Downtown Renewal
THE CITY OF MOSS POINT, MISSISSIPPI
June 2006
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MOSS POINT DOWNTOWN RENEWAL

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MOSS POINT DOWNTOWN RENEWAL

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Charrette Organizers

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Great things are happening in Moss Point. As the city moves through the post-Katrina stages of recovery, rebuilding, and renewal, a new sense of urgency is evident. City leaders and residents paint a compelling picture of a city on the mend, ready to leverage its strongest assets, tackle its toughest problems, and emerge from Katrina’s wake a more livable, beautiful, just, and sustainable community.

The Moss Point Downtown Renewal Plan and Downtown SmartCode, the first steps in a larger city-wide process of rebuilding and renewal, offers plans and strategies for the rebuilding and revitalization of downtown Moss Point. Building on the ideas presented in the Renewal Forum report and the existing Waterfront Plan, the plan and SmartCode offer strategies for expanding the riverfront park and river walk, improving walkability, narrowing Main Street, relocating city facilities out of the floodplain, and guiding new investment.

Plan Organization

The report is organized in three sections, including this introductory section, the Downtown Renewal Plan, and the Downtown SmartCode. The second section, the Renewal Plan, describes recommendations for downtown’s revitalization. This section includes recommendations for the riverfront park, the relocation of public facilities, the rebuilding of the city block, and guidance for the development of key frontages. The third section provides the primary tools for the plan’s implementation – the draft text and graphics of the Downtown SmartCode. A version of the Mississippi SmartCode customized specifically for application in downtown Moss Point.
Place in the Region

Moss Point is located along the eastern end of the Mississippi Gulf Coast, approximately 38 miles west of Mobile and 100 miles east of New Orleans. The city enjoys excellent regional road and rail access—Interstate 10 and Highway 90 connect it to neighboring communities and employment centers—as well as miles of frontage along the Escatawpa and Pascagoula Rivers. These fundamental assets—the rivers, roads, and rails—have fueled the city’s economic engines for the past century and will continue to exert powerful influences far into the future.

Within the City, downtown occupies a prime site on the south side of the Escatawpa River at the crossroads of Main Street and old Highway 90 (now McInnis).
Development History

From the mid-to-late 1800s up through the 1940s, Moss Point’s downtown was bustling with activity. Photographs from the turn of the last century show rafts of raw timber staged for delivery to saw mills, schooners and steam ships hauling lumber and goods to and from warehouses and wharves, and the first and somewhat provisional incarnation of Main Street. By the 1920s, downtown and the surrounding neighborhoods offered a full complement of public and commercial services and a range of housing for residents—from grand Victorians to rows of modest cottages housing a rapidly expanding workforce.

By the mid 20th century, downtown’s troubling decline was well underway. Competition from suburban sites south on Main Street, along US 90 in Pascagoula, and later at the I-10 interchanges left many downtown storefronts shuttered and upper story spaces vacant. By the 1970’s and 80’s only a handful of downtown’s shops remained open.

In response to downtown’s downward spiral, the city supported the widening and straightening of Main Street, taking it from a narrow, two-lane commercial street with curb-side parking to a straightened and very wide 4 lane facility with a continuous center turn lane, curb side parking, and only the most basic provisions for pedestrian travel. While intended to ease traffic congestions and improve access to remaining stores, the project effectively divided downtown into two separate halves, with the riverfront and cluster of public buildings on the east side isolated from the few remaining shops and historic buildings on the west.
Downtown’s connection to the Escatawpa River dates to before the hey day of the timber industry.

Early to Mid Twentieth Century images of Main Street.
MOSS POINT DOWNTOWN RENEWAL

Katrina Storm Surge

Downtown was especially hard hit by Katrina. The storm surge from Hurricane Katrina resulted in significant damage to public and private facilities. Based on local reports and confirmed by FEMA mapping, the surge flooded all buildings north of McInnis and Casten-eria Avenues, bringing between a few inches and a few feet of flood waters into the historic buildings along Main Street, the offices and houses to the west of Main Street, and the public buildings between Denny and McInnis.

The blue shading indicates the areas inundated by Katrina’s storm surge. As shown, Moss Point is essentially an island on the east end of the Mississippi coast.


**Study Area**

The plan focuses on conditions in the city’s downtown, the area generally defined by the Escatawpa River to the north, the wetland and floodplain system west of Arthur, the frontage of Morris Street to the east, and the intersection of Main Street and Welch Avenue to the south. The plan covers sites within a 5 minute walk of the intersection of McInnis and Main Street, including the entire downtown riverfront, the core commercial blocks along Main Street, the city-owned block between McInnis and Denny, the mixed use district emerging along Arthur, and the Bel-
Planning Process

The Downtown Renewal Plan is a direct outgrowth of the Mississippi Renewal Forum. Moss Point was among the 11 coastal community’s targeted for consideration during the Mississippi Renewal Forum held in Biloxi, Mississippi October 12-17, 2005. During the event, sponsored jointly by the Governors Commission on Recovery, Rebuilding and Renewal and the Congress for New Urbanism, professionals from across the country joined with local architects, planners, and public officials to craft proposals for the physical reconstruction of the Mississippi Gulf Coast. Following the highly successful charrette model, the event was organized around an ambitious schedule of meetings, tours, design sessions, and presentations.

For the Moss Point team, led by The HOK Planning Group, the charrette started with a guided tour of the city and analyses of the city’s development history, natural systems and land form, and regional context. Following Mayor Xavier Bishop’s charge to “raise the bar...
and be creative,” the team developed plans for rebuilding and renewal at 3 scales—the scale of the city, the scale of the neighborhood, and the scale of blocks and buildings. The ideas advanced in the plan set forth recommendations for stabilizing neighborhoods, capitalizing on the riverfront, revitalizing downtown, and attracting more sustainable forms of development and investment.

The Renewal Forum report encouraged city leaders to focus resources and attention to:

- kick-start downtown’s revitalization by leveraging potential funding for the relocation of city services and facilities, including City Hall, the Fire Station, and the Police Station;
- create a new village center and neighborhood in Escatawpa as part of a region-wide effort to attract quality development and provide housing for displaced families and individuals;
- support neighborhood stabilization and new housing initiatives city-wide, and in Kreole, to provide elderly housing, work force affordable housing, and in- or near-neighborhood sites for relocation out of flood prone areas; and
- engage in efforts to make the city a destination for eco- and heritage-tourism and investment in clean industries, brownfield remediation and development, green building, and wetland/floodplain conservation and restoration.

Following the Renewal Forum, The HOK Planning Group team returned to present the Forum report and focus more closely on the downtown elements of the initial planning work. These efforts involved a number of workshops with the general public, city officials, and members of the Moss Commission on Recovery, Rebuilding & Renewal. During the series of workshops listed below, the team worked with community leaders to develop and refine the recommendations presented in the plan:

- Riverfront Park/Downtown Mini-Charrette, December 16-19, 2005
- SmartCode Workshop with the Moss Point Commission, February 19-20, 2006
- Plan & SmartCode Refinements Workshop, April 25-27, 2006
A. VISION & GOALS

The community vision for downtown Moss Point calls for the creation of a lively, beautiful, walkable destination with shops and restaurants, a wide range of housing opportunities, new civic buildings above flood elevations, an expanded riverfront park for community events and activities, and trail connections to surrounding neighborhoods. By concentrating development along Main Street and the riverfront and favoring downtown locations for eco- and heritage tourism and related educational facilities, new levels of vitality and diversity will be realized.

A Rich Mix of Uses. The plan encourages a mix of retail, residential, and office uses the serve the needs of residents and visitors, attract higher levels of activity, take advantage of river views, and promote “park once”

Moss Point’s riverfront is an especially unique resource—no other city along the Mississippi Gulf Coast has as much deep water river frontage in public ownership.
opportunities. Pedestrian-oriented uses are favored over auto-dependent uses; shops and cafes with upper story housing are recommended for sites overlooking the river; and a district of civic buildings is proposed for the Belleview Shopping Center site.

