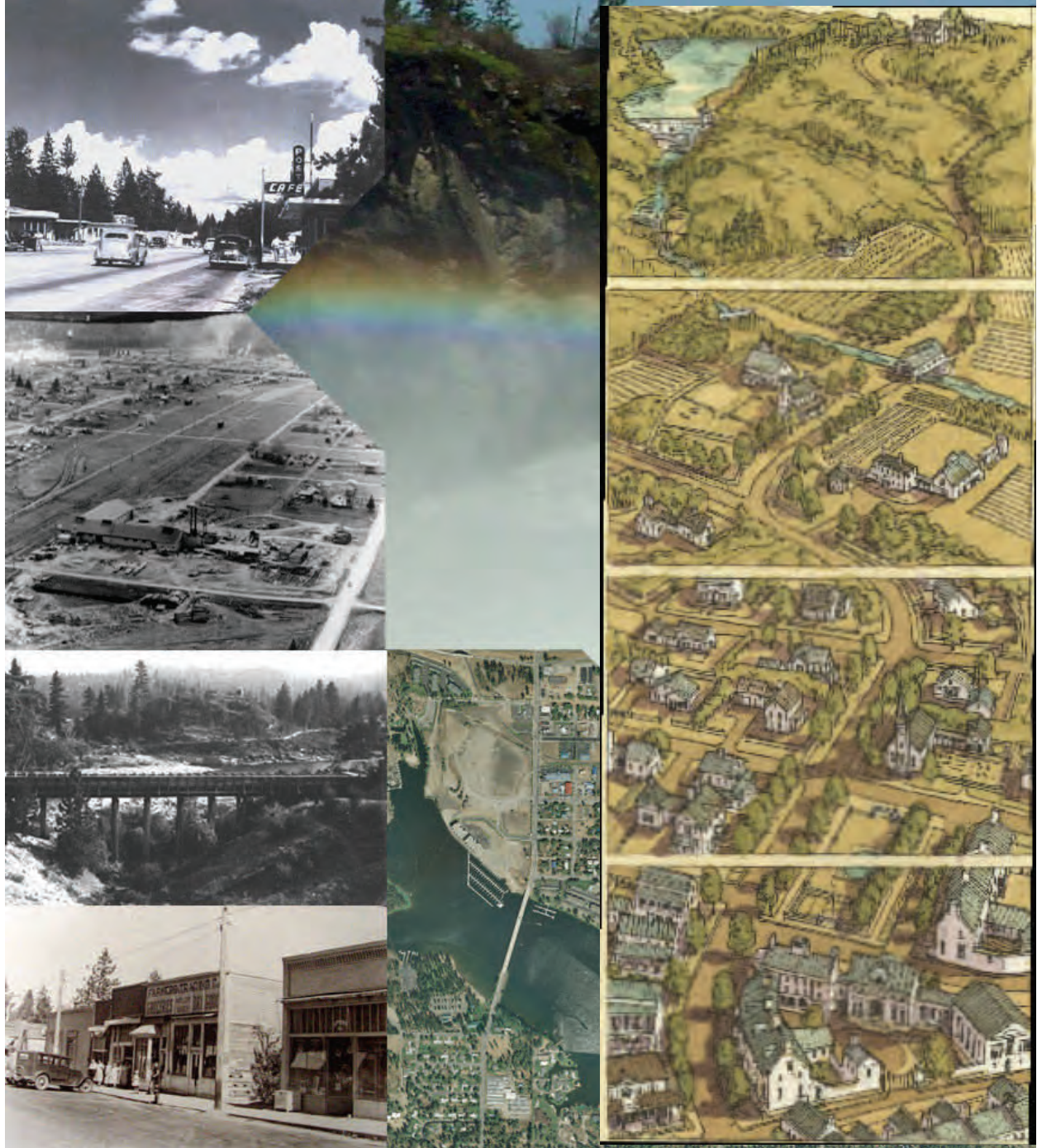


# CITY OF POST FALLS



## SMARTCODE

*ADOPTED 7-6-10*

Adopted July 6, 2010

Title 18A SmartCode Zoning Regulations Ordinance #1200

List of Amendments to SmartCode Zoning since its adoption on 7/6/10

Ordinance # 1297 – File # TA-16-01: Effective date of March 1, 2016, amended the requirement for all lands to be annexed into the City to be SmartCode Zoned; modified provisions for administrative authorizations; clarified amendments to Neighborhood Plans; addressed Appeal and Public Hearing Procedures.

Ordinance # 1364 – File # TA-0002-2019: Effective date of August 8, 2019, modified language for commercial uses be constructed along Spokane Street and how lot coverage is calculated in Title 18A: SmartCode. The proposed change brought the methodology in-line with the Title 18: Zoning Code.

Ordinance # 1368 – File # TA-0003-2019: Effective date of Sept 3, 2019, clarified the access and orientation of buildings to frontages; modified the on-street parking credit for residential and non-residential uses; established a fee in lieu system for parking.

Resolution # 19-08 - File # TA-0003-2019: Effective date of Sept 3, 2019, modified Tables 10 and 11 to increase the parking requirements for the SC5 zone from 1.0 to 1.5 spaces per unit; modified the application on commercial uses within the SC4 zone; inserted an errata sheet to track changes within SmartCode.

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**CHAPTER 7. DEFINITIONS**

**1.1 NAME, PURPOSE AND AUTHORITY**

This Ordinance shall be known as the Post Falls SmartCode. The adoption of this SmartCode is authorized pursuant to article 12, section 2 of the Idaho Constitution and title 67, chapter 65 of the Idaho Code, as they now exist or may be subsequently amended. The adoption of this SmartCode is appropriate to promote the health, safety, convenience, and general welfare of the residents of Post Falls and to assist in bringing about coordinated, efficient and economical development of the city.

1.1.2 This SmartCode includes Chapters 1 through 7 of this Title and any adopted Modules and The SmartCode Future Land Use Map adopted as part of the Post Falls Comprehensive Plan. SmartCode zoning shall be depicted on the official zoning map of the City of Post Falls.

**1.2 APPLICABILITY AND USE OF TERMS**

- A. This SmartCode shall be the mandatory land use regulation for all land annexed into the city subsequent to its enactment and shall apply to all areas depicted with SmartCode zoning on the Official Zoning Map of the City, subject to limiting conditions as otherwise provided herein or by requirements established by Title 18 of the Post Falls Municipal Code. Use of the verb “shall” is mandatory; the verb “may” is optional. All provisions of the Post Falls Municipal code or other approved ordinances of the City in existence on the effective date of enactment of this ordinance shall continue to be applicable for land areas not subject to the provisions of this ordinance.
- B. Terms expressly defined in this title shall be applied as defined herein. Those terms not defined in this title shall be accorded their generally accepted meanings. In the event of conflicts between the definitions set forth herein and express definitions used elsewhere in the Post Falls Municipal Code, the express definitions found in this title shall apply to interpretation of this ordinance. Where in conflict, numeric metrics shall prevail over graphic metrics.

**1.3 INTENT**

The intent and purpose of this title is to enable, and require implementation of the following policies:

**A. The Community:**

1. That the community should retain its natural infrastructure and visual character derived from natural topography, woodlands, farmlands, riparian corridors and shorelines.
2. That growth strategies should encourage infill development in parity with development of agricultural lands that have not been previously developed.



3. That development contiguous to urban areas should be integrated with the existing urban pattern to the greatest extent possible while achieving the goals of walkable neighborhoods with services readily at hand.
4. That interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
5. That affordable workforce housing should be an integral element of new development throughout the community.
6. That transportation corridors in the Master Transportation Plan should be reserved and implemented in coordination with land use.
7. That appropriate building densities and land uses should be provided within walking distance of planned transportation system nodes.
8. That the community should include a framework of transit, pedestrian, and bicycle systems that blend with and provide transportation alternatives to the automobile.
9. That civic, institutional, and commercial activity should be embedded in the city center, not isolated in remote single-use complexes.
10. That schools should be sized and located to enable children to walk or bicycle to them.

**B. The Neighborhood should be shaped with the following intent:**

1. That neighborhoods and commercial centers should be compact, pedestrian-oriented and mixed use, when possible.
2. That neighborhoods and commercial centers should be the preferred pattern of development and that zoning districts focusing on a single use or type of use should be the exception.
3. That many activities of daily living should occur within walking distance of most dwellings, allowing a measure of independence to those who do not drive.
4. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes and remove barriers that might prevent the market from effectively providing affordable housing while maintaining desirable neighborhoods.
5. That a range of open space options including parks, squares, and playgrounds should be distributed within neighborhoods and commercial centers

**C. The Block and the Building:**

Each block and building that comprises the component parts of a neighborhood should be developed with the following intent:

1. That buildings and landscaping should contribute to the physical definition of thoroughfares as public spaces.
2. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.
3. That the design of thoroughfares and buildings should reinforce safe environments, but not at the expense of accessibility.
4. That architecture and landscape design should apply in ways that are consistent with local climate, topography, history, and building practice.
5. That Civic Buildings and public gathering places should be provided locations that reinforce community identity and support self-government.
6. That Civic Buildings should be distinctive and appropriate to their role.
7. That the harmonious and orderly evolution of urban areas should be secured through the provisions of this title that establishes guides for design and function.

**D. SmartCode Zone(s) – Approach and Purpose:**

1. Communities should provide choices in living arrangements as manifested by distinct physical environments. SmartCode zones are designated in order to provide a blend of land use intensities that will create variety and sustainable neighborhoods.
2. The SmartCode Zone descriptions on Table 1 shall constitute an expression of the intent of this Code with regard to the general character of each of these environments.

**1.4 ADMINISTRATION AND STRUCTURE**

- A. The City Council of Post Falls shall by resolution establish a Development Review Committee (“DRC”) comprised of designated Public Services Department staff to process applications and plans for projects proposed pursuant to this ordinance.
- B. The geographic locations of Growth Designations and the standards for SmartCode Zones shall be determined as set forth in this title. Projects that require only Administrative Authorizations shall be administered by the DRC.
- C. The City Council shall determine whether development for newly-annexed sites measuring less than 10-acres in total shall be processed under the Post Falls SmartCode or shall be processed under conventional zoning regulations pursuant to Title 18 of the Post Falls Municipal Code. Such determination shall be made when a zoning designation is applied to lands at the time of annexation.

- D. Should a violation of an approved Neighborhood Plan or Building Scale Plan occur during construction, or should any construction, site work, or development be commenced without an approved Neighborhood Plan or Building Scale Plan, the City acting through the DRC has the right to require the owner to stop, remove, and/or mitigate the violation or to be subject to the infraction or criminal misdemeanor penalties established by the Post Falls Municipal Code for violation of a municipal ordinance.

### **1.5 ADMINISTRATIVE AUTHORIZATIONS AND VARIANCES**

- A. There shall be two circumstances where strict application of the requirements of this title might not be applied. A Variance is an exception from an express dimensional or area requirement. An Administrative Authorization is grant of a degree of administrative flexibility to the DRC to address the context in which new development is proposed or by which design options might result in a better developed environment.
- B. An Administrative Authorization is an approval by the DRC that must be consistent with the provisions of Section 1.3 Intent, while allowing a design alternative deemed to provide a result that more closely conforms to the statements of intent incorporated into this title. The DRC shall have the authority to act upon a request for Administrative Authorization pursuant to provisions of this ordinance when it can be shown that such Authorization will not conflict with the intent of this title and will result in a more durable, cost effective or desirable design than literal compliance with design standards would produce. An Administrative Authorization decision of the DRC may be appealed by an affected person to the Planning and Zoning Commission in accordance with the Appeals section of this title.
- C. A Variance is governed by the standards established by the Local Land Use Planning Act. Variances may be granted after hearing by the DRC acting as a hearing examiner pursuant to the Local Land Use Planning Act. In performing the duties of a hearing examiner, the DRC shall have final decision-making authority concerning Variances, subject to appeal to the Planning and Zoning Commission. A request for a Variance shall not subject the entire application to the procedures required by law, but only that portion necessary to rule on the specific issue for which an applicant requests relief.
- D. The following standards and requirements shall not be the proper subject matter of Administrative Authorizations or Variance:
- a. The maximum dimensions of traffic lanes. (See Table 3c.)
  - b. The required provision of Rear Alleys and Rear Lanes.
  - c. The minimum Base Residential Densities. (See Table 14.)

- d. The minimum requirements for parking. (except with respect to shared use) (See Table 11.)

## **1.6 AMENDMENTS AND REVISIONS**

- A. Amendment of this title may be carried out in accordance with the procedures set forth for zoning ordinance text amendments pursuant to applicable provisions of state law. Changes to the Zoning Map must be processed in accordance with applicable provisions of state law regarding changes to zoning district boundaries. Amendments to the Zoning Map should be in accordance with the Post Falls Comprehensive Plan, the SmartCode Future Land Use Map and provisions of the Intent section of this title.
- B. An application for a SmartCode Zoning Map Amendment or SmartCode zoning upon annexation shall include the information required by the application forms supplied by the Public Services Department, the information required by state law to consider zoning attendant to annexation, and information otherwise required by this title or by the Administrator, Planning and Zoning Commission or City Council. In addition, the application shall provide a description of the amendment or zoning requested along with a statement that describes the rationale for the request, how it conforms to the Comprehensive Plan and other provisions of applicable law. An applicant requesting annexation should also describe why the City Council should favorably consider the amendment or establish the SmartCode Zone(s) requested.
- C. Public Hearing(s): A public hearing(s) shall be held before the Planning and Zoning Commission, using the hearing and notice procedure required by law and by the hearing procedures resolution approved by the governing board. After receiving a recommendation from the Planning and Zoning Commission, the City Council shall conduct an additional public hearing, or hearings as it sees fit, provided, however, that if state law changes, a subsequent hearing before the City Council will be optional at the discretion of the City Council.
- D. SmartCode Text or Zoning Amendments: The City Council, after consideration of any recommendation from the Planning and Zoning Commission, concerning amendment of this title or the SmartCode Zoning Map may adopt, modify, or reject any proposed amendment by passage of an ordinance.

## **1.7 APPEALS**

- A. An appeal is a request for review of an administrative decision based upon application of this title. Fees governing appeals must be paid and the legal basis for appeals must be stated in writing before an appeal will be scheduled for consideration. Appeals may be filed by an applicant for a permit or an affected



person within the meaning applied by Idaho law. Appeals will follow the procedures specified below in addition to those set forth in the hearing procedures resolution adopted by the City Council.

- B. Appeals of final decisions made by the DRC shall be subject to the jurisdiction of the Planning and Zoning Commission, but only if a written request for reconsideration has been submitted to the DRC within fourteen (14) days of the final DRC decision stating the legal basis therefor. The DRC shall respond in writing to any request for reconsideration within fourteen (14) days of its filing, either modifying its original decision or affirming its prior action. Following the DRC decision regarding reconsideration, the appeal process may proceed in accordance with provisions of this title and the hearing procedures resolution of the City. A request for appeal shall include the explanation of the basis for appeal and the result sought and must be filed no more than fourteen (14) days after the reconsideration decision is entered. After considering the written decision by the DRC and the written appeal explanation submitted by the applicant, the Planning and Zoning Commission may determine that the appeal has no legal basis and dismiss it, may rule upon the appeal based upon the written record placed before it or schedule an appeal hearing to allow oral presentation of the issues associated with the appeal. Following conclusion of the procedures it chooses to invoke the Planning and Zoning Commission will render a written, reasoned decision that will be communicated to the appellant and the DRC.
- C. Further appeals of appellate decisions made by the Planning and Zoning Commission shall be determined by the City Council. A request for appeal shall include an explanation of the basis for appeal and the result sought and must be filed no more than fourteen (14) days after the Planning and Zoning Commission decision is entered. After determining what procedures it might follow, including the options available to the Planning and Zoning Commission by this title, the City Council will render a written, reasoned decision that will be communicated to the appellant and other affected parties.

**2.0 APPLICABILITY OF TITLE 18A**

- A. SmartCode zoning designations shall be applied to lands annexed to the City subsequent to July 16, 2009, in accordance with Title 18A, unless alternative zoning designation(s) conforming to standards established by Title 18 are expressly applied by action of the City Council.
- B. The zoning districts established and mapped pursuant to Title 18 of the Post Falls municipal code shall remain applicable to all lands situated within the city corporate limits prior to July 16, 2009, the effective date of Post Falls Ordinance No.1176 (SmartCode), except lands designated as City Center on the revised zoning map adopted pursuant to this Title.
- C. Requirements of Title 18, except those expressly applying zoning districts to subject lands, shall be applicable to all lands annexed into the City subsequent to July 16, 2009. SmartCode Zones for any such lands shall be designated on the Official Zoning Maps of the City. Application of a SmartCode (SC) zoning designation upon the official zoning map shall supersede any Title 18 zoning designation. A rezoning from a Title 18A SmartCode zone to a Title 18 zone may be accomplished by ordinance in accordance with rezoning procedures established by ordinance and applicable provisions of Idaho law.

**2.1 PROCEDURES TO APPLY SMARTCODE ZONING**

- A. Owner(s) of contiguous land(s) situated within the area wherein Title 18 zoning has primary applicability, and containing in excess of 1 acre or 1/2 of a city block, but not exceeding thirty (30) acres, may petition the DRC, acting as a hearing officer, for application of SmartCode zoning. Owner(s) of contiguous lands in excess of 30 acres may petition the Planning and Zoning Commission for SmartCode zoning. A petition for SmartCode zoning must include a proposed SmartCode zoning map and block layout, a circulation plan using SmartCode Street Assemblies, and a narrative describing contemplated development of the proposed neighborhood along with reasons why the SmartCode zoning is appropriate and how SmartCode zoning would better implement the intent of this title.
- B. When a completed request for Smart Code zoning has been received, the DRC shall serve as a hearing officer pursuant to I.C. §67-6520. DRC shall analyze the request for SmartCode zoning and the development plan proposed and produce a DRC report concerning compliance of the proposal with requirements of this title, addressing the factors set forth in Section 18A.04.20. After completing its initial analysis, the DRC shall provide mailed notice to all landowners within 300 feet providing fifteen (15) days to submit written comments concerning the

- C. SmartCode zoning may be applied to lands otherwise governed by the Title 18 zoning ordinance only upon finding by the City Council, after receipt of a recommendation by the DRC or the Planning and Zoning Commission, that:
1. The proposed SmartCode zone and development plan does not conflict with land uses in the immediate vicinity of the proposal – both in terms of design and configuration.
  2. Utility services capacity and appropriate system configuration would not be compromised by application of the SmartCode.
  3. Applying the SmartCode would not result in adverse impacts on the transportation system.
  4. Applying the SmartCode would advance stated intent addressed in chapter 1.3 of this Title and related provisions of the Post Falls Comprehensive Plan.
- D. After receiving public comments and considering information gathered from public agencies and other sources, the DRC or Planning and Zoning Commission, as appropriate, shall make a written recommendation to the City Council concerning application of SmartCode zoning based upon its findings concerning the factors set forth in Section 18A.04.20. The City Council, upon receiving the recommendation and report from the DRC or Planning and Zoning Commission may consider the SmartCode zoning application based upon the compiled record or it might conduct its own public hearing prior to making a decision. Any final SmartCode zoning decision by the City Council shall be set forth in writing including its rationale in the form of a reasoned decision concerning application of the SmartCode. Any decision to apply a SmartCode zone shall be depicted on the Official Zoning Map of the City pursuant to enactment of an ordinance by the City Council.

