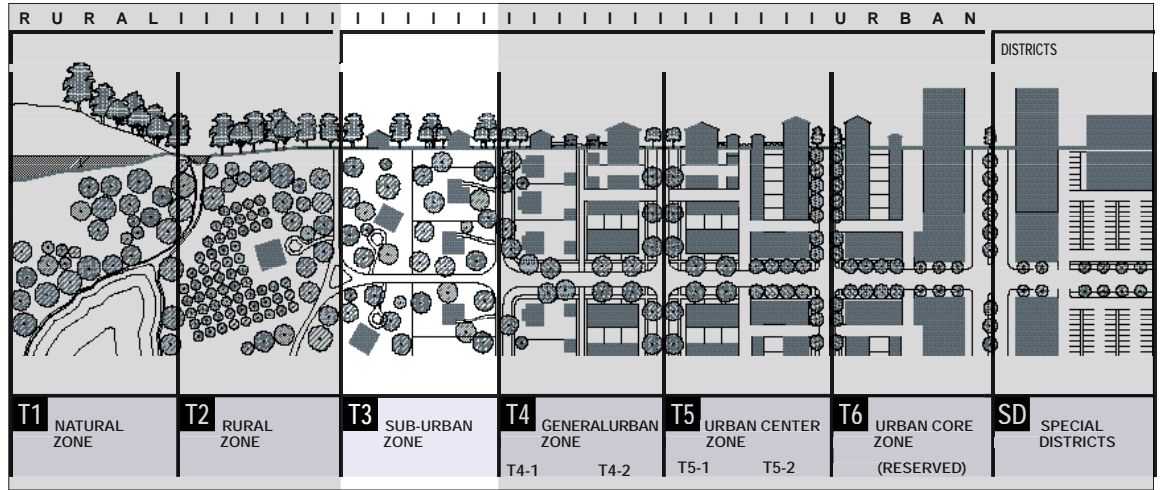
BUILDING DISPOSITION
a. Front Setback 24 ft. min. 40 ft. max.
b. Side Setback 6 ft. min.
c. Rear Setback 12 ft. min.
d. Frontage Bulldoz 50% min. at setback.

OUTBUILDING DISPOSITION
a. Front Setback 20 ft. min.
b. Side Setback 3 ft. or 6 ft.
c. Rear Setback 3 ft. or 23 ft.

PRIVATE FRONTAGES (see Table 7)
a. Common Lawn permitted
b. Porch & Fence permitted
c. Terrace or L.C. prohibited
d. Forecourt prohibited
e. Stoop prohibited
f. Stairwell & Awning prohibited
g. Gallery prohibited
h. Arcade prohibited

PARKING PROVISIONS
Refer to Summary Table 14
See Tables 11 & 12

SC24



T3 SUB-URBAN ZONE

SMARTCODE
Harrison County, Mississippi
SECTION 5.4.11

ARTICLE 5. BUILDING SCALE PLANS

T4-1

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

BUILDING FUNCTION (see Tables 10 & 11)
a. Residential limited use
b. Lodging limited use
c. Office limited use
d. Retail limited use

BUILDING HEIGHT (see Table 9)
a. Principal Building 2 stories max.
b. Outbuilding 2 stories max.

LOT OCCUPATION
a. Lot Width 40 ft. min. 80 ft. max.
b. Lot Coverage 60% max.

BUILDING TYPE (see Table 9)
a. Edgeward permitted
b. Sideward permitted
c. Rearward permitted
d. Courtyard prohibited

BUILDING DISPOSITION
a. Front Setback 10 ft. min. 24 ft. max.
b. Side Setback 6 ft. combined min.
c. Rear Setback 8 ft. min.
d. Frontage Bulldoz 60% min. at setback.

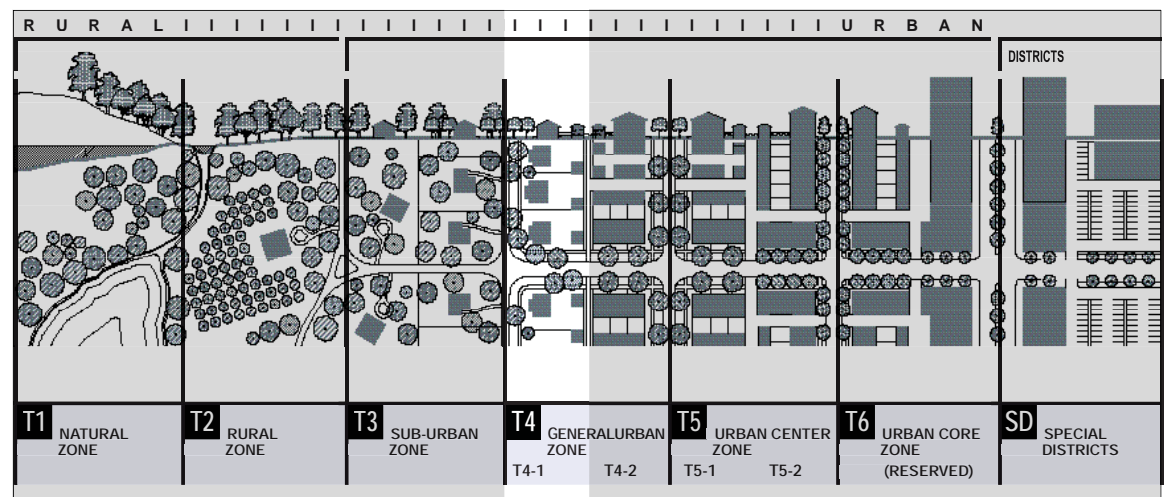
OUTBUILDING DISPOSITION
a. Front Setback 30 ft. min. 40 ft. max.
b. Side Setback 2 ft. min. or 4 ft.
c. Rear Setback 3 ft. or 23 ft.

PRIVATE FRONTAGES (see Table 7)
a. Common Lawn permitted
b. Porch & Fence permitted
c. Terrace or L.C. permitted
d. Forecourt permitted
e. Stoop permitted
f. Stairwell & Awning permitted
g. Gallery prohibited
h. Arcade prohibited

PARKING PROVISIONS
Refer to Summary Table 14
See Tables 11 & 12

* or 15 ft. from center line of alley

SC28



T4-1 GENERAL URBAN ZONE

SMARTCODE
Harrison County, Mississippi
SECTION 5.4.12

ARTICLE 5. BUILDING SCALE PLANS

14-2

BUILDING HEIGHT

- Building height shall be measured in number of stories, excluding a raised basement, or attic.
- Each story shall not exceed 14 ft. clear, floor to ceiling.
- Maximum height shall be measured to the eave or roof deck.

BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	30 ft min 60 ft max
b. Lot Coverage	70% max

BUILDING TYPE (see Table 9)

a. Edgeward	permitted
b. Sideward	permitted
c. Rearward	permitted
d. Courtyard	prohibited

BUILDING DISPOSITION

a. Front Setback	10 ft. min. 14 ft. max
b. Side Setback	6 ft. combined min
c. Rear Setback	3 ft. min
d. Frontage Building	50% min. at setback

OUTBUILDING DISPOSITION

a. Front Setback	30 ft. min. 14 ft. max
b. Side Setback	0 ft. min. or 3 ft.
c. Rear Setback	3 ft. or 23 ft.

PRIVATE FRONTAGES (see Table 7)

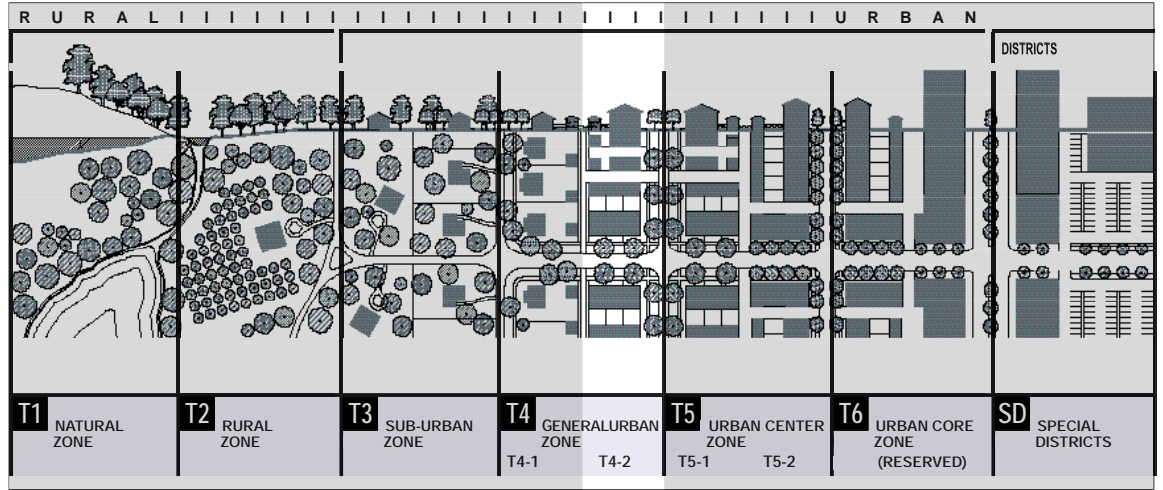
a. Common Lawn	prohibited
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Fencourt	permitted
e. Stoop	permitted
f. Stoopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited

PARKING PROVISIONS

- Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- Trash containers shall be stored within the 3rd Layer.

SC29

* or 15 ft. from center line of alley



T4-2 GENERAL URBAN ZONE

SMARTCODE
Harrison County, Mississippi
SECTION 5.5.11

ARTICLE 5. BUILDING SCALE PLANS

15-1

BUILDING HEIGHT

- Building height shall be measured in number of stories, excluding a raised basement, or attic.
- Each story shall not exceed 14 ft. clear, floor to ceiling.
- Maximum height shall be measured to the eave or roof deck.

BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	20 ft min 120 ft max
b. Lot Coverage	80% max

BUILDING TYPE (see Table 9)

a. Edgeward	prohibited
b. Sideward	permitted
c. Rearward	permitted
d. Courtyard	permitted

BUILDING DISPOSITION

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

OUTBUILDING DISPOSITION

a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min
c. Rear Setback	3 ft. max

PRIVATE FRONTAGES (see Table 7)

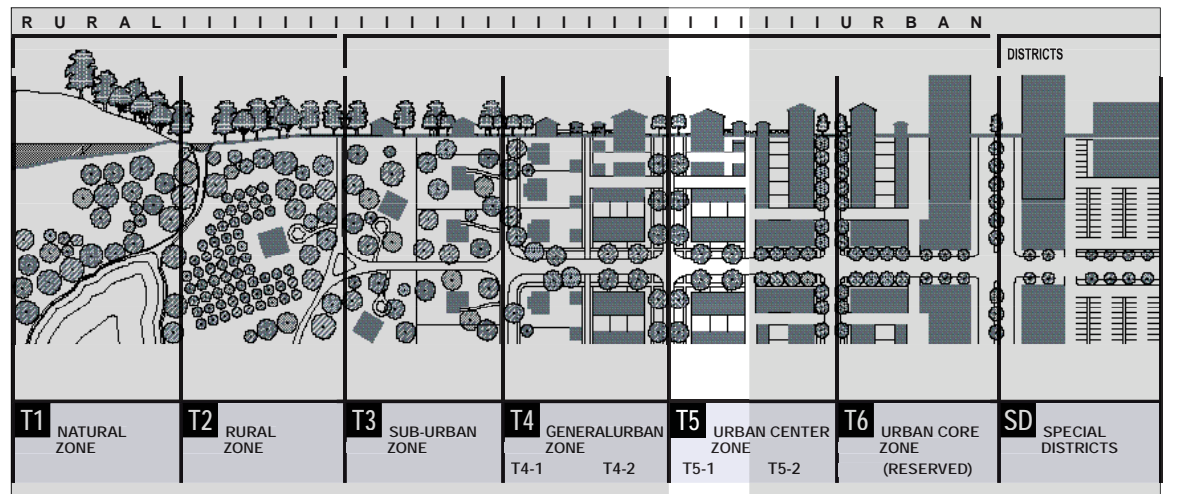
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Fencourt	permitted
e. Stoop	permitted
f. Stoopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted

PARKING PROVISIONS

- Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).

SC33

* or 15 ft. from center line of alley



T5-1 URBAN CENTER ZONE

SMARTCODE
Harrison County, Mississippi
SECTION 5.5.12

ARTICLE 5. BUILDING SCALE PLANS

BUILDING HEIGHT
1. Building height shall be measured in number of stories, excluding a raised basement, or attic.
2. Each story shall 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 a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along principal frontage to a minimum of 70% of its width at setback (see Table 16E).

OUTBUILDING DISPOSITION
1. The elevations of the out buildings shall be distanced from the lot lines as shown.

PARKING PROVISIONS
1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16E).

BUILDING FUNCTION (see Table 16)
a. Residential open use
b. Lodging open use
c. Office open use
d. Retail open use

BUILDING HEIGHT (see Table 16)
a. Principal Building 3 stories max. 2 min.
b. Outbuilding 2 stories max.

LOT OCCUPATION
a. Lot Width 20 ft min 180 ft max
b. Lot Coverage 80% max

BUILDING TYPE (see Table 16)
a. Edgeyard prohibited
b. Sideyard permitted
c. Rearyard permitted
d. Courtyard permitted

BUILDING DISPOSITION
a. Front Setback 0 ft. min. 8 ft. max.
b. Side Setback 0 ft. min. 24 ft. max.
c. Rear Setback 3 ft. min.*
d. Frontage Buildout 70% min at setback

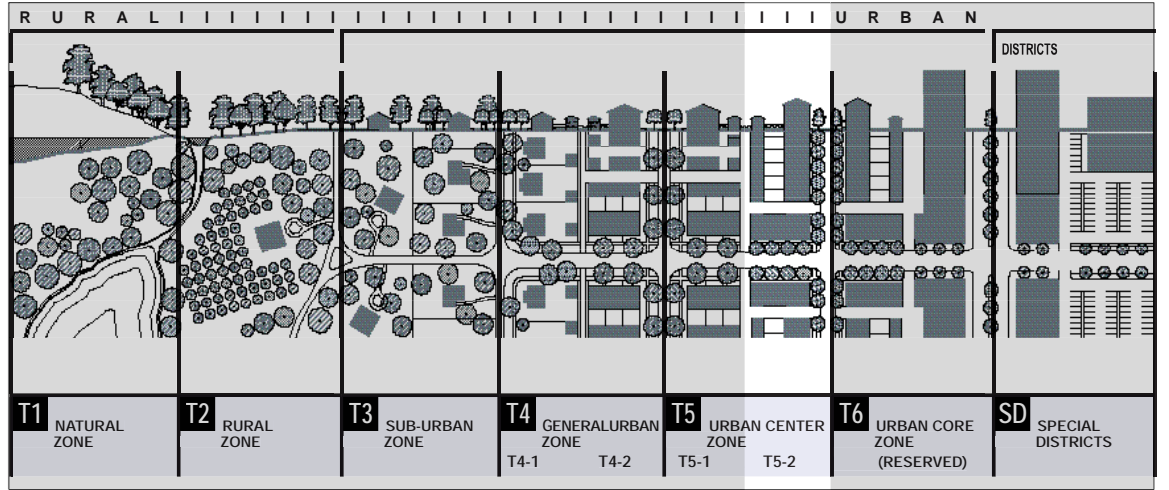
OUTBUILDING DISPOSITION
a. Front Setback 40 ft. max. from rear prop.
b. Side Setback 0 ft. min.*
c. Rear Setback 3 ft. min.*

PRIVATE FRONTAGES (see Table 16)
a. Common Lawn prohibited
b. Deck & Fence prohibited
c. Terrace or L.C. permitted
d. Fencourt permitted
e. Shop permitted
f. Shopfront & Awning permitted
g. Gallery permitted
h. Arcade permitted

PARKING PROVISIONS
See Tables 11 & 12

* or 15 ft. from center line of alley

SC34



T5-2 URBAN CENTER ZONE

SMARTCODE
Harrison County, Mississippi
SECTION 5.5.12

ARTICLE 5. BUILDING SCALE PLANS

BUILDING HEIGHT
1. Building height shall be measured in number of stories, excluding a raised basement, or attic.
2. Each story shall 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 a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along principal frontage to a minimum of 70% of its width at setback (see Table 16E).

OUTBUILDING DISPOSITION
1. The elevations of the out buildings shall be distanced from the lot lines as shown.

PARKING PROVISIONS
1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16E).

BUILDING FUNCTION (see Table 16)
a. Residential open use
b. Lodging open use
c. Office open use
d. Retail open use

BUILDING HEIGHT (see Table 16)
a. Principal Building 3 stories max. 2 min.
b. Outbuilding 2 stories max.

LOT OCCUPATION
a. Lot Width 20 ft min 180 ft max
b. Lot Coverage 80% max

BUILDING TYPE (see Table 16)
a. Edgeyard prohibited
b. Sideyard permitted
c. Rearyard permitted
d. Courtyard permitted

BUILDING DISPOSITION
a. Front Setback 0 ft. min. 8 ft. max.
b. Side Setback 0 ft. min. 24 ft. max.
c. Rear Setback 3 ft. min.*
d. Frontage Buildout 70% min at setback

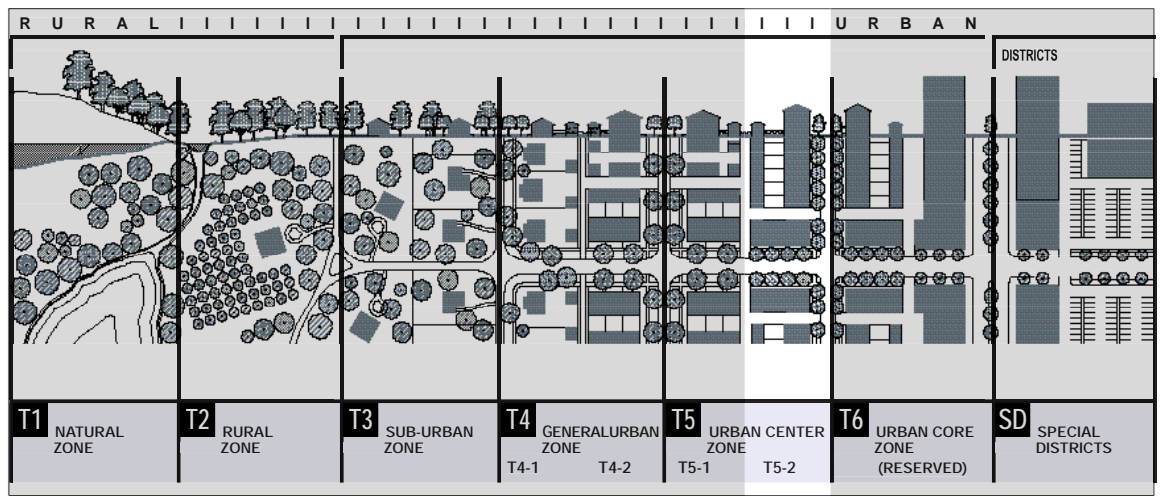
OUTBUILDING DISPOSITION
a. Front Setback 40 ft. max. from rear prop.
b. Side Setback 0 ft. min.*
c. Rear Setback 3 ft. min.*

PRIVATE FRONTAGES (see Table 16)
a. Common Lawn prohibited
b. Deck & Fence prohibited
c. Terrace or L.C. permitted
d. Fencourt permitted
e. Shop permitted
f. Shopfront & Awning permitted
g. Gallery permitted
h. Arcade permitted

PARKING PROVISIONS
See Tables 11 & 12

* or 15 ft. from center line of alley

SC34



T5-2 URBAN CENTER ZONE - SAUCIER JUNCTION

Phasing

This document proposes that development of the plan be carried out in a series of phases over time. Unless a single or few developers purchase the entire area, it is extremely unlikely that all areas of the plan will be developed simultaneously. The following diagrams are intended to help illustrate how the plan may be implemented over the long term. It must be emphasized that this is only a diagram – there is no one particular sequence in which this plan requires it be implemented.

Short Term



It is recommended that the first project to be undertaken is the development of Mockingbird Hill on the McGuire parcel. This 24 acre development project can be an excellent starting point for the community to rally around, particularly because Dalton McGuire has expressed an interest in developing the land himself. The reader will notice that the plan for this property is conceived in such a way that it can function as a fully independent unit – that is: streets and blocks can be developed as soon as zoning and sewer are in place and are not dependent adjoining properties to function properly. Should the regulating plan be signed into law, this project could be initiated within the next few years.