**Walkable Streets.** With walkability a central feature of the community’s vision, the plan recommends a series of improvements to the existing network of interconnected streets, including the provision of sidewalks, street trees, marked crosswalks, and on-street parking. Recommendations call for the redesign of existing streets to slow travel speeds, improve operations, serve evacuation needs, minimize cut-through traffic, and increase safety and comfort for pedestrians. Bridging the Main Street barrier is a central goal of the study.

**Quality Public Spaces.** The expansion and improvement of riverfront park is a centerpiece of the plan. With Denny realigned and the boat ramps relocated, the park will become a place for public events and activities; resting and relaxation, and remembrance; and cultural expression.

**Responsive Buildings.** Encourage building forms and designs that support the creation of a safe and attractive public environment, bring life to Main Street and the riverfront, reflect regional building and design traditions, and use resources wisely.

**Sustainable Development.** Public and private projects will be designed to spark sustainable investment while minimizing environmental impacts. Features like pervious paving, rainwater harvesting systems, shade devices to minimize heat gain, and the use of native plant species will be designed into future projects and serve as demonstrations of the community’s commitment to sustainable development.
B. IMMEDIATE ACTIONS

The following strategies and actions, described in more detail below, represent the first critical steps towards the plan’s realization.

• Complete public review process for the Renewal Plan and SmartCode, finalize the plan and code, and seek adoption.
• Procure funding for the completion of site and building designs and detailed cost estimates for the new City Hall, Fire Station, Police Station, and recreation center consistent with the recommendation of the plan.
• Seek private developer interest in the construction and operation a waterfront restaurant.
• Petition MDOT for approval to narrow Main Street from Dantzler to Belleview and seek funding for detailed engineering and design plans. Concurrently, prepare final plans for the realignment of Arthur Street at the Bellevue intersection.
• Initiate dialogue with potential developers of the city block.
• Begin to prepare the city block for rebuilding consistent with the plan—finalize plans for the realignment of Denny Street, establish precise limits of fill areas, demolish the recreation center, initiate relocation and modest raising of Denny Street.
• Adopt city policy establishing downtown as the favored location for retail and restaurants, arts and entertainment uses; and public investments to support culture, heritage, and eco tourism related activities.
C. PLAN OVERVIEW

The plans and strategies presented in this section of the report address the future quality of downtown’s streets and public spaces and the appropriate form, character, and quality of public and private development. The recommendations below provide guidance for the community as it administers the SmartCode and considers the value of proposed public investments.

The illustrative plan and sketches on the following pages show the preferred placement, scale, and character of buildings, streets, and public spaces consistent with the vision, plan recommendations, and standards of the SmartCode. Though designs of individual buildings may differ from those shown, the drawings express the community’s expectations for downtown’s future.
Realigned Denny Street and expanded riverfront park.

Riverfront restaurant and new transient boat slips.

Main Street narrowed between Dantzler and Belleview.

New housing overlooking the river.

New mixed use development on the city-owned block.

New City Hall on McInnis overlooking new public green.

New public buildings on the Belleview Shopping Center site.
This sketch shows the expanded riverfront park, with the new great lawn, pier and garden, the town green leading to the new City Hall, and mixed use development overlooking the river. The building in the bottom right is the riverfront restaurant. Main Street is shown narrowed with the center safety strip.
This sketch shows planned conditions along Main Street looking north from McInnis Avenue. The drawing shows the raised sidewalk, colonnade frontage, and shop fronts planned for the city-owned block; Main Street with two through lanes, parking, and the safety strip; and a new mixed use building on the site of the existing bank.
A NEW TOWN GREEN & CITY HALL

This sketch the view from the water looking north across the new town green towards the City Hall. The proposed River Heritage Center and Native Plant Gardens are shown in the foreground.
D. PUBLIC BUILDING RELOCATION

Several of downtown’s most important public buildings were in poor condition prior to Katrina and sustained various levels of damage during the storm. During the hurricane, City Hall, the Police Station, and the Fire Station experience flooding of between one and three feet above finished floor elevations; high winds damaged portions of the Police Station façade; and though the Recreation Center was built more recently and with higher finished floor elevations, it’s electrical and HVAC systems were damaged.

Rather than reinvest in the existing public buildings and risk future damage and the isolation of first responders in major storm events, the City will vacate the existing City Hall, Police Station, Fire Station, and Recreation Center and construct new facilities inland of the limits of flood hazard areas.

Graphic showing the city-owned lands, public buildings, and inland limit of the Katrina storm surge.
A number of potential sites for the relocation of facilities were evaluated during the planning effort. Rising to the top of list where those out of the flood hazard area, owned by the City or available for purchase, and adequate in size to meet programmatic and parking requirements. Sites not considered attractive include those housing established businesses or in residential use on the edge of downtown. To maintain the central location and accessibility of key facilities and ensure they not become isolated by flood waters (as could be the case if they were located further west), sites in or on the edge of downtown were favored over locations elsewhere in the City.

Descriptions of the new facility plans and site/building reuse strategies follow. These were developed in collaboration with the community and are based on preliminary program and design work completed by Pascagoula architect Mitch McNabb of Allred McNabb Architects.

City Hall

The existing City Hall will be vacated, demolished, and replaced by a new building outside the floodplain. The new building will house activities in the existing City Hall as well as additional meeting and office spaces, work space for alderman, and offices for the city engineer and community development.

The site for the new City Hall is on the south side of McInnis Avenue midway between Main Street and Morris Street. The site overlooks a new public green which bisects the city-owned block and connects the site to Denny Street and the riverfront. The site is currently owned by the city and can accommodate a new 2-story building with space for consolidated city offices and a modest amount of expansion space. In the short term and until development occurs parking can be accommodated on the city-owned block. Should the City decided to purchase the site of the existing liquor store; parking may be provided to the rear of the building with driveway access from Morris Street and potentially from Main Street.

Several alternative sites and development options were evaluated during the planning process, including the construction of new buildings at the southeast corner of McInnis Avenue and Main Street and the adaptive reuse of the Scruggs Center. The site at the corner of McInnis Avenue was dismissed because of its high visibility, private ownership, and potential for successful retail use. The adaptive reuse of the Scruggs Center site was not favored because of its relatively small size and anticipated challenges relocating
existing uses and the adapting the space for city functions. Once the existing City Hall is demolished and the temporary office trailers are removed, the site will become available for private development.

The new 11,000 sf, two-story City Hall will be designed to withstand severe storms and have provisions for emergency operations to direct personnel and equipment in the event of a future disaster. The new building will house uses in the existing 7,206 sf space, including the board room, mayor’s and mayor’s secretary offices, utilities and taxes work area, and offices for the city clerk, human resources, building official, accounting, and office.

The new City Hall building will also include:

- alderman’s workspace
- city engineer’s offices
- community development offices
- conference rooms
- additional departmental office and storage space
- storage/expansion space

The new building may or may not include a new payment desk, walk up window, and drive-up window for utilities and taxes. A final decision will be made once it is decided if the liquor store site is purchased and parking provided to the rear of the new City Hall.
Illustration showing City Hall on McInnis aligned with new town green.

Preliminary building plans prepared by Mitch McNabb provide a starting point for discussions regarding function and design of the new City Hall.

Design for City Hall prepared by Christine G. H. Franck during the Renewal Forum in October 2005.
Central Fire Station

Under the plan, the existing Central Fire Station will be vacated and replaced by a new facility on the Belleview Shopping Center Site. The existing building’s small size, poor condition, outdated building systems, cramped living quarters, and location in the floodplain make any sort of adaptive reuse of the existing building—the former City Waterworks Building—or reconstruction on-site infeasible. The new building will have three fully-scaled apparatus bays, office space for the Fire Chief, Inspector, and Fire Marshall; training and storage space; and quarters for on-duty personnel.