## **2.2 PUBLIC HEARING PROCEDURES**

Public hearings required to comply with the requirements of this title shall be conducted as required by state law and in accordance with the hearing procedures resolution adopted by the City Council.

## **2.3 ESTABLISHMENT OF DRC PROCEDURES BY RESOLUTION**

The City Council may, by resolution, designate membership on the DRC and adopt procedures to guide activities and responsibilities by the DRC.

**3.1 INSTRUCTIONS**

- 3.1.1 Within the Growth Designations (G-1, G-2, G-3) as shown on the Post Falls SmartCode Future Land Use Map, the provisions of Chapter 3 and this Title in general shall be applicable. A Neighborhood Plan provides a framework for SmartCode zoning to implement the SmartCode Future Land Use Plan and provide the groundwork for establishing SmartCode zoning boundaries consistent with a neighborhood configuration that conforms to land use and design standards established by this title.
- 3.1.2 A New Neighborhood Plan application shall be prepared by an applicant as part of the annexation/subdivision process for lands to be considered for annexation into the City.
- 3.1.3 New Neighborhood Plans may contain more than a single Neighborhood and/or more than one Neighborhood type. New Neighborhood Plans submitted in accordance with the provisions of this Code shall be reviewed by the DRC and submitted for public hearing and a recommendation by the Planning and Zoning Commission or the DRC and then be forwarded to the City Council for final action after a subsequent public hearing.
- 3.1.4 A New Neighborhood Plan may also include area within the city limits in addition to property to be annexed. Such areas may be processed for a zone change concurrent with consideration of a request for annexation. Once the City Council approves a New Neighborhood Plan, an ordinance will be prepared and adopted and the lands encompassed by a New Neighborhood Plan shall be depicted and referenced as such on the SmartCode Zoning Map of Post Falls. Within the New Neighborhood Planning Area, this Ordinance and the designated SmartCode zones and development conditions of the approved New Neighborhood Plan shall be the exclusive and mandatory land use regulation, and their respective provisions shall be applied exclusively to lands annexed subsequent to July 16, 2009, unless expressly zoned pursuant to Title 18 of the Code by City Council action.
- 3.1.5 The New Neighborhood Plan review process shall also include consideration of annexation and rezoning as appropriate, as provided by state law, to include SmartCode zoning and subdivision, where applicable.
- 3.1.6 An Annexation Agreement and a Master Development Agreement shall be prepared in accordance with Post Falls Municipal Code and any resolutions addressing such subject matter. Such agreements shall be reviewed and approved by the City Council and signed by the parties, including performance of steps referenced in such agreement, prior to adoption of an ordinance annexing the property.

- 3.1.7 An ordinance, annexing the property and applying the approved SmartCode zones to the Post Falls Zoning Map, shall be prepared and adopted subsequent to execution of agreements pursuant to section 3.1.6, as authorized by the City Council. Within the New Neighborhood Planning area, the SmartCode shall be the mandatory land use regulation except as applied to lands within the scope of the Neighborhood Plan, but located within the City at the time of annexation and thereby zoned in accordance with Title 18.
- 3.1.8 New Neighborhood Plans shall include a zoning plan consisting of one or more maps showing the following for each neighborhood type in the plan area, in compliance with the standards described in this Title:
- a. Smartcode Zones
  - b. Civic Space
  - c. Preliminary Utility Layout
  - d. Thoroughfare Network
  - e. Special Districts, if any
  - f. Special Requirements, if any to clarify: (street furniture, building styles, architectural features, etc.)
  - g. Administrative Authorizations or Variances sought, if any
- 3.1.9 Approved New Neighborhood Plans must have final development plans, including construction and infrastructure plans, reviewed and approved by the appropriate staff before development construction can begin. The DRC may authorize the start of construction involving facilities that will not be subject to the discretionary decision-making of the DRC or of the Planning and Zoning Commission or the City Council.

## **3.2 SEQUENCE AND REQUIREMENTS OF NEIGHBORHOOD DESIGN**

- 3.2.1 The framework of any New Neighborhood Plan shall be structured using one or several Pedestrian Sheds, which should be located consistent with existing conditions, such as traffic intersections, adjacent developments, and natural features. Any site to be developed or any neighborhood unit within it may be smaller or larger than its related Pedestrian Shed(s).
- 3.2.2 Pedestrian Sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.3 for the applicable neighborhood unit type. An adjusted Pedestrian Shed becomes the boundary of a neighborhood unit.
- 3.2.3 Remnants of the site outside the adjusted Pedestrian Shed(s) shall be assigned to SmartCode Zones or Civic Space by City Council action or as zoned pursuant to Title 18.



- 3.2.4 Areas of SmartCode Zones (Section 3.4) shall be allocated within the boundaries of each neighborhood unit as appropriate to its type pursuant to Section 3.3 and Table 14a. Such zones and related requirements established by this Title shall be assigned by ordinance.
- 3.2.5 Civic Space shall be assigned according to Section 3.5.
- 3.2.6 Special Districts, if any, shall be assigned according to Section 3.6.
- 3.2.7 The Thoroughfare network shall be laid out according to Section 3.7.
- 3.2.8 Density shall be calculated according to Section 3.8.

### **3.3 NEIGHBORHOOD TYPES**

#### **3.3.1 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)**

- a. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Managed Growth Designation, the G-3 Focused Growth Designation, and the G-4 Infill Growth Designation as identified on the SmartCode Future Land Use Map of the Comprehensive Plan.
- b. A TND within the G-2 Managed Growth Designation and the G-3 Focused Growth Designation shall be structured by one Standard or Linear Pedestrian Shed and shall include no less than 40 acres, nor more than 160 acres. Chapter 4 of this Title defines acreage requirements for Infill TND in the G-4 Infill Growth Designation.
- c. A TND shall include SmartCode Zones as allocated on Table 2 and Table 14a.
- d. Larger sites shall be designed and developed as multiple neighborhoods, each subject to individual SmartCode Zone requirements for its type as allocated on Table 2 and Table 14a.
- e. In the General Urban Zone SC-4, a minimum Residential mix of three building placement/location types (none less than 10%) shall be required, selected from Table 9.

#### **3.3.2 REGIONAL CENTER DEVELOPMENT (RCD)**

- a. A Regional Center Development (RCD) may be permitted within the G-3 Focused Growth Designation and the G-4 Infill Growth Designation.
- b. An RCD within the G-3 Focused Growth Designation shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80, nor more than 640 acres. Chapter 4 of this Title defines acreage requirements for Infill RCD in the G-4 Infill Growth Designation.
- c. An RCD shall include SmartCode Zones as allocated on Table 2 and Table 14a.

- d. For larger sites, an RCD may be adjoined by one or more TNDs, each subject to the individual SmartCode Zone requirements for TND as allocated on Table 2 and Table 14a.

### 3.3.3 TRANSIT-ORIENTED DEVELOPMENT (TOD)

- a. Any TND or RCD on an existing or projected transit route may be redesignated in whole or in part as TOD and permitted the higher density represented by the Effective Parking allowance in Section 5.9.2d.
- b. The use of a TOD overlay can be approved by Administrative Authorization.

## 3.4 SMARTCODE (SC) ZONES

- 3.4.1 SmartCode (SC) Zones shall be assigned and mapped on each New Neighborhood Plan according to the percentages allocated on Tables 2 and 14a.
- 3.4.2 A SmartCode Zone may include any of the elements indicated for its SmartCode zone number throughout this Code, in accordance with Intent described in Table 1 and the standards summarized in Table 14.

## 3.5 CIVIC SPACE

### 3.5.1 GENERAL

- a. Civic Spaces dedicated for public use shall be required for each neighborhood type and designated on Neighborhood Plan.
- b. Civic Spaces are public sites dedicated to Open Space. Private sites with an acceptable public use easement may be accepted as civic space.
- c. Civic Building Sites are allocated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, recreation, transit and municipal parking, or for a community use approved by the City Council.
- d. Parking for Civic Spaces shall be determined by the DRC pursuant to general principles set forth in this Ordinance.

### 3.5.2 CIVIC SPACES SPECIFIC TO SC-1 & SC-2 ZONES

- a. Civic Building sites and Civic Spaces within SC-1 Natural and SC-2 Rural Zones shall be permitted only by Planning and Zoning Commission approval.

### 3.5.3 CIVIC SPACE (CS) SPECIFIC TO SC-3 THROUGH SC-6 ZONES

- a. Each Pedestrian Shed shall assign at least 5% of its Urbanized area (Areas zoned SC-3 or higher) to Civic Space. Lands to be designated as Civic Space must be approved by the DRC.
- b. Civic Spaces shall be designed as generally described in Table 13, and approved by Administrative Authorization, and distributed throughout SmartCode Zones as described in Table 14e.

- c. Those portions of the SC-1 Natural Zone that occur within a development parcel shall be part of the Civic Space allocation and should conform to the Civic Space types specified in Table 13a or 13b if such land is open to public use.
- d. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Table 13b, 13c, or 13d.
- e. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to the requirements included in Table 13e.
- f. Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for playgrounds, unless otherwise permitted by Administrative Authorization.
- g. Parks may be permitted in SmartCode Zones SC-4, SC-5 and SC-6 by Administrative Authorization by the DRC.

#### 3.5.4 **CIVIC BUILDINGS (CB) SPECIFIC TO SC-3 THROUGH SC-6 ZONES**

- a. A landowner should covenant, in a development agreement or by other means, to provide a site or construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage should be designed for a transit stop or space should be reserved for a future transit stop.
- b. Civic Building Lots suitable for a childcare facility should be reserved where appropriate in new neighborhoods. The owner, developer, or a homeowners' association or other entity may organize, fund and construct an appropriate building as the need arises.
- c. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed unless approved by Administrative Authorization.
- d. Civic Building sites should be located within or adjacent to a Civic Space, or at the terminated vista of a significant Thoroughfare.
- e. Civic Buildings may be permitted within Special Districts.

### 3.6 **SPECIAL DISTRICTS**

- 3.6.1 Special District designations may be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any SmartCode Zone or combination of zones. Conditions of development for Special Districts shall be determined by the Planning and Zoning Commission, after a public hearing and recommendation by the DRC. Decisions regarding design-

nations Special Districts may be appealed to the City Council in accordance with procedures set forth elsewhere in this Ordinance for appeals from decisions of the Planning and Zoning Commission. Terms of each Special District shall be recorded on Table 16.

- a. Special Districts over 5 acres in size shall assign at least 5% of its area to Civic Space.
- b. The function of civic space in a Special District shall be determined by the owner and the DRC prior to approval.

### **3.7 THOROUGHFARE STANDARDS**

#### **3.7.1 GENERAL**

- a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.
- b. Thoroughfares shall generally consist of vehicular lanes and Public Frontages.
- c. Thoroughfares shall be designed in context with the urban form and desired design speed of the SmartCode Zones through which they pass. The Public Frontages of Thoroughfares that pass from one SmartCode Zone to another shall be adjusted accordingly or, alternatively, the SmartCode Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
- d. Functionally Classified thoroughfares, as identified within the City of Post Falls Transportation Master Plan as Principal Arterial through Minor Collector, shall be extended in accordance with said Transportation Master Plan. The standards of City Code (Chapter 17.28, design and improvement standards) shall apply for the design of functionally classified roadways, excepting Minor Collectors. Thoroughfares that are identified as truck routes by the City of Post Falls may require additional design considerations at intersections, as determined by the City Engineer. Such considerations shall be implemented by Administrative Authorization.
- e. Within the SC-1 and SC-2 Zones pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian traffic generally shall be decided in favor of the vehicle within such zones. Such standard of balancing vehicle and pedestrian conflict shall not compromise the requirement that pedestrians be accommodated throughout each Neighborhood. Within the more urban SmartCode Zones (SC-3 through SC-6) pedestrian comfort shall be a primary consideration of the Thoroughfare that is not functionally classified as CL, MA or RA. Design conflict

- between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian, irrespective of SC zone.
- f. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 14c. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Administrative Authorization.
  - g. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Administrative Authorization only to accommodate specific site conditions.
  - h. Each Lot shall enfront a vehicular Thoroughfare, except that 20% of the Lots may enfront a Passage within the SC-4, SC-5, SC-6 zones.
  - i. Standards for paths and bicycle trails must be approved by Administrative Authorization for non-functionally-classified thoroughfares.
  - j. The standards for thoroughfares within Special Districts shall be determined by Administrative Authorization of the DRC upon the advice of the Engineering Division.
  - k. The design of thoroughfares, other than those referenced in Section 3.7.1.d, shall use the requirements identified in City Code title 17 for alignment, grades, shoulders, intersections, and clear zones.
  - l. Rolled curbs will only be allowed along (ST) Thoroughfare assemblies within the SC3 and SC4 zones when a (RL) or (RA) Thoroughfare Assembly is not provided.

### 3.7.2 VEHICULAR LANES

- a. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The generalized vehicular lane and parking assemblies are depicted in Table 3B. Lane width is predicated upon density, volume and context of the project and surrounding area. Base lane width is 12-feet. Lane widths and thoroughfare configurations other than those shown in Table 3C are by Administrative Authorization only.
- b. A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes must be provided throughout as defined in Chapter 7 Definitions of Terms, referenced in section 3.7.1 and provided as specified in Table 14d. The community bicycle network shall be connected to existing or proposed regional networks wherever possible. Where the Thoroughfare assembly requires the accommodation of bicycle lanes in the transportation provisions, the pavement width and right-of-way shall be increased by the bicycle lane widths.



**3.7.3 PUBLIC FRONTAGES****a. General to all SC- zones**

- i. The Public Frontage contributes to the character of the neighborhood and includes the types of sidewalk, curb, planter, bicycle lanes and street trees.
- ii. Public Frontages shall be designed as shown in Table 4A and Table 4B and allocated within SmartCode Zones as specified in Table 14d.
- iii. Within the Public Frontages, the prescribed types of public planting and public lighting shall be as shown in Tables 4A, 4B, 5 and 6 respectively. Spacing may be adjusted by Administrative Authorization to accommodate specific site conditions.
- iv. All storm water facilities shall be designed and implemented in conformance with City of Post Falls Stormwater Management Ordinance or its successor.
- v. Bicycle lanes shall be provided along functionally classified thoroughfares with an MA or CL designation regardless of SmartCode zone designation. Multiuse trails shall be provided, on at least one side, along all thoroughfares, functionally classified major collector and higher, through neighborhoods in general conformance with the Post Falls Master Bicycle Trail map adopted by resolution of the Post Falls City Council. Bicycle lanes shall be 6-feet in width when adjacent to curb and gutter on the street side. In other locations a 5-foot width shall be provided.
- vi. Excepting functionally classified thoroughfares, sidewalks shall be provided along both sides of a thoroughfare unless replaced with a minimum 10-foot multiuse path. Where multiuse paths are provided to replace sidewalks, a 15-foot easement or additional fifteen feet of right of way will be required on the path side of the thoroughfare.
- vii. Where a thoroughfare assembly allows for either continuous street side swales or planter strips and the desired application is to utilize both, the dedicated rights-of-way shall be of sufficient width to accommodate the entire roadway to the back of sidewalk.

**b. Specific to zones SC-1, SC-2,**

- i. The Public Frontage shall include trees of various species authorized by the community forest ordinance of the City.
- ii. The introduced landscape shall consist of authorized trees or retained native species requiring minimal maintenance.

iii. Sidewalks and multiuse pathways may be substituted for by Administrative Authorization.

**c. Specific to zone SC-3 Through SC-6**

i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction and authorized by the Community Forester for the chosen location.

**d. Specific to zone SC-3, SC-4**

i. The Public Frontage shall include trees planted in a regularly-spaced pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one story. Such planting must conform to the community forest ordinance of the City.

**e. Specific to zones SC-5, SC-6**

i. The Public Frontage shall include trees planted in a regularly-spaced pattern of approved species with shade canopies of a height that, at maturity, clears at least one story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

ii. Thoroughfares with a Right-of-Way width of 40 feet or less shall be exempt from the tree requirement.

**f. Specific to Special Districts**

i. The Public Frontage in special districts shall adhere to the general principles of the requirements established by this chapter in establishing a tree-planting plan for the Special District. Any such approved landscaping plan for a Special District shall be approved only by Administrative Authorization.

### **3.8 DENSITY CALCULATIONS**

3.8.1 The Net Site Area shall be allocated to the various SmartCode Zones according to the parameters specified in Table 2.

3.8.2 Density shall be expressed in terms of housing units per gross acre as specified for the area of each SmartCode Zone by Table 14b. For purposes of Density calculation, the SmartCode Zones include the land dedicated to Thoroughfares.

3.8.3 Within the percentage range shown on Table 14b for Other Functions, the housing units specified on Table 14b may be substituted at the following rates:

a. For Lodging: 2 bedrooms for each unit of Net Site Area Density.

b. For Office or Retail: 1000 square feet for each unit of Net Site Area Density.

c. The number of units exchanged shall be subject to approval by Administrative Authorization.

3.8.4 The housing and other functions for each SmartCode Zone shall be subject to further adjustment at the building scale as limited by Table 10 building function, Table 11 parking calculations, and Section 5.9.

### **3.9 SPECIAL REQUIREMENTS**

3.9.1 The visibility triangle shall be indicated on the plans and protected at intersections within all SC-4, SC-5, SC-6 zones including Thoroughfares identified as RL or RA.

3.9.2 A New Neighborhood Plan may designate any of the following Special Requirements:

- a. Locations for retail/office frontage.
- b. A designation for coordinated frontage such that a single, coherent landscape and paving design is employed.
- c. A designation for cross block passages, requiring that a minimum 8 foot wide pedestrian access will be reserved between buildings when buildings are longer than 200 feet.

**4.1 INSTRUCTIONS**

- 4.1.1 Within the G-4 Infill Growth Sector Designation of the SmartCode Future Land Use Map, or other areas designated as Infill, the Public Services Department is authorized to prepare, or have prepared on its behalf, Infill Regulating Neighborhood Plans to guide further development within the Infill Growth Designation. Infill Neighborhood Plans shall be prepared in a public process subject to approval in accordance with Section 1.6 of this Code.
- 4.1.2 Infill Neighborhood Plans shall address, at a minimum, an area the size of the Pedestrian Shed commensurate with its neighborhood type as listed in Section 4.2. The Public Services Department shall determine a neighborhood type based on existing conditions and trends in the plan area.
- 4.1.3 Infill Neighborhood Plans shall consist of one or more maps showing the following:
- a. The outline(s) of the Pedestrian Shed(s) and the boundaries of the overall planning area.
  - b. SmartCode Zones and Civic Zones Spaces within each Pedestrian Shed, assigned according to an analysis of existing conditions and future needs.
  - c. A Thoroughfare network, existing or planned pursuant to Tables 3, 3B, 4A and 4B respectively.
  - d. Special Districts, if any pursuant to Section 4.5.
  - e. Special Requirements, if any pursuant to Section 4.7.
  - f. A record of Administrative Authorizations or Variances.
- 4.1.4 Within any area subject to an approved Infill Neighborhood Plan, this Code along with other applicable portions of Title 18 becomes the mandatory regulation. Land owners within any plan area that is within the city, may submit Building Scale Plans pursuant to Chapter 5 in accordance with the provisions of this Title. Building Scale Plans requiring no Exceptions may be approved administratively by the DRC.
- 4.1.5 The owner of any parcel, or abutting parcels, consisting of thirty [30] acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Neighborhood Plan, may initiate the preparation of a New Neighborhood Plan. New Neighborhood Plans for the G-4 Designation, or other areas designated as Infill by the DRC, shall regulate, at minimum, an area the size of the Pedestrian Sheds with its Neighborhood type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and integrate with appropriate development that meets the intent of the code to the greatest extent possible.