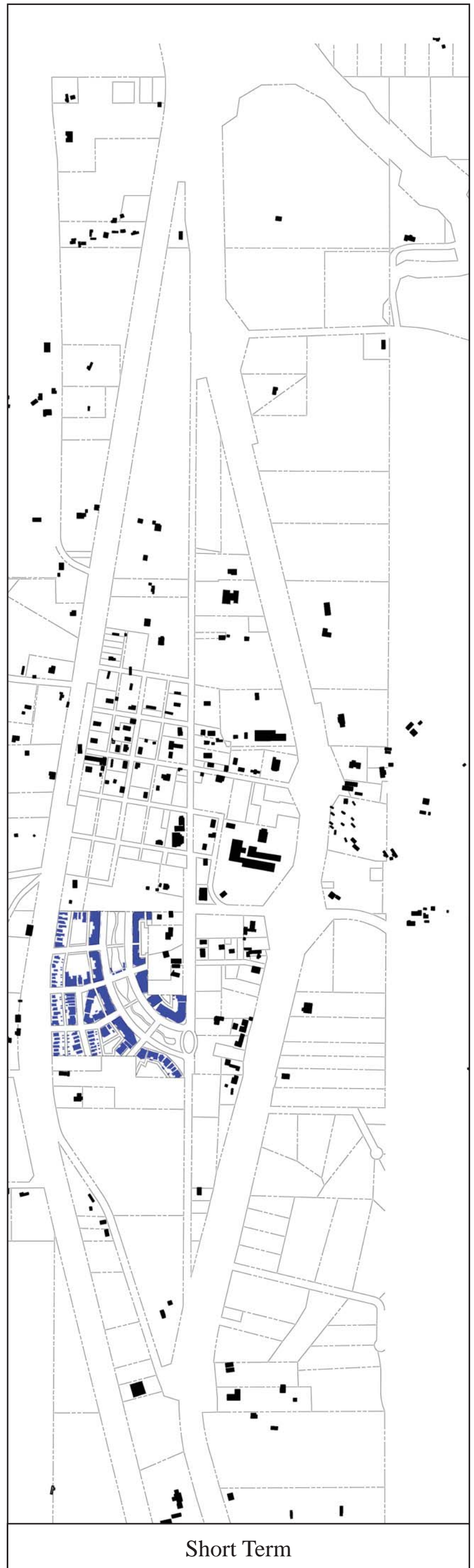
Medium Term

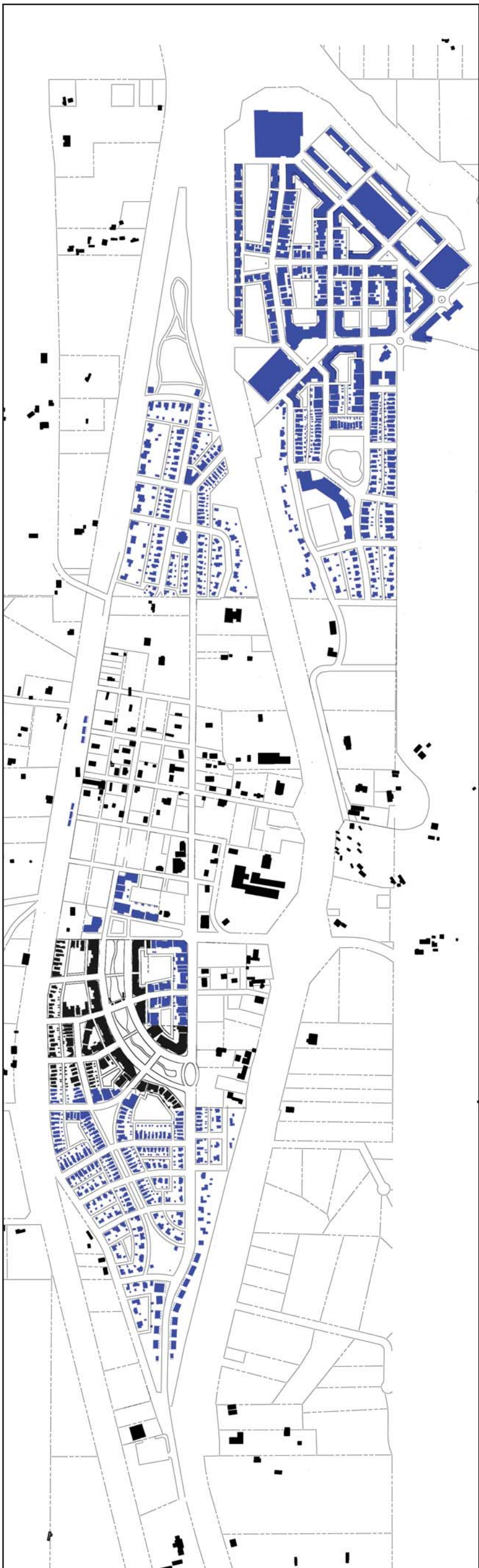
Following the development of Mockingbird Hill, the adjoining properties are likely to become desirable as expanded development to the town center and surrounding neighborhoods. To the south, a handful of larger properties have been designed to be developed as extensions of the town center. Some of the significant projects to be implemented during this phase would include the realignment and development of south Church Street, the development of the Civic Center to the north of Mockingbird Hill, and the general development of the South Neighborhood for residential sale. The initial development of Saucier Junction can take place as soon as zoning, sewer and the new Highway 67 are available. Notice that this phase represents the plan as conceived at the design workshop.

Long Term

Following the completion of I-601, many of the existing business located near 2nd Street will have become obsolete. By this time also, property values and changes in the community will encourage property owners at the historic center to rebuild or sell their properties for development. Over time, this area is foreseen to develop through infill projects which can assume the proposed network of streets and blocks. The full span of this “build-out” is thought to take at least a generation.

New Construction 
Previously Existing Buildings 

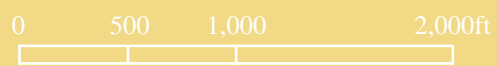




Medium Term



Long Term



Transect Zones Regulating Plan

The following three plans are being proposed as the official regulating plans for the town of Saucier. The first plan identifies transect zones, special districts, land reserved for civic purposes and land reserved for shared parking purposes. The second plan identifies special features which may be required or recommended. The third plan identifies the various thoroughfare types to be built within the town.

The SmartCode overlay district, the regulating plans and their attached SmartCode ordinance are proposed to be adopted and administered by Harrison County. In effect, all property owners within this area are proposed to have the option to rezone their property and join the SmartCode overlay district. Once a property is included within the district, the SmartCode would become its mandatory ordinance. Properties which are not included within the district would retain their current zoning status. The benefits of the SmartCode to property owners include increased as-of-right density and more flexibility of uses. Further information on this issue can be found within the code and in the attached Appendix.

The area covered by the three regulating plans is smaller than the proposed SmartCode overlay district. The areas outside of this regulating plan and within the overlay district are also open for development but have only been assigned sector boundaries which regulate the type of development allowed. No specific urban design proposal has been provided for these areas because the community requested for development to first take place within the diamond area. Saucier Junction was included in this regulating plan to prepare the community with a plan for this area should development pressures begin immediately. Landowners within the overlay district and outside of the regulating plan who wish to develop their land would be required to submit their own regulating plan for the property, according to the provisions in the attached SmartCode.

Transect Zones Regulating Plan

The first regulating plan identifies all properties according to T-zones and sub-zones: Sub-Urban (T3), Urban General (T4-1 and T4-2), and Urban Center (T5-1 and T5-2). Two special districts have also been allotted to allow for big box development and the motor court to take place. Key lots have been reserved for civic open space and civic buildings, whereas mid-block areas have been reserved for shared parking purposes.

The SmartCode ordinance has been written to include sub-zones. The Urban General Zone (T4) and the Urban Center Zone (T5) have each been divided into two separate zones. This has allowed the design team to write an ordinance which promotes a “finer grain” of urbanism than is typical. Local communities such as Ocean Springs and Bay Saint Louis feature this type of urbanism which has an incredible but subtle amount of formal diversity within a very small geographic area. The purpose of the sub-zoning strategy is to imitate this type of urban pattern which is so unique and loved.

- Excluded by request
- Urban Center - **T-5-2**
- Urban Center - **T-5-1**
- General Urban - **T-4-2**
- General Urban - **T-4-1**
- Sub-Urban - **T-3**
- Special District 2 - **SD-2**
- Special District 1 - **SD-1**
- Civic Parking Reserve - **CP**
- Civic Building Reserve - **CB**
- Civic Space Reserve - **CS**
- 10 Minute Walk
- 5 Minute Walk



Special Features Regulating Plan

This plan regulates various special features which are a part of the SmartCode overlay district and community plan. These features include the following:

Required Terminated Vistas. The black arrows indicate view corridors which must be terminated by deliberately placed building fronts, dignified architectural elements or monuments.

Frontage Conditions. The various lines indicate where specific frontage types are recommended or required.

Secondary Grid. The yellow thoroughfares indicate streets which may have parking lots fronting the street. Parking lots in all other locations must be placed mid-block behind buildings.



- CB - Civic Building Reserve
- CS - Civic Space Reserve
- Primary Grid
- Secondary Grid
- Required Shop Frontage
- Recommended Shop Frontage
- Recommended Gallery Frontage
- Required Terminated Vista














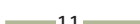
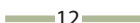



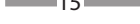

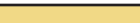


Thoroughfare Designation Regulating Plan

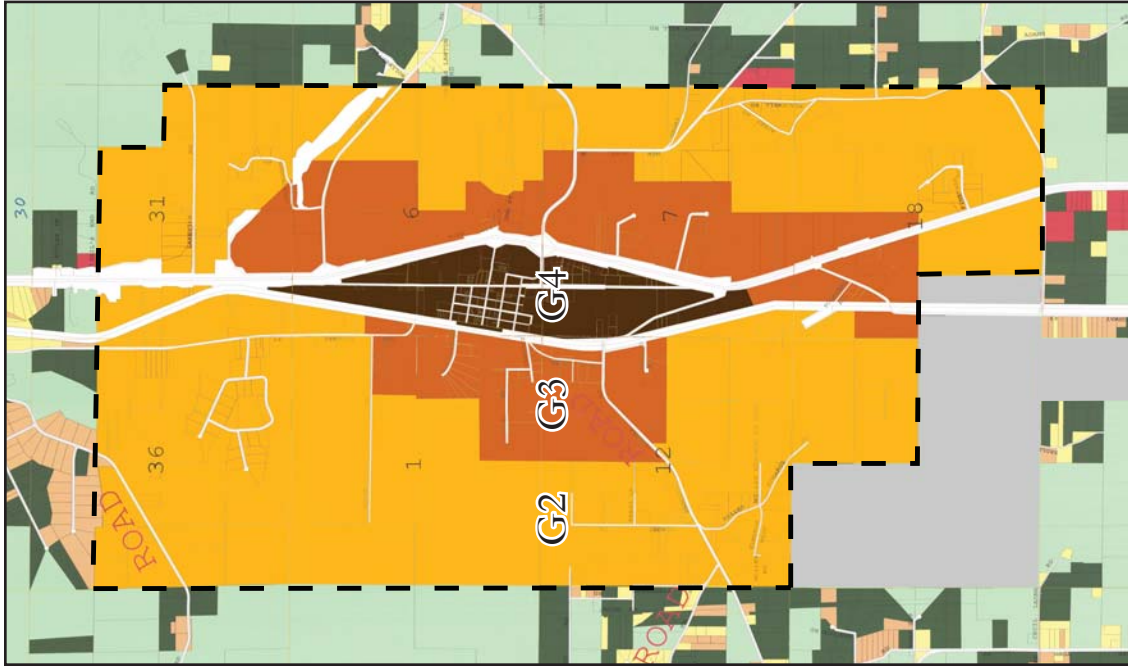
This plan identifies the proposed thoroughfare types which are proposed to be assembled in the town of Saucier. It designates the following types: boulevard, commercial Street, streets and alleys. Each thoroughfare has been assigned specific standards of assembly, which are included in the SmartCode.

Thoroughfare assemblies have been designed with several principles in mind: making useful connections between important districts and neighborhoods; using certain thoroughfare types which guide visitors through their design towards key destinations; maintaining consistent efficiency and safety for automobile and pedestrian traffic; providing attractive amenities for neighborhood development; and providing the necessary service access without compromising the quality of the public realm.

All existing roads will need to be rebuilt in an urban fashion should the plan be implemented. Sidewalks, tree lines, curbs, storm sewer, on-street parking and lighting are essential features to life in compact places. An important question to consider in terms of these infrastructure improvements is who will bear the cost. Developers will most often need to cover the cost of all infrastructure improvements, which makes an increase in allowable density an even more essential component of the plan.

	BOULEVARDS
	1 BV-124-60
	2 BV-80-38
	AVENUES
	3 AV-66-36
	4 AV-50-36
	COMMERCIAL STREETS
	5 CS-64-47
	6 CS-60-36
	7 CS-50-34
	8 CS-40-19
	STREETS
	9 ST-54-32
	10 ST-50-26
	11 ST-48-28
	12 ST-40-20
	13 ST-38-19
	14 ST-30-11
	ALLEYS
	15 RA-24-24
	16 RL-22-12





Proposed SmartCode overlay district boundaries, illustrating the proposed sector plan

CODES AND THE SMARTCODE

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

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

These practices, since World War II, have produced strip shopping, big box stores with enormous parking lots, and sadly gutted downtowns. They have produced tracts of banal housing that consume farmland and forests. They have produced the invention and proliferation of drive-by eateries and billboards. They have made walking or cycling beyond one's own cul-de-sac dangerous or even impossible. They have made children, the elderly, and the poor dependent on those who can drive. There has been simultaneous destruction of both towns and open space -- the 20th Century phenomenon known as sprawl.

The form of our built environment needs a 21st Century correction. But in most places, it is actually illegal to build a traditional town or neighborhood like those where our grandparents lived. The existing codes prevent it. In most places, people do not have a choice between sprawl and traditional urbanism. Economics and politics favor sprawl and conventional suburban development (CSD). It is not a level playing field.

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

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

The SmartCode is also a Transect-based code. That means it organizes the natural, rural, suburban, and urban landscape into categories of density, complexity, and intensity in the same way the countryside relates to the traditional towns and villages we admire. The operating principle of the Transect is that certain forms belong in certain environments; for example, an apartment building belongs in a more urban setting, and a ranch house belongs in a more rural setting. Some kinds of thoroughfares are urban, and some are rural. This does not limit

choices; it expands them. Instead of one-size-fits-all development, it enables different patterns, without becoming a free-for-all.

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

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

The SmartCode is a comprehensive framework for that process.

WHAT THE SMARTCODE DOES

- It enables and qualifies Smart Growth community patterns that include Hamlets (CLD), Villages (IND) and Towns (RCD/TOD).
- It integrates the scale of planning concern from the regional Sector, through the Community scale, to the individual lot and its architectural elements.
- It integrates the design process across professional disciplines.
- It integrates a range of zoning categories called Transect Zones that range from the wilderness to the urban core.
- It integrates methods of environmental protection, open space conservation and water quality.
- It integrates subdivision, public works and Transfer of Development Rights standards.
- It provides a set of zoning categories common to new communities and the infill of existing urbanized areas.
- It integrates architectural, landscape, signage, ambient, and visitability standards.
- It establishes parity of process for existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It encourages administrative approvals rather than decision by public hearing.
- It encourages specific outcomes through incentives, prescriptions, and prohibitions.
- It specifies standards parametrically (by range) in order to minimize the need for variances.
- It generally increases the range of the options over those allowed by conventional zoning codes.

SMARTCODE

Credit: Duany Plater-Zyberk & Co.
 The SmartCode Manual is available online at PlaceMakers.com
 Information on implementation seminars and consultants is available from PlaceMakers.com and SmartCodePro.com

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1.1 AUTHORITY

1.1.1 The action of the Harrison County Board of Supervisors in the adoption of this Code is authorized under:

(a) The Harrison County Zoning Ordinance Section 800.

(b) The Code of Mississippi, Sections 17-1-1 through 17-1-21 (1972) as amended.

1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Harrison County Comprehensive Plan (1999) as amended.

1.1.3 This Code was adopted by and amended by vote of Harrison County Board of Supervisors.

1.1.4 This Code was adopted to promote the health, safety and general welfare of the County of Harrison, Mississippi, and its citizens, including without limitation, protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of pedestrian environment, historic preservation, education and recreation, reduction in sprawl development and improvement of the built environment and human habitat.

1.2 INTENT

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

The Region

a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

b. That growth strategies shall encourage infill and redevelopment in parity with new communities.

c. That development contiguous to urban areas shall be structured in the Neighborhood pattern and be integrated with the existing urban pattern.

d. That development non-contiguous to urban areas should be organized in the pattern of clusters, traditional Neighborhoods or Villages, and Regional Centers.

e. That affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

f. That transportation corridors should be planned and reserved in coordination with land use.

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

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

The Community

a. That Neighborhoods and Regional Centers shall be compact, pedestrian-oriented and mixed-use.

b. That Neighborhoods and Regional Centers should be the preferred pattern of development and that districts specializing in single-use should be the exception.

1.2.2

- c. That ordinary activities of daily living shall 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 shall be embedded in Downtowns, not isolated in remote single-use complexes.
- h. That schools should be sized and located to enable children to walk or bicycle to them.
- i. That a range of open space including parks, squares, and playgrounds shall be distributed within Neighborhoods and urban center zones.

1.2.3 The Block and the Building

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

1.3 APPLICABILITY

- 1.3.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.3.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes.
- 1.3.3 The existing Harrison County Zoning Ordinance and the Land Development regulations of Harrison County, Mississippi shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with the Intent Section 1.2, in which case the conflict shall be resolved in favor of this Code.

- 1.3.4 Terms used throughout this Code shall be accorded their commonly accepted meanings or as defined in Articles 1-6 hereof or in the Definitions of Terms (Article 7). In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.

- 1.3.5 The Definitions of Terms (Article 7) contains regulatory language that is integral to this Code. Capitalized terms in Articles 1-6 of this Code may refer to Article 7 Definitions.

1.4 PROCESS

- 1.4.1 Sectors (defined geographically in Article 2) contain Communities (defined by extent and intensity in Articles 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Article 5 and in Article 6 Standards & Tables).

- 1.4.2 The geographic determination of Sectors and the standards for each Transect Zone shall be determined through a process of public consultation with approval by the Harrison County Planning Commission and Board of Supervisors. Once these determinations have been incorporated into this Code and the associated plans, projects that require no Variances or Warrants or only Warrants, shall be processed administratively without further recourse to public consultation.

- 1.4.3 The Harrison County Zoning Office shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the DDC, Design and Development Center. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.

- 1.4.4 An owner or developer may appeal a decision of the CRC to the Harrison County Planning Commission and may appeal a decision of the Planning Commission to the Board of Supervisors.

- 1.4.5 Should a violation of an approved plan occur during construction, the Zoning Administrator or Building Official or County Engineer has the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure a Variance to cover the violation.

1.5 WARRANTS AND VARIANCES

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

- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent (Section 1.2). The CRC shall have the authority administratively to approve or disapprove a request for a Warrant.

- 1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with the procedure set out in the Harrison County Zoning Ordinance.

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

SMARTCODE ARTICLE 1. GENERAL TO ALL PLANS

Harrison County, Mississippi

- 1.5.5 The following standards and requirements should not be available for Warrants:
 - a. The allocation ratios of each Transect Zone.
 - b. The maximum dimensions of traffic lanes.
 - c. The required provision of Alleys and Rear Lanes.
 - d. The minimum Residential Densities.
 - e. The permission to build ancillary apartments.
 - f. The requirements of parking location.
- 1.6 **SUCCESSION**
 - 1.6.1 20 years after the approval is granted, each Transect Zone, except the T1 Natural, shall be considered for rezoning to the successional (next higher numbered) Transect Zone through public hearing by the Harrison County Board of Supervisors.
- 1.7 **INCENTIVES**
 - 1.7.1 To encourage the use of this Code, the Harrison County Board of Supervisors shall grant the following incentives, to the extent authorized by state law:
 - a. The application shall be processed administratively rather than through public hearing.
 - b. The application shall be processed with priority over others under the conventional code with prior filing dates.
 - c. Review fees shall be waived or reduced.
 - d. Density may be increased by the subsidized Transfer of Development Rights.
 - e. The traffic impact report shall be waived.
 - f. The municipality shall construct and maintain those internal Thoroughfares that through-connect to adjacent sites.
 - g. Payment of property taxes shall be maintained at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
 - h. First-time buyers of dwellings and newly created businesses within Zones T4, T5 and T6 shall receive tax relief.

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SMARTCODE ARTICLE 2. SECTOR SCALE PLANS

Harrison County, Mississippi

- 2.1 **INSTRUCTIONS**
 - 2.1.1 Sector Plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.
 - 2.1.2 Sector Plans shall be prepared by the Planning Office and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Planning Commission and Board of Supervisors.
 - 2.1.3 The areas to be designated Preserved Open Sector (O-1) shall be mapped using the criteria listed in Section 2.2. The outline of this Sector is effectively the Rural Boundary Line (RBL), which is permanent. All other Sectors may qualify for development but conditional to the requirements of Sections 2.1.4 through 2.1.9.
 - 2.1.4 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria listed in Section 2.3. The outline of this Sector is effectively the Urban Boundary Line (UBL) which is to be adjusted by the permitting of Community Plans conditional to this Code.
 - 2.1.5 Establish and administer a system for the gradual Transfer of Development Rights (TDR) from the Reserved Open Sectors (O-2) to the G-2 and G-3 Growth Sectors. The TDRs are available to exceed the allocated Densities of the New Communities (Section 3.4 and Table 14B). The Reserve Sectors (O-2), which are the TDR sending areas, thereby become part of the Preserve Sectors (O-1). The Planning Office shall maintain a record of such transfers, updating the Sector map accordingly.
 - 2.1.6 Infill Growth Sectors (G-4) shall be mapped as described in Section 2.7. These areas may be redeveloped according to Article 4 of this Code.
 - 2.1.7 Where transit service is planned or available, Regional Center Developments (RCD) shall be re-designated as Transit-Oriented Developments (TOD).
 - 2.1.8 Those areas that are justified for specialized uses but cannot conform to one of the six Transect Zones shall be allocated to Special Districts (SD).
 - 2.1.9 All remaining areas are available for development as New Community Plans conditional to Article 3 of this Code. These areas shall be assigned to one of the three Growth Sectors G-1, G-2, and G-3 by factoring the existing zoning, the regional transportation plans, parcel size and other criteria determined through a process of citizen participation. Within these Sectors, the corresponding Community Types of CLD (Cluster Land Development), TND (Traditional Neighborhood Development), and RCD (Regional Center Development), shall be permitted By Right, to the extent set forth in Table 2, with the Existing Local Codes remaining as an option.
- 2.2 **(O-1) PRESERVED OPEN SECTOR**
 - 2.2.1 The Preserved Open Sector shall consist of open space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by past transfer of development rights.

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2.2.2 The Preserved Open Sector shall consist of the aggregate of the following categories:

- a. Surface Waterbodies
 - b. Protected Wetlands
 - c. Protected Habitat
 - d. Purchased Open Space
 - e. Conservation Easements
 - f. Transportation Corridors
 - g. Residual to Cluster Open Space (CLD)
- 2.2.3 Development and construction within the Preserved Open Sector and the specifications required to do so shall be determined on an individual project basis in public hearing of the Harrison County Board of Supervisors.

2.2.4 The outlines of the Preserved Open Sector shall be considered the permanent Rural Boundary Line (RBL).

2.3 (O-2) RESERVED OPEN SECTOR

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

2.3.2 The Reserved Open Sector shall consist of the aggregate of the following categories:

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

2.3.3 The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Communities in the four Growth Sectors. The TDRs shall be available to be used to exceed the allocated Densities of the New Communities (Sections 3.4 and Table 14B). Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector.

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

2.4 (G-1) RESTRICTED GROWTH SECTOR

2.4.1 The Restricted Growth Sector shall be assigned to areas that have value as open space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it. This may include areas where public or franchised water and sewer are not likely.

2.4.2 Within the Restricted Growth Sector of the SmartCode Overlay District, Cluster Land Developments (CLD) shall be permitted by right. CLDs shall consist of no more than one Standard Pedestrian Shed with that portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 3.3.1.

2.5 (G-2) CONTROLLED GROWTH SECTOR

2.5.1 The Controlled Growth Sector shall be assigned to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a Thoroughfare. This may include areas where public or franchised water and sewer are possible in the long term.