The site for the new Central Fire Station at the intersection of Belleview Avenue and Arthur Street is both centrally located within the station’s service area and has ready access to Main Street to provide adequate response times. Under the plan, the new Central Fire Station will occupy a site at the north end of the Belleview Shopping Center site with access to the east-west oriented apparatus bays provided from the lane leading to the ballfields and a new street connecting Arthur and Bowen Streets. Depending on the availability of the office property fronting on Belleview, the primary public façade of the station could either face north onto Belleview or face east on the new street. (The illustrative plan shows the station fronting directly on Belleview.)

Alternative sites studied include those on the east side of Main Street just south of McInnis Avenue and on southwest...
corner of McInnis Avenue and Morris Street. The Main Street site was considered more appropriate for a mixed use building and the McInnis Avenue site is currently occupied by established retail businesses.

The preliminary plans for the new Central Fire Station call for accommodating existing uses, including a kitchen, day room, bathroom with shower, offices for the Fire Chief and Fire Marshall, and storage area, plus

- two additional apparatus area bays, with all bays large enough to handle 37' trucks or two smaller vehicles and arranged for drive-through, with doors on both ends
- fire inspector’s office
- training classroom
- separate sleeping and toilet facilities to accommodate both sexes
- individual sleeping compartments for privacy
- adequate kitchen and pantry
- adequate evidence storage, equipment storage and general storage
- laundry & janitorial facilities
- waiting and handicapped restroom

The new Central Fire Station should be designed to withstand severe storms and have provisions for continuous emergency operations to support first responders during and after a disaster. Parking for 4 pumpers, 4 trucks, 4 personal vehicles and 2 visitors is required as well as space for hose drying racks, outdoor training areas, and 60' drive areas in front and back of the apparatus bays.

As part of the current planning effort, preliminary plans prepared before Katrina have been evaluated and revised by Mitch McNabb of Allred McNabb Architects of Pascagoula.
Recreation Center

The new Recreation Center is located at the south end of the Belleview Shopping Center site outside the floodplain but adjacent to the existing complex of ball fields and conservation lands. The location allows a direct programmatic connection between indoor and outdoor recreation programs, a larger space than is available in the current center, and the possibility of creating a facility that meets American Red Cross requirements (ARC 4496 – Standards for Hurricane Evacuation Shelter Selection) for formal designation as an emergency shelter. Once the relocation occurs, the existing facility will be demolished to allow for the realignment of Denny and the expansion of Riverfront Park. (A preliminary building program for the recreation has not been developed.)
Police Station & City Courts

The existing Police Station & City Court is located within a flood area in former mercantile buildings of questionable structural integrity. The new Police Station should be designed to withstand severe storms and have provisions for continuous emergency operations in order to direct emergency police, medical and fire responders during and after a disaster.

The existing 9,386 sf Police Station & City Court has:

• a small lobby and public toilets
• city court room, judges office, court clerk office and court records area
• chief’s office, deputy chief’s office and secretary’s office
• captain’s office
• detective’s offices
• reserves office, animal control and warrant officer
• briefing room
• dispatch center
• interview rooms
• jail cells and jail support areas
• police records clerk and storage room
• evidence storage
• equipment storage and other types of storage rooms
• break room and kitchen
• toilets, janitor’s space, etc.

The new Police Station & City Court should also include the following spaces:

• polygraph room and observation room
• witness waiting room
• sally port and additional jail cells
• fitness room, locker rooms and toilets with showers
• classroom and conference room
• additional space for each department
• larger lobby and courtroom

It is desired that the new Police Station be a two-story facility, which would necessitate space for two stairs, an elevator and elevator equipment. The City Court and the jail can be one-story. Parking for 50 police department and employee vehicles, and 75 public vehicles is planned, as is covered parking for ATV’s and motorcycles and a fenced area for the storage of barricades.
Preliminary plans for a new Police Station and City Courts prepared by Mitch McNabb of Allred McNabb Architects of Pascagoula.
E. CITY BLOCK DEVELOPMENT

With the civic buildings relocated to higher ground, the city-owned block will be available private, mixed development overlooking Denny river and a new green connecting the preferred site for City Hall to the river.

Block Configuration

The reconfiguration of the block is determined by the alignment of Denny Street and the creation of a new town green directly connecting the preferred site for City Hall to Denny Street and the river front park. The green breaks down the scale of the city block, provides a direct connection to the river, and creates additional building frontage with potential for shopfronts and upper story spaces with views to the river.

Elevating & Remapping

Through the re-grading of the park, the new Denny Street, and the northern end of the city block, sidewalks and building pads will be elevated to 12’ NGVD29 (National Geodetic Vertical Datum of 1929). This modest elevation change, tapering from approximately 2’ of fill at the intersection of Denny Street and Main Street to existing grade at Main Street and McInnis Avenue, will allow the blocks to be remapped and identified as falling beyond the limits of the 1% annual chance flood elevation. (The
city’s recent remapping of the Pelican Landing site offers a good model for what is required for the city block.) As shown in the accompanying sketches, access to the raised sidewalks and shopfronts will be by stairs and handicap accessible ramps along the Denny Street.

**Preferred Frontages**

Although a number of different frontages are permitted in the T5 transect zone under the Moss Point Downtown SmartCode, colonnades are preferred for the Main and Denny Street frontages. This type works especially well for the raised portion of the block. The retaining walls serve as foundations for the columns, the structure provides cover for the full sidewalk width.

Preliminary sketches for downtown redevelopment by Bruce Tolar of Tolar LeBatard Denmark Architects, PLLC.
BLOCK CONFIGURATION

The bold red lines indicate the general location of retaining walls and fill required to elevate the blocks to 12'.
RAISED MAIN STREET FRONTAGE
F. RIVERFRONT PARK EXPANSION & IMPROVEMENT

After city operations are relocated and the existing buildings removed, Denny is realigned to make room for the expansion and improvement of Riverfront Park.

During public meetings in December 2005, residents and property owners shared their ideas for the park’s future. People talked about the need for flexibility, informality in design treatments, and ease of maintenance. They also reinforced recommendations in previous plans to expand the river walk, provide short-term berths for smaller pleasure craft, and relocate the boat ramps and related parking area to a more appropriate site.
Great lawn, shelter, and fishing pier.

New grove and garden surrounding the existing memorials.

New boat slips and canoe/kayak launch.

New waterfront restaurant.

Northward extension of the riverwalk.

River Heritage Center and native plant garden.

Eastward extension of riverwalk.
Riverfront Park Concepts

Reviews of the concepts for the riverfront park follow.

Central Lawn & Pier. At the corner of Denny and Main Street, an expansive grass area serves as a central gathering place for events and activities and opens onto a new shelter and pier extending into the river.

Memorial Grove. As a more fitting setting for the existing memorials, a grove of flowering trees are arranged along a newly created path of crushed shell or pea gravel. Benches along the path and ceremonial gates create a sense of enclosure and a peaceful place for remembrance and reflection.

Waterfront Restaurant & Boat Slips. To the north of the grove, a site is reserved for a small, 5-6,000 square foot restaurant with outdoor seating overlooking the river walk. Parking for the restaurant is providing in the existing lot to the north. New docks provide transient berths for daytime visits and overnight stays. The existing buildings are devoted for use as small shops, dock master or river keeper offices, or canoe or kayak rental operation.

River Heritage Center & Garden.

At the east of the park, space is reserved for a new building housing exhibit and event space and a native plant or water garden and fountain.

Riverwalk Extension. Tying the spaces together is the existing river walk and its northward and eastward extensions. As defined in the Waterfront plan, the existing river walk will extend northward to the bridge and new marina and commercial uses and eastward through the new marina and Mississippi Export property. Ultimately, this section will link the Kreole neighborhood with the new development in the IP site to the river and downtown.

Sustainable Design. Sustainability will be a central concern as the design process moves forward. Opportunities for harvesting and filtering storm water runoff; incorporating native, drought and flood tolerant plantings; and incorporating sustainably sourced and constructed materials will be explored as more detailed plans are prepared.
The expanded park can be designed to accommodate a range of uses, from active play spaces, to gardens and fountains, and a large expanse of open for special events and activities.
G. THROUGHFARE IMPROVEMENTS

Main Street Narrowing

The 4 block stretch of Main Street from Dantzler to Bellview will be transformed into an attractive, well-defined, walkable commercial street. As the central spine of the revitalized downtown, Main Street is designed with ample sidewalks; safe, well-marked cross walks; narrow travel lanes to slow speeds; on-street parallel parking; and sufficient capacity to accommodate existing traffic volumes and serve effectively as an evacuation route.