4.1.6 Infill Neighborhood Plans that cover an area larger than the property to be annexed should be used to assist in designating appropriate SmartCode zones and thoroughfare assemblies for future development and annexation of those lands beyond the boundaries of the land being considered for annexation.

## **4.2 INFILL NEIGHBORHOOD TYPES**

4.2.1 Infill Neighborhood Plans shall encompass one or more of the following Neighborhood types. The allocation percentages of Table 2 do not apply to Infill Neighborhood Plans. Allocation of zone percentages should be accomplished through an analysis of the neighborhood future trends of the area and the intent of the SmartCode, Section 1.3.

### **4.2.2 Infill Traditional Neighborhood Development (TND)**

- a. An Infill TND should be assigned to neighborhood areas that are predominantly residential. An Infill TND shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted to accommodate a Network Pedestrian Shed (Illustrated in Table 17g), oriented around one or more existing or planned common destinations.
- b. The edges of an Infill TND should integrate with and complement adjacent neighborhoods.

### **4.2.3 Infill Regional Center Development (RCD)**

- a. An Infill RCD may be assigned to the City Center areas that include significant Office and Retail uses as well as government and other Civic institutions of regional importance. An Infill RCD may be mapped as at least one complete Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.
- b. The edges of an Infill RCD should integrate with and complement adjacent neighborhoods.

### **4.2.4 Infill Transit-Oriented Development (TOD)**

- a. Any Infill TND or Infill RCD on an existing or projected rail or bus network may be redesignated in whole or in part as a TOD and may be permitted the higher density represented by the Effective Parking allowance in Section 5.9.2d.
- b. The use of a TOD overlay must be approved by Administrative Authorization.

## **4.3 SMARTCODE ZONES**

4.3.1 SmartCode Zone standards for Infill Neighborhood Plans should be determined by surveying of existing and intended conditions, in the surrounding neighborhood, and in accordance with Chapter 1.3, Intent, subject to the approval of the City Council in accordance with procedures specified by this title.



4.3.2 A SmartCode Zone may include any of the elements indicated for its SmartCode zone number throughout this Code, in accordance with Intent described in Table 1 and the standards set forth in Table 14.

#### **4.4 CIVIC SPACE**

##### **4.4.1 General**

- a. Civic Space dedicated for public use should be required for each Infill Neighborhood Plan as appropriate.
- b. Civic Spaces are public sites dedicated to Open Space. Private sites with acceptable public use easements may be accepted as Civic Space.
- c. Civic Building sites are allocated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, recreation, transit and municipal parking, or for a community use approved by the City Council.
- d. Parking for Civic Space shall be determined by Administrative Authorization. Civic parking areas not owned by the City and used only on an intermittent basis may remain unpaved if approved by Administrative Authorization.

##### **4.4.2 CIVIC SPACE SPECIFIC TO SC-1 & SC-2 ZONES**

- a. Civic Buildings within SC-1 Natural and SC-2 Rural Zones are permitted.

##### **4.4.3 CIVIC SPACE (CS) SPECIFIC TO SC-3 THROUGH SC-6 ZONES**

- a. Each neighborhood plan, should assign at least 5% of its Urbanized area to Civic Space when appropriate.
- b. Civic Spaces shall be designed as generally described in Table 13, approved by Administrative Authorization, and distributed throughout SmartCode Zones as described in Table 14e.
- c. Those portions of the SC-1 Natural Zone that occur within a development parcel shall be part of the Civic Space allocation and conform to the Civic Space types specified in Table 13a or 13b.
- d. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Tables 13b, 13c, or 13d.
- e. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Table 13e.
- f. Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for playgrounds unless otherwise permitted by Administrative Authorization.

g. Parks shall be permitted in SmartCode Zones SC-4, SC-5 and SC-6.

#### 4.4.4 **CIVIC BUILDINGS (CB) SPECIFIC TO SC-3 THROUGH SC-6 ZONES**

- a. The owner should covenant, in a development agreement or by other means, to provide a site or construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage should be designed for a transit stop or future transit stop.
- b. Civic Building lots suitable for a childcare facility should be reserved where appropriate in infill communities. The owner, developer, or a homeowners' association or other entity may organize, fund and construct an appropriate building as the need arises.
- c. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed unless approved by Administrative Authorization.
- d. Civic Building sites should be located within or adjacent to a Civic Space, or at the terminated vista of a significant Thoroughfare.
- e. Civic Buildings may be permitted within Special Districts by Administrative Authorization.

### 4.5 **SPECIAL DISTRICTS**

- 4.5.1 Special District designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any SmartCode Zone or combination of zones. Conditions of development for Special Districts shall be determined by public hearing of the Planning and Zoning Commission and shall be recorded on Table 16. Such conditions may be appealed to the City Council by any affected person.
  - a. Each Special District shall assign at least 5% of its area to Civic Space.
  - b. The function of civic space in a Special District shall be determined by the owner subject to DRC prior to approval.

### 4.6 **PRE-EXISTING CONDITIONS (SEE SECTIONS 1.4.3 AND 5.2)**

- 4.6.1 Properties identified for infill growth, which have pre-existing development that may not comply with the requirements of SmartCode, may have development provisions established by recommendation from the DRC to the Planning and Zoning Commission subject to final approval by the City Council. Such provisions include, but shall not be limited to, designation of both conventional zoning and SmartCode zoning upon annexation and restrictions on new development in order to ensure compatibility with the surrounding properties and neighborhood character.

**5.1 PROCEDURES AND REQUIREMENTS**

- 5.1.1 Lots and buildings located within an approved New Neighborhood Plan or Infill Neighborhood Plan governed by this Ordinance shall be subject to the requirements of this Chapter.
- 5.1.2 Owners and developers may have the design plans required under this Chapter prepared on their behalf. Approval of such plans shall be subject to administrative approval by the DRC.
- 5.1.3 Building and Site Plans submitted under this Chapter shall show the following, in compliance with the standards described in this ordinance:
- a. For preliminary site and building approval:
    - i. Building Placement/Location
    - ii. Building Configuration
    - iii. Building Function
    - iv. Parking Location Standards
  - b. For final approval, in addition to the above:
    - i. Landscape Standards
    - ii. Signage Standards
    - iii. Special Requirements
    - iv. Drainage Standards and site details (spot elevations, engineering plans, etc.)
    - v. Architectural Standards (if required)
    - vi. Lighting Standards
    - vii. Utility connections

**5.2 PRE-EXISTING CONDITIONS (SEE 1.4.3 AND 4.6)**

- 5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the DRC shall determine the provisions of this section that shall apply. In such circumstances, the intent of the SmartCode shall serve to provide guidance in determining applicability.
- 5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the standards established by this ordinance and comply with applicable construction codes and standards.
- 5.2.3 Where buildings exist on adjacent lots, the DRC may authorize a proposed building to match adjacent setback and heights rather than the nominal standards of this Title.

- 5.2.4 The restoration or rehabilitation of an existing building shall not require the provisions of (a) parking in addition to that existing or (b) on-site storm water retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced to maintain compliance with the requirements of Tables 10 and 11.

### **5.3 SPECIAL REQUIREMENTS**

- 5.3.1 A New Neighborhood Plan or an Infill Neighborhood Plan may designate any of the following Special Requirements to be applied according to the standards of this Chapter and shall be reflected in the approved development agreement:
- a. Locations for retail/office frontage.
  - b. A designation for coordinated frontage such that a single, coherent landscape and paving design is employed.
  - c. A designation for cross block passages, required that a minimum 8 foot wide pedestrian access will be reserved between buildings when buildings are longer than 200 feet.

### **5.4 CIVIC SPACES**

#### **5.4.1 GENERAL**

- a. Civic Spaces are designated on Neighborhood Plans as Civic Space (CS) or Civic Building (CB).
- b. Parking provisions for Civic Space shall be determined by Administrative Authorization.

#### **5.4.2 CIVIC SPACE (CS)**

- a. Civic Spaces shall be generally designed as described in Table 13.

### **5.5 SPECIFIC TO SC-1 NATURAL ZONE**

- 5.5.1 Buildings in the SC-1 Natural Zone are permitted only by Administrative Authorization. Permission to build in SC-1 and the standards for Chapter 5 shall be determined concurrently as Administrative Authorizations by the DRC.

### **5.6 BUILDING**

#### **5.6.1 SPECIFIC TO ZONE SC-2**

- a. Building placement/location shall be determined by Administrative Authorization.

#### **5.6.2 SPECIFIC TO ZONES SC-3 THROUGH SC-6**

- a. Platted lots shall be dimensioned according to Table 14f and Table 15.
- b. Building placement/location types shall be as shown in Table 9.

- c. Buildings shall be placed or located in relation to the boundaries of their lots according to Table 14g and Table 15.
- d. One Principal Building at the Frontage, and Outbuildings to the rear of the Principal Building, may be built in compliance with building placement standards.
- e. Lot coverage by building shall not exceed that recorded in Table 14f and Table 15.
- f. Facades shall be built parallel to a rectilinear Principal Frontage line or parallel to the tangent of a curved Principal Frontage line, and along a minimum percentage of the Frontage length at the Setback, as specified on Table 14g and Table 15.
- g. Setbacks for Principal Buildings shall be as shown in Table 14g and Table 15. In the case of an infill lot, setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Administrative Authorization.
- h. A 15 ft. setback for Outbuildings from center line of rear lane and rear alley shall be required. No portion of a building's main structure may encroach into alley right-of-way. Eaves or overhangs may encroach up to 3-feet if they provide vertical clearance of not less than 16 feet.
- i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Administrative Authorization.
- j. The visibility triangle shall be indicated and protected as required by state law at all Thoroughfare intersections.

## **5.7 BUILDING CONFIGURATION**

### **5.7.1 GENERAL TO ZONES SC-2 THROUGH SC-6**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 7 and Table 14i.
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 17. Requirements for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. Building Heights, Stepbacks, Expression Lines, and Extension Lines shall conform to Table 8 and Table 14j.
- d. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 feet and may be a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.

- e. In a Parking Structure or garage, each level counts as a single story regardless of its relationship to habitable stories.
- f. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads.
- g. All principal buildings must have a primary entrance facing the public sidewalk that is made readily identifiable by the use of canopies, forecourts, porticos, clerestory and/or side windows and/or other architectural details. Interior buildings (secondary buildings) may utilize well-lit and clearly marked pedestrian oriented plazas, or courtyard entrances to service as principal entrances. Entrances at building corners may be used to satisfy this requirement. All entrances must be connected to the sidewalk within the public frontage and/or private frontage by providing a walkway constructed of concrete, asphalt or pavers.

#### 5.7.2 **SPECIFIC TO ZONES SC-2 THROUGH SC-5**

The minimum size of a dwelling within a Principal Building shall be 600 sq ft in interior space. Outbuildings may be any size, not to exceed 1200 sq ft. unless an Administrative Authorization is obtained from the DRC.

#### 5.7.3 **SPECIFIC TO ZONE SC-3**

- a. No portion of Private Frontage may Encroach upon the Sidewalk.
- b. Open porches may Encroach the first Layer 50% of its depth. (Table 17d)
- c. Balconies and bay windows may Encroach the First Layer 25% of its depth.

#### 5.7.4 **SPECIFIC TO ZONE SC-4**

- a. Balconies, open porches and bay windows may Encroach the first Layer more than 50% of its depth. (Table 17d) Where a rear lane or rear alley is provided Encroachments are prohibited from easements on the ground or sub ground levels. Encroachments may occur into public utility easements on the second floor or higher building level, so long as they are supported by the main structure unless specifically prohibited.
- b. Streetscreens should be between 3.5 and 6 feet in height. The Streetscreen may be replaced by a hedge or fence by Administrative Authorization. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- c. A one story structure may be permitted by Administrative Authorization.

#### 5.7.5 **SPECIFIC TO ZONES SC-5, SC-6**

- a. Awnings, arcades, and galleries may encroach the sidewalk to within two feet of the curb but must clear the sidewalk vertically by at least 8 feet.
- b. Maximum encroachment heights (Extension Lines) for arcades shall be as shown on Table 8.
- c. Stoops, lightwells, balconies, bay windows, and terraces may encroach the first Layer 100% of its depth. (Table 17d)



- d. Loading docks and service areas shall be permitted on Frontages only by Administrative Authorization.
- e. In the absence of a building Facade along any part of a Frontage Line, a streetscreen shall be built co-planar with the facade.
- f. Streetscreens should be between 3.5 and 6 feet in height. The streetscreen may be replaced by a hedge or fence by Administrative Authorization. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. Streetscreens above 6 feet in height may be permitted by Administrative Authorization.
- g. The ground floor of any structure constructed on a lot with frontage on Spokane Street must be used for non-residential uses.

## **5.8 BUILDING FUNCTION**

### **5.8.1 GENERAL TO ZONES SC-2 THROUGH SC-6**

- a. Buildings in each SmartCode Zone shall conform to the Functions on Table 10 and Table 12 and Table 14k. Functions that do not conform shall require approval by Administrative Authorization as specified on Table 12.

### **5.8.2 SPECIFIC TO ZONES SC-2, SC-3**

- a. Accessory functions of restricted lodging or restricted office shall be permitted within an outbuilding. See Table 10.

### **5.8.3 SPECIFIC TO ZONES SC-4, SC-5**

- a. Accessory functions of limited lodging or limited office shall be permitted within an outbuilding. See Table 10.

### **5.8.4 SPECIFIC TO ZONES SC-5, SC-6**

- a. First story commercial functions shall be permitted.
- b. Manufacturing functions within the first story may be permitted by Administrative Authorization.

## **5.9 PARKING AND DENSITY CALCULATIONS**

### **5.9.1 SPECIFIC TO ZONES SC-2, SC-3**

- a. Buildable Density on a Lot shall be determined by the actual parking provided within the Lot as applied to the Functions permitted in Table 10.

### **5.9.2 SPECIFIC TO ZONES SC-4, SC-5, SC-6**

- a. Buildable density on a lot for a nonresidential or vertical mixed use is determined by the sum of the actual parking calculated as that provided: a) within the lot, b) along the parking lane corresponding to the lot frontage, and c) by paying fees in lieu of providing parking spaces as allowed by Section 18A.20.105. No more than 50% of the required parking can be provided in the parking lanes corresponding to the lot frontage.

Buildable density on a lot for a residential use is determined by the sum of the actual parking calculated as that provided: a) within the lot, b) along the parking lane corresponding to the lot frontage, and c) by paying fees in lieu of providing parking spaces as allowed by Section 18A.20.105. No more than 25% of the required parking can be provided in the parking lanes corresponding to the lot frontage.

- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
- c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 10.
- d. Within the overlay area of a Transit-Oriented Development (TOD) the Effective Parking may be further adjusted upward by 30%
- e. The total Density within each SmartCode Zone shall not exceed that specified by an approved Neighborhood Plan based on Chapter 3 or Chapter 4.
- f. Accessory Units do not count toward Density calculations.

## **5.10 PARKING LOCATION STANDARDS**

### **5.10.1 GENERAL TO ZONES SC-2 THROUGH SC-6**

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Neighborhood Plan.
- b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.

### **5.10.2 SPECIFIC TO ZONES SC-2, SC-3**

- a. Open parking areas shall be located at the second and third Lot Layers, except that driveways, drop-offs and parking areas may be located at the first Lot Layer. (Table 17d)
- b. Garages shall be located at the second or third Layer except that side- or rear entry types may be allowed in the first or second Layer by Administrative Authorization.

### **5.10.3 SPECIFIC TO ZONES SC-3, SC-4**

- a. Driveways at Frontages shall be no wider than 24 feet in the first Layer.

### **5.10.4 SPECIFIC TO ZONES SC-4**

- a. All parking areas and garages shall be located at the second or third Layer.

### **5.10.5 SPECIFIC TO ZONES SC-5, SC-6**

- a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 17d)
- b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage.

- c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- d. Parking Structures along thoroughfares with a CS or BV designation shall have Liner Buildings lining the first and second Stories.
- e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.

## **5.11 LANDSCAPE STANDARDS**

### **5.11.1 GENERAL TO ZONES SC-2 THROUGH SC-6**

- a. Commercial, office, civic, or retail uses shall also comply with 18.24.080 Landscaping of Post Falls Municipal Code (or its successor).

### **5.11.2 SPECIFIC TO ZONES SC-2, SC-3, SC-4**

The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 17d)

### **5.11.3 SPECIFIC TO ZONE SC-3**

- a. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17d).
- b. Trees may be of single or multiple species as shown on Table 6.

### **5.11.4 .SPECIFIC TO ZONE SC-4**

- a. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17d)
- b. Trees shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 6.
- c. Lawn shall be permitted by right.

### **5.11.5 SPECIFIC TO ZONES SC-5, SC-6**




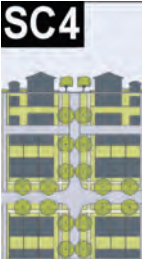
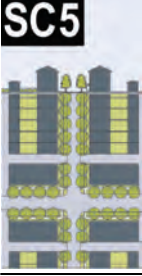
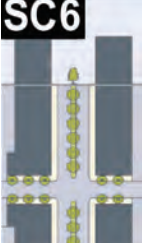
- a. Trees shall not be required in the first Layer.
- b. The first Layer may be paved to match the pavement of the Public Frontage.

## **5.12 SIGNAGE STANDARDS**

### **5.12.1 GENERAL TO ALL ZONES**

- a. All signage shall comply with Post Falls Municipal Code.
- b. The address number shall comply with Post Falls Municipal Code, street naming and numbering regulation.

TABLE 1: SmartCode Zone Descriptions. The following are general descriptions of the character of each SmartCode Zone. They may be interpreted as a constituent part of the Intent of this Code.