2.5.2 Within the Controlled Growth Sector of the SmartCode Overlay District, Traditional Neighborhood Developments (TND) shall be permitted by right, as well as CLDs. TNDs shall consist of one or several Standard Pedestrian Sheds as specified in Section 3.3.2.

2.6 (G-3) INTENDED GROWTH SECTOR

2.6.1 The Intended Growth Sector shall be assigned to those locations planned by the Harrison County Planning Commission/ Mississippi Department of Transportation for high-capacity Thoroughfares (or transit) that can thereby support a substantial commercial program. This may include areas where public or franchised water and sewer are planned for the future.

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

2.6.3 Regional Center locations that are accessible to available or planned bus or rail transit service, shall be designated as Transit-Oriented Developments (TOD).

2.7 (G-4) INFILL GROWTH SECTOR

2.7.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of TNDs or RCDs. Such areas may include conventional suburban developments, greyfield and brownfield sites, and historic urban areas. This may include areas where public or franchised water and sewer are existing or planned for the future.

2.8 (SD) SPECIAL DISTRICT

2.8.1 Special District designations shall be assigned to areas that, by their intrinsic Function, cannot conform to one of the Community Types specified in this Article.

2.8.2 The provisions of the Harrison County Zoning Ordinance shall remain applicable to Special Districts.

2.8.3 The standards determined for Special Districts shall be recorded on Table 15.

SMARTCODE ARTICLE 3. NEW COMMUNITY SCALE PLANS

Harrison County, Mississippi

- 3.1 INSTRUCTIONS**
- 3.1.1 Article 3 shall be available as an optional overlay pursuant to the requirements set forth in Sections 3.2 and 3.3. Harrison County Zoning Ordinance and the Land Development Regulations also shall remain available by right. This Article shall be applied in its entirety or not at all.
- 3.1.2 Incentives for the use of this overlay are listed in Section 1.7.
- 3.1.3 New Community Plans may be prepared by an owner, a developer, or by the Harrison County Zoning Office.
- 3.1.4 New Communities of the Types corresponding to the appropriate Sectors and planned according to the provisions of this Code shall be approved administratively by the Consolidated Review Committee (CRC).
- 3.1.5 The owner or developer may request a New Community designation other than the one that is allowed by the Sector, through rezoning by Variance.
- 3.1.6 Growth Sectors G-1, G-2 and G-3 (described in Article 2) designate the potential geographic locations of three Types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND) and Regional Centers (RCD) or Transit-Oriented Development (TOD). These communities are prescribed in Section 3.3.
- 3.1.7 Each New Community Plan shall respond to the existing conditions of the site, adjacent developments, connecting Thoroughfares, natural features and man-made traces, as determined by the CRC.
- 3.1.8 Each New Community Plan, according to its Type, and responding to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 3.3.
- 3.1.9 Each New Community Plan shall allocate the Transect Zones and Densities as specified in Sections 3.2 and Tables 2 and 14.
- 3.1.10 Remnants of the site outside the Pedestrian Sheds may be Warranted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or as Civic Space (CS). (See Section 3.3)
- 3.1.11 Each New Community Plan shall lay out the Thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
- 3.1.12 Each New Community Plan shall allocate the Civic Functions according to Section 3.7.
- 3.1.13 Each New Community Plan shall be detailed with the Special Requirements described in Section 3.8.
- 3.1.14 Each New Community Plan shall incorporate the incentives available according to Section 1.7.
- 3.1.15 Each New Community Plan shall include a set of building standards prepared in accordance with the requirements of Article 5.
- 3.2 TRANSECT ZONES**
- 3.2.1 Transect Zones shall be constituted of the elements described in Table 1 and the standards summarized in Table 14.

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SMARTCODE ARTICLE 3. NEW COMMUNITY SCALE PLANS

Harrison County, Mississippi

- 3.3 COMMUNITY TYPES**
- 3.3.1 Clustered Land Development (CLD)**
- a. Clustered Land Development (CLD) shall be permitted by right within the G-1 Restricted Growth Sector and G-2 Controlled Growth Sector, and by Variance within O-2 Reserved Open Sector.
- b. A Clustered Land Development (CLD) shall consist of no more than one standard Pedestrian Shed (1/4 mile radius) including T2, T3 and T4 Zones as specified in Table 14A. However, a minimum of 50% of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).
- 3.3.2 Traditional Neighborhood Development (TND)**
- a. TNDs shall be permitted by right for New Community Plans of at least 80 contiguous acres within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector. The simultaneous planning of larger and adjacent parcels is encouraged.
- b. A TND may be comprised of a partial or entire Standard Pedestrian Shed (1/4 mile radius) or more than one Standard Pedestrian Shed, each with the individual Transect Zone requirements of a TND as specified in Tables 2 and 14A.
- 3.3.3 Regional Center Development (RCD)**
- a. Regional Center Developments (RCD) shall be permitted by right within G-3 Intended Growth Sector and G-4 Infill Growth Sector.
- b. The minimum developable area of a site to be planned as an RCD shall be 110 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
- c. An RCD shall be limited to one Long Pedestrian Shed (1/2 mile radius) including T4, T5, and T6 Zones as specified in Table 14A, and may be adjoined without buffers by one or several partial or entire Standard Pedestrian Sheds, each with the individual Transect Zone requirements of an RCD as specified in Tables 2 and 14A.
- 3.3.4 Transit-Oriented Development (TOD)**
- a. An RCD that is on an existing or projected transit network shall be redesignated as a TOD and made subject to the additional Density shown in Table 14A and calculated in accordance with Section 3.4.
- 3.4 DENSITY CALCULATIONS**
- 3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.
- 3.4.2 The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 14B. For purposes of Density calculation, the Transect Zone Areas include the Thoroughfares but not land allocated to Civic Function.
- 3.4.3 The overall Density of the community may be increased by the purchase of Development Rights up to the amount specified for each Zone by Table 14B. An additional density bonus may be granted if fifteen percent (15%) of the increase by TDR

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- purchase are in the Affordable Housing range.
- 3.4.4 The percent of the housing units shown on Table 14B shall be exchanged for other Functions at the following rates:
- For Lodging: 2 bedrooms for each unit of overall density.
 - For Office or Retail: 1000 square feet for each unit of Overall Density.
 - The number of units exchanged shall be approved by Warrant.
- 3.4.5 The housing and other Functions for each Transect Zone shall be further adjusted at the building scale according to Article 5.

3.5 ENVIRONMENTAL REQUIREMENTS**3.5.1 General**

- Transect Zones manifest a range of natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural environment shall have priority in the more rural zones (T1-T3) and the built environment shall have priority in the more urban zones (T4-T6).

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

- Within T1 and T2 Zones, the encroachment and modification of natural conditions listed in Sections 2.2.2 and 2.3.2 shall be limited according to applicable local, state and federal law.
- The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as understory. These should be provided and maintained by developer. The introduced landscape should consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).
- Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.

- To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.3 Specific to Sub-Urban Zones (T3)

- Within T3 Zones, the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.2.2 and 2.3.2. The alteration of such conditions shall be limited according to local, state and federal law.
- The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. These should be provided and maintained by developer. The introduced landscape should consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).
- Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.
- To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

3.5.4 Specific to General Urban Zones (T4)

- To the extent not inconsistent with applicable state or federal law, within T4 Zones, the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 2.2.2 and 2.3.2. The alteration of such conditions, where necessary and to the extent not inconsistent with applicable state or federal law, may be mitigated off-site, and the determination for modification and mitigation shall be made by Warrant.
- The Public Frontage (Tables 4A and 14D) shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building Frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6). These should be provided and maintained by developer.
- Impermeable surface shall be confined to the ratio of lot coverage by building specified in Table 14F.
- To the extent not inconsistent with applicable state or federal law, storm water management on Thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual lots.

3.5.5 Specific to Urban Center Zones (T5)

- To the extent not inconsistent with applicable state or federal law, within T5 Zones, the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.2.2 and 2.3.2. The alteration of such conditions, where necessary and to the extent not inconsistent with applicable state or federal law, may be mitigated off-site, and the determination for modification and mitigation shall be made by Warrant.
- The Public Frontage (Tables 4A and 14D) shall include trees planted in Allees of a single species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building Frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6). These should be provided and maintained by developer.
- Impermeable surface shall be confined to the ratio of lot coverage by building specified in Table 14F.
- To the extent not inconsistent with applicable state or federal law, storm water management shall be primarily through underground storm drainage channeled by raised curbs, and there shall be no retention or detention required on the individual lot.

3.5.6 [RESERVED]**3.6 STREETScape REQUIREMENTS****3.6.1 General**

- The Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.
- The Thoroughfares consist of vehicular lanes and Public Frontages (Table 16A). The lanes provide the traffic and parking capacity. They consist of vehicular

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lanes in a variety of widths for parked and for moving vehicles. The Frontages contribute to the character of the Transect Zone. They include the Types of sidewalk, curbing, planter, and street tree.

c. Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one lot, retaining a single Public Frontage throughout its trajectory.

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

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

3.6.2 Thoroughfares

a. The standards for vehicular lanes shall be as shown in Table 3.

b. The Thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14C. The size shall be measured as the sum of lot Frontage Lines.

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

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

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

f. A bicycle network consisting of Trails, Routes and Lanes should be provided throughout as defined in Article 7 Definitions of Terms and allocated in Table 14D. The community bicycle network should be connected to existing or proposed Sector networks wherever possible.

3.6.3 Public Frontages

a. Public Frontages shall be designed as shown in Table 4 and allocated within Transect Zones as specified in Table 14D.

b. Within the Public Frontages, the prescribed Type of street trees and street lights shall be as shown in Tables 4, 5 and 6. The spacing may be adjusted by Warrant to accommodate specific site conditions.

3.6.4 Specific to Special Districts

a. Within a New Community Plan, Special District designations shall be assigned to areas that, by virtue of size or Function, cannot meet the requirements for any Transect Zone or combination of Transect Zones. These include Civic Functions larger than 20% of the pedestrian shed.

b. Standards for Special Districts are listed on Table 15. For future Special Districts,

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the conditions of development shall be determined in public hearing of the Local Legislative Body and new standards recorded on Table 15.

c. The standards for Thoroughfares and Public Frontages within Special Districts shall be determined by Warrant, except for standards already prescribed on Table 15.

3.7 CIVIC FUNCTIONS

3.7.1 General

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

b. Civic Spaces are public sites permanently dedicated to open space.

c. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by the Harrison County Board of Supervisors.

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

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

b. Civic Spaces shall be designed as generally described in Table 13 and approved by the CRC and allocated to zones as described in Table 14E.

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

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

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

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

g. Parks may be permitted in Transect Zones T4, T5 and T6 by Warrant (Table 14E).

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

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

b. One Civic Building lot shall be reserved for an elementary school. Its area shall be 1 acre for each increment of 200 dwelling units provided by the Community Plan. The school site may be within any Transect Zone. Any playing fields may be outside the Pedestrian Shed.

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

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

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

f. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by Variance.

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- g. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain ungraded, compacted and landscaped.
- h. Civic Buildings may be permitted within Special Districts by Variance.

3.7.4 Civic Functions Specific to T1 & T2 Zones

- a. Civic Buildings and Civic Spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Variance.
- b. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Function allocation and should conform to one or more of the Types specified in Table 13.

3.8 SPECIAL REQUIREMENTS

- 3.8.1 A New Community Plan may designate the following special requirements:
 - a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
 - b. A designation for mandatory or recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the Frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the Second Layer. (See Table 16D)
 - c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
 - d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
 - e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a Type and character that responds to the location as approved by the CRC.
 - f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with Municipal Standards and Protocols.

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4.1 INSTRUCTIONS

- 4.1.1 Within the G-4 Infill Growth Sectors of the Sector Plan (Article 2) the Harrison County Zoning Office shall prepare or have prepared on its behalf, Infill Community Plans to guide further development.
- 4.1.2 Infill Community Plans shall be prepared in a process of public consultation and approved by the Harrison County Board of Supervisors. The requirements of such plans are mandatory.
- 4.1.3 For any site greater than 40 acres, the landowner or developer may initiate the preparation of a New Community Plan subject to the provisions of Article 3 (other than the minimum acreage requirements) as approved by the Harrison County Board of Supervisors.
- 4.1.4 For smaller sites, developers and landowners shall use only Articles 1, 5, 6 and 7 in accordance with the Transect Zones mapped by the Harrison County Zoning Office under the Infill Community Plan provisions of Article 4.
- 4.1.5 An Infill Community Plan shall identify, assign and follow the requirements of the Community Types described in Section 4.3.
- 4.1.6 An Infill Community Plan shall assign Transect Zones and Civic Functions within each Community Type as described in Sections 4.3 and 4.4 with detailed provisions for site and building development as described in Article 5.
- 4.1.7 Infill Community Plans should consist of two maps: The first showing the Downtowns, the Neighborhoods and the Districts with their various Transect Zones; and the second assigning the Special Requirements as provided in Section 4.5.
- 4.1.8 Each Transect Zone may be considered for the next successional (next higher-numbered) Transect Zone through public hearing by the Harrison County Board of Supervisors.

4.2 TRANSECT ZONES

- 4.2.1 Infill Community Plans shall consist of Neighborhoods (TNDs) and/or Downtowns (RCDs) composed of Transect Zones as described in Tables 1, 2, and 14.

4.3 COMMUNITY TYPES

Infill Growth Sectors shall be planned according to the following Community Types as determined by the Harrison County Zoning Office and approved by the Harrison County Board of Supervisors. An Infill Community Plan shall include and assign, to the extent applicable, Neighborhoods and Downtowns. Infill Community Plans shall be based on conserving, completing or creating Transect-based urban structure.

4.3.1 Neighborhoods (TND or Traditional Neighborhood Development)

Neighborhoods shall be urbanized areas at least 40 acres that are 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. The edges of the Neighborhood should blend into an adjacent Neighborhood or Downtown without buffer. A Neighborhood Plan shall meet the requirements for a TND as set forth in Tables 2 and 14A.

4.3.2 Downtowns (RCD or Regional Center Development)

- a. Downtowns shall be urbanized areas that are primarily mixed-use. A Downtown

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shall be defined by a Long Pedestrian Shed, oriented around an important Commercial corridor. Downtowns should be the location of large Commercial and Retail uses as well as government and other Civic institutions of regional importance. The edges of a Downtown should blend into adjacent Neighborhoods without buffer. A Downtown Plan shall meet the requirements for an RCD as set forth in Tables 2 and 14.

4.3.3 Special Districts (SD)

- a. Special District designations shall be assigned to areas that, by virtue of size or Function, do not or cannot meet the requirements for any Transect Zone or combination of Transect Zones.
These include Civic Functions larger than 20% of the pedestrian shed.
- b. Special Districts should be assigned by the Harrison County Zoning Office in the process of creating an Infill Community Plan.
- c. The provisions of the Existing Local Codes shall remain applicable to existing Special Districts with the exception of those listed on Table 15. For future Special Districts, the conditions of development shall be determined in public hearing of the Local Legislative Body and new standards recorded on Table 15.

4.4 CIVIC FUNCTIONS

4.4.1 General

- a. Infill Community Plans shall designate, or allow by Warrant, Civic Space (CS) and Civic Buildings (CB).
- b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District with its own standards (see Section 2.8.2).
- c. Parking for Civic Functions shall be determined by Warrant.

4.4.2

Civic Space (CS)

- a. Civic Spaces may be approved by Warrant in any Transect Zone.
- b. Civic Spaces shall be generally designed as described in Table 13.

4.4.3

Civic Building (CB)

- a. Civic Buildings shall be approved by Variance or by Warrant in any Transect Zone on sites reserved for Civic Buildings.
- b. Civic Buildings shall not be subject to the Requirements of Article 5. The particulars of their design shall be determined by Variance.

4.5

SPECIAL REQUIREMENTS

- 4.5.1 An Infill Community Plan may designate the following special requirements:
 - a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
 - b. A designation for mandatory or recommended Retail Frontage requiring that a building provide a shopfront at sidewalk level along the entire length of the Front-

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age. The shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.

- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between certain buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with preservation standards and protocols adopted by the Planning Commission.

4.6 PRE-EXISTING CONDITIONS

- 4.6 Existing buildings that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.
- 4.6.1 Existing buildings that when renovated have at any time received a certificate of occupancy shall not require upgrade to the current International Building Code and may meet the standards of the code under which they were originally permitted.
- 4.6.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this section.
- 4.6.3 Where buildings exist on adjacent lots, the Harrison County Zoning Office may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 4.6.4 Any addition to or modification of a Building of Value that has been designated as such by the Harrison County Planning 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) of such addition or modification, shall be subject to approval by the Harrison County Zoning Office.
- 4.6.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, except to the extent required by applicable state or federal law.

- 5.1 **INSTRUCTIONS**
- 5.1.1 Lots and buildings located within a Community Plan subject to this Code and previously approved by the Harrison County Board of Supervisors shall be subject to the requirements of this Article.
- 5.1.2 An owner or a developer may have site and building plans prepared on their behalf.
- 5.1.3 Owners and developers require administrative approval by the CRC, Consolidated Review Committee.
- 5.1.4 The requirements described in this Article shall control the Disposition, Configuration and Function of buildings, as well as their architectural, landscape, parking, signage, ambient and visibility standards.
- 5.1.5 Building and Site Plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
- a. For preliminary site and building approval:
- Building Disposition
 - Building Configuration
 - Building Function
 - parking standards
- b. For final approval, in addition to the above:
- architectural standards
 - landscape standards
 - signage standards
 - ambient standards
 - Special Requirements

5.2 **SPECIFIC TO NATURAL AND RURAL TRANSECT ZONES (T1 & T2)**

The following shall be applicable to Zones T1 and T2:

Buildings in the T1 Zone are permitted by Variance and in the T2 Zone by Warrant. Permission to build in T1 and the standards for Disposition, Configuration, Function, parking, architectural, environmental, ambient and visibility shall be determined concurrently as Variances, in public hearing of the Harrison County Planning Commission and Board of Supervisors.

5.2.2 **Environmental Standards**

The modification of the natural conditions shall be according to Local, State and Federal guidelines.

5.3 **SPECIFIC TO SUB-URBAN TRANSECT ZONE (T3)**

5.3.1 **Building Disposition (T3)**

- a. Newly platted lots shall be dimensioned according to Section 5.3.11
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.3.11
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Section 5.3.11.

- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.3.11.
- h. Building Types shall be as shown in Table 9.
- i. [RESERVED]

5.3.2 **Building Configuration (T3)**

- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.3.11.
- b. [RESERVED]
- c. [RESERVED]
- d. Building Heights shall conform to Table 8 and be as shown in Section 5.3.11.
- e. [RESERVED]
- f. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

5.3.3 **Building Function & Density (T3)**

- a. Buildings in each Transect Zone shall conform to the Functions described in Table 10 or 11 and Section 5.3.11. Functions that do not conform to the requirements of Tables 10 and 11 shall require approval by Warrant.
- b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.3.3c and 5.3.3 d.
- c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- d. [RESERVED]

5.3.4 **Parking Standards (T3)**

- a. Vehicular parking shall be required and adjusted for mixed-use as shown in Tables 11 and 12.
- b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- c. Maximum parking ratios may be established by the CRC.
- d. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Community Plan.
- e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen

- as specified in Section 5.3.5b.
- f. Open parking areas shall be located at the Second and Third Lot Layers, as shown in Table 16D, except that Driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer.
 - g. The required parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.
 - h. [RESERVED].
 - i. [RESERVED]
 - j. [RESERVED]
 - k. For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).

5.3.5 Architectural Standards (T3)

- a. Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.
- b. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- c. All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.
- d. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
- e. [RESERVED].
- f. Doors and windows that operate as sliders are prohibited along Frontages.
- g. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.
- h. The exterior finish material on all Facades shall be limited to brick, wood siding, cementitious siding and/or stucco.
- i. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.
- j. Balconies and porches shall be made of painted wood.
- k. Fences, if provided at the First Layer, shall be painted. Fences at Lot Lines may be of wood board or chain link.

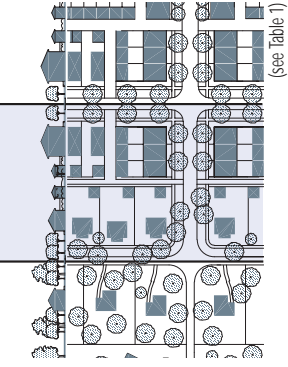
5.3.6 Environmental Standards (T3)

- a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.
- b. The landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- c. Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Table 14F.
- d. To the extent not inconsistent with applicable state or federal law, the manage-

ment of storm water shall be primarily through retention and percolation on the individual lot or through swales in the Public Frontage.

5.3.7 Landscape Standards (T3)

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
 - b. [RESERVED].
 - c. [RESERVED].
 - d. Trees shall be of various species, naturalistically clustered, with an understory stall below for maintenance. Lawn shall be permitted by Warrant.
- 5.3.8 Signage Standards (T3)**
- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
 - b. One blade sign for each business may be permanently installed perpendicular to the Facade. Such a sign shall not exceed a total of 4 square feet.
 - c. [RESERVED].
 - d. There shall be no signage permitted additional to that specified in this section.
 - e. Signage shall not be lit.
- 5.3.9 Ambient Standards (T3)**
- a. Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.
 - b. Average lighting levels measured at the building Frontage shall not exceed 1.0 fc (foot-candles).
 - c. Streetlights shall be of a general type illustrated in Table 5.
 - d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.3.5b.



(see Table 1)

BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	50 ft. min. 120 ft. max
b. Lot Coverage	50% max

BUILDING TYPE (see Table 9)

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

BUILDING DISPOSITION

a. Front Setback	24 ft. min. 40 ft. max.
b. Side Setback	6 ft. min.
c. Rear Setback	12 ft. min.
d. Frontage Buildout	50% min. at setback

OUTBUILDING DISPOSITION

a. Front Setback	20 ft. min.
b. Side Setback	3 ft. or 6 ft
c. Rear Setback	3 ft. or 23 ft.