Pre- and Post-Widening. Before it’s widening in the 1980’s, Main Street was a classic small town shopping street. The narrow paved width (approximately 40’ of pavement including
on-street parking) moderated travel speeds and allowed for easy crossings. Sidewalks were modest but adequate. One to four-story buildings with ground floor shops and upper story apartments and small offices contributed activity and spatial definition. A mix of awnings, galleries, and canopies shaded the streets and provided cover from the rain. Even the bend in the road at the river deflected views and contributed to the feeling of entry and enclosure.

In its’ current state, Main Street acts more as a divide than a seam holding downtown together. The 5-lane configuration (4 wide travel lanes and a continuous center turn lane) divides the west side of downtown and the historic commercial block from the riverfront and existing shops and city buildings. What once might have been a nice short walk from the hardware store to the pharmacy is now an unpleasant and potentially dangerous adventure.
High travel speeds, wide lane widths, the lack of spatial definition, and the new, straight alignment make crossing difficult and a walk along Main Street particularly unattractive.

**Main Street Redesign.** In response to existing conditions, including the storm devastation, the Moss Point Mayor and Aldermen began to establish a new vision for the downtown. To achieve the future economic revitalization of downtown, its character must be upgraded. Main Street’s traditional four block section is one critical element of this transformation. The current function of Highway 613 as primarily serving through trip motor vehicle travel must be modified to include both through trip mobility and access to Main Street businesses by pedestrians, cyclists and motor vehicle users. Without this functional change, it will remain a Main Street in name only and thwart the intent of Moss Point’s elected representatives.

Under the plan, Main Street is redesigned with two travel lanes, an 8-foot wide center safety strip, on-street, parallel parking, and wide sidewalks. The redesign will adequately serve existing traffic and, with the safety strip, allow vehicles to safely pass cyclists and cars entering and leaving parking spaces. The safety strip, paved with a rough texture so drivers normally avoid this area while driving at the speed limit, serves several key functions:

- management of motor vehicle speed – narrower travel lanes and parked cars help maintain the vehicle speed at Main Street’s 25 miles per hour posted speed.
• larger vehicles can use the strip’s outside edge to safely maneuver the four block Main Street area.
• drivers can use the strip at very low speeds to bypass parking cars.
• emergency vehicles can use the strip for free passage during peak periods.
• hurricane evacuation traffic can use the strip to provide an extra north-bound lane.
• existing travel through downtown Moss Point averages 800 vehicles per hour for the morning and evening peak periods. This volume of traffic is well below the 1,000 vehicles per hour that can be easily handled by a single lane in each direction through this four block section of downtown. At this time, no further signal control is anticipated beyond what exists at both Dantzler and Bellview. Full use of auxiliary turn lanes will easily meet current and anticipated future travel demands.

For evacuation, the section with parking removed, would allow three lanes of northbound traffic and one lane of southbound travel for emergency vehicles. To minimize construction costs and disturbance of underground utilities, the curb and gutter on the west side is maintained and new curbs, sidewalks, and planting strips are constructed on the east side. Where pedestrian crossings are permitted, handicap ramps and wide “ladder” stripes will be installed.
Main Street as it currently exists today has a wide building face-to-building face dimension and provides no sense of enclosure for pedestrians.

Redesigned Main Street includes two travel lanes, an 8-foot wide center safety strip, on-street parallel parking, and wide sidewalks. The result is a comfortable place for pedestrians, bicyclists and drivers.
Arthur Street Improvements

To complement this revitalized two lane Main Street section, Arthur Street is planned for improvement. During peak periods, local traffic should have an opportunity to avoid Main Street’s key four blocks. Currently, Arthur Street parallels Main from Dantzler to Bellview, thus providing a small grid pattern of streets. A jog in Arthur at Dantzler should be removed to allow local north/south traffic to flow more smoothly. The section of Arthur south of Dantzler should also be improved. It currently traverses an old parking lot.

The intent is to better serve local traffic, including trips beginning and ending downtown, Arthur will received modest improvements, including the realignment of the intersection at Belleview and restriping to allow for on-street parking on one side of the street. With the realignment of the Belleview intersection, local travel from the new Post Office north to Dantzler will be allowed.
Thoroughfare Assemblies

The thoroughfare assemblies on the following pages are intended to provide design guidance to the City as money is invested in downtown infrastructure.

In the near future, the narrowing of Main Street, the realignment of Denny Street and the development of the city block will provide Moss Point the opportunity to create a more compact, walkable and pedestrian-friendly downtown. While the core of downtown is undergoing many changes, much of the downtown immediately adjacent to the city-owned block is likely to remain in its current state for the next several years. These assemblies should be used as recommendations as improvements are needed.

Direction for a range of design parameters include, for example, design speeds, sidewalk widths, travel lane and pavement widths, and the provision for on-street parking. These recommendations are specifically intended to create thoroughfares that respect alternative modes of transportation, including walking and biking, while still providing an efficient transportation network for automobiles.
### Thoroughfare Types

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Right-of-Way Width</th>
<th>Pavement Width</th>
<th>Movement</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Traffic Lanes</th>
<th>Parking Lanes</th>
<th>Curb Radius</th>
<th>Public Frontage Type</th>
<th>Walkway Type</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape Type</th>
<th>Transportation Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard:</td>
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<td>None</td>
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#### Key

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

#### New Rear Lane

- **RL-24-12**: New Rear Lane (Provides access to infill on Arthur St)
- **RA-24-24**: New Rear Alley (Provides access to infill on Arthur St)
### THOROUGHFARE TYPES

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Right of Way Width</th>
<th>Pavement Width</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Pedestrian Creation Time</th>
<th>Bicycle Lanes</th>
<th>Bike Lanes</th>
<th>Bike Route</th>
<th>Planter Type</th>
<th>Curb Type</th>
<th>Landscape Type</th>
<th>Public Frontage Type</th>
<th>Transportation Provision</th>
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<td></td>
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<td>10 feet</td>
<td>5 foot</td>
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<tr>
<td>Rear Alley: RA</td>
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<td>10 feet</td>
<td>5 foot</td>
<td>Trees at 30' std</td>
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<td></td>
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<tr>
<td>Bicycle Trail: BT</td>
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<td>15 feet</td>
<td>10 feet</td>
<td>5 foot</td>
<td>Trees at 30' std</td>
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<td>Bicycle Lane: BL</td>
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<td>15 feet</td>
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<td>5 foot</td>
<td>Trees at 30' std</td>
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<td>Bicycle Route: BR</td>
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<td>15 feet</td>
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<td>5 foot</td>
<td>Trees at 30' std</td>
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<td>28 feet</td>
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<td>5 foot</td>
<td>Trees at 30' std</td>
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### Thoroughfare Type

- **ST-57-20-BL**
- **ST-40-28**
- **ST-50-28**

### Key

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

### Transportation Provision

- Robinson Ave
- Castenera Ave
- Morris St
- Arthur St
- Oak Ave
- Welch Ave

- Dantzler St
- Post Office Ave
- McInnis (East of Morris St)
# Moss Point Downtown Renewal