	<p><b>SC1</b> SC-1 NATURAL</p> <p>General Character: Natural landscape with some agricultural use</p> <p>Building Placement: Not applicable</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: Not applicable</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p><b>SC2</b> SC-2 RURAL</p> <p>General Character: Primarily agricultural with woodland &amp; wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1 to 2 Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p><b>SC3</b> SC-3 SUBURBAN</p> <p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1 to 2 Story with some 3 Story</p> <p>Type of Civic Space: Parks, Greenways</p>
	<p><b>SC4</b> SC-4 GENERAL URBAN</p> <p>General Character: Mix of Houses, townhouses &amp; small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 2 to 3 Story with a few taller Mixed Use buildings. A 1 story structure may be permitted by Administrative Authority.</p> <p>Type of Civic Space: Squares, Greens</p>
	<p><b>SC5</b> SC-5 URBAN CENTER</p> <p>General Character: Shops mixed with townhouses, larger apartment houses, offices, work place, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks, or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Shopfronts, Galleries</p> <p>Typical Building Height: 2 to 4 story with some variation</p> <p>Type of Civic Space: Parks, Plazas and Squares, median landscaping</p>
	<p><b>SC6</b> SC-6 URBAN CORE</p> <p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades</p> <p>Typical Building Height: 2 to 6 plus Story with a few shorter buildings</p> <p>Type of Civic Space: Parks, Plaza and Squares; median landscaping</p>

**TABLE 2: DESIGNATION/NEIGHBORHOOD ALLOCATION:** This table defines the geography, including both natural and infrastructural elements, which determine the area suitable for one or several of the three Neighborhood types that are specified by this code. This table also allocates the proportions of SmartCode Zones within each Neighborhood type.

		ALTERNATIVE FUTURE LAND-USE DESIGNATIONS					
		- MEDIUM SLOPES - WOODLANDS	- PROXIMITY TO THOROUGHFARES	- PROXIMITY TO MAJOR THOROUGHFARES AND TRANSIT	- ALREADY DEVELOPED AREAS		
		(PRIMARYLY NEW COMMUNITIES)			(SUCCESSIONAL COMMUNITIES)		
		<b>G1</b> MODERATE GROWTH SECTOR	<b>G2</b> MANAGED GROWTH SECTOR	<b>G3</b> FOCUSED GROWTH SECTOR	<b>G4</b> INFILL GROWTH SECTOR		
		<b>CLD</b>	<b>TND</b>	<b>TND</b>	<b>RCD</b>	<b>TND</b>	<b>RCD</b>
TABLE 2B	<b>SC1</b>						
	<b>SC2</b>	50% MIN	NO MIN	NO MIN			
	<b>SC3</b>	10 - 30%	50 - 90%	20 - 40%		VARIABLE	VARIABLE
	<b>SC4</b>	20 - 40%	10 - 40%	30 - 60%	10 - 30%	VARIABLE	VARIABLE
	<b>SC5</b>		0 - 10%	0 - 20%	10 - 30%	VARIABLE	VARIABLE
	<b>SC6</b>				40 - 80%	VARIABLE	VARIABLE



**TABLE 3A: Vehicular Lane Dimensions.** Vehicular Lane Dimensions is intended for use in the formation of new thoroughfare assemblies when necessary.

DESIGN SPEED	PARKING LANE WIDTH	SC1	SC2	SC3	SC4	SC5	SC6
20-25 mph	(Angle ) 18 feet				□	▪	▪
20-25 mph	(Parallel) 7 feet			▪	▪		
25-35 mph	(Parallel) 8 feet			▪	▪	▪	▪
Above 35 mph	(Parallel) 8 feet				▪	▪	▪

▪ BY RIGHT      □ BY ADMINISTRATIVE AUTHORITY

**TABLE 3B: Vehicular Lane & Parking Assemblies.** Intended as a general reference for determining the applicable assembly formations based upon land use, parking, lane configuration, design speed and the design average daily traffic (ADT).

**TABLE 3C: Thoroughfare Assemblies.** Is a compilation of preferred thoroughfare assemblies.

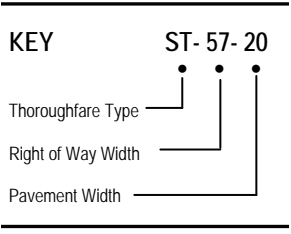
1. Article 3.7.3 contains the general and specific requirements for each SmartCode zone in the application of the thoroughfare assemblies.
2. The swale treatment area shown is the minimum volume 208 design methodology, or the minimum area, flush mount design methodology; necessary to treat the thoroughfare assembly for the intended swale types on a per linear foot bases of the entire assembly. Additional storage or capacity to the swales shall be provided to mitigate a 24-year storm event of a 2 hour duration. All storm water facilities shall be in conformance with the City of Post Falls Municipal Code chapter 13.44.
3. Continuous street side swales shall be a minimum of 9.5 feet in width.
4. For the thoroughfare assembly RA 25-25. Dry utilities may be located within the thoroughfare when provisions are made to locate service pedestals, switch boxes, transformers or other facilities requiring surface mounting and access in utility easements contiguous to the thoroughfares right-of-way.



TABLE 3B: Vehicular Lane & Parking Assemblies. Intended as a general reference for determining the applicable assembly formations based upon land use, parking, lane configuration, design speed and the design average daily traffic (ADT).

	ONE WAY MOVEMENT		TWO WAY MOVEMENT			
a.			<b>SC1 SC2 SC3</b>			
NO PARKING						
DESIGN ADT			< 500			
DESIGN SPEED			20 MPH			
b.		<b>SC3 SC4</b>	<b>SC3 SC4</b>	<b>SC4 SC5 SC6</b>	<b>SC5 SC6</b>	
PARKING ONE SIDE PARALLEL						
DESIGN ADT		< 1000	< 500	1000-5000	3000-10,000	
DESIGN SPEED		20 MPH	20 MPH	25 MPH	25 MPH	
c.	<b>SC4 SC5</b>	<b>SC4 SC5 SC6</b>	<b>SC3 SC4</b>	<b>SC3 SC4 SC5</b>	<b>SC3 SC4 SC5</b>	
PARKING BOTH SIDES PARALLEL						
DESIGN ADT	<500	< 1000	< 1000	1000-5000	3000-10,000	
DESIGN SPEED	20	25 MPH	25 MPH	25-30 MPH	30 MPH	
d.	<b>SC5 SC6</b>	<b>SC5 SC6</b>	<b>SC5 SC6</b>	<b>SC5 SC6</b>		
PARKING BOTH SIDES DIAGONAL						
DESIGN ADT	< 1000	< 5000	1000-5000	3000-10,000		
DESIGN SPEED	20 MPH	25 MPH	25 MPH	25 MPH		
e.			<b>SC3 SC4</b>	<b>SC3 SC4 SC5 SC6</b>		
PARKING ACCESS						
DESIGN ADT			N/A	N/A		
DESIGN SPEED			15 MPH	15 MPH		
<b>FUNCTIONALLY CLASSIFIED ROADWAYS</b>						
	ON STREET PARKING			THROUGHWAYS		
	(CL) COLLECTOR	(CL) COLLECTOR	(CL) COLLECTOR	(MA) MINOR ARTERIAL	(MA) MINOR ARTERIAL	(PA) PRIMARY ARTERIAL
DESIGN ADT	2000-5000	2000-5000	2000-5000	5000-10,000	> 10,000	> 10,000
DESIGN SPEED	35 MPH	35 MPH	35 MPH	40 MPH	40 MPH	50 MPH

TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)	
Right-of-Way Width	
Pavement Width	
Easement Width	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Design Speed	
Design Volume	
Public Frontage Type	
Private Frontage Type	
Walkway Type	
Planter Type	
Swale Type	
Swale Treatment Area (208/Flush Mount)	
Curb Type	
Landscape Type	
Transportation Provisions	

	PA-110-64	MA-110-73
SmartCode Zone(s)	N/A	N/A
Right-of-Way Width	110 feet	110 feet
Pavement Width	64 feet	73 feet
Easement Width	15 feet	10 feet - Sidewalk; 15 feet - Trail
Traffic Lanes	5	5
Parking Lanes	None	None
Curb Radius	35' minimum	30' minimum
Design Speed	50	40
Design Volume	>10,000	>10,000
Public Frontage Type	PA	MA
Private Frontage Type	Per Adjoining Smartcode Zone	Per Adjoining Smartcode Zone
Walkway Type	12 - Ft MU Trail (2x)	6 - Ft Sidewalk (1X) 10 - Ft MU Trail (1X)
Planter Type	6 Ft min	6 Ft min
Swale Type	Continuous or Community	Continuous or Community
Swale Treatment Area (208/Flush Mount)	2.56 cubic ft. per ft./ 3.2 sq. ft. per ft.	2.92 cubic ft. per ft./ 3.65 sq. ft. per ft.
Curb Type	Curb and Gutter	Curb and Gutter
Landscape Type		
Transportation Provisions	BT, TR	BL, BT, TR

TABLE 3C: THOROUGHFARE ASSEMBLIES

KEY	
Thoroughfare Type	ST- 57- 20
Right of Way Width	
Pavement Width	

THOROUGHFARE TYPES	
Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

PRIVATE FRONTAGE	
Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)	
Right-of-Way Width	
Pavement Width	
Easement Width	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Design Speed	
Design Volume	
Public Frontage Type	
Private Frontage Type	
Walkway Type	
Planter Type	
Swale Type	
Swale Treatment Area (208/Flush Mount)	
Curb Type	
Landscape Type	
Transportation Provisions	

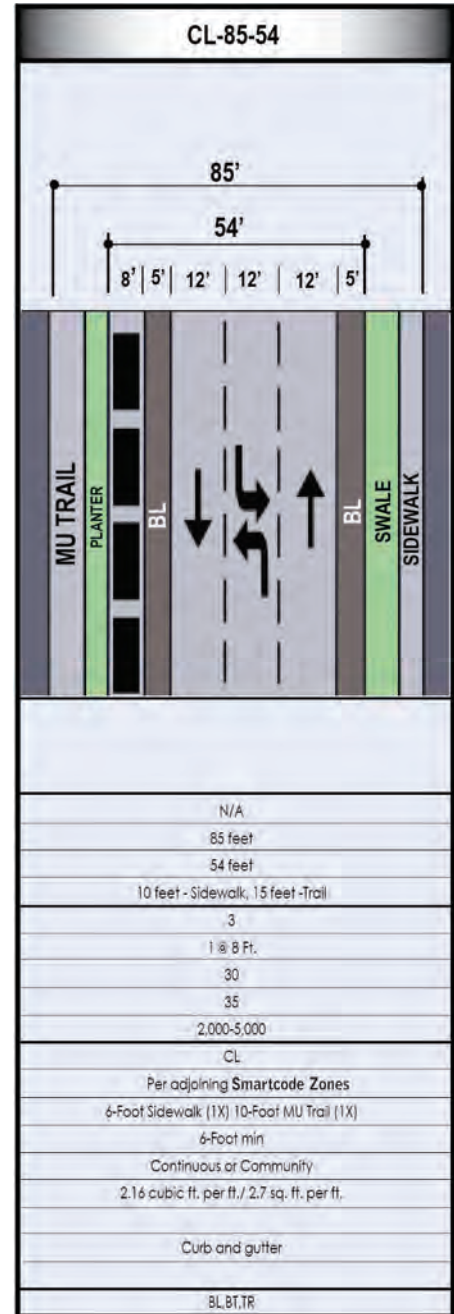
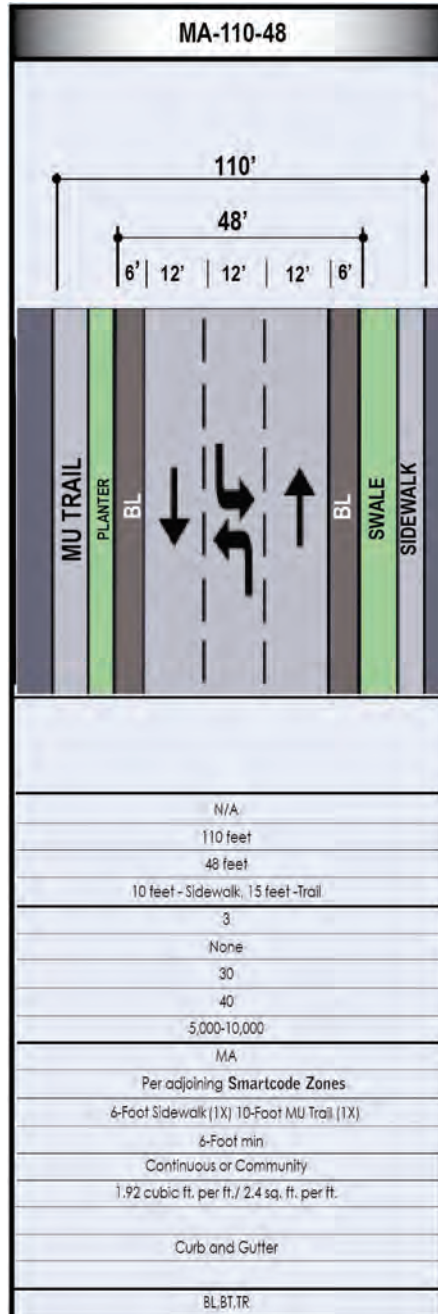
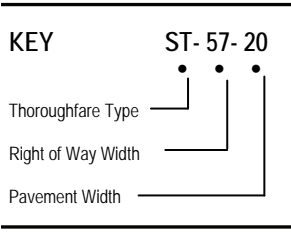




TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)	
Right-of-Way Width	
Pavement Width	
Easement Width	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Design Speed	
Design Volume	
Public Frontage Type	
Private Frontage Type	
Walkway Type	
Planter Type	
Swale Type	
Swale Treatment Area (208/Flush Mount)	
Curb Type	
Landscape Type	
Transportation Provisions	

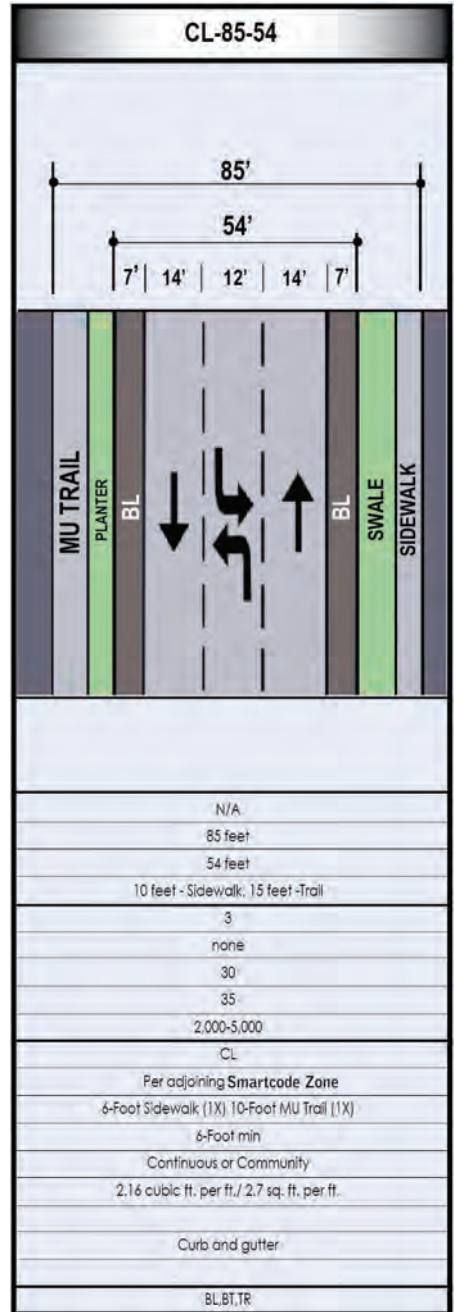
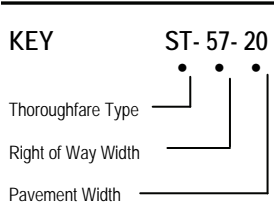


TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

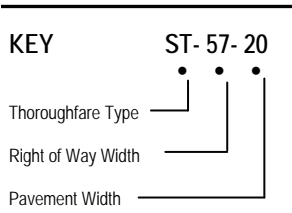
Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

	RA-25-25	RL-25-15
SmartCode Zone(s)	SC4, SC5, SC6	SC3, SC4
Right-of-Way Width	25 feet	25 feet
Pavement Width	25 feet	15 feet
Easement Width	Varies	None
Traffic Lanes	N/A	N/A
Parking Lanes	N/A	N/A
Curb Radius	N/A	N/A
Design Speed	15	15
Design Volume	N/A	N/A
Public Frontage Type	Rear Alley	Rear Lane
Private Frontage Type	N/A	N/A
Walkway Type	N/A	N/A
Planter Type	N/A	N/A
Swale Type	Community	Continuous or Community
Swale Treatment Area (208/Flush Mount)	1.0 cubic ft./ft. / 1.25 sq. ft./ln ft.	0.6 cubic ft./ft. / 0.75 sq. ft./ln ft.
Curb Type	None – Inverted Crown	None – Inverted Crown or Full Crown w/ 1' gravel shoulders
Landscape Type	N/A	N/A
Transportation Provisions	N/A	N/A

TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)
Right-of-Way Width
Pavement Width
Easement Width
Traffic Lanes
Parking Lanes
Curb Radius
Design Speed
Design Volume
Public Frontage Type
Private Frontage Type
Walkway Type
Planter Type
Swale Type
Swale Treatment Area (208/Flush Mount)
Curb Type
Landscape Type
Transportation Provisions

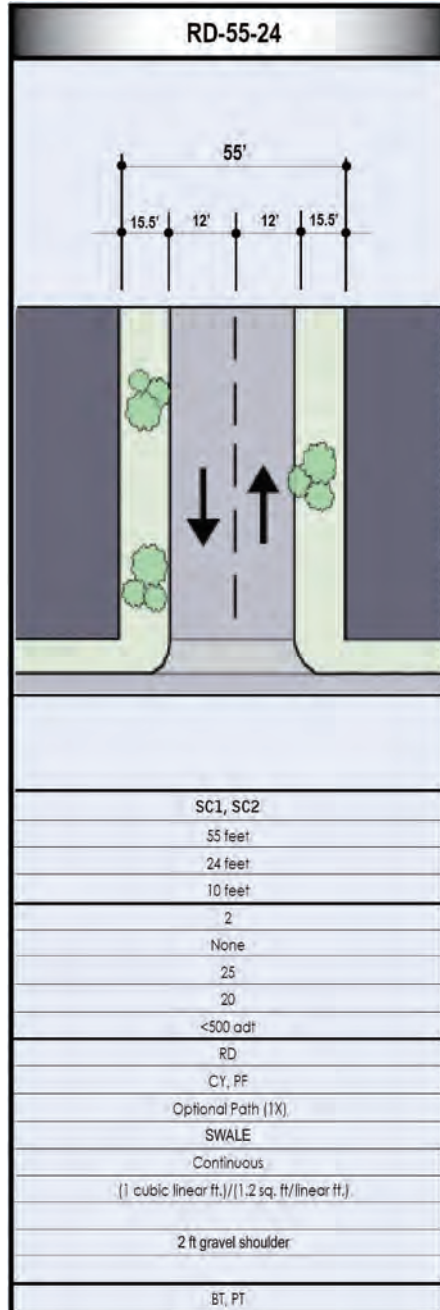




TABLE 3C: THOROUGHFARE ASSEMBLIES

KEY	
Thoroughfare Type	ST- 57- 20
Right of Way Width	
Pavement Width	

THOROUGHFARE TYPES	
Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

PRIVATE FRONTAGE	
Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)
Right-of-Way Width
Pavement Width
Easement Width
Traffic Lanes
Parking Lanes
Curb Radius
Design Speed
Design Volume
Public Frontage Type
Private Frontage Type
Walkway Type
Planter Type
Swale Type
Swale Treatment Area (208/Flush Mount)
Curb Type
Landscape Type
Transportation Provisions