PRIVATE FRONTAGES (see Table 7)

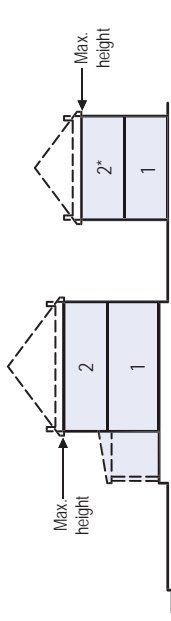
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Sloop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited

PARKING PROVISIONS

Refer to Summary Table 14
See Tables 11 & 12

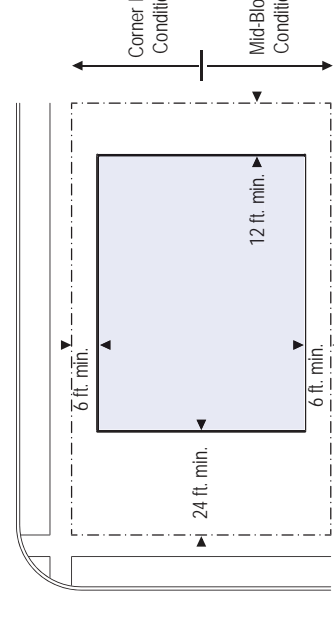
BUILDING HEIGHT

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



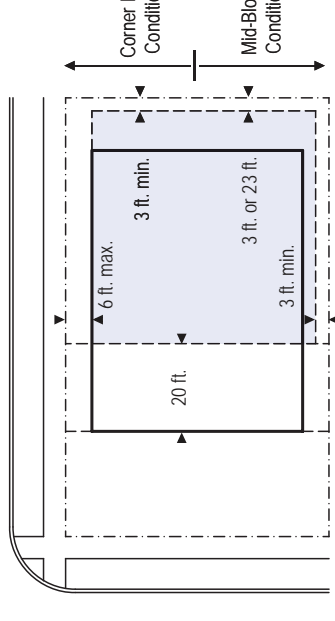
BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Facades shall be built along the principal frontage to a minimum of 50% of its width at setback.



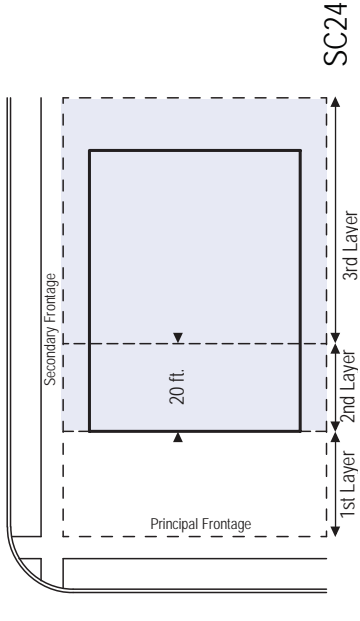
OUTBUILDING DISPOSITION

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



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.



5.4

SPECIFIC TO GENERAL URBAN TRANSECT ZONES (T4-1 & T4-2)

Building Disposition (T4-1 & T4-2)

- a. Newly platted lots shall be dimensioned according to Sections 5.4.11 and 5.4.12 accordingly.
- b. Buildings shall be disposed in relation to the boundaries of their lots according to Sections 5.4.11 and 5.4.12 accordingly.
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 16C.
- d. Lot coverage by building shall not exceed that shown in Sections 5.4.11 and 5.4.12 accordingly.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Sections 5.4.11 and 5.4.12 accordingly.
- h. Building Types shall be as shown in Table 9.
- i. A minimum Residential housing mix of three Types (none less than 20%) shall be required in the General Urban Zone, selected from Table 9.

5.4.2

Building Configuration (T4-1 & T4-2)

- a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Sections 5.4.11 and 5.4.12 accordingly.
- b. Awning may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a Setback. Open porches may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
- c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- d. Building Heights shall conform to Table 8 and be as shown in Sections 5.4.11 and 5.4.12 accordingly.
- e. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

5.4.3

Building Function & Density (T4-1 & T4-2)

- a. Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Sections 5.4.11 and 5.4.12 accordingly. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
- b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.4.3 c and 5.4.3 d.
- c. The Base Density may be adjusted upward by adding the Actual Parking available

for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.

- d. [RESERVED]
- e. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.

5.4.4 Parking Standards (T4-1 & T4-2)

- a. Vehicular parking shall be required as shown in Tables 11 and 12.
- b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- c. Maximum Parking ratios may be established by the CRC.
- d. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Community Plan.
- e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.4.5b.
- f. All parking areas except for Driveways shall be located at the Third Layer as illustrated in Table 16D. Garages shall be at the Third Layer.
- g. The required parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.
- h. [RESERVED].
- i. [RESERVED]
- j. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- k. For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).

5.4.5 Architectural Standards (T4-1 & T4-2)

- a. Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.
- b. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- c. All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.
- d. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
- e. [RESERVED].
- f. Doors and windows that operate as sliders are prohibited along Frontages.
- g. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.
- h. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as

required to conceal mechanical equipment to the satisfaction of the CRC.

- i. The exterior finish material on all Facades shall be limited to brick, wood siding, fiber-cement siding and/or stucco.
- j. Balconies and porches shall be made of painted wood or metal.
- k. Fences, if provided within the First Lot Layer shall be painted. Fences at other Layers may be of wood board or chain link.

5.4.6 Environmental Standards (T4-1 & T4-2)

- a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.
- b. The species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
- c. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Table 14F.
- d. To the extent not inconsistent with applicable state or federal law, management of storm water shall be primarily off-site through underground storm drainage and there shall be no retention or detention required on the individual lot.

5.4.7 Landscape Standards (T4-1 & T4-2)

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
- b. [RESERVED].
- c. [RESERVED].
- d. Trees of species matching the planting on the Public Frontage as shown in Table 4. Lawn shall be permitted.

5.4.8 Signage Standards (T4-1 & T4-2)

- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- b. One blade sign for each business may be permanently installed perpendicular to the Facade. Such a sign shall not exceed a total of 4 square feet.
- c. [RESERVED].
- d. There shall be no signage permitted additional to that specified in this section.
- e. Signage in T4-1 shall not be lit.

5.4.9 Ambient Standards (T4-1 & T4-2)

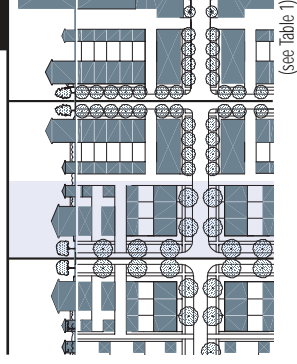
- a. Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.
- b. Average lighting levels measured at the building Frontage shall not exceed 2.0 fc (foot-candles).
- c. Streetlights shall be of a general type illustrated in Table 5.
- d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.4.5b.

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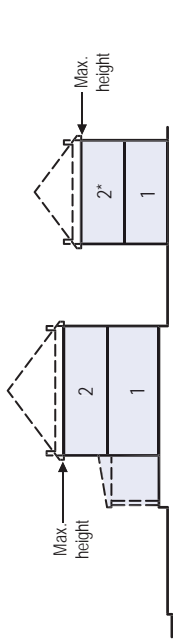
SECTION 5.4.11

T4-1



BUILDING HEIGHT

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



BUILDING HEIGHT

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

BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	40 ft min 80 ft max
b. Lot Coverage	60% max

BUILDING TYPE (see Table 9)

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

BUILDING DISPOSITION

a. Front Setback	10 ft. min. 24 ft. max.
b. Side Setback	6 ft. combined min.
c. Rear Setback	8 ft. min.*
d. Frontage Buildout	60% min. at setback

OUTBUILDING DISPOSITION

a. Front Setback	20 ft. min. + bldg. setback
b. Side Setback	2 ft. min. or 4 ft.
c. Rear Setback	3 ft.* or 23 ft.

PRIVATE FRONTAGES (see Table 7)

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

PARKING PROVISIONS

See Tables 11 & 12
Refer to Summary Table 14

* or 15 ft. from center line of alley

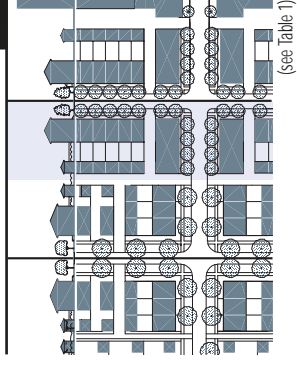
ARTICLE 5. BUILDING SCALE PLANS

SMARTCODE

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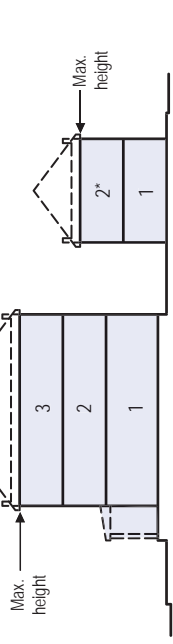
SECTION 5.4.12

T4-2



BUILDING HEIGHT

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



BUILDING HEIGHT

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

BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	30 ft min 60 ft max
b. Lot Coverage	70% max

BUILDING TYPE (see Table 9)

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

BUILDING DISPOSITION

a. Front Setback	10 ft. min. 14 ft. max.
b. Side Setback	6 ft. combined min.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	60% min. at setback

OUTBUILDING DISPOSITION

a. Front Setback	30 ft. min. + bldg. setback
b. Side Setback	0 ft. min. or 3 ft.
c. Rear Setback	3 ft.* or 23 ft.

PRIVATE FRONTAGES (see Table 7)

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

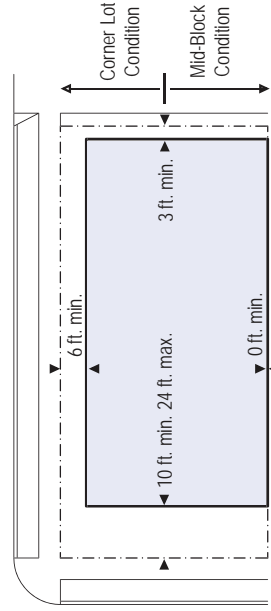
PARKING PROVISIONS

See Tables 11 & 12
Refer to Summary Table 14

* or 15 ft. from center line of alley

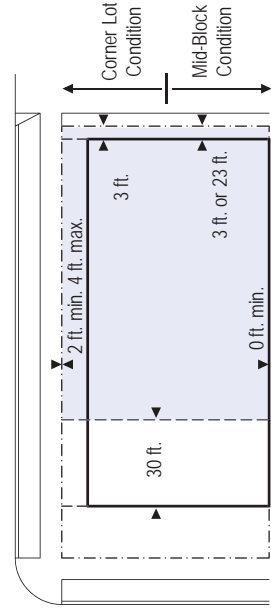
BUILDING DISPOSITION

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 to a minimum of 60% of its width at setback. (see Table 16E).



OUTBUILDING PLACEMENT

1. The elevations of the out buildings shall be distances from the lot lines as shown.



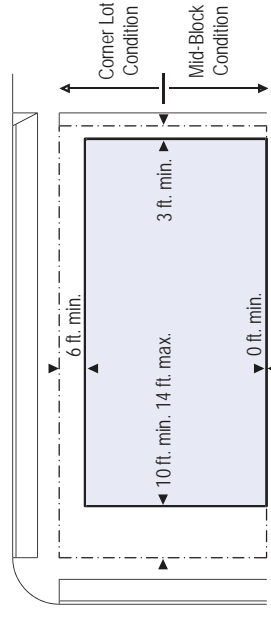
PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.

* or 15 ft. from center line of alley

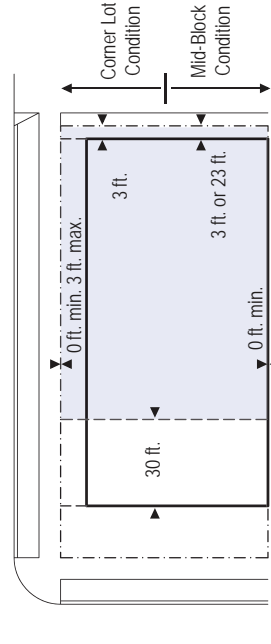
BUILDING DISPOSITION

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 to a minimum of 60% of its width at setback. (see Table 16E).



OUTBUILDING PLACEMENT

1. The elevations of the out buildings shall be distances from the lot lines as shown.



PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer.

* or 15 ft. from center line of alley

SC28

SC29

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- 5.5 **SPECIFIC TO URBAN CENTER TRANSECT ZONES (T5-1 & T5-2)**
- 5.5.1 **Building Disposition (T5-1 & T5-2)**
- Newly platted lots shall be dimensioned according to Sections 5.5.11 and 5.5.12 accordingly.
 - Buildings shall be disposed in relation to the boundaries of their lots according to Sections 5.5.11 and 5.5.12 accordingly.
 - One principal building at the Frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 16C.
 - Lot coverage by building shall not exceed that shown in Sections 5.5.11 and 5.5.12 accordingly.
 - Facades shall be built parallel to the Principal Frontage Line along a minimum of 70% of its length on the Setback shown in Sections 5.5.11 and 5.5.12 accordingly. In the absence of a building along the remainder of the Frontage Line, a Streetscreen shall be built co-planar with the Facade.
 - Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
 - Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Sections 5.5.11 and 5.5.12 accordingly.
 - Building Types shall be as shown in Table 9.
 - [RESERVED]
 - Buildings shall have their principal pedestrian entrances on a Frontage Line.
- 5.5.2 **Building Configuration (T5-1 & T5-2)**
- Private Frontage types shall conform to and be allocated in accordance with Table 7 and Sections 5.5.11 and 5.5.12 accordingly.
 - Awnings may encroach the public sidewalk without limit. Swoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
 - Loading docks and service areas shall be permitted on Frontages only by Warrant.
 - Building Heights shall conform to Table 8 and be as shown in Sections 5.5.11 and 5.5.12 accordingly.
 - A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average sidewalk grade.
 - All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.
- 5.5.3 **Building Function & Density (T5-1 & T5-2)**
- Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Sections 5.5.11 and 5.5.12 accordingly. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
 - The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.5.3 c and 5.5.3 d.
 - The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result

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- shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- [RESERVED]
 - Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.
 - First story Commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
 - Manufacturing within the first Story may be permitted by Variance.
- 5.5.4 **Parking Standards (T5-1 & T5-2)**
- Vehicular parking shall be required as shown in Tables 11 and 12.
 - On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
 - Maximum Parking ratios may be established by the CRC.
 - Parking shall be accessed by the Alley or Rear Lane when such is available in the Community Plan.
 - Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.5.5b.
 - All parking areas shall be located at the Third Lot Layer.
 - The required parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.
 - The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 30 feet.
 - Pedestrian entrances to all parking lots and parking structures shall be directly from a Frontage Line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
 - A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
 - For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage by Warrant (see Section 5.8.1a).
- 5.5.5 **Architectural Standards (T5-1 & T5-2)**
- Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.
 - Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
 - All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.
 - Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
 - The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than 70% of the sidewalk-level story.
 - Doors and windows that operate as sliders are prohibited along Frontages.
 - Buildings may have flat roofs enclosed by parapets or sloped roofs. Pitched roofs shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.
 - Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.

- i. The exterior finish materials on all Facades shall be limited to stone, brick and/or stucco.
 - j. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
 - k. Streetscreens shall be located coplanar with the building Facade line as shown in Table 16D.
- 5.5.6 Environmental Standards (T5-1 & T5-2)**
- a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.
 - b. The landscape installed shall consist primarily of durable species tolerant of soil compaction.
 - c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Table 14F.
 - d. To the extent not inconsistent with applicable state or federal law, management of storm water shall be primarily off-site through underground storm drainage, and there shall be no retention or detention required on the individual lot.

5.5.7

Landscape Standards (T5-1 & T5-2)

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.
- b. [RESERVED].
- c. The First Layer as shown in Table 16D shall be landscaped or paved to match the enfronting Public Frontage as shown in Table 4.
- d. Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second Story of buildings.

5.5.8

Signage Standards (T5-1 & T5-2)

- a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- b. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached perpendicular to the Facade.
- c. [RESERVED].
- d. A single external sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.
- e. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

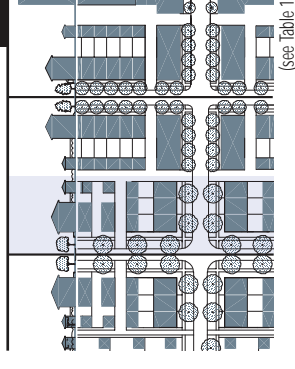
5.5.9

Ambient Standards (T5-1 & T5-2)

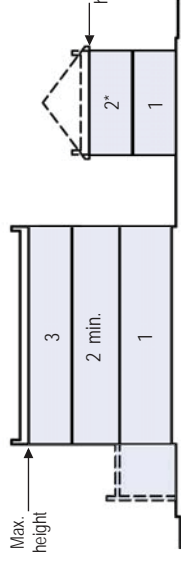
- a. Sound levels measured at the building Frontage shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.
- b. Average lighting levels measured at the building Frontage shall not exceed 5.0 fc (foot-candles).
- c. Streetlights shall be of a general type illustrated in Table 5.
- d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.5.5b.

SECTION 5.5.11

T5-1



- BUILDING HEIGHT**
- 1. Building height shall be measured in number of stories, excluding a raised basement, or attic.
 - 2. Each story shall not exceed 14 ft. clear, floor to ceiling.
 - 3. Maximum height shall be measured to the eave or roof deck.



(see Table 1)

BUILDING FUNCTION (see Tables 10 & 11)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	20 ft min 120 ft max
b. Lot Coverage	80% max

BUILDING TYPE (see Table 9)

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

BUILDING DISPOSITION

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

OUTBUILDING DISPOSITION

a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min.*
c. Rear Setback	3 ft. max.

PRIVATE FRONTAGES (see Table 7)

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

PARKING PROVISIONS

Refer to Summary Table 14
See Tables 11 & 12

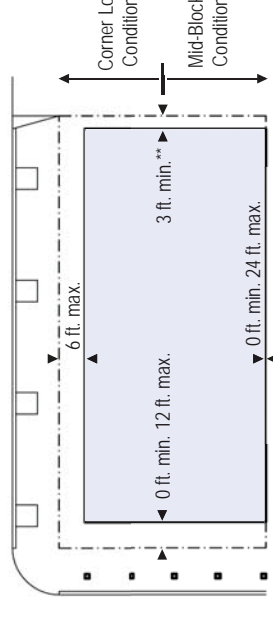
* or 15 ft. from center line of alley

BUILDING HEIGHT

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

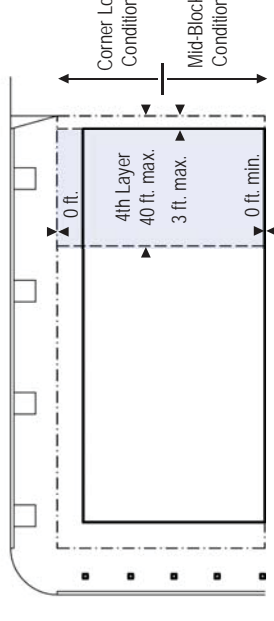
BUILDING DISPOSITION

- 1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
- 2. Buildings shall have facades along principal frontage to a minimum of 70% of its width at setback. (see Table 16E).



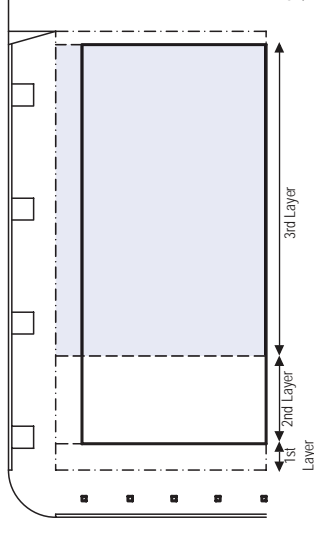
OUTBUILDING DISPOSITION

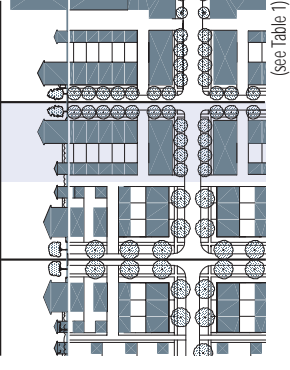
- 1. The elevations of the out buildings shall be distances from the lot lines as shown.



PARKING PROVISIONS

- 1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- 2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
- 3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).





BUILDING FUNCTION (see Tables 10 & 11)

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

BUILDING HEIGHT (see Table 8)

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

LOT OCCUPATION

a. Lot Width	20 ft min 180 ft max
b. Lot Coverage	80% max

BUILDING TYPE (see Table 9)

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

BUILDING DISPOSITION

a. Front Setback	0 ft. min. 8 ft. max.
b. Side Setback	0 ft. min. 24 ft. max.
c. Rear Setback	3 ft. min.*
d. Frontage Buildout	70% min at setback

OUTBUILDING DISPOSITION

a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft. min.*
c. Rear Setback	3 ft. max.