## Thoroughfare Types

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Right-of-Way Width</th>
<th>Pavement Width</th>
<th>Transportation</th>
</tr>
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<tr>
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<td>BV</td>
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<tr>
<td>Avenue:</td>
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<tr>
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<tr>
<td>Street:</td>
<td>ST</td>
<td>6.5 seconds</td>
<td>6.5 seconds</td>
</tr>
<tr>
<td>Road:</td>
<td>RD</td>
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<td>2 lanes</td>
</tr>
<tr>
<td>Rear Alley:</td>
<td>RA</td>
<td>15 feet</td>
<td>15 feet</td>
</tr>
<tr>
<td>Rear Lane:</td>
<td>RL</td>
<td>Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC</td>
<td>Gallery/Arcade, Shopfront/Awning</td>
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<tr>
<td>Bicycle Trail:</td>
<td>BT</td>
<td>20 foot Sidewalk</td>
<td>20 foot Sidewalk</td>
</tr>
<tr>
<td>Bicycle Lane:</td>
<td>BL</td>
<td>4x4' Tree well</td>
<td>4x4' Tree well</td>
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<tr>
<td>Bicycle Route:</td>
<td>BR</td>
<td>Curb</td>
<td>Curb</td>
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<tr>
<td>Transit Route:</td>
<td>TR</td>
<td>8-10 foot Sidewalk</td>
<td>8-10 foot Sidewalk</td>
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</tbody>
</table>

### Example Thoroughfare Types

**Denny St**
- 64' Thoroughfare Type: Boulevard
- Right-of-Way Width: 64 feet
- Pavement Width: 46 feet
- Movement: Slow Movement
- Design Speed: 25 MPH
- Pedestrian Crossing Time: 6.5 seconds
- Traffic Lanes: 2 lanes
- Parking Lanes: Both Sides Marked @ 8 feet parallel & 16 feet angled
- Curb Radius: 15 feet
- Public Frontage Type: Gallery/Arcade, Shopfront/Awning, Stoop, DY/LC
- Walkway Type: 20 foot Sidewalk
- Planter Type: 4x4' Tree well
- Curb Type: Curb
- Landscape Type: Trees at 30' o.c. Avg.

**Main St**
- 48' Thoroughfare Type: Commercial Street
- Right-of-Way Width: 48 feet
- Pavement Width: 44 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 parallel
- Curb Radius: 15 feet
- Public Frontage Type: Gallery/Arcade, Shopfront/Awning
- Walkway Type: 20 foot Sidewalk
- Planter Type: 4x4' Tree well
- Curb Type: Curb
- Landscape Type: Trees at 30' o.c. Avg.

---

*Note: This is a partial representation of the document content.*
**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

**AV-100-40**

- Avenue: AV
- Right of Way Width: 100' 20' 12' Varies 12' 8' 20'
- Design Speed: 25 MPH
- Pedestrian Crossing Time: 12.0 seconds
- Traffic Lanes: 2 lanes
- Parking Lanes: Both Sides & 8 feet marked parallel
- Curb Radius: 15 feet
- Public Frontage Type: Gallery/Arcade, Shopfront/Awning
- Walkway Type: 20 foot Sidewalk
- Planter Type: 4x4' Tree well
- Curb Type: Curb
- Landscape Type: Trees at 30' o.c. Avg.

New St at Town Green
H. FRONTAGE

Frontage Guidelines

The guidelines on the following pages serve as recommendations for frontages in downtown Moss Point. Specific direction is given for appropriate gallery, shopfront and awning, stoop, and porch and fence frontage locations. Typical characteristics, application and design elements are detailed for each of the aforementioned frontage types. In addition, precedent images are provided to illustrate the principles associated with each frontage type.
Galleries (T4 & T5)

**Characteristics.** Galleries, a permitted frontage in transect zones T4 and T5, are commonly found along traditional commercial streets on the Gulf Coast, and as shown in historic photographs, the type was well represented in earlier incarnations of Moss Point’s Main Street.

As described in Table 7 of the SmartCode, gallery frontages are conventional for retail uses, have substantial glazing on the first floor, and have an attached cantilevered projection or lightweight collonade overlapping the entire width of the sidewalk.

The gallery frontage type is particularly well suited to the coastal climate—the 10-12 foot deep projections shade sidewalks, offer protection against the rain, and limit heat gain in first floor commercial spaces. Where multi-story collonade forms are used, the benefits extend to upper story spaces, where rooms open onto second and third story sheltered outdoor spaces.

**Application.** While the SmartCode permits several types of frontages in T5 areas, multi-story collonades are the preferred type for the Main Street, McInnis Avenue, and Denny Street frontages of the city-owned block. In these locations, collonades cover the primary section of the sidewalk and use the retaining wall as the foundations for columns.

**Design Elements**

- Galleries provide upper story outdoor space and protection from the elements.
- Large display windows on the ground floor provide a connection between indoor and outdoor activities.
- Raised sidewalks mitigate the grade change necessary to protect buildings in flood prone areas.
Galleries on Main Street Moss Point

Examples
**Awnings & Shopfronts (T4 & T5)**

**Characteristics.** Awnings & Shopfront frontage conditions are typically located in areas with high visibility from pedestrian and vehicular traffic and situated adjacent to similar retail frontages. Shopfronts have the most transparent facades, usually achieved through large display windows, to allow pedestrians to view activity and merchandise within retail storefronts and permit those inside to observe the outdoor street and pedestrian activity. A consistent rhythm of entries along the street wall promotes activity and visual interest along the frontage. Blade signs, awnings, canopies contribute to the street life by providing tenants an opportunity to exhibit their individuality, advertise their business, and display goods, services, and special offerings to pedestrians.

**Application.** Similar to the gallery frontage, awning & shopfront frontages are permitted in the Moss Point Downtown SmartCode in T4 and T5 zones. To promote and enhance the existing retail in downtown Moss Point, the plan recommends awning & shopfront conditions for retail uses along the west side of Main Street from Bellview to Post Office Avenue, along the east side of Main Street from just south of Castenera to McInnis, along McInnis from Main to Morris, and at the corner of Main Street and Post Office Avenue. Any other retail establishments within the Moss Point Downtown SmartCode area, not specifically mentioned above, should use awning & shopfront standards.

**Design Elements**

- **Residential or Commercial Office**
  - Ground Floor
  - Simple details and slightly smaller proportions reflect use of top floors as residential and/or commercial office space.

- **Retail**
  - Upper Floor
  - Signage should be discreet & simple and should be restricted to a small band.

- **Awnings**
  - Provide shelter from the elements and visual interest along the street.

- **High levels of transparency**
  - Provide a connection between indoor and outdoor uses.
Awnings & Shopfronts on Main Street Moss Point

Examples
Stoop (T4 & T5)

**Characteristics.** The residential stoop frontage promotes the interaction of private residential uses with exterior activity on the street and sidewalk. A nominal setback from the public right-of-way enables the first floor elevation to be raised from the sidewalk grade. This separation, achieved with a flight of stairs found at the building entry, allows the interior spaces to remain private while still permitting the building occupants to view street activity and pedestrians. Although live-work and professional offices can be accommodated, residential building uses are the most common. Bay windows and balconies projecting from the building façade further add visual interest to the residential frontage.

**Application.** Along with gallery and awning & shopfront frontages, the SmartCode permits stoop frontages within T4 and T5 zones in the Moss Point Downtown. Specifically, the plan recommends the use of residential stoop frontages along Main Street from Post Office Avenue to just past Dantzler Street. The use of a raised stoop frontage will allow the buildings along Main Street to mitigate the grade change necessary for the new established flood zones. The use of the stoop frontage for multi-family attached infill development elsewhere within T4 and T5 zones is acceptable, but not required.

**Design Elements**

- The use of dormers allow attics to be used as additional living space.
- Covered entrance allows protection from the elements.
- Slightly larger proportions on the ground floor.
- Raised entrances provide adequate grade separation in flood prone areas. Ground floor spaces may be used as storage.
Examples
Porch & Fence (T4)

**Characteristics.** The porch & fence frontage provides a building façade set back from the street to allow room for a private, fenced yard. A fence clearly signals the break between the public realm of the street and sidewalk to the private realm of the yard and porch. Porches along the front of the building allow residents the opportunity to interact and engage in activities in the public domain while maintaining a level of privacy.

**Application.** Permitted within T4 zones, the porch & fence frontage is preferred on the west side of Arthur Street from Dantzler Street to Castenera Avenue to provide a finer grain residential fabric for Downtown Moss Point.