ST-65/55-32	
SmartCode Zone(s)	SC3, SC4
Right-of-Way Width	65/55 feet
Pavement Width	32 feet
Easement Width	10 feet -SC3, 5 feet-SC4
Traffic Lanes	2
Parking Lanes	7 Feet (2X)
Curb Radius	15
Design Speed	25
Design Volume	<1000
Public Frontage Type	ST
Private Frontage Type	ST, FC, TR, CY, PF
Walkway Type	5-Foot sidewalk (2X)
Planter Type	6-Foot min
Swale Type	(ST-65-32) Continuous or (ST-55-32) Community
Swale Treatment Area (208/Flush Mount)	1.28 cubic ft. per ft./ 1.6 sq. ft./linear ft.)
Curb Type	Curb and Gutter (Standard of Rolled)
Landscape Type	
Transportation Provisions	BR

ST-75/65-40	
SmartCode Zone(s)	SC3, SC4, SC5
Right-of-Way Width	75/65 feet
Pavement Width	40 feet
Easement Width	10 feet -SC3, 5 feet-SC4, None-SC5
Traffic Lanes	2
Parking Lanes	8-Foot (2X)
Curb Radius	15
Design Speed	30
Design Volume	1,000-5,000
Public Frontage Type	ST
Private Frontage Type	ST, FC, TR, PF
Walkway Type	5-Foot Sidewalk (2X)
Planter Type	6-Foot min
Swale Type	(ST-75-40) Continuous or (ST-65-40) Community
Swale Treatment Area (208/Flush Mount)	(1.6 cubic ft/3 linear ft.)/(2.0 sq. ft/linear ft.)
Curb Type	Standard Curb and Gutter
Landscape Type	
Transportation Provisions	BR

TABLE 3C: THOROUGHFARE ASSEMBLIES

KEY		ST- 57- 20	
Thoroughfare Type			
Right of Way Width			
Pavement Width			

THOROUGHFARE TYPES	
Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

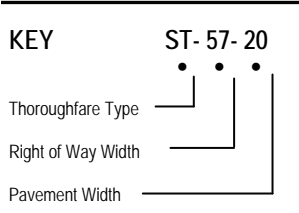
  

PRIVATE FRONTAGE	
Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

	ST-85/75-51	ST-65/55-28
SmartCode Zone(s)	SC3, SC4, SC5	SC3, SC4
Right-of-Way Width	85 / 75feet	65/55 feet
Pavement Width	51 feet	28 feet
Easement Width	10 feet - SC3, 5 feet - SC4, None-SC5	10 feet - SC3, 5 feet - SC4
Traffic Lanes	3	2
Parking Lanes	8-Foot (2X)	7ft (2x)
Curb Radius	15	15
Design Speed	30	20
Design Volume	3,000-10,000	<500 adt
Public Frontage Type	ST	ST
Private Frontage Type	ST, FC, TR, PF	ST, FC, TR, PF, CY
Walkway Type	5-Foot Sidewalk (2X)	5-Foot Sidewalk (2X)
Planter Type	6-Foot min	6-Foot min
Swale Type	(ST-85-40) Continuous or (ST-75-40) Community	(ST-65-28) Continuous or (ST-55-28) Community
Swale Treatment Area (208/Flush Mount)	(2.0 cubic ft./linear ft.)/(2.6 sq. ft./linear ft.)	1.12 cubic ft. per ft./ 1.4 sq. ft. per ft.
Curb Type	Curb and Gutter.	Curb and Gutter
Landscape Type		
Transportation Provisions	BR, BT	BR

TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

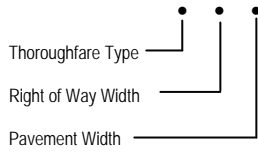
SmartCode Zone(s)
Right-of-Way Width
Pavement Width
Easement Width
Traffic Lanes
Parking Lanes
Curb Radius
Design Speed
Design Volume
Public Frontage Type
Private Frontage Type
Walkway Type
Planter Type
Swale Type
Swale Treatment Area (208/Flush Mount)
Curb Type
Landscape Type
Transportation Provisions

	<b>ST-65/60-32</b>	<b>ST-75/65-40</b>
SmartCode Zone(s)	SC4, SC5, SC6	SC4, SC5, SC6
Right-of-Way Width	65/60 feet	75/65 feet
Pavement Width	32 feet	40 feet
Easement Width	5 feet - SC4, None - SC5, SC6	5 feet - SC4, None - SC5, SC6
Traffic Lanes	2	2
Parking Lanes	1 @ 8 Feet	2 @ 8 Feet
Curb Radius	15	15
Design Speed	20	25
Design Volume	1000-2000	1000-2000
Public Frontage Type	ST	ST
Private Frontage Type	SF, ST, FC, TR	SF, ST, FC, TR, PF
Walkway Type	6-Foot sidewalk (2X)	6-Foot sidewalk (2X)
Planter Type	6-Foot min	6-Foot min
Swale Type	(ST-65-32) Continuous or (ST-60-32) Community	(ST-75-40) Continuous or (ST-65-40) Community
Swale Treatment Area (208/Flush Mount)	1.12 cubic ft. per ft. / 1.4 sq. ft. per ft.	1.6 cubic ft. per ft. / 2.0 sq. ft. per ft.
Curb Type	Curb and Gutter	Curb and Gutter
Landscape Type		
Transportation Provisions	BR	BR



TABLE 3C: THOROUGHFARE ASSEMBLIES

KEY ST- 57- 20



THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

PRIVATE FRONTAGE

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

SmartCode Zone(s)
Right-of-Way Width
Pavement Width
Easement Width
Traffic Lanes
Parking Lanes
Curb Radius
Design Speed
Design Volume
Public Frontage Type
Private Frontage Type
Walkway Type
Planter Type
Swale Type
Swale Treatment Area (208/Flush Mount)
Curb Type
Landscape Type
Transportation Provisions

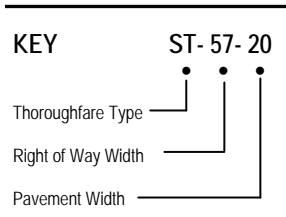
**CS-88-60**

SC5, SC6
88 feet
60 feet
None
2
2 @60 degree angled
15
25
1,000-5,000 adt
CS
AR, GA, SF
14-Foot Sidewalk (2X)
4x4 tree wells
Community
3.5 cubic ft. per ft./ 4.4 sq. ft. per ft.
Curb and Gutter
BR, TR

**CS-100-64**

SC5, SC6
100 feet
64 feet
None
2
2 @60 degree angled
15
25
3,000-10,000 adt
CS
AR, GA, SF
18-Foot Sidewalk (2X)
4x4 tree wells
Community
4.0 cubic ft. per ft./ 5.0 sq. ft. per ft.
Curb and Gutter
BR, TR

TABLE 3C: THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

**PRIVATE FRONTAGE**

Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

Smartcode Zone(s)
Right-of-Way Width
Pavement Width
Easement Width
Traffic Lanes
Parking Lanes
Curb Radius
Design Speed
Design Volume
Public Frontage Type
Private Frontage Type
Walkway Type
Planter Type
Swale Type
Swale Treatment Area (208/Flush Mount)
Curb Type
Landscape Type
Transportation Provisions

CS-80-50	CS-90-60
SC5, SC6	SC5, SC6
80 feet	90 feet
50 feet	60 feet
None	None
1	2
2 angled @ 60degrees	2 angled @ 60 degrees.
15	15
20	25
<1000	<5000
CS	CS
AR, GA, SF, ST	AR, GA, SF, ST
15-Foot sidewalk (2X)	15-Foot sidewalk (2X)
4X4 tree well	4X4 tree well
Community	Community
(3.2 cubic ft/3 linear ft.)/(4.0 sq. ft/ 3 linear ft.)	3.6 cubic ft. per ft./ 4.5 sq. ft. per ft.
Curb and Gutter	Curb and Gutter
BR, TR	BR, TR

TABLE 3C: THOROUGHFARE ASSEMBLIES

KEY	
Thoroughfare Type	ST- 57- 20
Right of Way Width	
Pavement Width	

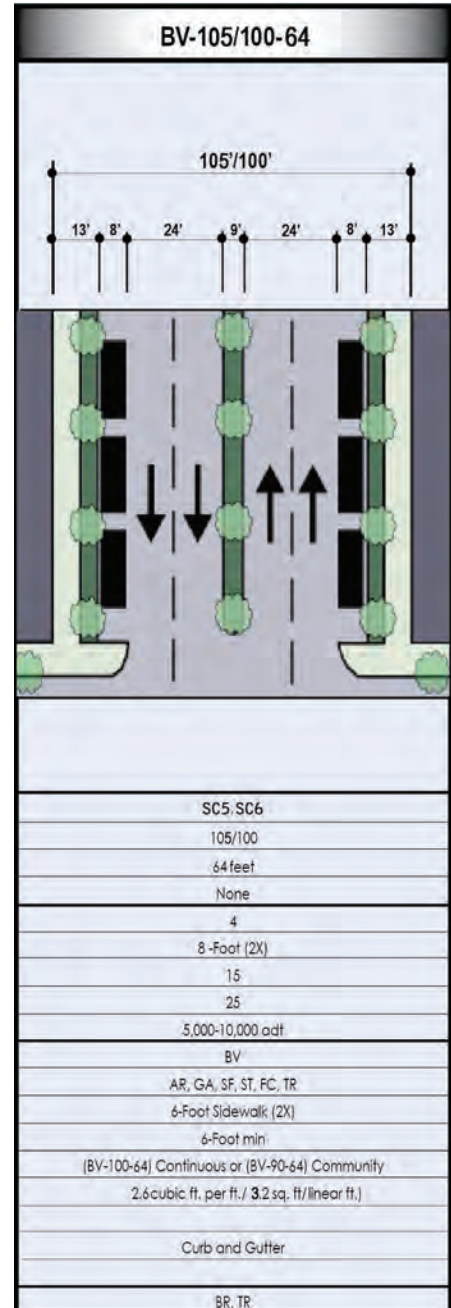
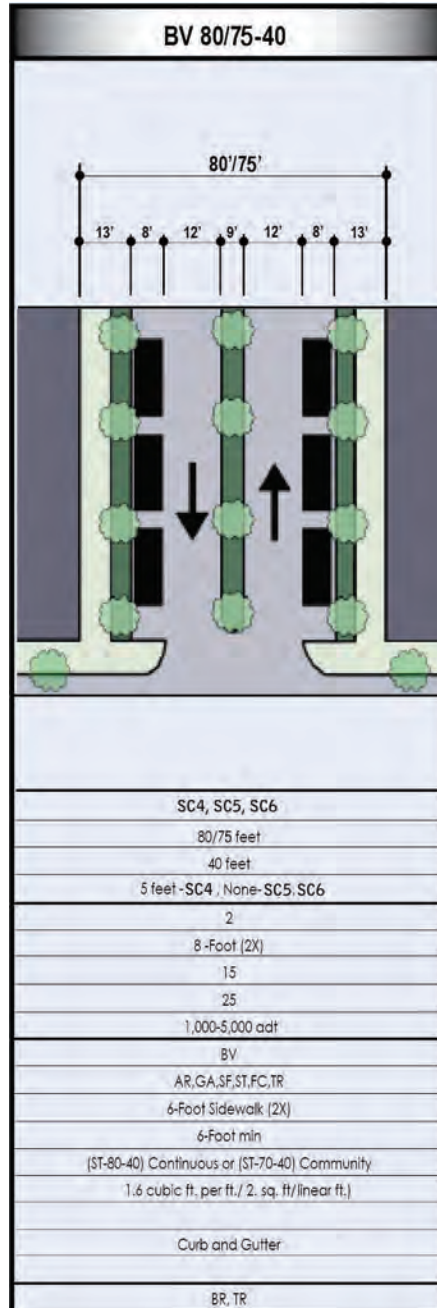
THOROUGHFARE TYPES	
Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Collector (Major)	CL
Minor Arterial	MA
Principle Arterial	PA
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Transit Route	TR

PRIVATE FRONTAGE	
Common Yard	CY
Porch and Fence	PF
Terrace or Lightwell	TR
Forecourt	FC
Stoop	ST
Shopfront	SF
Gallery	GA
Arcade	AR

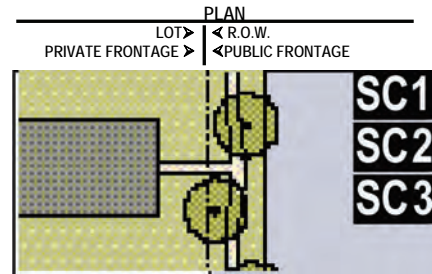
SmartCode Zone(s)	
Right-of-Way Width	
Pavement Width	
Easement Width	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Design Speed	
Design Volume	
Public Frontage Type	
Private Frontage Type	
Walkway Type	
Planter Type	
Swale Type	
Swale Treatment Area (208/Flush Mount)	
Curb Type	
Landscape Type	
Transportation Provisions	



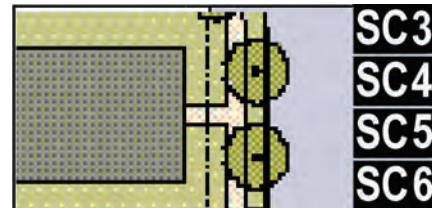


**TABLE 4A: Public Frontages— General.** The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 4B.

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



**b. (ST) For Street:** This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.



**c. (CS) (AV) For Commercial Street or Avenue:** This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.



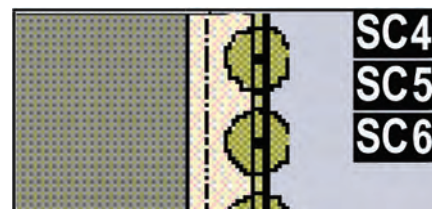
**d. (BV) For Boulevard :** This Frontage has raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.



**e. (RL) For Rear Lane:** This Frontage is intended to provide rear access and utility services. Stormwater treatment is by percolation through grass strips adjoining the pavement and appropriately sized dry wells where required or by community swales at the alley termini. No landscaping is required.



**f. (RA) For Rear Alley:** This Frontage is intended to provide rear access for parking, deliveries and utility services. Stormwater treatment and disposal is by community swales along the alley or at the alley termini.






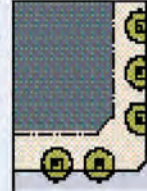








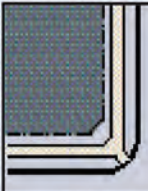
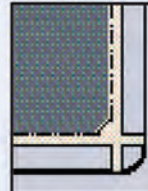
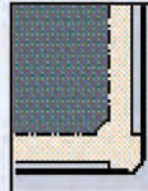
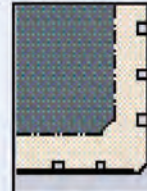
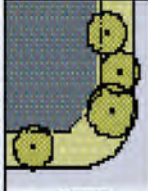







**TABLE 4A: Public Frontages— General to all zones.** The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 4B.

	PLAN
<p><b>e. (CL) Collector:</b> This frontage is for those locations indicated upon the functional classification map within the City of Post Falls Transportation Master Plan as Major Collector. Collectors are intended to focus on mobility needs by providing higher speed capacity routes for traffic to connect from local thoroughfares to arterial and regional routes. Access to collectors from private property is more restrictive with residential access being restricted outright and commercial or industrial access points having spacing regulations. Bicycle lanes shall be provided in all locations and parking configuration will be determined by Administrative Authorization. Pedestrian facilities shall be provided in all SmartCode zones, though exceptions may be granted in the SC1 and SC2 zones. Curb and gutter shall be required in Zones SC3 thru SC6 and allowed by Administrative Authorization in zones SC1 and SC2.</p>	
<p><b>f. (MA) Minor Arterial:</b> This frontage is for these locations indicated upon the functional classification map within the City of Post Falls Transportation Master Plan as Minor Arterial. Minor Arterials are intended to move traffic from Collectors to regional routes. Access to arterials from private property is more restrictive than collectors with residential access being restricted outright and commercial or industrial access points having more restrictive spacing regulations. A minor arterial will be configured in either a 3-lane or 5-lane configuration (as identified with the Transportation Master Plan and determined by the City Engineer) with bicycle lanes provided in all locations and no allowance for parking. Pedestrian facilities shall be provided in all SmartCode zones, though exceptions may be granted in the SC1 and SC2 zones. Curb and gutter shall be required in all zones though exceptions may be requested in the SC1 and SC2 zones.</p>	
<p><b>g. (PA) Principle Arterial:</b> This frontage is for those locations indicated upon the functional classification map within the City of Post Falls Transportation Master Plan as Principle Arterial. Principle Arterials are intended to serve as primary routes for travel between major urban activity centers and to access the Federal or State Highway system. Access to principle arterials from private property is most restricted access within the community's jurisdiction. Bicycle lanes and on street parking are not allowed. Multi-purpose pedestrian facilities shall be provided in all SmartCode zones, though exceptions may be granted in the SC1 zone. Curb and gutter shall be required in all Zones though exceptions may be requested in SC1 and SC2 zones.</p>	



**TABLE 4B: Public Frontages—Specific.** This table assembles precise technical prescriptions and dimensions for the Public Frontage elements—Curbs, walkways and planters—relative to SmartCode Zones. The top section of the table assembles all of the elements below. Locally appropriate planting species may be specified here and/or on Table 6.

SMARTCODE ZONE	SC1 SC2 SC3	SC1 SC2 SC3	SC3 SC4	SC4 SC5	SC5 SC6	SC5 SC6
Public Frontage Type	HW & RD	RD & ST	ST-DR-AV	ST-DR-AV-BV	CS-DR-AV-BV	CS-DR-AV-BV
<p><b>a. Assembly:</b> The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.</p> <p>Total Width</p>	 15.5 feet	 11 - 15 feet	 11 - 15 feet	 11 - 15 feet	 12 - 16 feet	 13 - 20 feet
<p><b>b. Curb:</b> The detailing of the edge of the vehicular pavement, incorporating drainage.</p> <p>Type</p> <p>Radius</p>	 Open Swale 25 feet	 Open Swale 15 - 35 feet	 Raised Curb 15 - 35 feet	 Raised Curb 15 - 35 feet	 Raised Curb 15 - 35 feet	 Raised Curb 15 - 35 feet
<p><b>c. Walkway:</b> The pavement dedicated exclusively to pedestrian activity.</p> <p>Type</p> <p>Width</p>	 Path Optional 10	 Path 5 - 10 feet	 Sidewalk 5 - 10 feet	 Sidewalk 6 feet	 Sidewalk 6-20 feet	 Sidewalk 6-20 feet
<p><b>d. Planter:</b> The layer that accommodates street trees and other landscape.</p> <p>Arrangement</p> <p>Species</p> <p>Planter Type</p> <p>Planter Width</p>	 Clusters Multiple Continuous Swale 6 feet-15 feet	 Clusters Multiple Continuous Swale 6 feet-15 feet	 Regular Alternating Continuous Planter 6 feet-15 feet	 Regular Single Continuous Planter 6 feet-15 feet	 Regular Single Continuous Planter 6 feet-10 feet	 Opportunistic Single Tree Well 4 feet-6 feet
<p><b>e. Landscape:</b> The recommended plant species. (See Table 6)</p>						
<p><b>f. Lighting:</b> The recommended Public Lighting. (See Table 5)</p>						

**TABLE 5: Public Lighting.** The table shows five general fixture types, commonly available. A set of streetlights corresponding to these types should be approved by the utility company and specified by the manufacturer and model and listed on this page.