PRIVATE FRONTAGES (see Table 7)

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

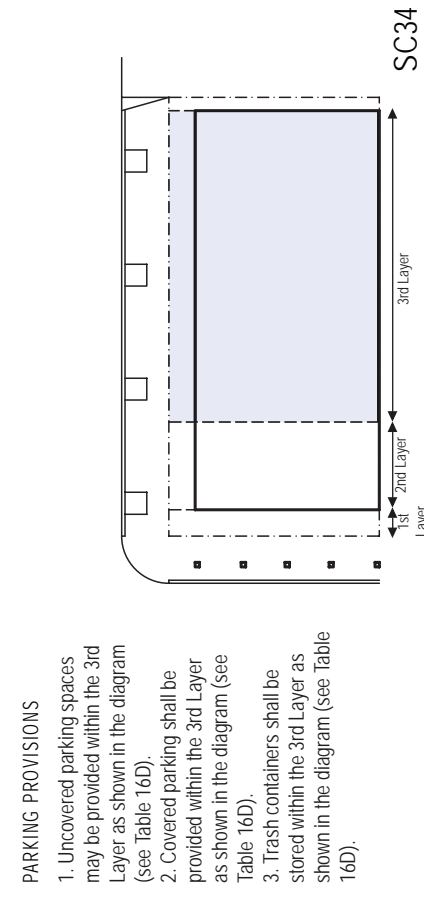
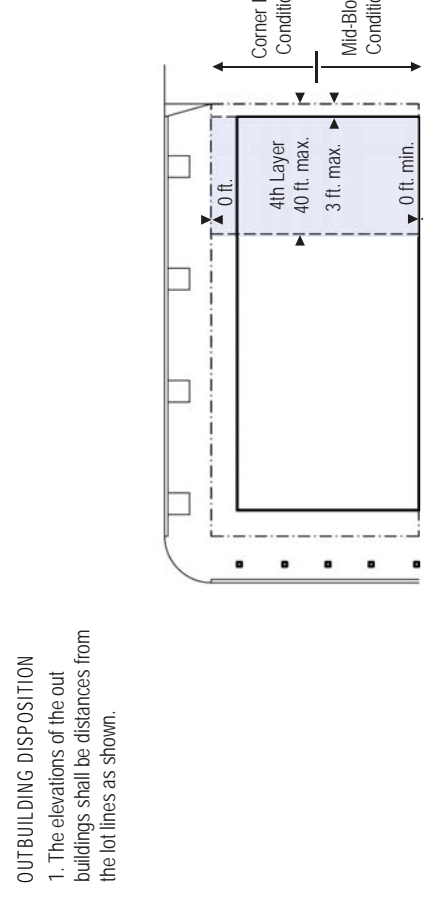
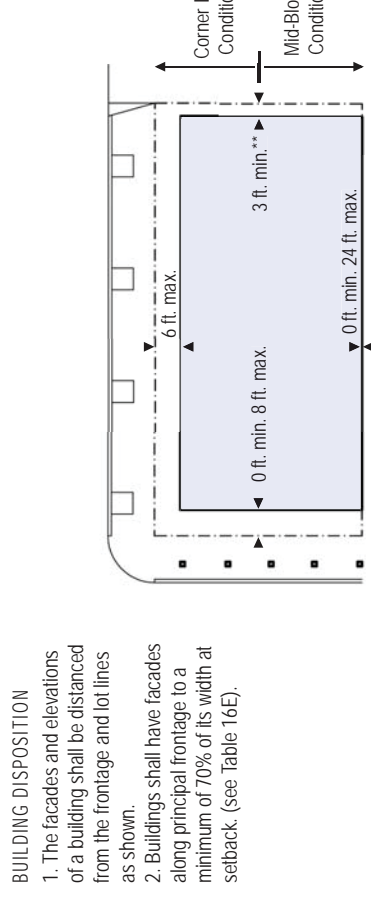
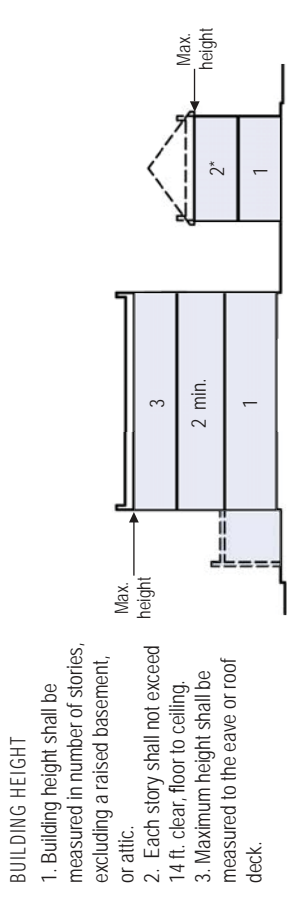
Refer to Summary Table 14

PARKING PROVISIONS

See Tables 11 & 12

* or 15 ft. from center line of alley

5.6 SPECIFIC TO URBAN CORE TRANSECT ZONES (T6)
(RESERVED)



- 5.7 **CIVIC FUNCTIONS**
- 5.7.1 **General**
- a. Community Plans shall designate, or allow by variance, Civic Space (CS) and Civic Building (CB).
 - b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. (See Table 15)
 - c. Parking for Civic Functions shall be determined by Warrant.
 - d. Civic buildings shall be approved by Warrant or Variance in any Transect Zone, on sites reserved for them.
 - e. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined through the public process.
- 5.7.2 **Civic Space (CS)**
- a. Civic Spaces may be approved by Warrant in any Transect Zone.
 - b. Civic Spaces shall be generally designed as described in Table 13.
- 5.7.3 **Civic Building (CB)**
- a. Civic Buildings shall be approved by Variance or Warrant in any Transect Zone, on sites reserved for them.
 - b. Civic Buildings shall not be subject to the Requirements of the Building Scale Code. The particulars of their design shall be determined by Variance.

5.8 SPECIAL REQUIREMENTS

- 5.8.1 A Community Plan may designate the following special requirements:
- a. A differentiation of the Thoroughfares as a Primary-Grid (P-Grid) and a Secondary-Grid (S-Grid). Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Variances allowing automobile-oriented standards. The Frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
 - b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the Frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the First Layer.
 - c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
 - d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
 - e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
 - f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - g. A designation of Buildings of Value, requiring that such buildings and structures

may be altered or demolished only when in accordance with preservation standards and protocols adopted by the Harrison County Planning Commission.

5.9 PRE-EXISTING CONDITIONS

- 5.9.1 Existing buildings that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.
- 5.9.2 Notwithstanding authority granted to the Existing Health & Safety Codes by Section 1.3.2, existing buildings that when renovated have at any time received a certificate of occupancy shall not require upgrade to the current International Building Code and may meet the standards of the code under which they were originally permitted.
- 5.9.3 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this section or Article 4.
- 5.9.4 Where buildings exist on adjacent lots, the Harrison County Zoning Office may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 5.9.5 Any addition to or modification of a Building of Value that has been designated as such by the Harrison County Planning 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) of such addition or modification, shall be subject to approval by the Harrison County Zoning Office.
- 5.9.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, except to the extent required by applicable state or federal law.

TABLE 1: Transect Zone Descriptions. This table provides description of the character of each Transect Zone.

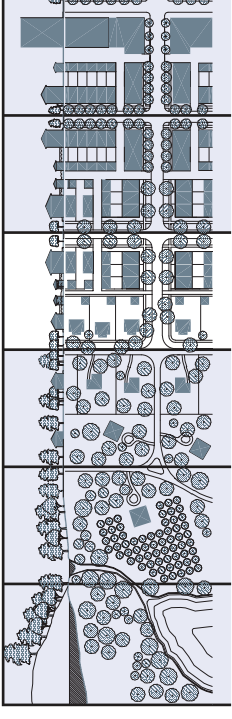
<p>T1 THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p>T2 THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands and irrigable deserts.</p>	
<p>T3 THE SUB-URBAN ZONE, consists of low density suburban residential areas, differing by allowing home occupations. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p>T4 THE GENERAL URBAN ZONE consists 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 typically define medium-sized blocks. This zone is sub-divided into T4-1 and T4-2.</p>	
<p>T5 THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages. This zone is sub-divided into T5-1 and T5-2.</p>	
<p>T6 THE URBAN CORE ZONE consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the frontages. There is no T6 existing or proposed for Harrison County.</p>	

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

DEVELOPED AREAS		RURAL GROWTH BOUNDARY		URBAN GROWTH BOUNDARY		PRIMARYLY NEW COMMUNITIES				SUCCESSIONAL COMMUNITIES					
DRY FLAT & ROLLING LAND MEDIUM SLOPES WOODLANDS		FLOOD PLAIN OPEN SPACE TO BE ACQUIRED CORRIDORS TO BE ACQUIRED BUFFERS TO BE ACQUIRED LEGACY WOODLAND LEGACY FARMLAND LEGACY VIEWSHEDS CLD RESIDUAL OPEN SPACE		SURFACE WATERBODIES PROTECTED WETLANDS PROTECTED HABITAT RIPARIAN CORRIDORS PURCHASED OPEN SPACE CONSERV. EASEMENTS LAND TRUST TRANSPORT. CORRIDORS CLD RESIDUAL OPEN SPACE		G1 GROWTH SECTOR 1, RESTRICTED		G2 GROWTH SECTOR 2, CONTROLLED		G3 GROWTH SECTOR 3, INTENDED		G4 GROWTH SECTOR 4, INFILL			
PRIMARYLY OPEN SPACE		O2 OPEN SECTOR 2, RESERVED		G1 GROWTH SECTOR 1, RESTRICTED		G2 GROWTH SECTOR 2, CONTROLLED		G3 GROWTH SECTOR 3, INTENDED		G4 GROWTH SECTOR 4, INFILL					
T1	NO MINIMUM			CLD		CLD		CLD		TND		TND		RCD	
T2	NO MINIMUM	NO MINIMUM			50% MIN		50% MIN		NO MIN		NO MIN		NO MIN		
T3			10 - 30%		10 - 30%		10 - 30%		10 - 30%		10 - 30%		10 - 30%		
T4			20 - 40%		20 - 40%		20 - 40%		30 - 50%		30 - 50%		30 - 50%	VARIABLE	VARIABLE
T5									10 - 30%		10 - 30%		10 - 30%		
T6															

SMARTCODE **TABLE 3A VEHICULAR/PARKING ASSEMBLIES**

Harrison County, Mississippi

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

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

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

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

(See Table 16b)

- BY RIGHT
- BY VARIANCE

SMARTCODE **TABLE 3B VEHICULAR LANE ASSEMBLIES**

Harrison County, Mississippi

TABLE 3B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares.

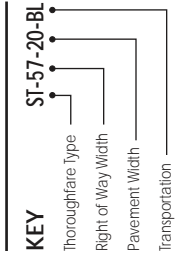
a. NO PARKING	ONE WAY MOVEMENT					TWO WAY MOVEMENT				
	T3 T4 T5	T1 T2 T3	T1 T2 T3	T1 T2	T1 T2	T1 T2 T3	T1 T2	T1 T2	T1 T2	T1 T2
Design ADT Pedestrian Crossing Design Speed	300 VPD 3 Seconds 20-30 MPH	600 VPD 5 Seconds Below 20 MPH	2,500 VPD 5 Seconds 20-25 MPH	22,000 VPD 9 Seconds	36,000 VPD 13 Seconds 35 MPH and above	2,500 VPD 5 Seconds 20-25 MPH	22,000 VPD 9 Seconds	36,000 VPD 13 Seconds 35 MPH and above	22,000 VPD 9 Seconds	36,000 VPD 13 Seconds 35 MPH and above
b. YIELD PARKING	T4	T4	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4
Design ADT Pedestrian Crossing	1,000 VPD 5 Seconds	1,000 VPD 7 Seconds	1,000 VPD 5 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds	1,000 VPD 7 Seconds
c. PARKING ONE SIDE PARALLEL	T3 T4 T4	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5
Design ADT Pedestrian Crossing Design Speed	5,000 VPD 5 Seconds 20-30 MPH	18,000 VPD 8 Seconds	16,000 VPD 8 Seconds 25-30 MPH	15,000 VPD 11 Seconds 25-30 MPH	32,000 VPD 13 Seconds	16,000 VPD 8 Seconds 25-30 MPH	15,000 VPD 11 Seconds 25-30 MPH	32,000 VPD 13 Seconds	15,000 VPD 11 Seconds 25-30 MPH	32,000 VPD 13 Seconds
d. PARKING BOTH SIDES PARALLEL	T4	T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5	T3 T4 T5
Design ADT Pedestrian Crossing Design Speed	8,000 VPD 7 Seconds Below 20 MPH	20,000 VPD 10 Seconds 25-30 MPH	20,000 VPD 10 Seconds 25-30 MPH	20,000 VPD 10 Seconds 25-30 MPH	15,000 VPD 15 Seconds 25-30 MPH	15,000 VPD 10 Seconds 25-30 MPH	22,000 VPD 13 Seconds 25-30 MPH	32,000 VPD 15 Seconds 35 MPH and above	22,000 VPD 13 Seconds 25-30 MPH	32,000 VPD 15 Seconds 35 MPH and above
e. PARKING BOTH SIDES DIAGONAL	T5	T5	T5	T5	T5	T5	T5	T5	T5	T5
Design ADT Pedestrian Crossing Design Speed	18,000 VPD 15 Seconds Below 20 MPH	20,000 VPD 17 Seconds 20-25 MPH	15,000 VPD 17 Seconds 20-25 MPH	20,000 VPD 17 Seconds 20-25 MPH	15,000 VPD 20 Seconds 25-30 MPH	15,000 VPD 17 Seconds 20-25 MPH	22,000 VPD 20 Seconds 25-30 MPH	31,000 VPD 23 Seconds 25-30 MPH	22,000 VPD 20 Seconds 25-30 MPH	31,000 VPD 23 Seconds 25-30 MPH
f. PARKING ACCESS	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4	T3 T4
Design ADT Pedestrian Crossing Design Speed	4 Seconds	4 Seconds	4 Seconds	4 Seconds	4 Seconds	4 Seconds	8 Seconds	8 Seconds	8 Seconds	8 Seconds

SMARTCODE

Harrison County, Mississippi

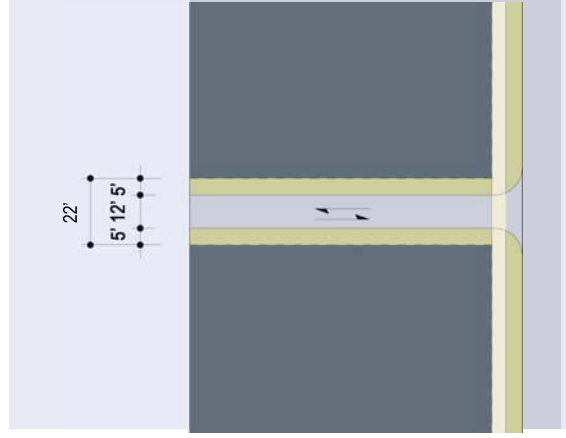
TABLE 3C THOROUGHFARE ASSEMBLIES

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



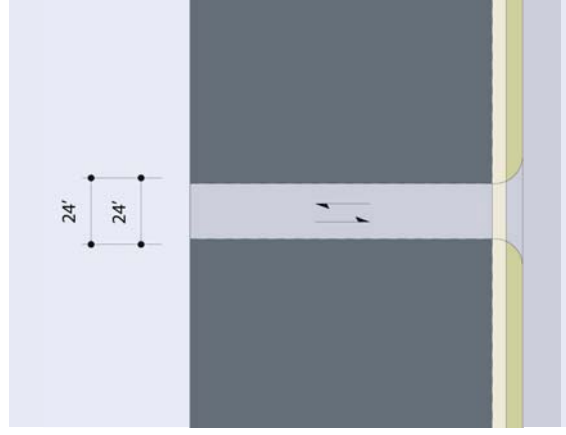
THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



RL-22-12

Thoroughfare Type	Rear Lane
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	22 feet
Pavement Width	12 feet
Movement	Yield Movement
Design Speed	10 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	15 feet
Public Frontage Type	None
Walkway Type	5 feet Sidewalk
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None



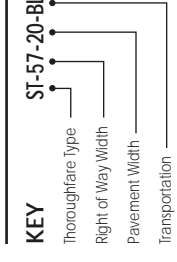
RA-24-24

Thoroughfare Type	Rear Alley
Intersect Zone Assignment	15, 14
Right-of-Way Width	24 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	None
Walkway Type	None
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None

SMARTCODE

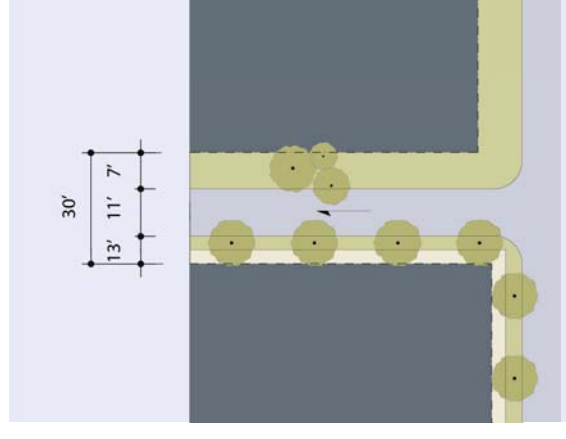
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



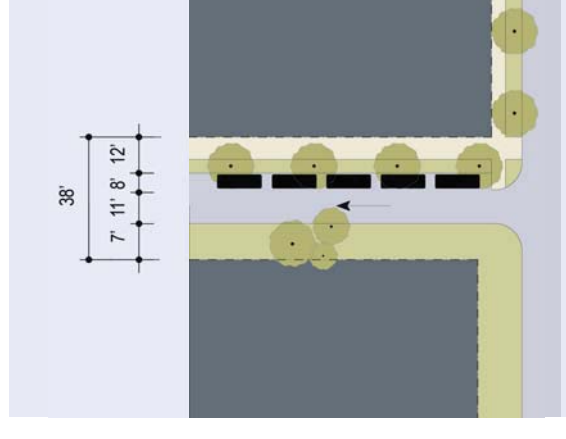
THOROUGHFARE TYPES

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



ST-30-11

Thoroughfare Type	Street
Intersect Zone Assignment	15, 14
Right-of-Way Width	30 feet
Pavement Width	11 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	15 seconds
Traffic Lanes	1 lanes
Parking Lanes	None
Curb Radius	15 feet
Public Frontage Type	none
Walkway Type	5 foot Sidewalk
Planter Type	7 - 8 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



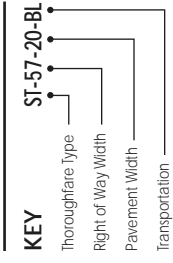
ST-38-19

Thoroughfare Type	Street
Intersect Zone Assignment	15, 14
Right-of-Way Width	38 feet
Pavement Width	19 feet
Movement	Yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	1 lane
Parking Lanes	One side @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	PF, DY/LC, FC, ST, SF/AW
Walkway Type	5 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

SMARTCODE

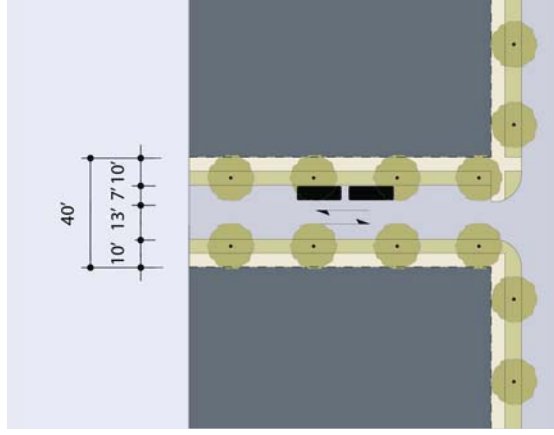
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



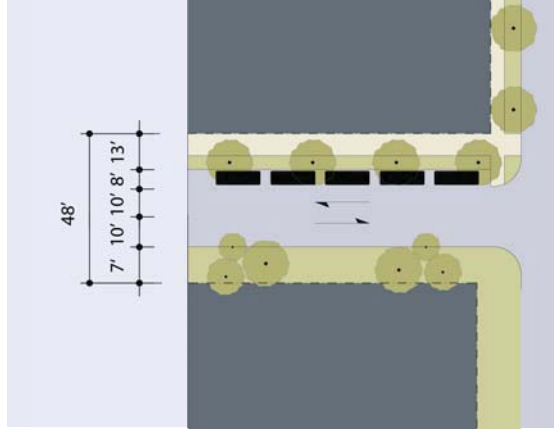
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



ST-40-20

Thoroughfare Type	Street
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	40 feet
Pavement Width	20 feet
Movement	Yield Movement
Design Speed	15 MPH
Pedestrian Crossing Time	4 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	5 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



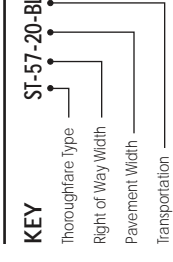
ST-48-28

Thoroughfare Type	Street
Intersect Zone Assignment	14, 13
Right-of-Way Width	48 feet
Pavement Width	28 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	One side @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	CY, PF, DY/LC, FC, ST, SF/AW
Walkway Type	5 foot Sidewalk
Planter Type	7 foot continuous swale & 8 foot continuous planter
Curb Type	Curb or Swale
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

SMARTCODE

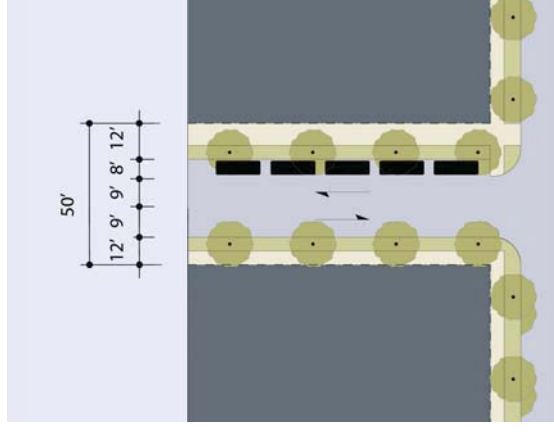
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



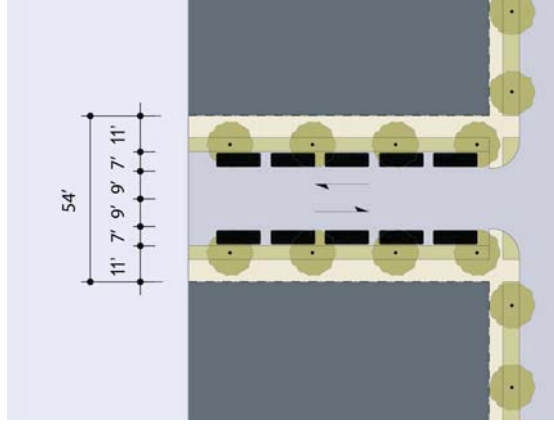
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



ST-50-26

Thoroughfare Type	Street
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	50 feet
Pavement Width	26 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



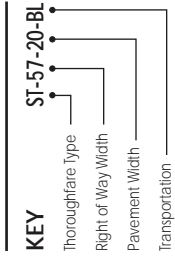
ST-54-32

Thoroughfare Type	Street
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	54 feet
Pavement Width	32 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	CY, PF, DY/LC, FC, ST, SF/AW, GL, AR
Walkway Type	4 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

SMARTCODE

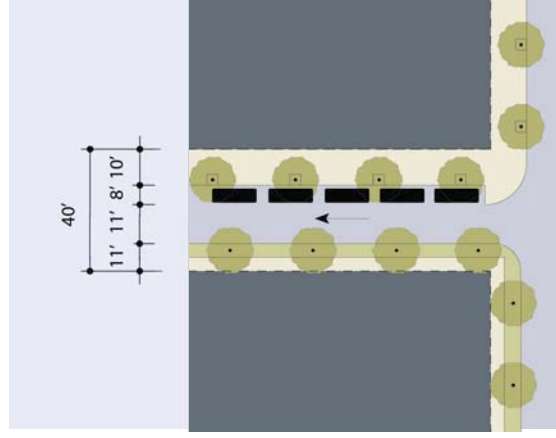
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



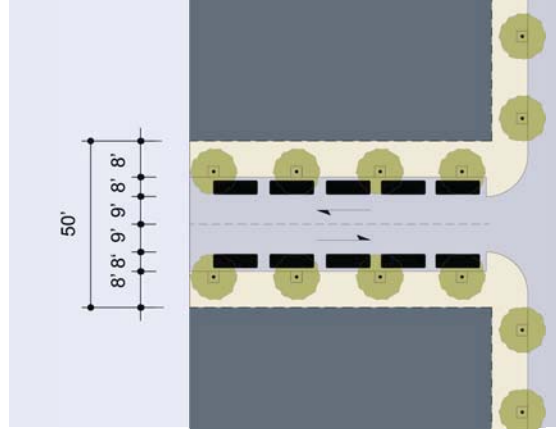
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