**Design Elements**
Moss Point Precedents

Examples

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Unlike conventional Euclidean zoning ordinances that encourage use separation and sprawl development, the SmartCode is a form-based code that seeks to encourage a specific physical outcome by combining zoning, subdivision regulations, urban design and basic architectural standards into one document. Incorporating the principles of New Urbanism and Smart Growth, the SmartCode is used as a tool to create compact, walkable, mixed-use communities by guiding development and the built environment.

The SmartCode is a transect-based code in which a transect traditionally represents a continuous cross-section of natural habitats ranging from the shore to the plains to the mountains. The transect of the SmartCode is based upon the human transect of nature to rural farmlands to urban cities. Transect Zones within the SmartCode are defined as: T-1 Natural, T-2 Rural, T-3 Sub-Urban, T-4 General Urban, T-5 Urban Center, T-6 Urban Core. Local calibration allows the Smart Code to be customized to the specific needs and outcomes desired by a community. Within the Moss Point Downtown, T-4 and T-5 transect zones have been identified and coded in this local SmartCode document.
The transect map for Downtown Moss Point identifies T4, T5, and Open Space transect zones.
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- 1.6 INCENTIVES

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ARTICLE 1. GENERAL TO ALL PLANS

1.1 AUTHORITY
1.1.1 The action of the City of Moss Point, Mississippi in the adoption of this Code as an overlay zone is authorized under the Code of Mississippi, Sections 17-1-1 through 17-1-21 (1972), as amended.
1.1.2 The adoption of this ordinance is necessary to promote the health, safety, convenience, and general welfare of the citizens of Moss Point, Mississippi and to assist in bringing about coordinated, efficient and economical development of the city.
1.1.3 This Code was adopted by and amended by vote of the Moss Point Planning Commission (the “Planning Commission”) and the Moss Point Board of Aldermen (the “Board of Aldermen”).

1.2 PURPOSE
The purpose of this Code is to enable and encourage the implementation of the following policies:
1.2.1 The Region
   a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
   b. That growth strategies should encourage Infill and redevelopment in parity with new communities.
   c. That development contiguous to urban areas should be structured in the 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 Clustered Land Development, Traditional Neighborhood Developments, and Regional Center Developments.
   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.
1.2.2 The Community
   a. That Traditional Neighborhood Developments and Regional Center Developments should be compact, pedestrian-oriented and mixed-use.
   b. That Traditional Neighborhood Developments and Regional Center Developments should be the preferred pattern of development and that districts specializing in single-use should be the exception.
   c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
   d. That interconnected networks of Thoroughfares should be designed to disperse and reduce the length of automobile trips.
ARTICLE 1. GENERAL TO ALL PLANS

e. That within developments, 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 and Commercial activity should be embedded in mixed-use developments, not isolated in remote single-use complexes.
h. That schools should be sized and located to enable children to walk or bicycle to them.
i. That a range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and 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 Spaces.
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 should grow from local climate, topography, history, and building practice.
e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
f. That Civic Buildings and public gathering places should be provided locations that reinforce community identity and support self-government.
g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
h. That the preservation and renewal of historic buildings should be facilitated to affirm the continuity and evolution of society.
i. That the harmonious and orderly evolution of urban areas should be secured through graphic codes that serve as guides for change.

1.3 APPLICABILITY

1.3.1 Provisions of this Code are activated by "shall" when mandatory and "should" when recommended but 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 fire and building codes for Moss Point (the “Local Health and Safety Code”).

1.3.3 [Reserved]

1.3.4 Terms used throughout this Code shall be defined in the Article 7 Definitions of Terms. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of any other laws or ordinances of the City of Moss Point, those of this Code shall take precedence related
ARTICLE 1. GENERAL TO ALL PLANS

to the use and application of this Code.

1.3.5 The Article 7 Definitions of Terms contains regulatory language that is part of this Code.

1.4 PROCESS

1.4.1 [Reserved]

1.4.2 [Reserved]

1.4.3 The City of Moss Point hereby creates a Consolidated Review Committee (CRC) comprised of a representative from the Planning Commission, the Board of Adjustment, the City Engineer’s Office, the Fire Department, and the Clerk’s Office for the City of Moss Point. The CRC shall expedite the permitting process by providing a single interface between the Developer and the agencies.

1.4.4 A Developer may appeal a decision of the CRC to the Planning Commission and may appeal a decision of the Planning Commission to the Board of Aldermen.

1.4.5 Should a violation of an approved plan occur during construction, the CRC has the right to require the Developer to stop, remove, and/or mitigate the violation, or to require the Developer to secure a Variance to cover the violation.

1.5 WARRANTS AND VARIANCES

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

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

1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with the procedures established by the Board of Adjustment.

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 requiring a Variance.

1.5.5 [Reserved]

1.6 INCENTIVES

1.6.1 To encourage the use of this Code, the Board of Aldermen grants the following incentives, to the extent authorized by state law:

a. Applications under this Code shall be processed administratively by the CRC rather than through public hearing.

b. Applications under this Code shall be processed with priority over others under the existing conventional zoning code, including those with prior filing dates.
ARTICLE 2. [RESERVED]
ARTICLE 3. [RESERVED]
ARTICLE 4. [RESERVED]
ARTICLE 5. BUILDING SCALE PLANS

5.1 INSTRUCTIONS
5.1.1 [Reserved]
5.1.2 Developers may have plans under this Article prepared on their behalf.
5.1.3 [Reserved]
5.1.4 The requirements described in this Article shall control the Building Disposition, Building Configuration and Building Function, as well as their architectural, landscape, parking, signage, and ambient standards.
5.1.5 Plans submitted under this Article shall set forth the following, in compliance with the standards described in this Article:
   a. For preliminary site and building approval:
      • Building Disposition
      • Building Configuration
      • Building Function
      • Required Parking standards
   b. For final approval, in addition to the above:
      • Architectural Standards
      • Landscape Standards
      • Signage Standards
      • Ambient Standards

5.2 [Reserved]
5.3 [Reserved]
ARTICLE 5. BUILDING SCALE PLANS

5.4 SPECIFIC TO GENERAL URBAN TRANSECT ZONES (T4)

5.4.1 Building Disposition (T4)

a. Newly platted lots shall be dimensioned according to Section 5.4.11
b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.4.11
c. One Principal Building at the Frontage Line, 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 5.4.11.
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 Section 5.4.11. 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 Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Section 5.4.11.
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 (T4), selected from Table 9.

5.4.2 Building Configuration (T4)

a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.4.11.
b. Awnings may encroach the public Sidewalk without limit. Stoops 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.
c. Loading docks and service areas shall be permitted on Frontage Lines only by Warrant.
d. Building Heights shall conform to Table 8 and be as shown in Section 5.4.11.

5.4.3 Building Function (T4)

a. Buildings in each Transect Zone shall conform to the Building Functions described in Tables 10 and 11 and Section 5.4.11. Building Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
b. [Reserved]
c. [Reserved]
d. [Reserved]
e. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.
ARTICLE 5. BUILDING SCALE PLANS

5.4.4 Parking Standards (T4)
a. Vehicular parking shall be required and adjusted for mixed-use as shown in Tables 11 and 12. The Required Parking is calculated according to Table 11 based on the building function. The Adjusted Parking is the Required Parking reduced by the sharing factor in Table 12.
b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the Required Parking of the building on the same lot.
c. The Required Parking may be modified by the CRC by Warrant.
d. Parking shall be accessed by the Rear Alley or Rear Lane, when such are available.
e. Parking lots shall be masked from the Frontage Line 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. Subject to approval by Warrant, the Required Parking may be provided within one-quarter mile of the site that it serves.
h. [Reserved]
i. [Reserved]
j. [Reserved]
k. For buildings on Secondary Grids (S-Grids), parking lots may be allowed in the First Layer by Warrant.

5.4.5 Architectural Standards (T4)
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, cementitious siding and/or stucco.
ARTICLE 5. BUILDING SCALE PLANS

j. Balconies and porches shall be made of painted wood or metal.
k. Fences, if provided within the First Layer shall be painted. Fences at other Layers may be of wood board or chain link.