	SC1	SC2	SC3	SC4	SC5	SC6	SD	Specifications
<p>Cobra Head</p> 	■	■	■	■	■	■	■	<p>SC1, SC2 : 100 Watt Luminaire mounted on wood post.</p> <hr/> <p>SC3, SC4, SC5, SC6: 100 Watt Luminaire mounted on steel standard. Required on CL designated thoroughfares. 200 Watt Luminaire for MA and PA designated thoroughfares</p> <hr/> <p>- REF. Post Falls Roadway Illumination policy for spacing requirements and lamp types.</p> <hr/>
<p>Pipe</p> 				□	■	■	□	<p>150 Watt sidewalk Illumination for sidewalks greater than 8-feet in width</p> <hr/> <p>REF: Post Falls Roadway Illumination Policy for spacing requirement and lamp and post type</p> <hr/>
<p>Post</p> 								<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<p>Column</p> 			■	□				<p>100 Watt Luminaire allowed for all thoroughfares except CL, MA, PA designated.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<p>Double Column</p> 								<hr/> <hr/> <hr/> <hr/> <hr/> <hr/>



TABLE 6: Public Planting. This table assigns the permitted public planting types by SmartCode Zone. Refer to the Post Falls' Tree Standards Manual for a complete guide to public tree standards, specifications, and approved species.







	SC1	SC2	SC3	SC4	SC5	SC6	SD	Class	Approved Species
<b>Rounded</b> 	■	■	■	■				I-Small	Acer campestre (Hedge Maple), Acer ginnala (Amur Maple), Acer truncatum (Purpleleaf Maple), Amelanchier x grandiflora (Apple Serviceberry), Cercis canadensis (Redbud), Maackia amurensis (Amur maackia), Oxydendrum arboreum (Sourwood)
								II-Med	Aesculus hippocastanum (Horsechestnut), Betula nigra Heritage® (Heritage®) River Birch, Koelreuteria paniculata (Goldenrain tree), Ostrya virginiana (American Hophornbeam)
								III- Large	Quercus bicolor (Swamp White Oak), Quercus macrocarpa (Bur Oak), Quercus robur (English Oak), Quercus rubra (Red Oak), Sophora japonica (Pagoda Tree)
<b>Oval</b> 	■	■	■	■	■	■		I-Small	Acer buergerianum (Trident Maple), Acer griseum (Paperbark Maple), Cornus mas (Corneliancherry Dogwood), Crataegus species (Hawthorn), Parrotia persica, Syringa reticulata (Japanese Tree Lilac)
								II-Med	Carpinus betulus (Hornbeam), Cercidiphyllum japonicum (Katsur tree), Fraxinus americana (White Ash), Fraxinus pennsylvanica (Green Ash), Pyrus calleryana (Callery Pear)
								III- Large	Catalpa speciosa (Northern Catalpa), Fagus grandifolia (American Beech), Gymnocladus dioica (Kentucky Coffeetree), Linodendron tulipifera (Tuliptree)
<b>Columnar</b> 	■	■	■	■	■	■		I-Small	Any fastigate variety or cultivar of a Class I species listed herein.
								II-Med	Any fastigate variety or cultivar of a Class II species listed herein.
								III- Large	Any fastigate variety or cultivar of a Class III species listed herein.
<b>Pyramidal</b> 	■	■	■	■				I-Small	(none)
								II-Med	Corylus columa (Turkish Filbert), Fagus sylvatica (European Beech), Ginkgo biloba (male trees only), Nyssa sylvatica (Black Tupelo), Tilia Americana (American Linden), Tilia cordata (Littleleaf Linden)
								III- Large	Quercus palustris (Pin Oak)
<b>Pendulous</b> 	■	■	■	■				I-Small	Any pendulous variety or cultivar of a Class I species listed herein.
								II-Med	Any pendulous variety or cultivar of a Class II species listed herein.
								III- Large	Any pendulous variety or cultivar of a Class III species listed herein.
<b>Vase-Shaped</b> 	■	■	■	■	■			I-Small	Cornus kousa (Kousa Dogwood), Malus species (Flowering Crabapple), Prunus serrulata (Japanese Flowering Cherry), Zelkova serrata 'Schmidtlov' (Wireless Zelkova)
								II-Med	Celtis occidentalis (Common Hackberry)
								III- Large	Zelkova serrata (Japanese Zelkova)

TABLE 6: Public Planting. Continued.



	SC1	SC2	SC3	SC4	SC5	SC6	SD	Class	Approved Species
<b>Multi-stemmed</b> 	■	■	■	■				I-Small	Acer buergerianum (Trident Maple), Acer ginnala (Amur Maple), Acer griseum (Paperbark Maple), Amelanchier x grandiflora (Apple Serviceberry), Cornus mas (Corneliancherry Dogwood), Cotinus coggygria (Smoketree), Syringa reticulata (Japanese Tree Lilac)
								II-Med	Betula nigra Heritage® (Heritage®) River Birch), Ostrya virginiana (American Hophornbeam)
								II- Large	(none)
<b>Conical</b> 	■	■						I-Small	(none)
								II-Med	Juniperus scopulorum (Rocky Mountain Juniper), Abies lasiocarpa (Subalpine Fir)
								II- Large	Abies concolor (Concolor Fir), Larix occidentalis (Western Larch), Picea abies (Norway Spruce), Picea omarika (Serbian Spruce)



TABLE 7: Private Frontages. The Private Frontage is

a. **Common Yard (CY):** a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.

b. **Porch & Fence (PF):** a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.

c. **Terrace or Lightwell (TR):** a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: **Dooryard**.

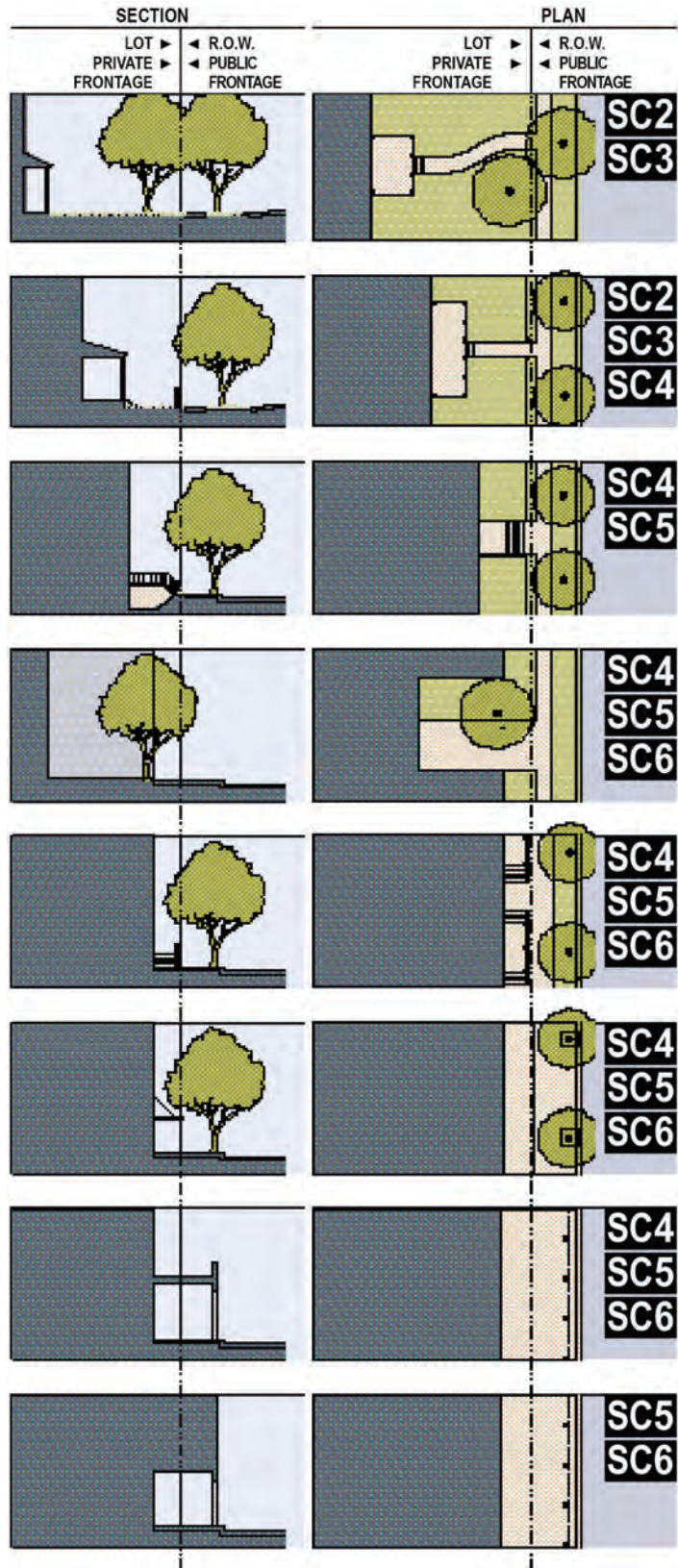
d. **Forecourt (FC):** a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.

e. **Stoop (ST):** a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.

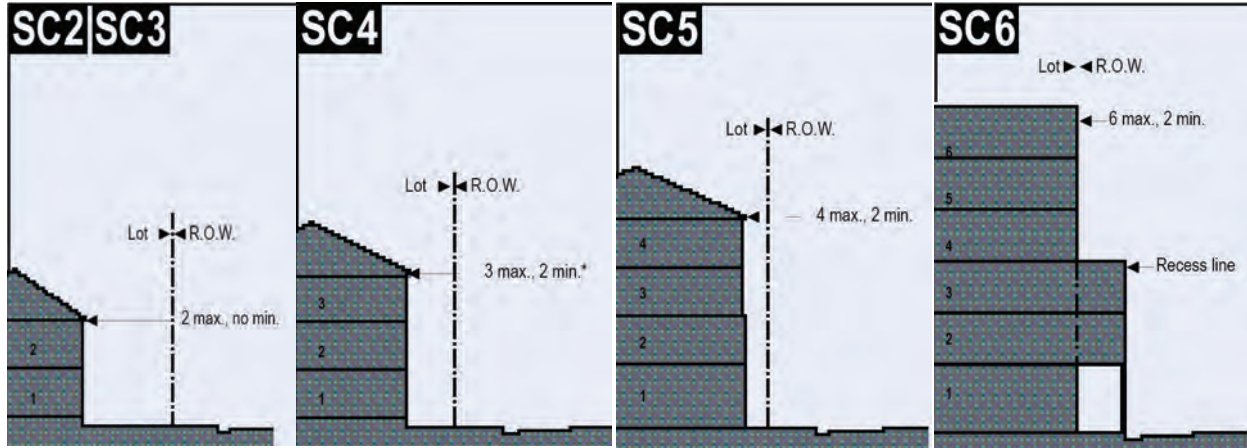
f. **Shopfront (SF):** a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.

g. **Gallery (GA):** a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.

h. **Arcade (AR):** a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.



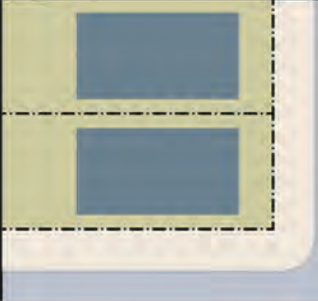


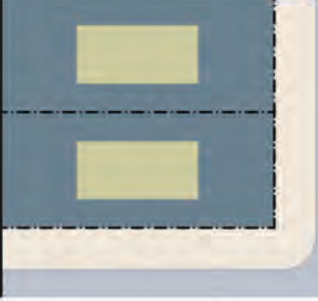
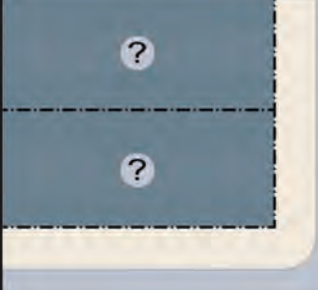
**TABLE 8: Building Configuration.** This table shows the Configurations for different building heights in stories for each Smart-Code Zone.



\* A SINGLE STORY IN SC-4, MAY BE PERMITTED BY ADMINISTRATIVE AUTHORIZATION



**TABLE 9: Building Disposition.** This table approximates the location of the building relative to the boundaries of each individual Lot. Each of these very general types is intrinsically more or less urban, depending on the extent that it completes the Frontage.

<p><b>a. Edgeyard:</b> Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.</p>	 <p>SC2 SC3 SC4</p>
<p><b>b. Sideyard:</b> Specific Types - Charleston single house, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.</p>	 <p>SC4 SC5</p>
<p><b>c. Rearyard:</b> Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	 <p>SC4 SC5 SC6</p>
<p><b>d. Courtyard:</b> Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <p>SC5 SC6</p>
<p><b>e. Specialized:</b> A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	 <p>SD</p>

**TABLE 10: Building Function—General.** This table categorizes as Function the range of uses for which a building is appropriate within each SmartCode Zone. Parking requirements are correlated to functional intensity. For greater precision prescribing specific uses, Table 12 may be used in addition to Table 10.

	SC2 SC3	SC4	SC5 SC6
a. RESIDENTIAL	<b>Restricted Residential:</b> The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory dwelling shall not exceed 700 square feet.	<b>Limited Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	<b>Open Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	<b>Restricted Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Limited Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Open Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	<b>Restricted Office:</b> The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling. Prohibited SC2.	<b>Limited Office:</b> The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Open Office:</b> The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	<b>Restricted Retail:</b> The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20. Prohibited SC2.	<b>Limited Retail:</b> The building area available for Retail use is limited to the first Story of buildings 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.	<b>Open Retail:</b> The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 12 & 13	See Table 12 & 13	See Table 12 & 13
f. OTHER	See Table 12	See Table 12	See Table 12

**TABLE 11: Parking Calculations.** The Required Parking table summarizes the parking requirements of Table 10 for each site or, conversely, the amount of building allowed on each site given the parking available. Shared lots are determined by tabulating the total required for all uses and dividing by the shared parking reduction factor.

REQUIRED PARKING (See Table 10)

	SC2 SC3	SC4	SC5 SC6
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.5 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	To be determined by Administrative Exception		
OTHER	To be determined by Administrative Exception		

SHARED PARKING REDUCTION FACTOR

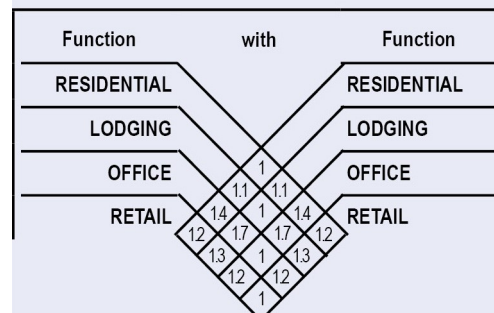




TABLE 12: Specific Function & Use. This table increases the precision of the Building Function categories of Table 10.

	SC1	SC2	SC3	SC4	SC5	SC6	SD
<b>a. RESIDENTIAL</b>							
Mixed Use Building				▪	▪	▪	□
Flex Building				▪	▪	▪	
Apartment Building				▪	▪	▪	□
Live/Work Unit		▪	▪	▪	▪	▪	□
Row House				▪	▪		
Duplex House				▪	▪		
Sideyard House			▪	▪	▪		
House	▪	▪	▪				
<b>b. LODGING</b>							
Hotel (no room limit)					▪	▪	□
Inn (up to 12 rooms)	□			▪	▪	▪	
Bed & Breakfast (up to 5 rooms)	□	□		▪	▪	▪	
<b>c. OFFICE</b>							
Office Building				▪	▪	▪	□
Live-Work Unit				▪	▪	▪	□
<b>d. RETAIL</b>							
Deli			□	▪	▪	▪	□
Retail Building			□	▪	▪	▪	□
Display Gallery			□	▪	▪	▪	□
Restaurant			□	▪	▪	▪	□
Coffee Shop/Cafe			□	▪	▪	▪	□
<b>e. CIVIC</b>							
Bus Shelter	▪	▪	▪	▪	▪	▪	▪
Convention Center					▪	▪	▪
Conference Center				□	▪	▪	▪
Exhibition Center					□	□	▪
Fountain or Public Art	▪	▪	▪	▪	▪	▪	▪
Library				▪	▪	▪	▪
Live Theater					▪	▪	▪
Movie Theater				□	▪	▪	▪
Museum				□	▪	▪	▪
Outdoor Auditorium	□	□	□	□	□	□	▪
Parking Structure				▪	▪	▪	▪
Playground	□	▪	▪	▪	▪	▪	▪
Surface Parking Lot				▪	▪	▪	▪
Religious Assembly				▪	▪	▪	▪
Other Rec.	□	▪	□				□

	SC1	SC2	SC3	SC4	SC5	SC6	SD
<b>f. OTHER: AGRICULTURE</b>							
Greenhouse	▪	▪	□				□
Kennel	▪	▪	□	□	□	□	□
<b>f. OTHER: AUTOMOTIVE</b>							
Gasoline		□			□	□	▪
Automobile Service				□	□	□	▪
Truck Maintenance				□	□	□	▪
Drive-Through Facility			□	□	□	□	▪
Roadside Stand	▪	▪					□
Body Shop							▪
<b>f. OTHER: CIVIL SUPPORT</b>							
Fire Station	□	▪	▪	▪	▪	▪	▪
Police Station	□	▪	▪	▪	▪	▪	▪
Cemetery			□	□			▪
Funeral Home				▪	▪	▪	▪
Hospital					□	□	▪
Medical Clinic				▪	▪	▪	▪
<b>f. OTHER: EDUCATION</b>							
College					□	□	▪
High School				□	□	□	▪
Vocational School				▪	□	□	▪
Elementary School			□	▪	▪	▪	▪
Other- Childcare Center		▪	▪	▪	▪	▪	▪
<b>f. OTHER: INDUSTRIAL</b>							
Heavy Industrial Facility							▪
Light Industrial Facility						□	▪
Truck Stop/Truck Depot							▪
Laboratory Facility				□	□	□	▪
Water Supply Facility	▪	▪	▪	▪	▪	▪	▪
Sewer and Waste Facility							▪
Electric Substation	□	□	□	□	□	□	▪
Wireless Transmitter	□	□	□	□	□	□	□
Cremation Facility							▪
Warehouse				□	□	□	▪
Produce Storage							▪
Mini-Storage		□	□	□			▪

▪ BY RIGHT  
 □ BY ADMINISTRATIVE AUTHORIZATION



**TABLE 13: Civic Space.** The intended types of Civic Space are diagrammed and described in this Table. The diagrams are only illustrative; specific designs would be prepared in accordance to the verbal descriptions on this table.