CS-40-19

Thoroughfare Type	Commercial Street
Intersect Zone Assignment	T5
Right-of-Way Width	40 feet
Pavement Width	19 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, ST, FC, LC
Walkway Type	4 & 10 foot Sidewalks
Planter Type	7 foot Continuous planter & 4 x 4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



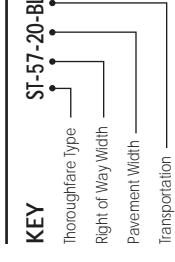
CS-50-34

Thoroughfare Type	Commercial Street
Intersect Zone Assignment	T5, T4
Right-of-Way Width	50 feet
Pavement Width	34 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, ST, FC, LC, PF
Walkway Type	8 foot Sidewalk
Planter Type	4x4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

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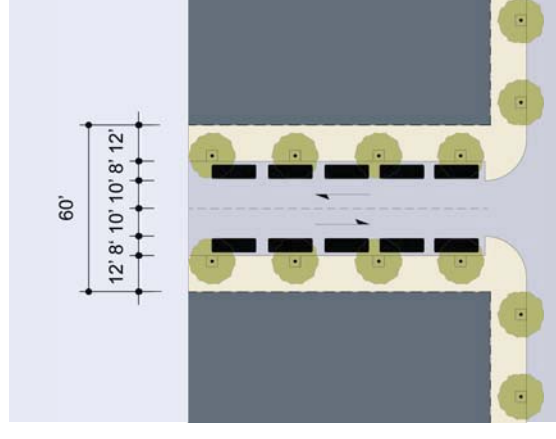
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



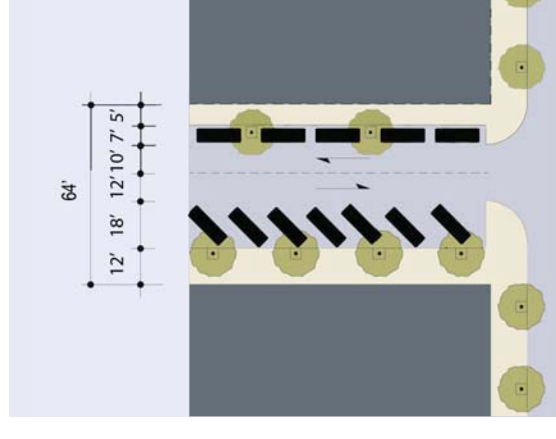
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



CS-60-36

Thoroughfare Type	Commercial Street
Intersect Zone Assignment	T5
Right-of-Way Width	60 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	6 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, ST, FC, LC
Walkway Type	12 foot Sidewalk
Planter Type	4 x 4" Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	



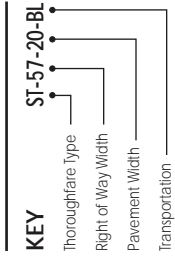
CS-64-47

Thoroughfare Type	Commercial Street
Intersect Zone Assignment	T5
Right-of-Way Width	64 feet
Pavement Width	47 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked & angled @ 18 feet marked
Curb Radius	15 feet
Public Frontage Type	Gallery/Arcade, Shopfront/Awning, ST, FC, LC
Walkway Type	5 & 12 foot Sidewalks
Planter Type	4 x 4" Tree well
Curb Type	Curb
Landscape Type	Trees every 2 parallel parking spaces & at 30' o.c. Avg.
Transportation Provision	

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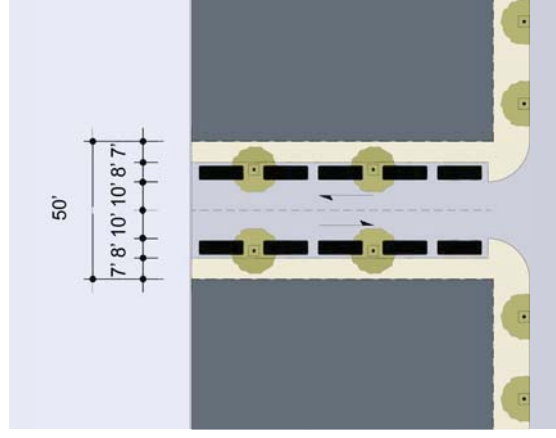
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



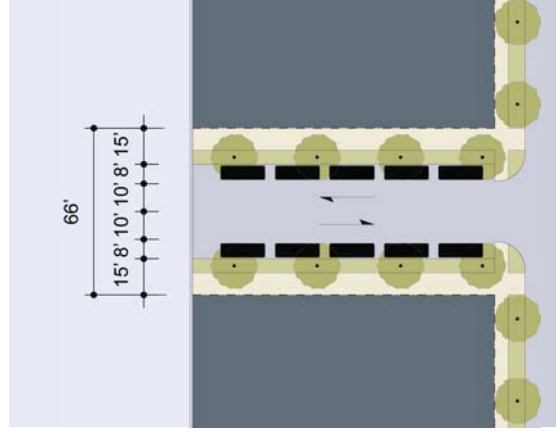
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



AV-50-36

Thoroughfare Type	Avenue
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	50 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	6 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	Galley/Arcade, Shopfront/Awning, ST, FC, LC, PF
Walkway Type	7 foot Sidewalk
Planter Type	4x4" Tree well
Curb Type	Curb
Landscape Type	Trees every 2 parallel parking spaces
Transportation Provision	



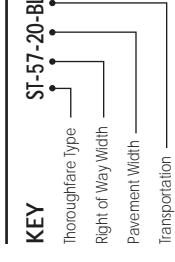
AV-66-36

Thoroughfare Type	Avenue
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	66 feet
Pavement Width	36 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	6 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	15 feet
Public Frontage Type	A/G, S/A, ST, FC, DV/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	10 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

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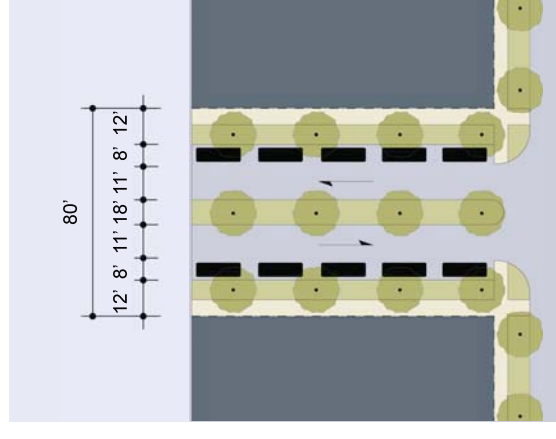
Harrison County, Mississippi

TABLE 3C THOROUGHFARE ASSEMBLIES (continued)



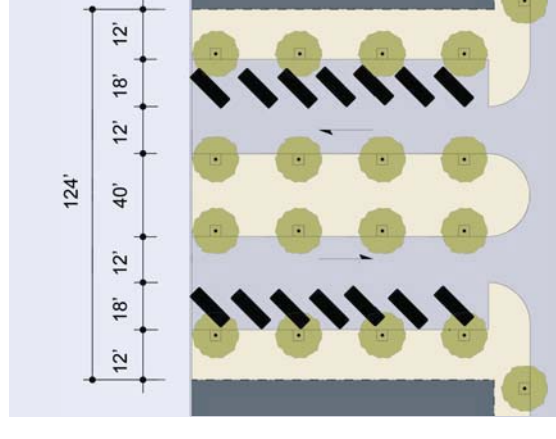
THOROUGHFARE TYPES

- BV Boulevard:
- AV Avenue:
- CS Commercial Street:
- ST Street:
- RD Road:
- RA Rear Alley:
- RL Rear Lane:
- BT Bicycle Trail:
- BL Bicycle Lane:
- BR Bicycle Route:
- PT Path:
- TR Transit Route:



BV-80-38

Thoroughfare Type	Boulevard
Intersect Zone Assignment	15, 14, 13
Right-of-Way Width	80 feet
Pavement Width	38 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	15 feet
Public Frontage Type	A/G, S/A, ST, FC, DV/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	7 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR




BV-124-60

Thoroughfare Type	Boulevard
Intersect Zone Assignment	15-2
Right-of-Way Width	124 feet
Pavement Width	60 ft
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides angled @ 18 feet marked
Curb Radius	15 feet
Public Frontage Type	Galley/Arcade, Shopfront/Awning, ST, FC, LC
Walkway Type	12 foot Sidewalk
Planter Type	4x4" tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR, TR

SMARTCODE **TABLE 5 PUBLIC LIGHTING**

Harrison County, Mississippi







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

	T1	T2	T3	T4	T5	SD1	SD2	Specifications
	■					■	■	_____
	■		■				■	_____
		■	■	■			■	_____
				■	■	■	■	_____
					■	■	■	_____

SMARTCODE **TABLE 6 PUBLIC PLANTING**

Harrison County, Mississippi

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

	T1	T2	T3	T4	T5	SD1	SD2	Specific Planting
	■	■	■	■	■	■	■	Phoenix canadensis - Canary Island Date Palm** Sabal palmetto - Cabbage Palm**
	■	■	■	■	■	■	■	Batula nigra - River Birch* Liquidambar - Tulip Poplar Persea borbonica - Redbay** Platanus occidentalis - Sycamore* Quercus falcata - Southern Red Oak
	■	■	■	■	■	■	■	Amelanchier arborea - Serviceberry* Fagus grandifolia - American Beech Halesia dipetala - Silverball Magnolia macrophylla - Bigleaf Magnolia* Osmanthus americanus - Wild Olive* Quercus ascendens - White Oak Quercus lyrata - Overcup Oak
	■	■	■	■	■	■	■	Juniperus virginiana - Eastern Red Cedar Magnolia grandiflora - Southern Magnolia** Magnolia virginiana - Sweetbay** Pinus glabra - Spruce Pine** Taxodium ascendens - Pond Cypress** Taxodium distichum - Bald Cypress**
	■	■	■	■	■	■	■	Nyssa sylvatica - Black Gum* Nyssa biflora - Swamp Tupelo* Pinus elliotii - Slash Pine Pinus palustris - Longleaf Pine
	■	■	■	■	■	■	■	Carya glabra - Pignut Hickory Quercus hemisphaerica - Darlington - Darlington Oak** Quercus geminata - Sand Live Oak (if limbed up)** Quercus virginiana - Live Oak (if limbed up)** Ulmus alata - Winged Elm

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TABLE 7 PRIVATE FRONTAGES

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

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

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TABLE 8 BUILDING CONFIGURATION

TABLE 8: Building Configuration. This table shows prescribed building heights for each Transect Zone. The vertical extent of a building is measured by number of stories, not including a raised basement or an inhabited attic. Heights are measured from the average grade of the frontage line to the eave of a pitched roof or to the surface of a flat roof. The term "lower" here refers to an attached or detached addition to a building, not to an entire building.

T2 T3 T4-1	T4-2 T5-1	T5-1 T5-2	T6

SC55

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TABLE 9 BUILDING TYPE

TABLE 9: Building Type. 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.

<p>a. Edgeyard: Specific Types - Single family House, Cottage, Villa, Estate House, Urban Villa. A building that occupies the center of its lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.</p>	
<p>b. Sideyard: Specific Types - Charleston Single House, 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. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.</p>	
<p>c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, perimeter block. A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	
<p>d. Courtyard: Specific Types - Patio House. A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	
<p>e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	

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TABLE 10 BUILDING FUNCTION-SPECIFIC

TABLE 10: Specific Function. This table expands the Building Function categories of Table 11 to delegate specific functions within Transect Zones.

	T1	T2	T3	T4	T5	SD1	SD2
a. RESIDENTIAL							
Apartment Building							
Row House							
Duplex House							
Sideyard House							
Cottage							
House							
Estate House							
Accessory Unit							
Manufactured House							
Temporary Tent							
Live-Work Unit							
b. LODGING							
Hotel (no room limit)							
Inn (up to 30 rooms)							
Inn (up to 5 rooms)							
S.R.O. hostel							
School Dormitory							
c. OFFICE							
Office Building							
Live-Work Unit							
d. RETAIL							
Open-Market Building							
Retail Building							
Display Gallery							
Restaurant							
Kiosk							
Push Cart							
Liquor Selling Establishment							
Adult Entertainment							
e. CIVIC							
Bus Shelter							
Convention Center							
Conference Center							
Exhibition Center							
Fountain or Public Art							
Library							
Live Theater							
Movie Theater							
Museum							
Outdoor Auditorium							
Parking Structure							
Passenger Terminal							
Playground							
Sports Stadium							
Surface Parking Lot							
Religious Assembly							
f. OTHER: AGRICULTURE							
Grain Storage							
Livestock Pen							
Greenhouse							
Stable							
Kennel							
f. OTHER: AUTOMOTIVE							
Gasoline							
Automobile Service							
Truck Maintenance							
Drive-Through Facility							
Rest Stop							
Roadside Stand							
Billboard							
Shopping Center							
Shopping Mall							
f. OTHER: CIVIL SUPPORT							
Fire Station							
Police Station							
Cemetery							
Funeral Home							
Hospital							
Medical Clinic							
f. OTHER: EDUCATION							
College							
High School							
Trade School							
Elementary School							
Other-Childcare Center							
f. OTHER: INDUSTRIAL							
Heavy Industrial Facility							
Light Industrial Facility							
Truck Depot							
Laboratory Facility							
Water Supply Facility							
Sewer and Waste Facility							
Electric Substation							
Wireless Transmitter							
Cremation Facility							
Warehouse							
Produce Storage							
Mini-Storage							

■ BY RIGHT
□ BY VARIANCE

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Harrison County Planning Office shall determine the correct definition of the term.

DEFINITIONS

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

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

Ancillary Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 16 and 12).

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

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

Backbuilding: a single-story structure connecting a principal building to an outbuilding (see Table 16).

Bicycle Lane (BL): a dedicated bicycle lane running 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 high-speed vehicular thoroughfare.

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

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

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

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

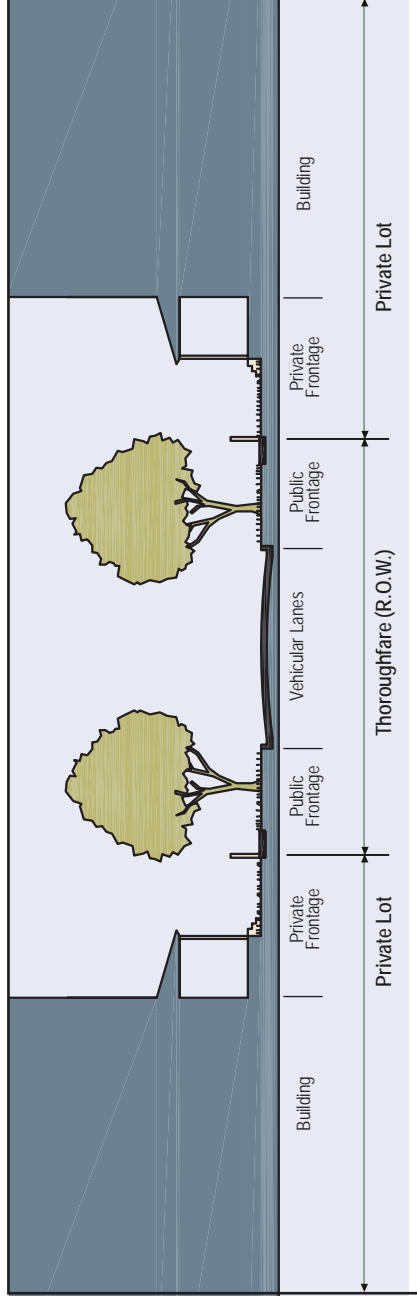
Building Configuration: the form of a building, based on its massing, private frontage, and height.

Building Disposition: the placement of a building on its lot (see Tables 9 & 16).

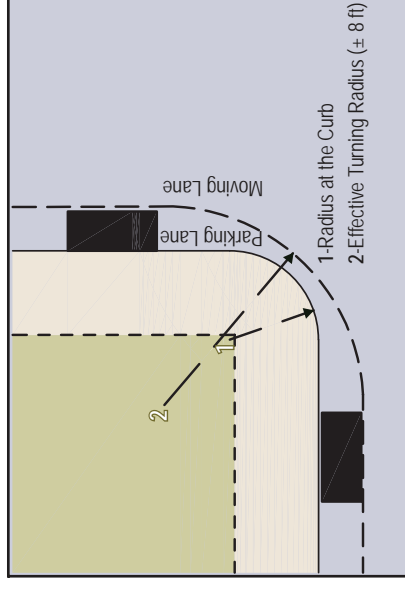
Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 10 & 11).

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, bellfries,

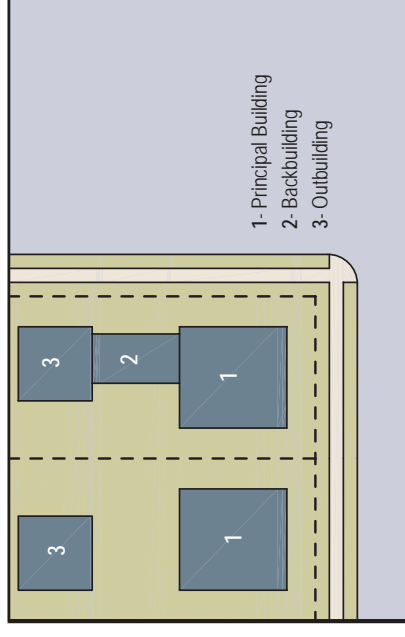
a. THOROUGHFARE & FRONTAGES



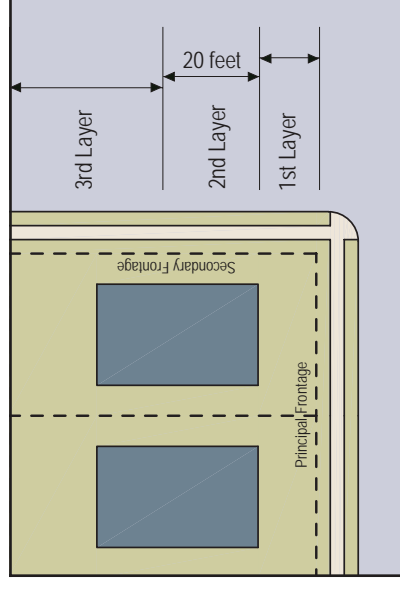
b. TURNING RADIUS



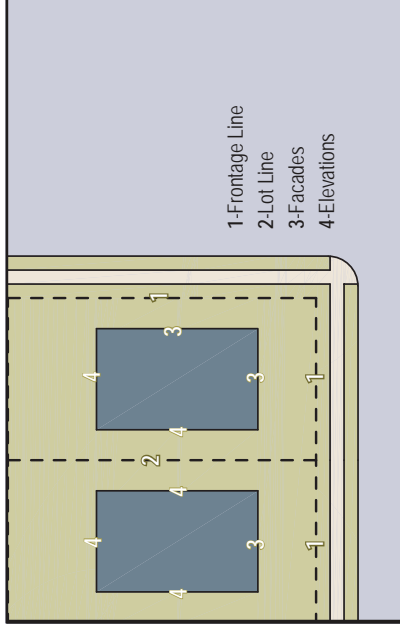
c. BUILDING DISPOSITION



d. LOT LAYERS



e. FRONTAGE & LOT LINES



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ARTICLE 7. DEFINITIONS OF TERMS

clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Table 8).

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 (see **Deviations**).

CLD: Conservation Land Development, Clustered Land Development. An incomplete neighborhood, standing free in the countryside. Because of a location away from transportation, CLD has a weak commercial center. This is the only Community type permitted by Right in the Restricted Growth Sector. (Syn: Hamlet, Cluster)

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

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

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

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings (see Table 13).

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

Common Destination: An area of focused community activity 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, a bus stop. A Common Destination may act as the social center of a Neighborhood. (See Section 3.7 Civic Function).

Community Type: a category defining the physical form of a settlement. The three basic Community Types addressed in this Code are CLD, TND, and RCD/TOD. The choice of Community Type will depend upon the regional Sector, level of urban intensity desired, particulars of the site, transportation, and implementation.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the UDC or DDC. See Section 1.4.3.

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

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

Cottage: an edgeyard building type. A single-family dwelling, on a regular lot, often shared with an ancillary building in the rear yard.

Courtyard Building: a building that occupies the boundaries of its lot while internally

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ARTICLE 7. DEFINITIONS OF TERMS

defining one or more private patios.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 4).

DDC: Design and Development Center. See **UDC**.

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.4).

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

Developable areas: residual to the Preserved Open Sector.

District: see **Special District**.

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

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

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

Encroachment: an extension of a building outward or upward beyond its facade or roof, often permitted by exceptions in the code. Common encroachments include porches, awnings, bay windows, stoops, and towers.

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

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

Estate House (Syn.: Country house, Villa): an edgeyard building type. A single-family dwelling on a very large lot of rural character, often shared by one or more ancillary buildings

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 16).

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sector Plan should be based on GIS information (Section 2.1).

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

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

Greyfield: an area previously used primarily as a parking lot. Shopping centers

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ARTICLE 7. DEFINITIONS OF TERMS

and shopping malls are typical Greyfield sites.

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

Hamlet: See CLD.

Home Occupation: non-retail commercial enterprises permitted in Zones T3-6. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding. Permitted activities are defined by the Restricted Office category (Table 11).

House (Syn.: Single): an edgeyard building type. A single-family dwelling on a large lot, often shared with an ancillary building in the rearyard.

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

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. (See Tables 3 and 16)

Long Pedestrian Shed: A Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination. People have been shown to walk ten minutes to transit. See **Pedestrian Shed**.

Layer: a range of depth of a lot within which certain elements are permitted (see Table 16).

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Commercial corridor such as a main street. The resulting shed is shaped like a lozenge. (Sometimes called an 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 fee-simple dwelling unit that contains a Commercial component anywhere in the unit. (Syn.: Flexhouse.) (See **Work-Live**.)

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

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 16 and 14G).

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

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

Meeting Hall: a building available for gatherings, including conferences. It should accommodate at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. A Meeting Hall shall be completed upon the sale of 75% of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the

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ARTICLE 7. DEFINITIONS OF TERMS

sale of 75% of the dwelling units, at which time control of its use shall be given to the [Community Council].

Mixed Use: multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of TND development from which many of its benefits are derived, including compactness, pedestrian activity, and parking space reduction.