5.4.6 [Reserved]

5.4.7 Landscape Standards (T4)
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. Sod shall be permitted by right.
e. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.4.5.b.

5.4.8 Signage Standards (T4)
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.

5.4.9 Ambient Standards (T4)
a. Sound levels measured at the building Frontage Line 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 Line shall not exceed 2.0 fc (foot-candles).

5.4.10 [Reserved]
SECTION 5.4.11

BUILDING FUNCTION (see Tables 10 & 11)
- Residential: limited use
- Lodging: limited use
- Office: limited use
- Retail: limited use

BUILDING TYPE (see Table 9)
- Edgeyard: permitted
- Sideyard: permitted
- Rearyard: permitted
- Courtyard: permitted

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

BUILDING DISPOSITION
1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table 16E).

OUTBUILDING PLACEMENT
1. The elevations of the outbuildings 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
ARTICLE 5. BUILDING SCALE PLANS

5.5 SPECIFIC TO URBAN CENTER TRANSECT ZONES (T5)

5.5.1 Building Disposition (T5)

a. Newly platted lots shall be dimensioned according to Section 5.5.11.
b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.5.11.
c. One Principal Building at the Frontage Line, 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 5.5.11.
e. Facades shall be built parallel to the Principal Frontage Line along a minimum of 70% of its length on the Setback shown in Section 5.5.11. In the absence of a building along the remainder of the Frontage Line, a Streetscreen shall be built co-planar with the Facade.
f. Setbacks for Principal Buildings shall be as shown in Section 5.5.11. 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 Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Section 5.5.11.
h. Building Types shall be as shown in Table 9.
i. [Reserved]
j. Buildings shall have their Principal Entrances on a Frontage Line.

5.5.2 Building Configuration (T5)

a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.5.11.
b. Awnings may encroach the public Sidewalk without limit. Stoops 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.
c. Loading docks and service areas shall be permitted on the Frontage Line only by Warrant.
d. Building Heights shall conform to Table 8 and be as shown in Section 5.5.11.
e. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade.

5.5.3 Building Function (T5)

a. Buildings in each Transect Zone shall conform to the Building Functions described in Tables 10 and 11 and Section 5.5.11. Building Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
b. [Reserved]
c. [Reserved]
d. [Reserved]
 ARTICLE 5. BUILDING SCALE PLANS

e. Accessory uses of Open Lodging or Open Office shall be permitted within an Out-
building.
f. First Story Commercial shall be permitted throughout and shall be required at manda-
tory shopfront Frontages.

5.5.4 Parking Standards (T5)

a. Vehicular parking shall be required and adjusted for mixed-use as shown in Tables
11 and 12. The Required Parking is calculated according to Table 11 based on the
Building Function. The Adjusted Parking is the Required Parking reduced by the
Sharing Factor in Table 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 same lot.
c. Maximum Parking ratios may be established by the CRC by Warrant.
d. Parking shall be accessed by the Rear Alley or Rear Lane when such is available.
e. Parking lots shall be masked from the Frontage Line by a Liner Building or Streetscreen
as specified in Section 5.5.5b.
f. All parking areas shall be located at the Third Lot Layer.
g. The Required Parking may be provided within one-quarter mile of the site that it
serves, subject to approval by Variance.
h. The vehicular entrance of a parking lot or garage on a Frontage Line shall be no
wider than 30 feet.
i. Pedestrian entrances to all parking lots and parking structures shall be directly from
a Frontage Line.
j. [Reserved]
k. For buildings on Secondary Grids (S-Grids), parking lots may be allowed on the Frontage
Line by Warrant.

5.5.5 Architectural Standards (T5)

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. The Facades on Retail Frontages shall be detailed as storefronts and glazed with
clear glass no less than 70% of the sidewalk-level story.
f. Doors and windows that operate as sliders are prohibited along Public and Private
Frontages.
g. 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.

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 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 Frontage Line as shown in Table 16D.

5.5.6 [Reserved]

5.5.7 Landscape Standards (T5)

a. [Reserved]
b. [Reserved]
c. [Reserved]
d. Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second Story of buildings.
e. Outdoor storage shall be screened from view from any Frontage Line by a Streetscreen in conformance with Section 5.5.5b.

5.5.8 Signage Standards (T5)

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)

a. Sound levels measured at the building Frontage Line 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 Line shall not exceed 5.0 fc (foot-candles).

5.5.10 [Reserved]
**BUILDING HEIGHT**
1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited 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 the principal frontage lines and elevations along lot lines (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 as shown in the diagram (see Table 16D).
ARTICLE 5. BUILDING SCALE PLANS

5.6 [Reserved]

5.7 PRE-EXISTING CONDITIONS
5.7.1 Non-conforming existing buildings may continue to be used as is until a Substantial Modification is requested. Once a substantial modification is requested, the CRC shall require the Developer remedy the non-conformity.

5.7.2 When renovating an existing building, a Developers shall not be required to increase the Required Parking for the building more than the amount of parking that was required for the building prior to the renovation.
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.

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 table provides a description of the character of each Transect Zone.
TABLE 2-6. [RESERVED]
### TABLE 7. PRIVATE FRONTAGES

<table>
<thead>
<tr>
<th>SECTION</th>
<th>PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOT PRIVATE FRONTAGE</td>
<td>R.O.W. PUBLIC FRONTAGE</td>
</tr>
<tr>
<td><img src="image1.png" alt="Section Diagram" /></td>
<td><img src="image2.png" alt="Plan Diagram" /></td>
</tr>
<tr>
<td><img src="image5.png" alt="Section Diagram" /></td>
<td><img src="image6.png" alt="Plan Diagram" /></td>
</tr>
<tr>
<td><img src="image9.png" alt="Section Diagram" /></td>
<td><img src="image10.png" alt="Plan Diagram" /></td>
</tr>
</tbody>
</table>

**a. 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.

**b. 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.

**c. 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.

**d. 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.

**e. 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.

**f. 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.

This table sets forth the permitted Private Frontage types by Transect Zone.
### TABLE 8. BUILDING CONFIGURATION

This table sets forth the permitted Principal Building Configuration for each Transect Zone.

<table>
<thead>
<tr>
<th>Transect Zone</th>
<th>Configuration Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T4</strong></td>
<td>Lot → R.O.W.</td>
</tr>
<tr>
<td></td>
<td>3 max., 2 min.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transect Zone</th>
<th>Configuration Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T5</strong></td>
<td>Lot → R.O.W.</td>
</tr>
<tr>
<td></td>
<td>4 max., 2 min.</td>
</tr>
</tbody>
</table>
TABLE 9. BUILDING TYPE

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.

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.

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.

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.

This table sets forth the permitted Building types by Transect Zone.
### TABLE 10. BUILDING FUNCTION-SPECIFIC

#### a. RESIDENTIAL

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartment Building</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Row House</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Duplex House</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Sideyard House</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Cottage</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>House</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Accessory Unit</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Live-Work Unit</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

#### b. LODGING

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel (no room limit)</td>
<td>•</td>
</tr>
<tr>
<td>Inn (up to 12 rooms)</td>
<td>•</td>
</tr>
</tbody>
</table>

#### c. OFFICE

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Building</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Live-Work Unit</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

#### d. RETAIL

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open-Market Building</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Retail Building</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Display Gallery</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Restaurant</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Kiosk</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

#### e. CIVIC

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Shelter</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Conference Center</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Fountain or Public Art</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Library</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Live Theater</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Movie Theater</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Museum</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Outdoor Auditorium</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Parking Structure</td>
<td>•</td>
<td></td>
</tr>
<tr>
<td>Passenger Terminal</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Playground</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Surface Parking Lot</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>•</td>
<td></td>
</tr>
</tbody>
</table>

#### f. OTHER: CIVIL SUPPORT

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Station</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Police Station</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Medical Clinic</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

#### f. OTHER: EDUCATION

<table>
<thead>
<tr>
<th>Building Type</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>College</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td>High School</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td>Trade School</td>
<td>□</td>
<td></td>
</tr>
<tr>
<td>Elementary School</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>Other-Childcare Center</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