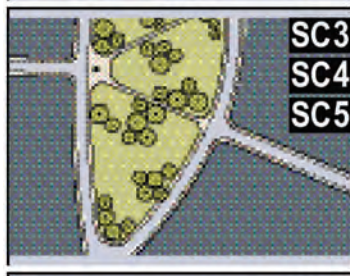
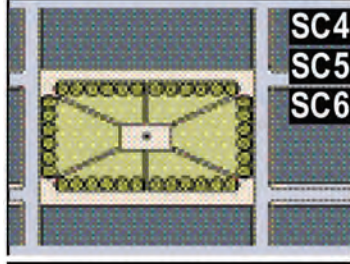
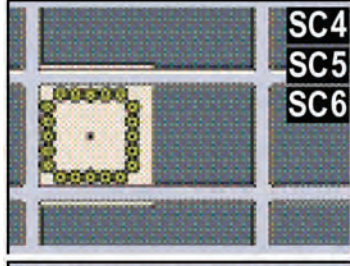


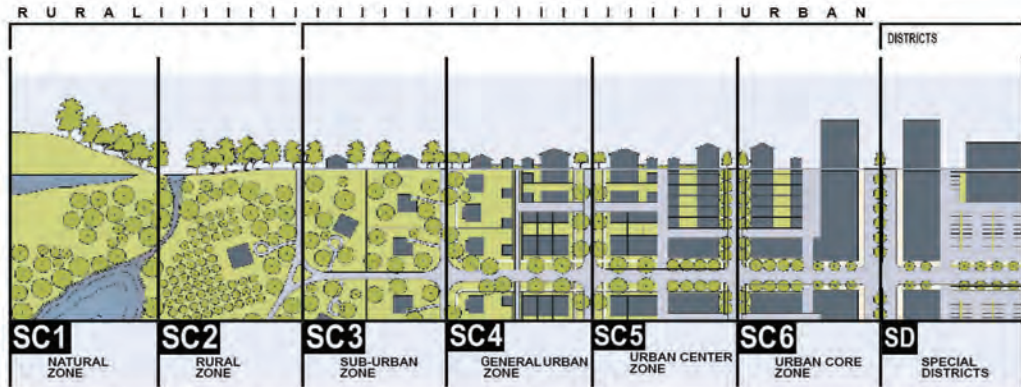
<p><b>a. Park:</b> A Natural Preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of paths, trails, meadows, waterbodies, woodland, and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Administrative Authority as Special Districts in all zones.</p>	
<p><b>b. Green:</b> An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>	
<p><b>c. Square:</b> An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns, and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>	
<p><b>d. Plaza:</b> An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>	
<p><b>e. Playground:</b> An Open Space designed and equipped for the recreation of children. A playground may be non-sight obscured fenced and could 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.</p>	
<p><b>f. Community Garden:</b> Thematic Open Space designed for enriching the community through an educational greenspace. Community gardens are "open ended" in design and function. Examples of Community Gardens include; Memorial Gardens, Liberty Gardens, Arboretums, or other Community Theme-Based Gardens. A Community Garden may be spatially defined by landscaping rather than building Frontages, consisting of accessories such as sculptures, flag poles, plaques, monuments or similar. There shall be no minimum or maximum size.</p>	

TABLE 14: SMARTCODE SUMMARY



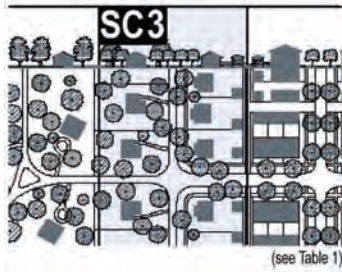
	SC1 NATURAL ZONE	SC2 RURAL ZONE	SC3 SUB-URBAN ZONE	SC4 GENERAL URBAN ZONE	SC5 URBAN CENTER ZONE	SC6 URBAN CORE ZONE	SD SPECIAL DISTRICTS
<b>A. ALLOCATION OF ZONES (See TABLE 2)</b> <span style="float: right;">(see Table 16)</span>							
<b>B. BASE DENSITY</b>							
Residential Minimum	By Exception Only	1 unit / 5 ac avg.	3 units / ac. gross	8 units / ac. gross	18 units / ac. gross	18 units / ac. gross	
[Reserved]							
[Reserved]							
<b>C. BLOCK SIZE</b>							
Block Perimeter	no maximum	no maximum	3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max	* 3000 ft. max with parking structures
<b>D. PUBLIC FRONTAGES</b>							
ROAD (RD)	permitted	permitted	permitted	prohibited	prohibited	prohibited	
BOULEVARD (BV)	prohibited	prohibited	prohibited	permitted	permitted	permitted	
STREET (ST)	prohibited	prohibited	permitted	permitted	permitted	prohibited	
COM. STREET (CS)	prohibited	prohibited	prohibited	prohibited	permitted	permitted	
Rear Lane	prohibited	prohibited	permitted	permitted	prohibited	prohibited	
Rear Alley	prohibited	prohibited	prohibited	permitted	required	required	
Path	permitted	prohibited	prohibited	prohibited	prohibited	prohibited	
Passage	prohibited	prohibited	permitted	permitted	permitted	permitted	
Bicycle Trail	permitted	permitted	permitted	restricted use	prohibited	prohibited	
Bicycle Lane	permitted	permitted	permitted	permitted	prohibited	prohibited	
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted	
<b>E. CIVIC SPACES</b>							
Park	permitted	permitted	permitted	prohibited	prohibited	prohibited	
Green	prohibited	prohibited	permitted	permitted	permitted	prohibited	
Square	prohibited	prohibited	prohibited	permitted	permitted	permitted	
Plaza	prohibited	prohibited	prohibited	permitted	permitted	permitted	
Playground	permitted	permitted	permitted	permitted	permitted	permitted	
<b>F. LOT OCCUPATION</b>							
Lot Width	By Exception Only	By Ad. Auth.	50 ft. min. 120 ft. max	24 ft. min. 96 ft. max.	18 ft. min. 180 ft. max	18 ft. min. 700 ft. max.	
Lot Coverage	By Exception Only	By Ad. Auth.	50% max	70% max	80% max	90% max	
<b>G. BUILDING DISPOSITION</b>							
Front Setback	By Exception Only	40 ft. min.	15 ft. min.	6 ft. min. 18 ft. max	0 ft. min. 16 ft. max	0 ft. min. 12 ft. max.	
Side Setback	By Exception Only	50 ft. min.	5 ft. min.	0 ft. min. 24 ft. max.	0 ft. min. 24 ft. max	0 ft. min. 18 ft. max	
Rear Setback	By Exception Only	50 ft. min.	5 ft. min.	3 ft. min. *	3 ft. min. *	0 ft. min.	* or 15 ft. from center line of alley
<b>H. BUILDING TYPE</b>							
Edgeyard	permitted	permitted	permitted	permitted	prohibited	prohibited	
Sideyard	prohibited	prohibited	prohibited	permitted	permitted	prohibited	
Rearyard	prohibited	prohibited	prohibited	permitted	permitted	permitted	
<b>I. PRIVATE FRONTAGES</b>							
Common Yard	not applicable	permitted	permitted	prohibited	prohibited	prohibited	
Porch & Fence	not applicable	prohibited	permitted	permitted	prohibited	prohibited	
Terrace or L.C.	not applicable	prohibited	prohibited	permitted	permitted	prohibited	
Forecourt	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Stoop	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Shopfront & Awning	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Gallery	not applicable	prohibited	prohibited	permitted	permitted	permitted	
Arcade	not applicable	prohibited	prohibited	prohibited	permitted	permitted	
<b>J. BUILDING HEIGHT</b>							
Principal Building	not applicable	2 stories max	2 stories max	3 stories max., 2 min.*	4 stories max, 2 min.	6 stories max, 2 min.	
Outbuilding	not applicable	2 stories max	2 stories max	2 stories max	2 stories max	not applicable	
<b>K. BUILDING FUNCTION</b> <span style="float: right;">* A single story may be permitted by Administrative Authorization.</span>							
Residential	prohibited	restricted use	restricted use	limited use	open use	open use	
Lodging	prohibited	restricted use	restricted use	limited use	open use	open use	
Office	prohibited	restricted use	restricted use	limited use	open use	open use	
Retail	prohibited	restricted use	restricted use	limited use	open use	open use	

ARTICLE 5  
ARTICLE 3, 4

DISPOSITION  
CONFIGURATION  
FUNCTION



TABLE 15A: Form-Based Code Graphics (SC3). The following graphic form-based code for buildings.



(see Table 1)

BUILDING FUNCTION (see Table 10 & Table 12)	
Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use

BUILDING CONFIGURATION (see Table 8)	
Principal Building	2 stories max.
Outbuilding	2 stories max.

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

BUILDING DISPOSITION (see Table 9)	
Edgeyard	permitted
Sidyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

SETBACKS - PRINCIPAL BUILDING	
Front Setback (P)	15 ft. min.
Front Setback (S)	10 ft. min.
Side Setback	5 ft. min.
Rear Setback	5 ft. min.
Frontage Buildout	40% min at setback

SETBACKS - OUTBUILDING- DETACHED	
Front Setback	20 ft. min. + bldg setback
Side Setback	3 ft. or 6 ft
Rear Setback	3 ft. min

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

Refer to Summary Table 14

PARKING PROVISIONS	
See Table 10 & Table 11	

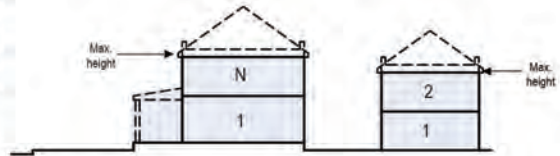
\* or 15 ft. from center line of alley

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

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

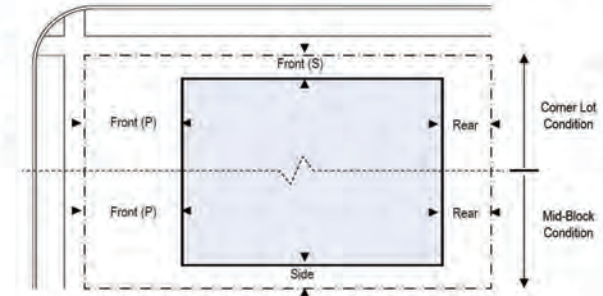
**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



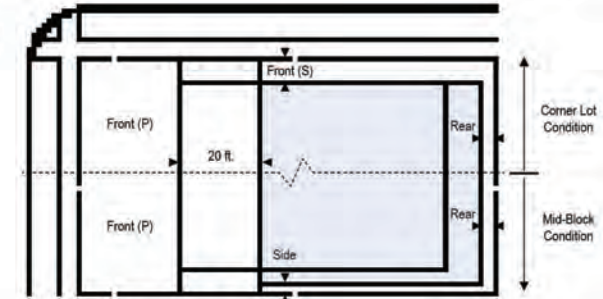
**SETBACKS - PRINCIPAL BLDG.**

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



**SETBACKS - OUTBUILDING**

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



**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the Second or Third Layer. Covered parking in the Second Layer shall be setback 10' min from Principal Face of structure (see Table 17d).
3. Uncovered parking shall provide a depth of 20' min.
4. Trash containers shall be stored within the 3rd Layer, unless otherwise coordinated with refuse company.

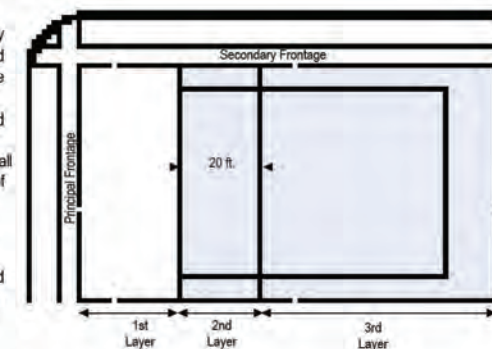
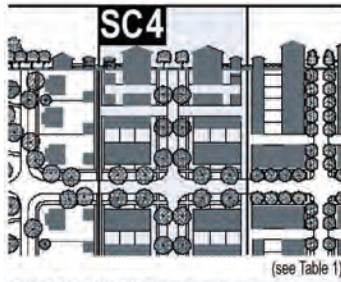


TABLE 15B: Form-Based Code Graphics (SC4) The following a graphic form-based code for buildings.



**BUILDING FUNCTION** (see Table 10 & Table 12)

Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use

**BUILDING CONFIGURATION** (see Table 8)

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

**LOT OCCUPATION**

Lot Width	24 ft min 96 ft max
Lot Coverage	70% max

**BUILDING DISPOSITION** (see Table 9)

Edgeyard	permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	not permitted

**SETBACKS - PRINCIPAL BUILDING**

Front Setback (P)	6 ft. min. 18 ft. max.
Front Setback (S)	6 ft. min. 18 ft. max.
Side Setback	0 ft. min.
Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback.

**SETBACKS - OUTBUILDING**

Front Setback	24 ft. min. + bldg. setback
Side Setback	0 ft. min. or 3 ft.
Rear Setback	3 ft. min

**PRIVATE FRONTAGES** (see Table 7)

Common Lawn	not permitted
Porch & Fence	permitted.
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted

Refer to Summary Table 14

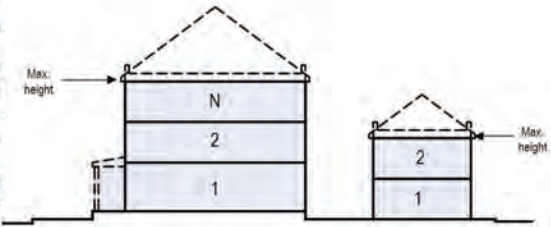
**PARKING PROVISIONS**

See Table 10 & Table 11

\* or 15 ft. from center line of alley  
 Graphics are illustrative only. Refer to metrics for Setback and height information.  
 "N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

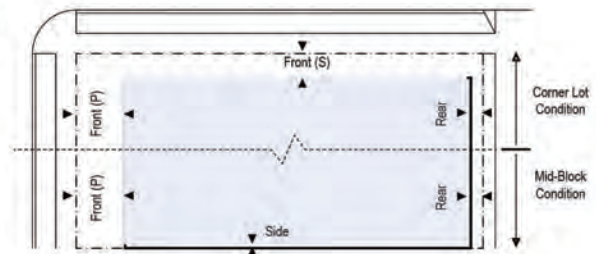
**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. 1 story structure may be permitted by Administrative Authority.



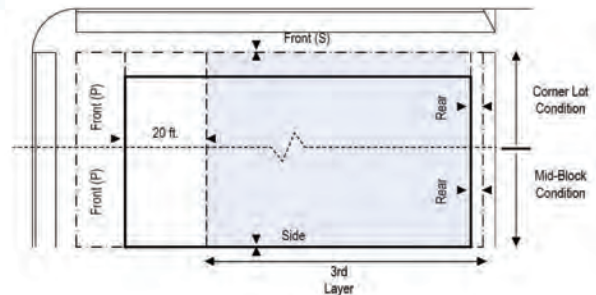
**SETBACKS - PRINCIPAL BLDG.**

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



**SETBACKS - OUTBUILDING**

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



**PARKING PLACEMENT**

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

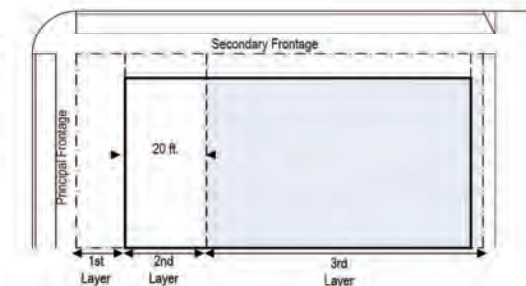
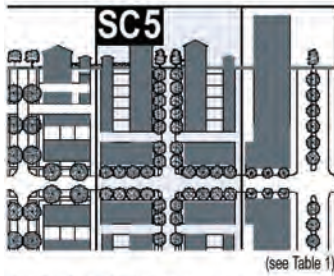




TABLE 15C: Form-Based Code Graphics. (SC5) The following a graphic form-based code for buildings.



**BUILDING FUNCTION** (see Table 10 & Table 12)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

**BUILDING CONFIGURATION** (see Table 8)

Principal Building	4 stories max. 2 min.
Outbuilding	2 stories max.

**LOT OCCUPATION**

Lot Width	18 ft min 180 ft max
Lot Coverage	80% max

**BUILDING DISPOSITION** (see Table 9)

Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

**SETBACKS - PRINCIPAL BUILDING**

Front Setback (P)	0 ft. min. 16 ft. max.
Front Setback (S)	0 ft. min. 16 ft. max.
Side Setback	0 ft. min. 24 ft. max.
Rear Setback	3 ft. min.*
Frontage Buildout	80% min at setback

**SETBACKS - OUTBUILDING**

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

**PRIVATE FRONTAGES** (see Table 7)

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

Refer to Summary Table 14

**PARKING PROVISIONS**

See Table 10 & Table 11

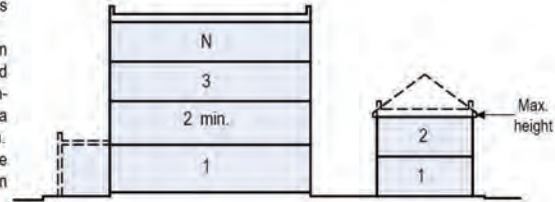
\* or 15 ft. from center line of alley

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

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

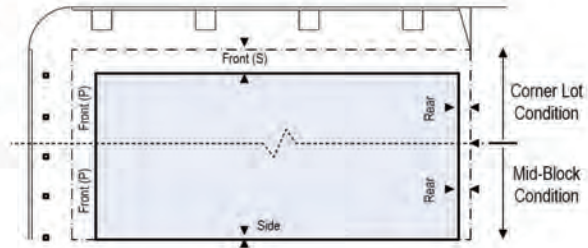
**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.



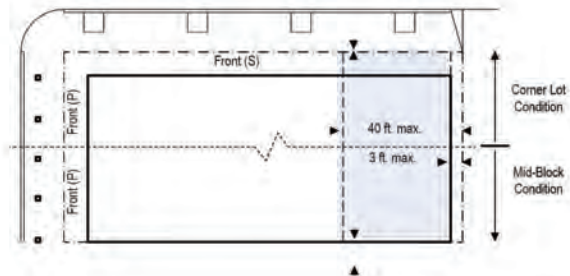
**SETBACKS - PRINCIPAL BLDG.**

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



**SETBACKS - OUTBUILDING**

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



**PARKING PLACEMENT**

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

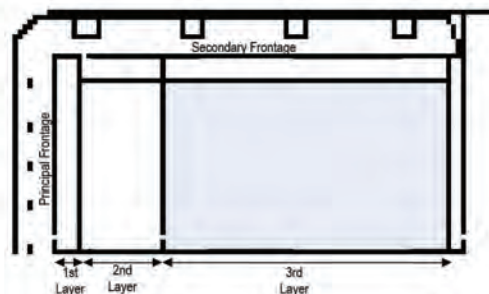
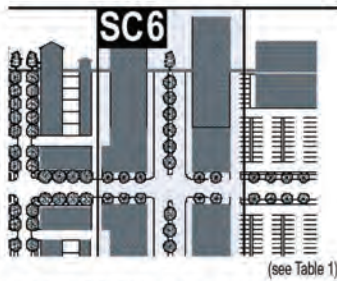




TABLE 15D: Form-Based Code Graphics. (SC6) The following a graphic form-based code for buildings.



