

MANCHESTER ROAD REDEVELOPMENT DISTRICT

St. Louis County, Missouri

Form-Based Code

June 2010



The term “code” derives from “caudex,” which was simultaneously the trunk of a tree and set of laws. It is one of several terms clustering around the idea of power being resident in a sacred tree at the center of a traditional village. A code, then, is etymologically and functionally the trunk around which a settlement arranges itself.

Patrick Pinnell

INTRODUCTION

Form-based Code

A form-based code helps communities incorporate principles of Smart Growth and sustainable planning. Smart Growth is a range of planning and development strategies that concentrate growth in the center of a city to avoid urban sprawl; and advocates compact transit-oriented, walkable, bicycle friendly land use, including neighborhood schools, complete streets and mixed use development with a range of housing choices. It is a unified development ordinance, addressing development at all scales of design, from regional planning on down to the signage for buildings. Form-based codes are based on the rural-to-urban transect rather than zoning that separates uses, and therefore helps communities in integrating a full range of environmental planning techniques. Because the Manchester Road Redevelopment District Form-Based Code envisions intentional outcomes based on known patterns of urban design, it is a more succinct and efficient document than most conventional codes.

The Manchester Road Redevelopment District Form-Based Code is not persuasive and instructive like a guideline, nor is it intentionally general like a vision statement. It is meant to be law, precise and technical, administered by municipal planning departments and interpreted by elected representatives of local government.

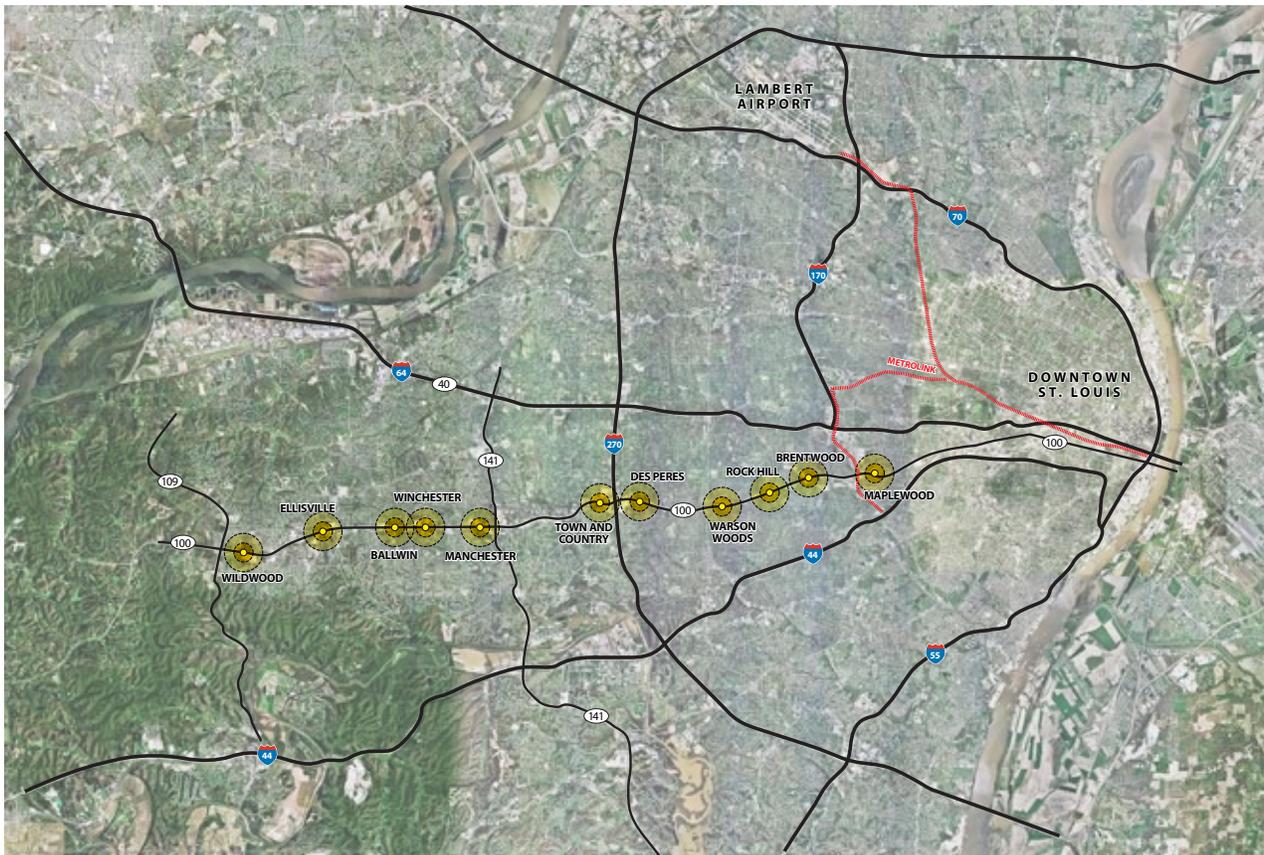
Application to the Manchester Road Corridor

Consider some of the most-loved towns of the St. Louis region such as Kirkwood and Clayton. They were either carefully planned, or they evolved as compact, mixed use places because of their geography and the limits of the transportation and economics of their time. However, over the past sixty years, places like the Manchester Road corridor, have evolved in a completely different pattern. They have spread loosely along highways and haphazardly across the countryside, shaped primarily by the requirements of the automobile. This pattern was enabled by zoning codes that separate dwellings from work-places, shops, and schools. The resulting urban form made walking or cycling dangerous or unpleasant. Children, the elderly, and the poor are dependent on those who can drive, even for ordinary daily needs.