Neighborhood: an urbanized area at least 40 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. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 14A.

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

Open Sector: One of the two Sectors where development is not permitted.

Outbuilding: an accessory building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 16).

Parking Structure: a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

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

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

Pedestrian Shed: An area, 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. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND and a T6 Zone for RCD. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed. (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 streetscape which accommodates street trees. Planters may be continuous or individual.

Primary-Secondary Grid: thoroughfare designations appearing on the Regulating Plan. Buildings on the P-Grid are subject to all of the provisions of this Code. Buildings on the S-Grid are exempt from certain provisions, allowing for Warranted open

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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 16).

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

Public Frontage: the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 4).

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

Rear Lane (LA): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

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

RCD or Regional Center Development : a Community Type based upon a partial or entire Long Pedestrian Shed, oriented toward a strong Town Center. With transit existing or proposed, it is called TOD (Transit-Oriented Development). The minimum developable area of an RCD/TOD is 160 acres. This Community Type is permitted by right within the G-3 Intended Growth Sector (see Section 3.3.3) and the G-4 Infill Growth Sector (see Section 4.3.2) RCD/TOD may be adjoined without buffers by one or several Standard Pedestrian Sheds that meet the individual Transect Zone requirements of an RCD as specified in Tables 2 and 14A.

Residential: premises available for long-term human dwelling.

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

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

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

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

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

Secondary Grid: see **Primary-Secondary Grid**.

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

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

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback (see Section 5.2.1 and Table 14G).

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Tables 11 and 12).

Sideyard Building: a building that occupies one side of the lot with a setback to the other side.

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

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

Special District (SD): Special District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or four Community Types specified by this Code. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc.

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. (Sometimes called a "walkshed" or "walkable catchment.") 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

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stories for the purposes of determining building height.

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

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

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

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

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

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

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

TDR Sending Area: an area previously zoned for development within the designated Reserved Open Sector (O2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserved Open Sector (O1).

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

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

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Tables 3 and 16).

Tier: synonym for Sector.

TND or Traditional Neighborhood Development: a Community Type based upon a Standard Pedestrian Shed oriented toward a Common Destination consisting of a mixed-use center or corridor, and having a minimum developable area of 80 acres. This Community Type is permitted by right within the G-2 Controlled Growth Sector,

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the G-3 Intended Growth Sector (see Section 3.3.2) and the G-4 Infill Growth Sector (see Section 4.3.2). A TND may be comprised of a partial or entire Standard Pedestrian Shed or more than one Standard Pedestrian Shed. (Syn.: Village, Urban Village).

TOD: Transit-Oriented Development. TOD is Regional Center Development (RCD) with transit available or proposed. This Community Type is permitted by right within the G-3 Intended Growth Sector and G-4 Infill Growth Sector.

Town: RCD. A Community Type consisting of at least one Long Pedestrian Shed with a strong mixed-use center, or more than one TND sharing a center.

Town Center: the mixed-use center or main Commercial corridor of a community. A Town Center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A Town Center for RCD or TOD communities may be a substantial downtown Commercial area, often connected to other Town Centers by transit.

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

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): 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 enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core (see Table 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 community types, street types, civic space types, etc. (See also: **Building Type.**)

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

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

Urban Village: A TND Community Type within an urbanized area. See: **TND.**

Variance: a ruling that would permit a practice that is not consistent with either a provision or the intent of this Code (Section 1.2). Variances are usually granted by the Board of Appeals in a public hearing. See Section 1.5.

Village: A Village is usually a TND Community Type standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor. See: **TND.**

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its intent (Section 1.2). Warrants are usually granted administratively by the CRC. See Section 1.5.

APPENDICES

APPENDIX A

SUMMARY EVALUATION OF KEY PROPERTIES

The following diagrams and tables summarize the development potential of some of the key properties of the plan. “Key” properties refer to those properties whose owner requested to be included in this study. Each key property has been assigned a letter (A through Q), is provided with a quick zoning reference plan and a rough proposal for development. Each has also been given two tables which compare some basic zoning and design implications of the plan.

Each property plan proposes a street layout, lot subdivision plan, a general tree planting plan, parking and civic reserves and some average lot dimensions. If the property plan includes proposed commercial development, an estimated gross commercial area has been identified in sqft per story. For example, the plan for property “J” (“Mockingbird Hill”) includes a variety of commercial building footprints which total a maximum of 146,100 sqft per story. Remember that Transect-based zoning allows for an enormous amount of flexibility, so the amount of commercial square footage and dwelling units can vary substantially. For example, because the T4 and T5 zones allow for commercial uses, total commercial space on property “J” can be even higher than what has been summarized on the property plan.

The first table summarizes what is currently possible as of right according to the existing zoning status of each property. For example, property “J” (“Mockingbird Hill”) is 24.98 acres in size, is zoned A-1 General Agriculture, allows for a maximum lot coverage of 10% and a maximum number of 24 units.

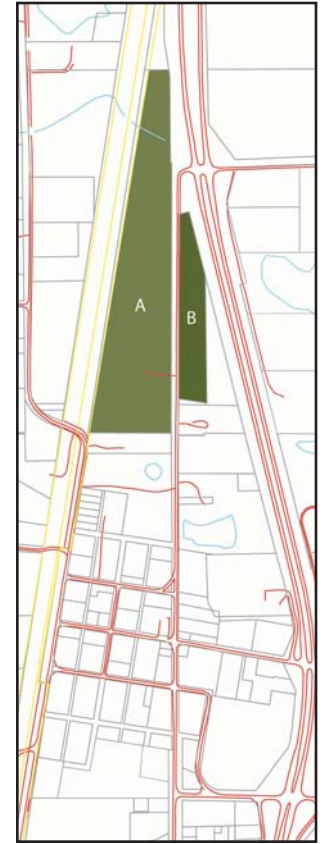
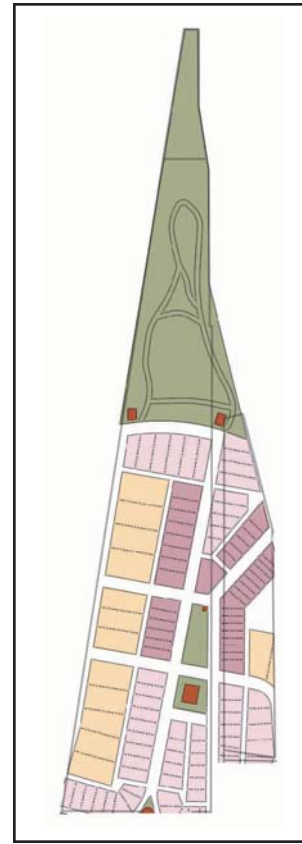
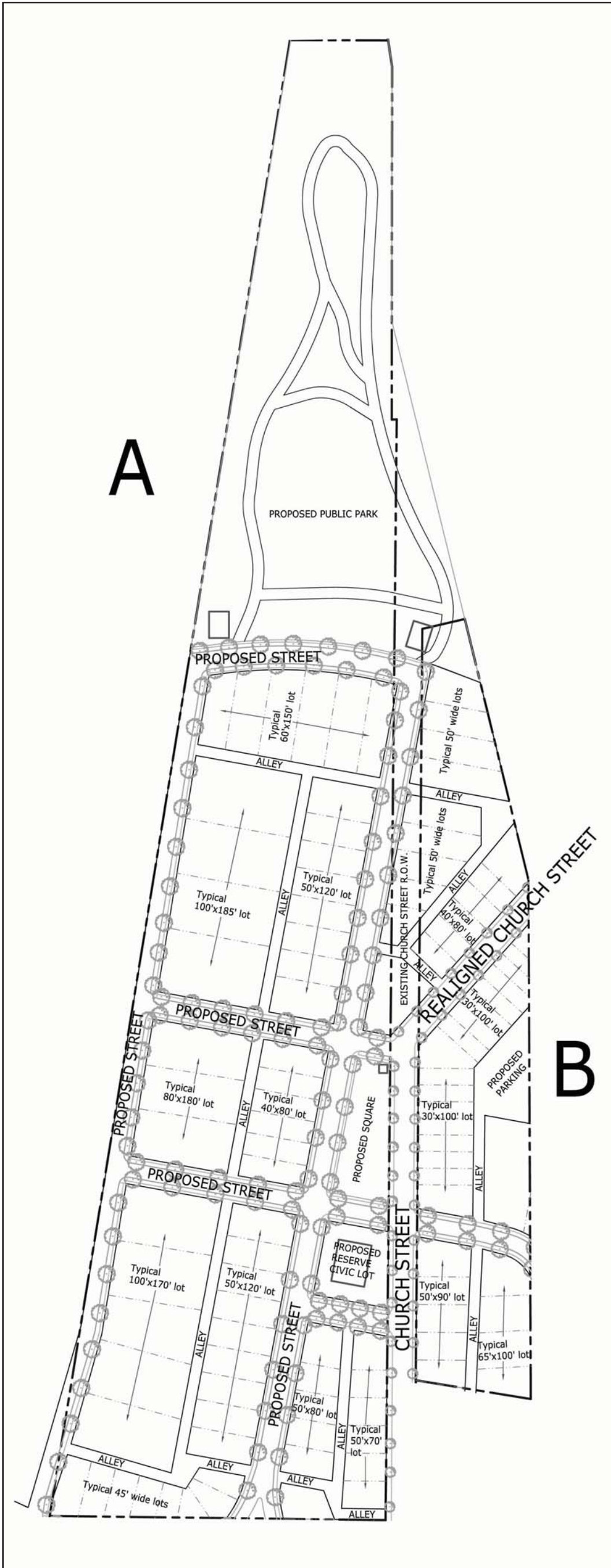
The second table summarizes what the proposed design and SmartCode zoning would allow as of right for each property. For example, property J (“Mockingbird Hill”) contains 10.37 developable acreage of property (not including streets, parks and parking reserves) subdivided into a total of 106 lots. Of this 10.37 acres, 2.94 acres are zoned as Urban General T5-2, the densest possible condition. Within those 2.94 acres are 35 lots. In the SmartCode, dwelling unit density is dependent on parking availability and can be increased if parking spaces are shared by different uses. Therefore, the maximum allowable unit count is open (See Tables 11 and 12 of the attached SmartCode). For simple example purposes, however, if each of the thirty-six T5-1 lots on property J can hold only two parking spaces, a total of 72 units are possible on 3.96 acres.

All property owners are encouraged to study the proposal for their parcels in detail in order to discern the precise benefits and implications provided for by the SmartCode. Remember also that each transect zone allows for multiple types of uses. Allowable uses for each T-zone are summarized in Table 10 of the SmartCode.

APPENDIX B

GALLERY OF CHARRETTE WORK

The images displayed are of the work initially done by the Urban Design Studio during the Charrette (design workshop) in Saucier Mississippi from the dates of September 11 to September 19, 2006. These do not necessarily reflect on the design of the final proposal and are shown as a basis to view the progress of the project.

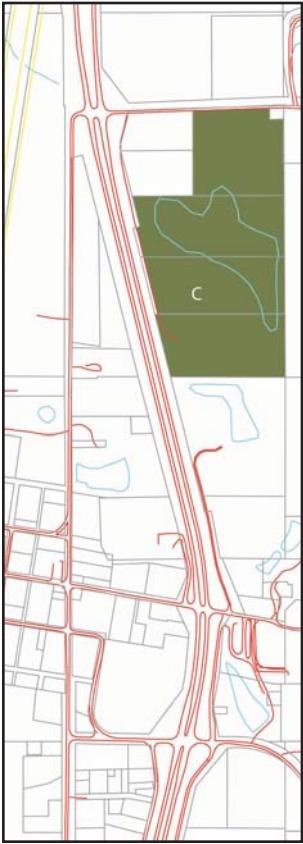


Current Zoning

PROPERTY A	
Acreage of Property	25.7
Existing Zoning	A-1 General Agriculture
General Summary of Allowable Uses	Agriculture and related farming operations
	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	10%
Allowable Units	25
PROPERTY B	
Acreage of Property	5.69
Existing Zoning	E-1 Very Low Dens. Res.
General Summary of Allowable Uses	Agriculture and related farming operations
	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	10%
Allowable Units	1

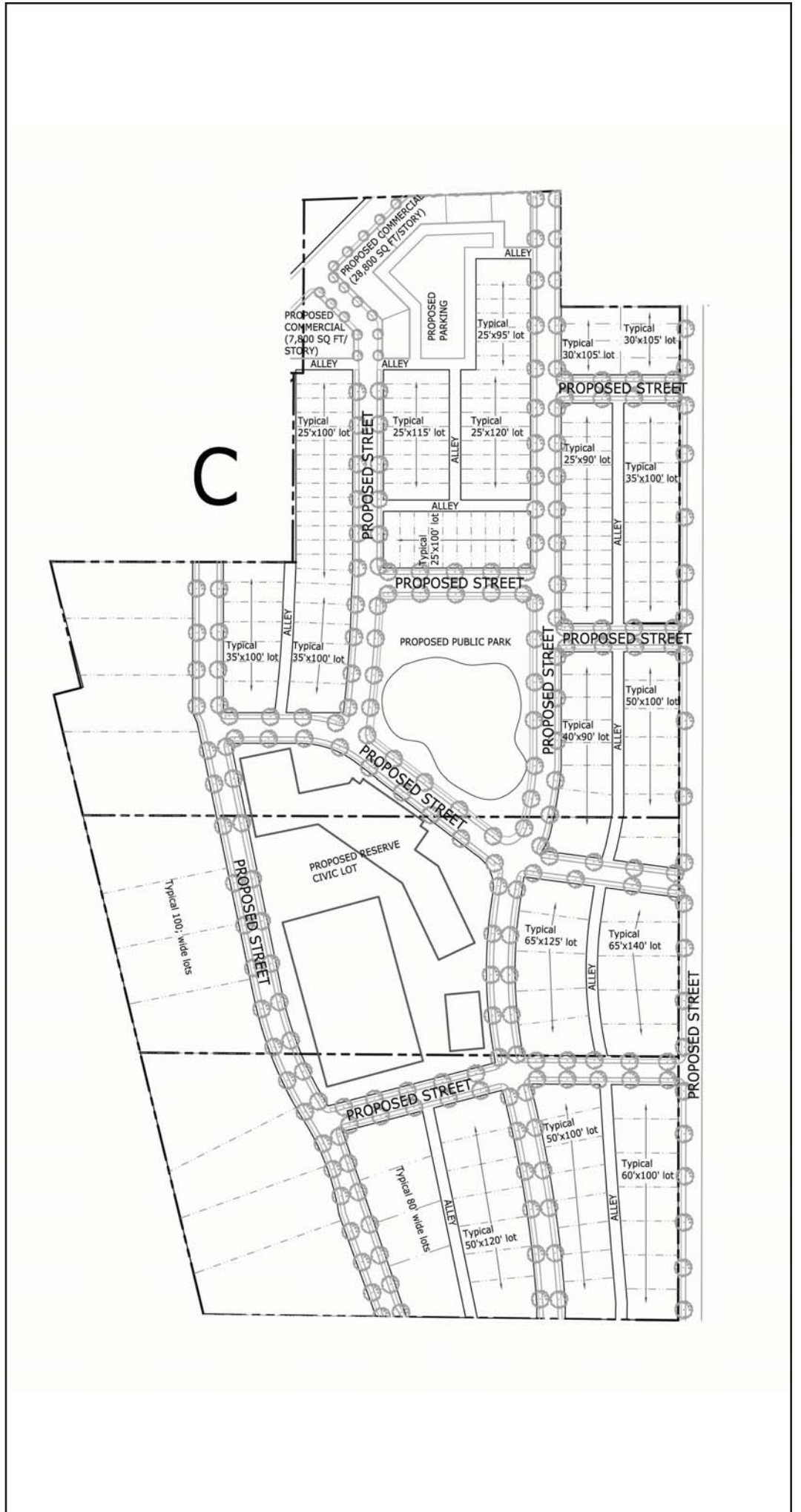
Proposed Zoning

PROPERTY A			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	4.86	12	50%
T-4.1	3.41	35	60%
T-4.2	1.88	14	70%
T-5.1	-	-	-
T-5.2	-	-	-
Civic	0.4	-	-
Total	10.55	61	-
PROPERTY B			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	0.39	1	50%
T-4.1	2.52	18	60%
T-4.2	2.04	24	70%
T-5.1	-	-	-
T-5.2	-	-	-
Civic	-	-	-
Total	4.95	43	-



Current Zoning	
PROPERTY C	
Acreage of Property	39.04
Existing Zoning	E-1 Very Low Density Residential (8.81ac), A-1 General Agriculture (30.23ac)
General Summary of Allowable Uses	Agriculture and related farming operations - (Zone E-1 only) Home occupation Public park Detached single- household
Max Lot Coverage	10%
Allowable Units	32

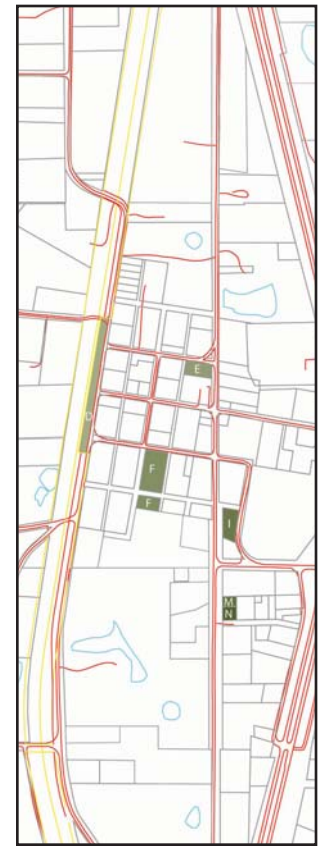
Proposed Zoning			
PROPERTY C			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	7.43	14	50%
T-4.1	4.09	24	60%
T-4.2	7.28	82	70%
T-5.1	2.79	41	80%
T-5.2	0.98	6	80%
Civic	4.7	1	-
Total	27.27	168	-

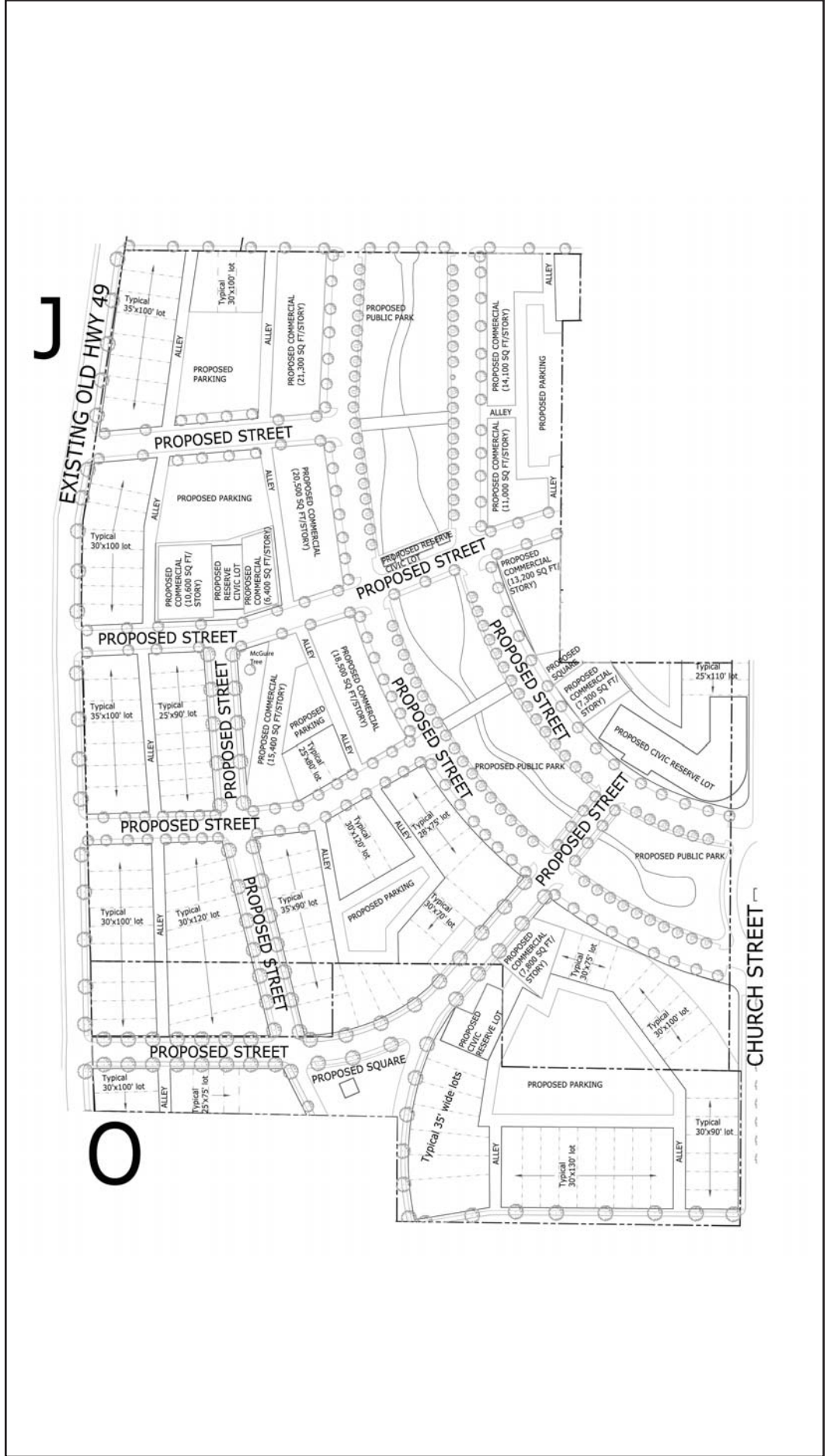


- Urban Center - **T-5-2**
- Urban Center - **T-5-1**
- General Urban - **T-4-2**
- General Urban - **T-4-1**
- Sub-Urban - **T-3**
- Civic Parking Reserve - **CP**
- Civic Building Reserve - **CB**
- Civic Space Reserve - **CS**