**BUILDING FUNCTION** (see Table 10 & Table 12)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

**BUILDING CONFIGURATION** (see Table 8)

Principal Building	6 stories max. 2 min.
Outbuilding	N/A

**LOT OCCUPATION**

Lot Width	18 ft. min 700 ft. max
Lot Coverage	90% max

**BUILDING DISPOSITION** (see Table 9)

Edgeyard	not permitted
Sidyard	not permitted
Rearyard	permitted
Courtyard	permitted

**SETBACKS - PRINCIPAL BUILDING**

Front Setback (P)	0 ft. min. 12 ft. max.
Front Setback (S)	0 ft. min. 12 ft. max.
Side Setback	0 ft. min. 18 ft. max.
Rear Setback	0 ft. min.
Frontage Buildout	80% min. at setback

**SETBACKS - OUTBUILDING**

Front	N/A
Side	N/A
Rear	N/A

**PRIVATE FRONTAGES** (see Table 7)

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or L.C.	not permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

Refer to Summary Table 14

**PARKING PROVISIONS**

See Table 10 & Table 11

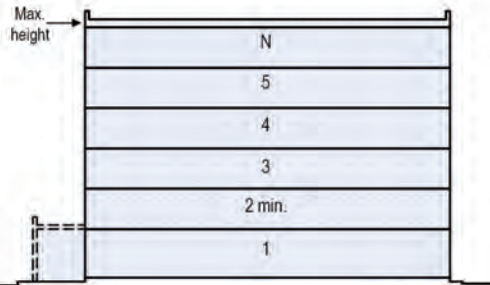
\* or 15 ft. from center line of alley

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

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

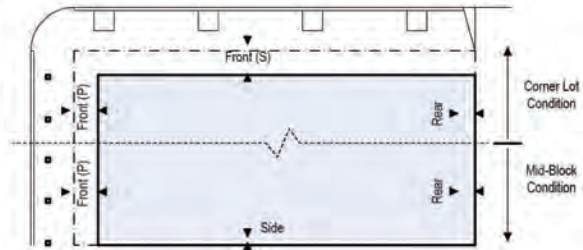
**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Stepbacks, Recess Lines, and Extension Lines shall be as shown on Table 8.



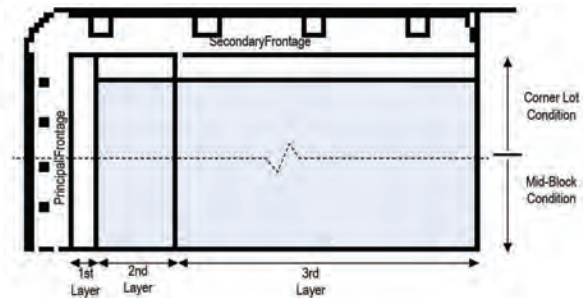
**SETBACKS - PRINCIPAL BLDG.**

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



**PARKING PLACEMENT**

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



**TABLE 16: Special District Standards.** The metrics for each column of this table (SD1, SD2, etc.) are to be filled out with the details of each Special District as it is permitted. As Special Districts are unique developments that do not comply with the standards of Table 14, this table is the permanent record for each of them. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning. Submittals to follow format of Table 14.

	SD1	SD2	SD3	SD4	SD5	SD6	SD7
<b>a. ALLOCATION OF ZONES</b>							
CLD	X						
TND	X						
TOD	X						
<b>b. BASE RESIDENTIAL DENSITY</b>							
By Right	X						
By TDR	X						
Other Functions	X						
<b>c. BLOCK SIZE</b>							
Block Perimeter	X						
<b>d. THOROUGHFARES</b>							
HW	X						
BV	X						
AV	X						
CS	X						
DR	X						
ST	X						
RD	X						
Rear Lane	X						
Rear Alley	X						
Path	X						
Passage	X						
Bicycle Trail	X						
Bicycle Lane	X						
Bicycle Route	X						
<b>e. CIVIC SPACES</b>							
Park	X						
Green	X						
Square	X						
Plaza	X						
Playground	X						
<b>f. LOT OCCUPATION</b>							
Lot Width	X						
Lot Coverage	X						
<b>g. SETBACKS - PRINCIPAL BUILDING</b>							
Front Setback	X						
Side Setback	X						
Rear Setback	X						
<b>h. BUILDING DISPOSITION</b>							
Edgeyard	X						
Sideyard	X						
Rearyard	X						
<b>i. PRIVATE FRONTAGES</b>							
Common Yard	X						
Porch & Fence	X						
Terrace, Dooryard	X						
Forecourt	X						
Stoop	X						
Shepfront	X						
Gallery	X						
Arcade	X						
Parking Lot	X						
<b>j. BUILDING CONFIGURATION</b>							
Principal Building	X						
Outbuilding	X						
<b>k. BUILDING FUNCTION</b>							
Residential	X						
Lodging	X						
Office	X						
Retail	X						

DISPOSITION

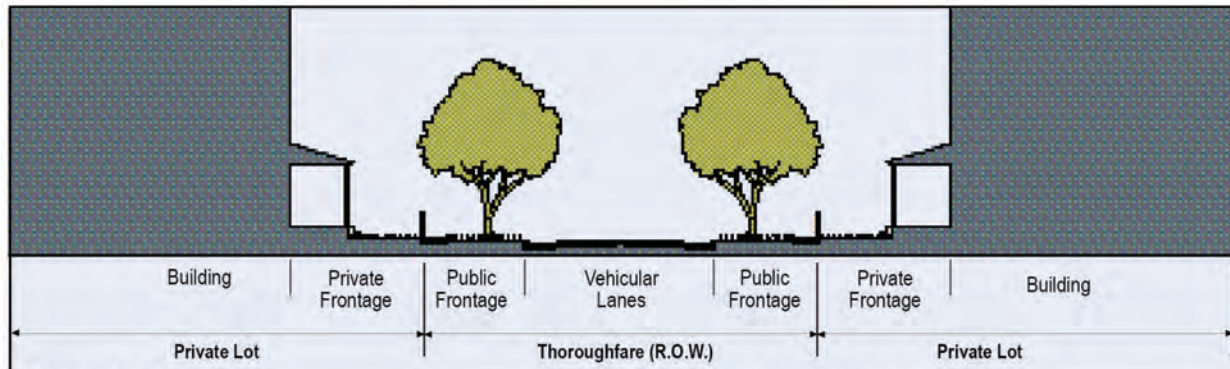
CONFIGURATION

FUNCTION

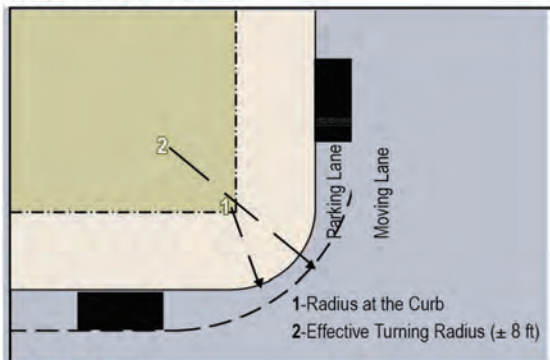


TABLE 17: Definitions Illustrated. This table provides a number of diagrams to support and clarify the Definitions in Article 7.

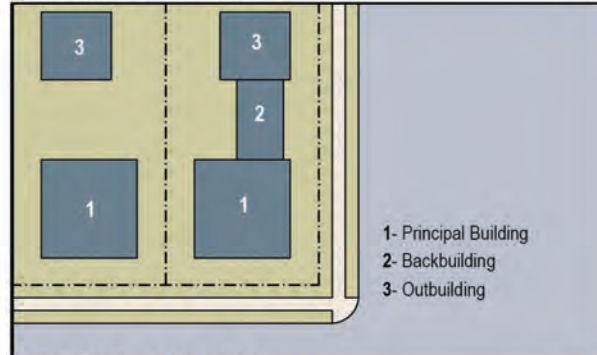
a. THOROUGHFARE & FRONTAGES



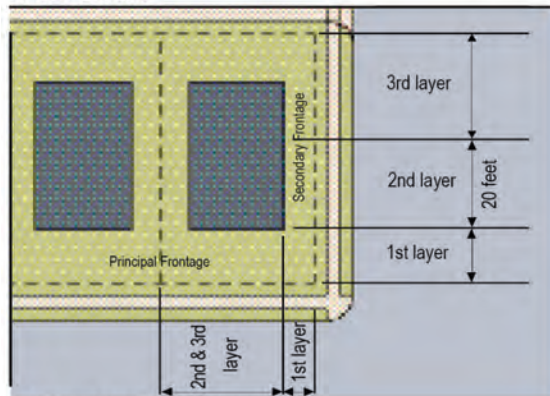
b. TURNING RADIUS



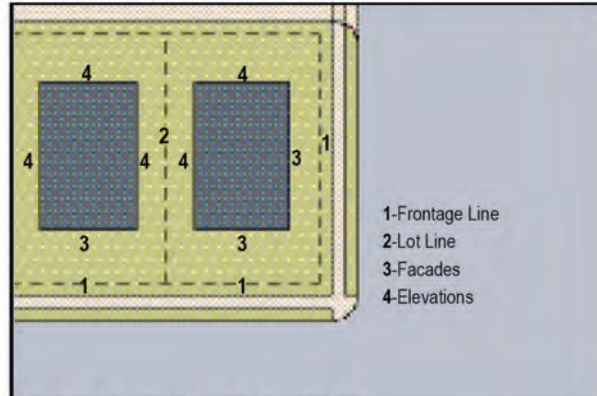
c. BUILDING DISPOSITION



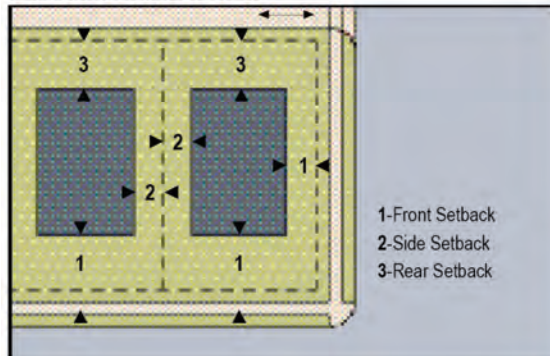
d. LOT LAYERS



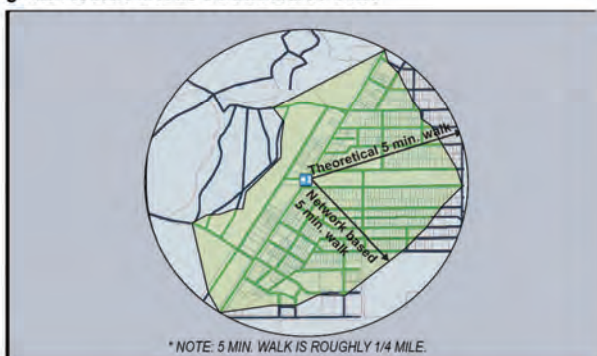
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED



This Chapter provides definitions for terms in this Title 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 Chapter, then the DRC shall determine the correct definition, by first determining if a dictionary definition is appropriate. Items in italics refer to *Chapters*, *Sections*, or *Tables* in the SmartCode.

**Accessory Building:** an Outbuilding subordinate to the primary building.

**Accessory Unit:** an Apartment sharing ownership with a Principal Building; it may or may not be within an accessory building.

**Administrative Authorization:** (AA) a ruling that would permit a practice that is not expressly limited by a specific provision of this Code, but that is justified by the Intent (*Section 1.3*) of this Title. Administrative Authorizations are granted administratively by the DRC. *See Section 1.5.*

**Affordable Housing:** dwellings consisting of rental units or for-sale units. Both shall be economically within the means of someone earning 80% of the Median wage or current HUD Standards.

**Arcade:** a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

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

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

**Base Density:** the number of dwelling units per gross acre before adjustment for other Functions. *See Density.*

**Bed and Breakfast:** lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

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

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

**Bicycle Trail (BT):** a bicycle/pedestrian way running independently of a vehicular Thoroughfare with the intent of recreational use.

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

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

**Boulevard (BV):** a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

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

**Civic Building:** a public/private building dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

**Civic Parking Reserve:** Parking Structure or parking lot within a quarter-mile of the site that it serves. *See Section 5.9.2.*

**Civic Space:** an outdoor area dedicated for public/private use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. *See Table 13.*

**Common Destination:** An area of focused Community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

**Common Yard:** a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. *See Table 7.*

**Community:** a regulatory category defining the physical form, Density, and extent of a settlement. The three Community types addressed in this Code are CLD, TND, and RCD. Variants of TND and RCD for Infill (*Chapter 4*) are called Infill TND and Infill RCD. The TOD Community type may be created by an overlay on TND or RCD.

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

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

**Cottage:** an Edgeward building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

**Courtyard Building:** a building that occupies the boundaries of its Lot while internally defining one or more private patios. *See Table 9.*

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

**Design Speed:** is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. Design speed shall be as indicated for a particular Thoroughfare type (Table3c).

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



**Development Review Committee (DRC):** part of the Community Development Divisions, a DRC is comprised of representatives designated for service pursuant to a resolution of the City Council.

**Placement/location:** the placement of a building on its Lot. *See Table 9 and Table 17*

**Dooryard:** a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. *See Table 7.* (Variant: **Lightwell**, light court.)

**Edgeyard Building:** a building that occupies the center of its Lot with Setbacks on all sides. *See Table 9.*

**Effective Parking:** the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 11.*

**Encroach:** to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

**Encroachment:** any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

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

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

**Extension Line:** a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage. *See Table 8.*

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

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

**Frontage:** the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**. *See Table 4A and Table 7.*

**Frontage Line:** a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 17.*

**Function:** the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited, or Open*, according to the intensity of the use pursuant to *Table 10 and Table 12.*

**Gallery:** a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 7.*

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

**Greenfield:** an area that consists of open or wooded land or farmland that has not been previously developed.

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

**Growth Designation:** one of four sectors where development is permitted by right in the SmartCode, three for New Neighborhoods and one for Infill. *See Chapter 2.*

**Home Occupation:** non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. *See Table 10.*

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

**Infill:** new development on land that had been previously developed or undeveloped land surrounded by developed land within city boundaries.

**Inn:** a Lodging type, offering, permitted to serve breakfast in the mornings to guests. *See Table 10.*

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

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

**Linear Pedestrian Shed:** A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately 1/4 mile from each side of the Corridor for the length of its Mixed Use portion. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Syn: elongated pedestrian shed.)

**Liner Building:** a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

**Live-Work:** a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. *See Work-Live.* (Syn.: flexhouse.)

**Lodging:** premises available for daily and weekly renting of bedrooms. *See Table 10 and Table 12.*

**Long Pedestrian Shed:** a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community type. See **Pedestrian Shed**.

**Main Civic Space:** the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

**Meeting Hall:** a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

**Mixed Use:** multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Administrative Authorization.

**Net Site Area:** all developable land within a site including Thoroughfares but excluding land allocated as Civic Space.

**Network Pedestrian Shed:** a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See *Table 17*.

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

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

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

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

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

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

**Pedestrian Shed:** An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community type. Pedestrian Sheds are applied to structure Communities. See **Standard, Long, Linear** or **Network Pedestrian Shed**. (Syn: walkshed, walkable catchment.)

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

**Plaza:** a Civic Space type designed for Civic purposes and Commercial activities in the more urban SmartCode Zones, generally paved and spatially defined by building Frontages.

**Principal Building:** the main building on a Lot, usually located toward the Frontage. See *Table 17*.

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

**Principal Frontage:** On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See **Frontage**.

**Private Frontage:** the privately held Layer between the Frontage Line and the Principal Building Facade. See *Table 7 and Table 17*.

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

**RCD:** see **Regional Center Development**.

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

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

**Rearyard Building:** a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See *Table 9*. (Var: Rowhouse, Townhouse, Apartment House)

**Recess Line:** a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: *Extension Line*. See *Table 8*.

**Regional Center:** **Regional Center Development** or **RCD**.

**Regional Center Development (RCD):** a Community type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual SmartCode Zone requirements of a TND. RCD takes the form of a high-Density Mixed Use center connected to other centers by transit. See **Infill RCD**, *Table 2 and Table 14a*. (Var: town center, downtown. Syn: **Regional Center**)



**Regulating Plan:** a Zoning Map or set of maps that shows the SmartCode Zones, Civic Space, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

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

**Retail:** characterizing premises available for the sale of merchandise and food service. See *Table 10 and Table 12*.

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

**Road (RD):** a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural SmartCode Zones (SC-1-SC-3). See *Table 3A*.

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

**Secondary Frontage:** on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See *Table 17*.

**Setback:** the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 5.7*. See *Table 14g*. (Var: build-to-line.)

**Shared Parking Factor:** an accounting for parking spaces that are available to more than one Function. See *Table 11*.

**Shopfront:** a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See *Table 7*.

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

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

**SmartCode SC-Zone:** One of several areas on a Zoning Map regulated by the SmartCode. SmartCode Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See *Table 1*.

**SmartCode Zoning Map:** the official map or maps that are part of this ordinance and that delineate the boundaries of individual zoning (SC-zones) districts. See **Neighborhood Plan**.

**Specialized Building:** a building that is not subject to Residential, Commercial, or Lodging classification. *See Table 9.*

**Special District (SD):** an area that, by its intrinsic Function, Placement/location, or Configuration, cannot or should not conform to one or more of the typical Community types or SmartCode Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the neighborhood scale.

**Special Requirements:** provisions of *Section 3.9*, *Section 4.7*, and *Section 5.3* of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

**Square:** a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, subject to placement/location standards established by *Table 13*.

**Standard Pedestrian Shed:** a Pedestrian Shed that is an average 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. *See Pedestrian Shed.*

**Stepback:** a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground. *See Table 8.*

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

**Story:** a habitable level within a building, excluding an Attic or raised basement. *See Table 8.*

**Street (ST):** a local urban Thoroughfare of low speed and capacity. *See Table 3B and Table 4B.*

**Streetscreen:** a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) *See Section 5.7.5f.*

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

**Swale:** a low or slightly depressed natural area for drainage.

**Terminated Vista:** a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

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

**Thoroughfare:** a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See *Table 3, 4, 17a*.

**Thoroughfare Assembly:** An assembly that includes all improvements within the right of way (sidewalks, curb, gutter, travel lanes, bike lanes, swales, medians, etc.)

**TND:** Traditional Neighborhood Development, a Community type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. See *Table 2 and Table 14a*. (Syn: village. Variant: **Infill TND**, neighborhood.)

**TOD:** Transit-Oriented Development. TOD is created by an overlay on all or part of a TND or RCD, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in *Section 5.9.2d*.

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

**Turning Radius:** the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See *Table 3B and Table 17*.

**Urbanism:** collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and social cultural aspects.

**Urbanized:** generally, developed. Specific to the SmartCode, developed at SC-3 (Sub-Urban) Density or higher.

**Variance:** a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (*Section 1.3*). Variances are usually granted by the Planning and Zoning Commission after a public hearing conducted pursuant to the procedures specified for processing a variance request pursuant to the LLUPA. A Variance need not conform to the legal standards applicable to a variance. See *Section 1.5*.

**Work-Live:** a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See **Live-Work**. (Syn: Live-With.)

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