- **BY RIGHT**
- **BY VARIANCE**
### TABLE 11. BUILDING FUNCTION-GENERAL

<table>
<thead>
<tr>
<th></th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. RESIDENTIAL</td>
<td><strong>Limited Residential:</strong> The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).</td>
<td><strong>Open Residential:</strong> The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).</td>
</tr>
<tr>
<td>b. LODGING</td>
<td><strong>Limited Lodging:</strong> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.</td>
<td><strong>Open Lodging:</strong> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times.</td>
</tr>
<tr>
<td>c. OFFICE</td>
<td><strong>Limited Office:</strong> The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.</td>
<td><strong>Open Office:</strong> The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.</td>
</tr>
<tr>
<td>d. RETAIL</td>
<td><strong>Limited Retail:</strong> The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.</td>
<td><strong>Open Retail:</strong> The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net retail space.</td>
</tr>
<tr>
<td>e. CIVIC</td>
<td>See Table 10</td>
<td>See Table 10</td>
</tr>
<tr>
<td>f. OTHER</td>
<td>See Table 10</td>
<td>See Table 10</td>
</tr>
</tbody>
</table>

This table sets forth the permitted Building Functions by Transect Zone and general function.
### TABLE 12. PARKING CALCULATION

<table>
<thead>
<tr>
<th>Required Parking (See table 11)</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1.5 / dwelling</td>
<td>1.0 / dwelling</td>
</tr>
<tr>
<td>Lodging</td>
<td>1.0 / bedroom</td>
<td>1.0 / bedroom</td>
</tr>
<tr>
<td>Office</td>
<td>3.0 / 1000 sq. ft.</td>
<td>2.0 / 1000 sq. ft.</td>
</tr>
<tr>
<td>Retail</td>
<td>4.0 / 1000 sq. ft.</td>
<td>3.0 / 1000 sq. ft.</td>
</tr>
<tr>
<td>Civic</td>
<td>To be determined by warrant</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>To be determined by warrant</td>
<td>ME</td>
</tr>
</tbody>
</table>

**SHARING FACTOR**

<table>
<thead>
<tr>
<th>Function with Function</th>
<th>Residential</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1.1</td>
<td>1.0</td>
</tr>
<tr>
<td>Lodging</td>
<td>1.0 / bedroom</td>
<td>1.0 / bedroom</td>
</tr>
<tr>
<td>Office</td>
<td>1.0 / bedroom</td>
<td>1.0 / bedroom</td>
</tr>
<tr>
<td>Retail</td>
<td>1.2</td>
<td>1.2</td>
</tr>
</tbody>
</table>

The Required Parking table summarizes the parking requirements of Table 11 for each site or, conversely, the amount of building allowed on each site given the parking available.
**TABLE 13. CIVIC SPACE**

| **a. Green:** | An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres. |
| **b. Square:** | An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres. |
| **c. Plaza:** | An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres. |
| **d. Playground:** | An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size. |
## TABLE 14. SMARTCODE SUMMARY

<table>
<thead>
<tr>
<th>A. BASE RESIDENTIAL DENSITY</th>
<th>T4 GENERAL URBAN ZONE</th>
<th>T5 URBAN CENTER ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Right</td>
<td>4 units / ac. gross</td>
<td>6 units / ac. gross</td>
</tr>
<tr>
<td>Other Functions</td>
<td>20 - 30% min</td>
<td>30 - 50% min</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B. BLOCK SIZE</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Perimeter</td>
<td>2400 ft. max</td>
<td>2000 ft. max</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C. CIVIC SPACES (see Table 13)</th>
<th>T4</th>
<th>T5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>Square</td>
<td>permitted</td>
<td>permitted</td>
</tr>
<tr>
<td>Plaza</td>
<td>prohibited</td>
<td>permitted</td>
</tr>
<tr>
<td>Playground</td>
<td>permitted</td>
<td>permitted</td>
</tr>
</tbody>
</table>

| D. LOT OCCUPATION             |                      |                      |
| Lot Width                     | 18 ft. min 96 ft. max| 18 ft. min 180 ft. max|
| Lot Coverage                  | 70% max              | 80% max              |

| E. BUILDING DISPOSITION       |                        |                      |
| Front Setback                 | 6 ft. min 18 ft. max   | 0 ft. min 12 ft. max |
| Side Setback                  | 0 ft. total min        | 0 ft. min 24 ft. max |
| Rear Setback                  | 3 ft. min *            | 3 ft. min *          |

| F. BUILDING TYPE (see Table 9) | T4 | T5 |
| Edgeyard                      | permitted | prohibited |
| Sideway                       | permitted | permitted |
| Rearyard                      | permitted | permitted |

| G. PRIVATE FRONTAGES (see Table 7) | T4 | T5 |
| Porch & Fence                  | permitted | prohibited |
| Terrace or Light Court          | permitted | permitted |
| Forecourt                      | permitted | permitted |
| Stoop                          | permitted | permitted |
| Shopfront & Awning             | permitted | permitted |
| Gallery                        | permitted | permitted |

| H. BUILDING HEIGHT (see Table 8) | T4 | T5 |
| Principal Building             | 3 stories max, 1 min  | 4 stories max, 2 min  |
| Outbuilding                    | 2 stories max          | 2 stories max          |

| I. BUILDING FUNCTION | T4 | T5 |
| Residential         | limited use | open use |
| Lodging             | limited use | open use |
| Office              | limited use | open use |
| Retail              | limited use | open use |
| TABLE 15. [RESERVED] |
TABLE 16. DEFINITIONS ILLUSTRATED

a. THOROUGHFARE & FRONTAGES

b. TURNING RADIUS

c. BUILDING DISPOSITION

d. LOT LAYERS

e. FRONTAGE & LOT LINES
ARTICLE 7. DEFINITION OF TERMS

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

DEFINITIONS

Adjusted Parking: the amount of Required Parking adjusted by the Sharing Factor in Table 12.
Apartment: a Residential unit sharing a building and a lot with other units and/or uses. Apartments may be for rent or for sale as condominiums.
Backbuilding: a single-story structure connecting a Principal Building to an Outbuilding (see Table 16).
Block: the aggregate of private lots, Passages, Rear Lanes and Rear 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.
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, belfries, 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: a proposal for a Building Plan that complies with this Code and may thereby be processed administratively, without public hearing.
Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
Civic Function: Civic Function are composed of Civic Spaces and Civic Buildings.
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 Enfrenting buildings.
Commercial: the term collectively defining workplace, office and retail functions.
Context: surroundings made up of the particular combination of elements that create

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ARTICLE 7. DEFINITION OF TERMS

specific habitat.

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

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

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

Developer: the individual or entity submitting an application under the SmartCode.

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.

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

Facade: the exterior wall of a building that is set along a 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).

Home Occupation: non-retail Commercial enterprises permitted in Transect 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.

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

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)

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

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 unit that contains a Commercial component anywhere in the unit.

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.

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.

Mixed Use: multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency.

Office: premises available for the transaction of general business but excluding Retail and Manufacturing uses.
ARTICLE 7. DEFINITION OF TERMS

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.

Planter: the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

Principal Frontage: (See Table 16)

Principal Building: the main building on a lot, usually located toward the frontage (see Table 16).

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

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.

Public Frontage: the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the Type of Planter, Curb, Sidewalk, street tree and streetlight.

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.

Required Parking: The amount of parking per unit as set forth in Table 12.

Residential: premises available for long-term human dwelling.

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

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

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.

Shared Parking Factor: 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.
ARTICLE 7. DEFINITION OF TERMS

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.

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

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 and the amenities of the Public Frontages.

Streetscreen: sometimes called Streetwall. 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 shall 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.

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

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

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 Building Function, Building Disposition, and Building Configuration, including size or extent. Examples include community types, street types, civic space types.
ARTICLE 7. DEFINITION OF TERMS

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

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but is justified by the Purpose of this Code (See Section 1.5).

Work-Live: a mixed-use unit consisting of a Commercial and Residential Function.