Current Zoning	
PROPERTY D	
Acreage of Property	1.74
Existing Zoning	R-1 Low Density Residential
General Summary of Allowable Uses	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	40%
Allowable Units	12
PROPERTY E	
Acreage of Property	1.01
Existing Zoning	R-1 Low Density Residential
General Summary of Allowable Uses	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	40%
Allowable Units	7
PROPERTY F	
Acreage of Property	1.19
Existing Zoning	R-1 Low Density Residential
General Summary of Allowable Uses	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	40%
Allowable Units	8
PROPERTY I	
Acreage of Property	0.47
Existing Zoning	C-2 General Commercial
General Summary of Allowable Uses	Public Park
	Retail
	Office
	Civic
Max Lot Coverage	60%
Allowable Units	2
PROPERTY M	
Acreage of Property	0.29
Existing Zoning	C-2 General Commercial
General Summary of Allowable Uses	Public Park
	Retail
	Office
	Civic
Max Lot Coverage	60%
Allowable Units	1
PROPERTY N	
Acreage of Property	0.22
Existing Zoning	C-2 General Commercial
General Summary of Allowable Uses	Public Park
	Retail
	Office
	Civic
Max Lot Coverage	60%
Allowable Units	0

Proposed Zoning			
PROPERTY D			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	1.51	unspecified	70%
T-5.1	-	-	-
T-5.2	-	-	-
Civic	0.23	1	-
Total	1.74	<1	-
PROPERTY E			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	0.89	9	70%
T-5.1	-	-	-
T-5.2	-	-	-
Civic	-	-	-
Total	0.89	9	-
PROPERTY F			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	1.19	13	80%
T-5.2	-	-	-
Civic	-	-	-
Total	1.19	13	-
PROPERTY I			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	0.47	7	80%
T-5.2	-	-	-
Civic	-	-	-
Total	0.47	7	-
PROPERTY M			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	0.29	2	80%
T-5.2	-	-	-
Civic	-	-	-
Total	0.29	2	-
PROPERTY N			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	0.22	3	80%
T-5.2	-	-	-
Civic	-	-	-
Total	0.22	3	-





Current Zoning	
PROPERTY J	
Acreage of Property	24.98
Existing Zoning	A-1 General Agriculture
General Summary of Allowable Uses	Agriculture and related farming operations
	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	10%
Allowable Units	24
PROPERTY O	
Acreage of Property	6.77
Existing Zoning	E-1 Very Low Density Residential (5.69ac),
	R-1 Low Density Residential (1.08ac)
General Summary of Allowable Uses	Agriculture and related farming operations
	- (Zone E-1 only)
	Home occupation
	Public park
Detached single- household	
Max Lot Coverage	40%
Allowable Units	8

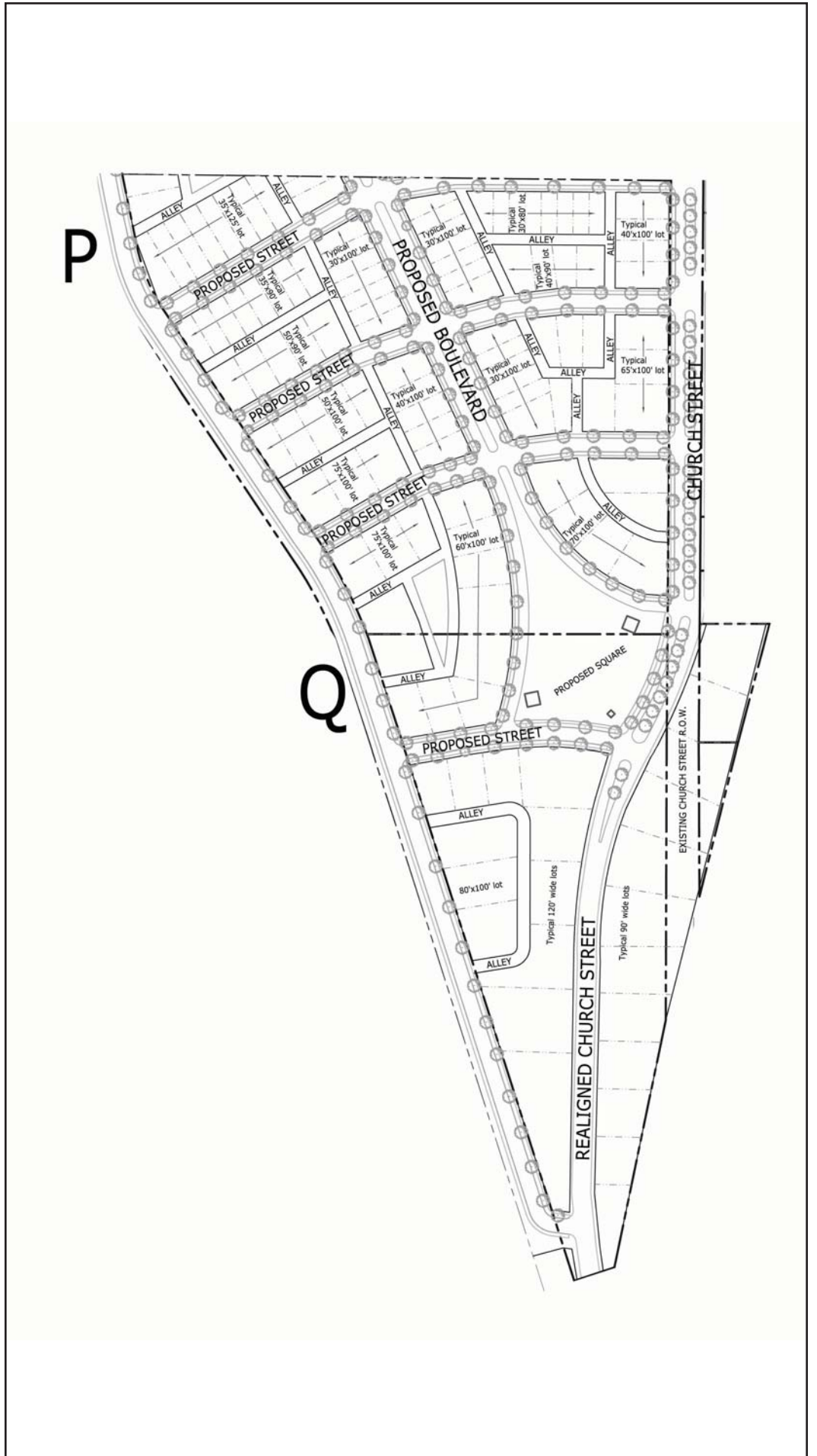
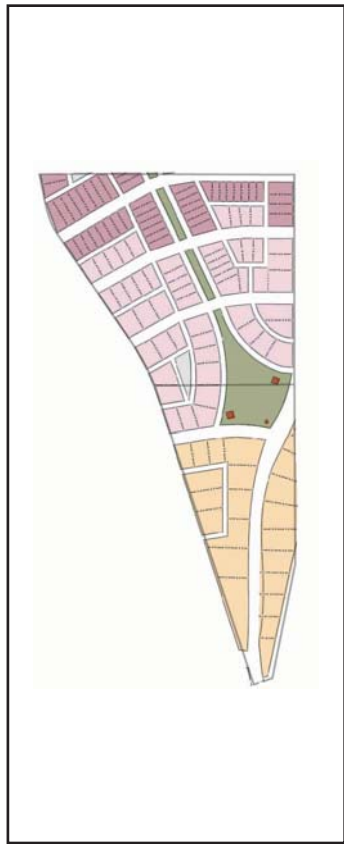
Proposed Zoning			
PROPERTY J			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	2.73	33	70%
T-5.1	3.96	36	80%
T-5.2	2.94	35	80%
Civic	0.74	2	-
Total	10.37	106	-
PROPERTY O			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	2.78	31	70%
T-5.1	0.95	15	80%
T-5.2	-	-	-
Civic	0.28	1	-
Total	4.01	47	-

- Urban Center - **T-5-2**
- Urban Center - **T-5-1**
- General Urban - **T-4-2**
- General Urban - **T-4-1**
- Sub-Urban - **T-3**
- Civic Parking Reserve - **CP**
- Civic Building Reserve - **CB**
- Civic Space Reserve - **CS**

Current Zoning	
PROPERTY G	
Acreage of Property	5.09
Existing Zoning	E-1 Very Low Density Residential
General Summary of Allowable Uses	Agriculture and related farming operations
	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	10%
Allowable Units	1
PROPERTY H	
Acreage of Property	1.28
Existing Zoning	R-1 Low Density Residential
General Summary of Allowable Uses	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	40%
Allowable Units	9
PROPERTY K	
Acreage of Property	0.31
Existing Zoning	R-1 Low Density Residential
General Summary of Allowable Uses	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	40%
Allowable Units	2
PROPERTY L	
Acreage of Property	2.89
Existing Zoning	R-1 Low Density Residential (1.67ac),
	C-2 General Commercial (1.22ac)
General Summary of Allowable Uses	Home Occupation - (Zone R-1 only)
	Detached sing- household - (Zone R-1 only)
	Retail - (Zone C-2 only)
	Office - (Zone C-2 only)
	Civic - (Zone C-2 only)
Public Park	
Max Lot Coverage	60%
Allowable Units	17

Proposed Zoning			
PROPERTY G			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	0.31	4	80%
T-5.2	0.57	8	80%
Civic	1.1	2	-
Total	1.98	14	-
PROPERTY H			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	0.48	5	80%
T-5.2	0.6	5	80%
Civic	-	-	-
Total	1.08	10	-
PROPERTY K			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	-	-	-
T-5.2	0.31	4	80%
Civic	-	-	-
Total	0.31	4	-
PROPERTY L			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	-	-	-
T-4.2	-	-	-
T-5.1	1.02	15	80%
T-5.2	0.44	3	80%
Civic	-	-	-
Total	1.46	18	-

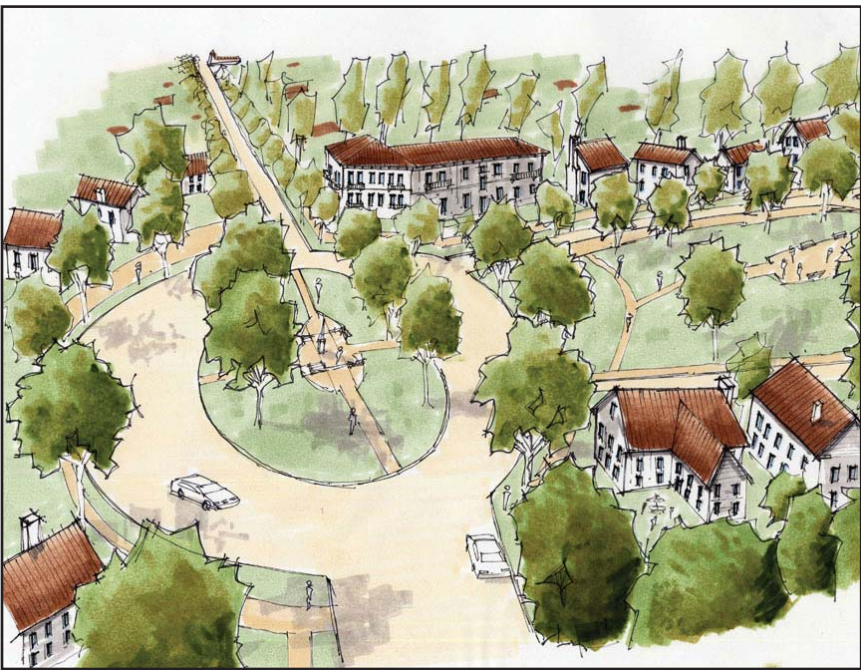
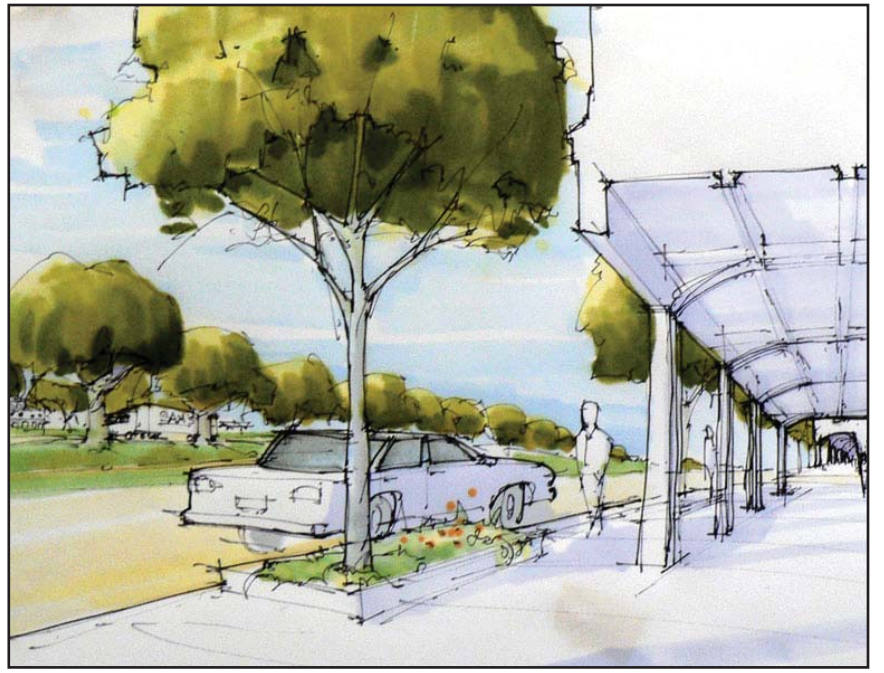
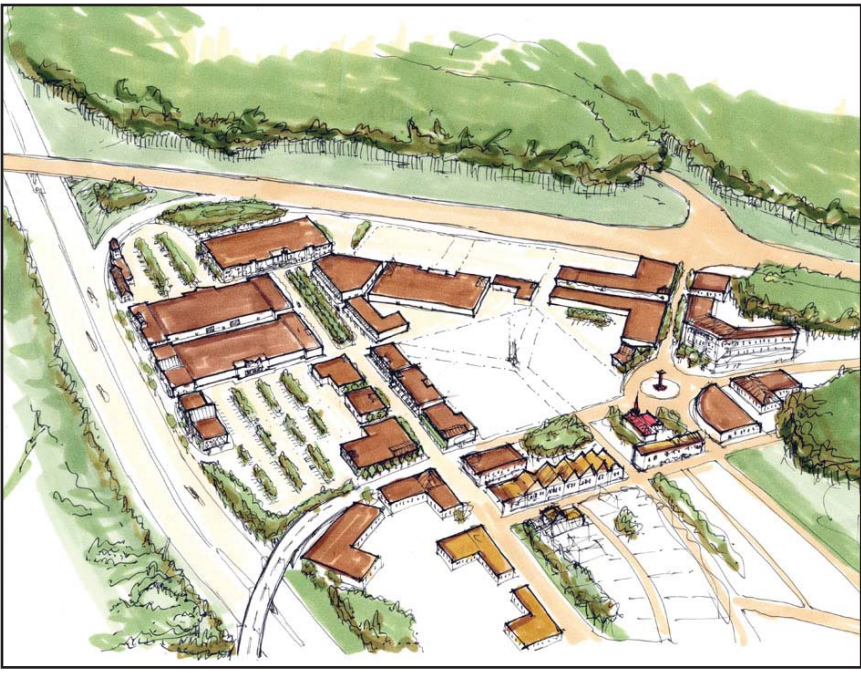


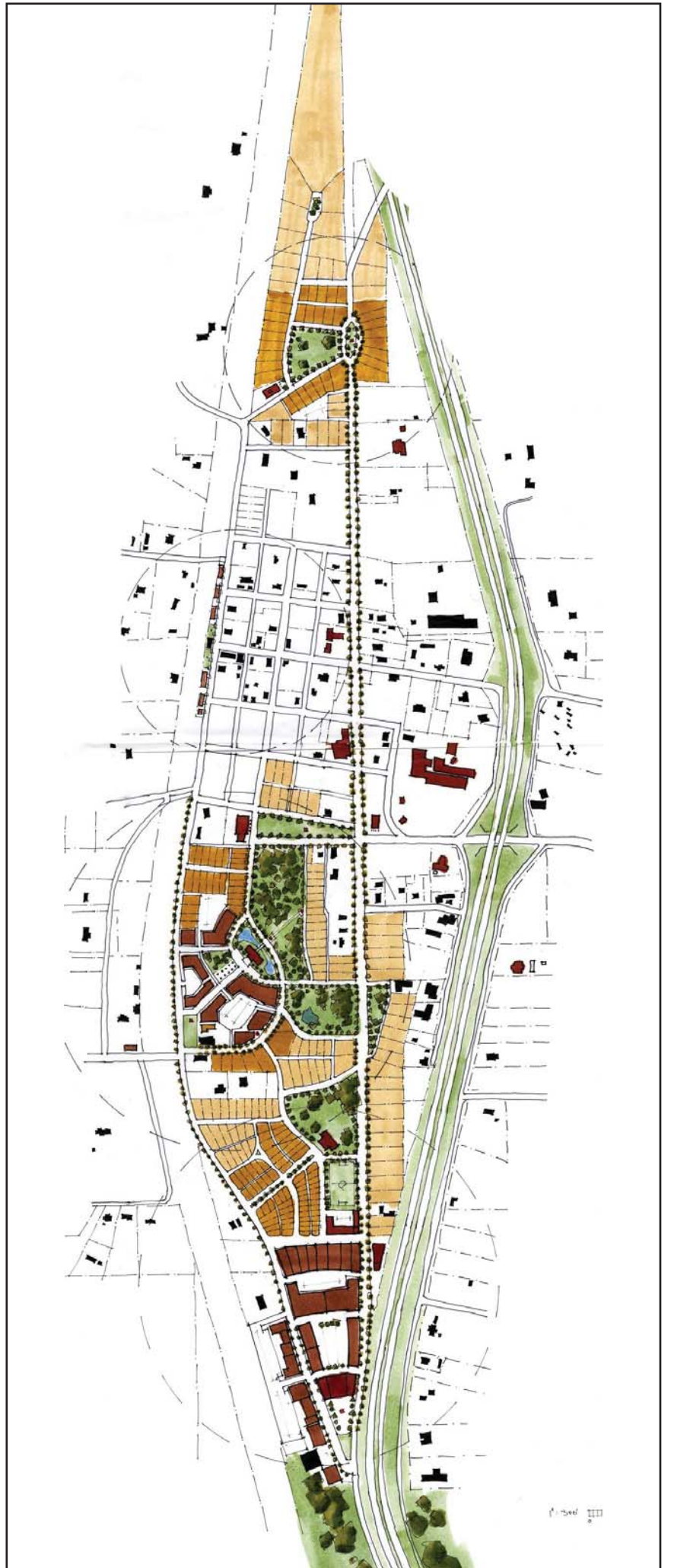
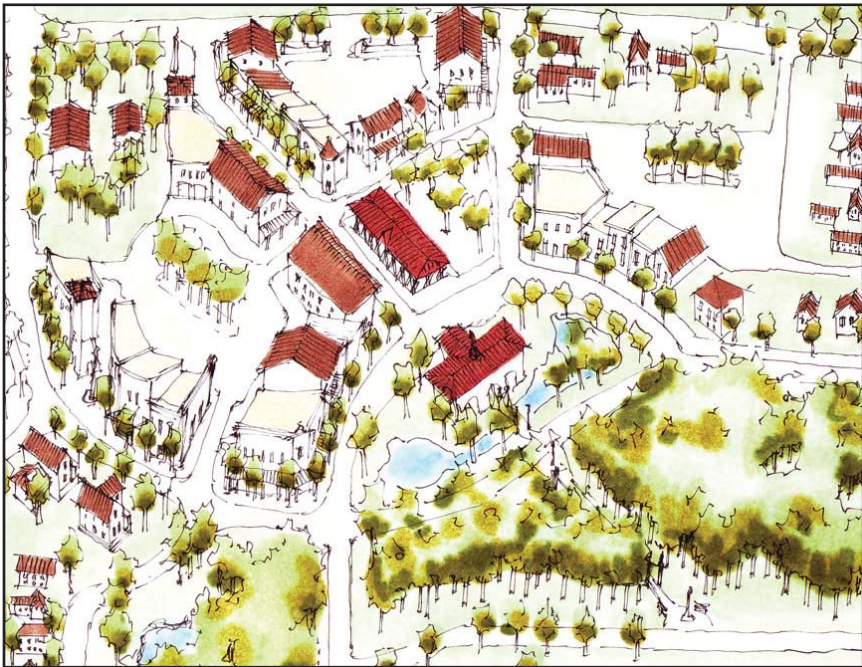


Current Zoning	
PROPERTY P	
Acreage of Property	16.21
Existing Zoning	A-1 General Agriculture
General Summary of Allowable Uses	Agriculture and related farming operations
	Home occupation
	Public park
	Detached single- household
Max Lot Coverage	10%
Allowable Units	16
PROPERTY Q	
Acreage of Property	9.56
Existing Zoning	E-1 Very Low Density Residential (7.14ac),
	R-2 Medium Density Residential (2.42ac)
General Summary of Allowable Uses	Agriculture and related farming operations
	- (Zone E-1 only)
	Duplex - (Zone R-2 only)
	Home occupation
	Public park
Detached single- household	
Max Lot Coverage	10%
Allowable Units	19

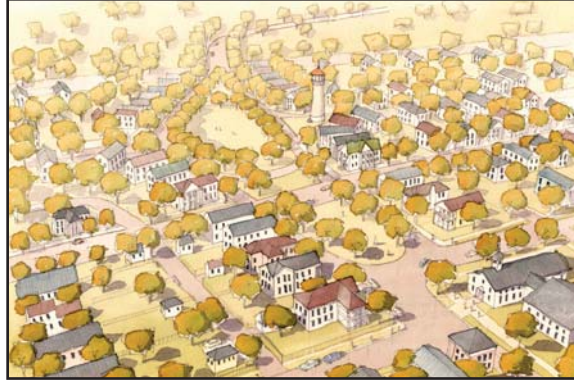
Proposed Zoning			
PROPERTY P			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	-	-	-
T-4.1	6.28	50	60%
T-4.2	3.57	44	70%
T-5.1	-	-	-
T-5.2	-	-	-
Civic	-	-	-
Total	9.85	94	-
PROPERTY Q			
Zone	Developable Acreage Per Zone	Number of Lots Per Zone	Percentage Lot Coverage
T-3	5.99	21	50%
T-4.1	0.81	5	60%
T-4.2	-	-	-
T-5.1	-	-	-
T-5.2	-	-	-
Civic	-	-	-
Total	6.8	26	-

- Urban Center - T-5-2
- Urban Center - T-5-1
- General Urban - T-4-2
- General Urban - T-4-1
- Sub-Urban - T-3
- Civic Parking Reserve - CP
- Civic Building Reserve - CB
- Civic Space Reserve - CS









THE SAUCIER TOWN PLAN

PRODUCED FOR HARRISON COUNTY, MISSISSIPPI

By

THE 2006 URBAN DESIGN STUDIO
ANDREWS UNIVERSITY
SCHOOL OF ARCHITECTURE