The residents of Manchester, Winchester, Ballwin, Ellisville, and Wildwood have stated what their built environment needs: correction. They desire Town Centers that are walkable and mixed use environments where visitors can park once and easily visit multiple destinations.

INTRODUCTION

Over time, other communities along the Manchester Road corridor including Des Peres, Kirkwood, Warson Woods, Rock Hill, Maplewood, and the County may choose to adopt language from the Form-Based Code. This Form-Based Code can easily apply to the portions of the Manchester Road corridor within those communities as well. In addition, all of the communities stretching from Wildwood east toward St. Louis may eventually coordinate their land use regulations with anticipated transportation improvements, including the introduction of efficient Bus Rapid Transit from the western end of the corridor to the Maplewood light rail station.



The Manchester Road Form-Based Code was created to deal with many of the planning and design issues the five cities are encountering at the point of decisive impact -- the intersection of law and design. As a form-based code, it envisions and encourages a certain physical outcome -- the form of the region, community, block, and/or building. Form-based codes are fundamentally different from conventional codes that are based primarily on uses and statistics -- none of which envision or require any particular physical outcome.

The Manchester Road Form-Based Code is a tool that guides the form of the built environment in order to create and protect development patterns that are compact, walkable, and mixed use. These traditional neighborhood patterns tend to be stimulating, safe, and ecologically sustainable. The Manchester Road Form-Based Code requires a mix of uses within walking distance of dwellings, so residents aren't forced to drive everywhere. It supports a connected network to relieve traffic congestion. At the same time, it preserves open lands, as it operates at the scale of the corridor as a whole as well as at the block by block level.

INTRODUCTION

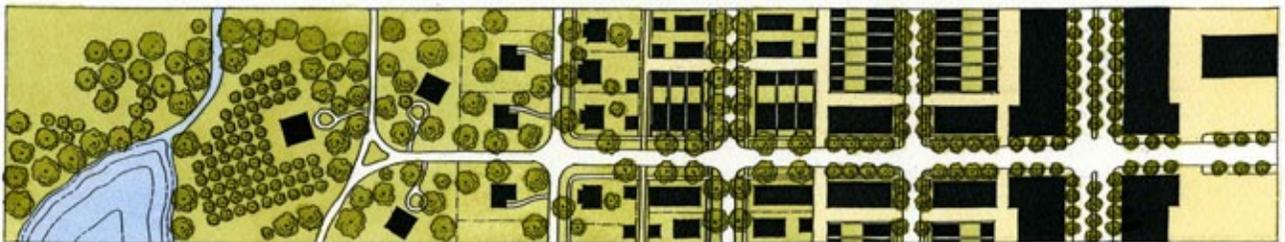
Transect-Based Planning

“A town is saved, not more by the righteous men in it than by the woods and swamps that surround it.” -- Henry David Thoreau

The Manchester Road Form-Based Code is based on the SmartCode; a transect-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. It considers the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.

Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. Near the close of the 20th century, many urban designers recognized that sprawl was eradicating the pre-war American transect of the built environment. They began to analyze it and extract its genetic material for replication. In this way, they extended the natural transect to include the built environment, thus establishing the basis for the SmartCode.

The rural-to-urban Transect is divided into six Transect Zones for application on zoning maps. These six habitats vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. SmartCode elements are coordinated by these T-zones at all scales of planning, from the region through the community scale down to the individual lot and building.



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A Typical Natural Transect

The Manchester Road Form Based Code is based upon the principles of Transect- Based planning. One of these principles of is that certain forms and elements belong in certain environments. For example, an apartment building belongs in a more urban setting, a ranch house in a more rural setting. Some types of thoroughfares are urban in character, and some are rural. A deep suburban setback destroys the spatial enclosure of an urban street and is out of context.

The Transect is evident in two ways. Zones and communities (1) exist as characteristic places on the Transect and (2) they evolve along the Transect over time. Six Transect Zones display the identifiable characteristics, based on Transect-based planning, that reflect normative American urban patterns. These zones also increase in complexity, density and intensity over a period of years, until a “climax condition” is reached. This is a growth process analogous to succession in natural environments.

The best urbanism requires the sequential influence of many participants. A code allows buildings to be designed and built by many hands over years, or even generations. The single designer or committee leads to a lack of robustness, similar to vulnerable monocultures in nature. A parametric and successional code like the Manchester Road Formed-Based Code allows experience to feed back and become integrated -- the fourth dimension of time. Once adopted, it stays in place, allowing urbanism to evolve and mature without losing its necessary foundation of order.

It also ensures that a community will not have to scrutinize all proposed projects, because the intentions of the citizens will have already been determined in the process that leads to the code. The Manchester Road Formed-Based Code is a comprehensive framework for that process.



A TYPICAL RURAL-URBAN TRANSECT, WITH TRANSECT ZONES

INTRODUCTION

The Manchester Road Great Streets Master Plan has been adopted as part of the comprehensive plans of Manchester, Winchester, Ballwin, Ellisville, and Wildwood. These comprehensive plans form the basis of rezoning of the corridor according to the transect T3, T4, and T5 zones as reflected in the Regulating Plan.

Transect Zones:

The Transect, as a framework, identifies a range of habitats from the most natural to the most urban. Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect thereby integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones. The transect zones are described as follows:

- **T-1 Natural Zone** consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. This zone is not present within the Manchester Road District corridor.
- **T-2 Rural Zone** consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. The underdeveloped areas beyond the Manchester Road district area and West County would be considered T-2 Rural Zones. The T-2 Zone is not present within the Manchester Road Redevelopment District corridor.
- **T-3 Sub-Urban Zone** consists of low density residential areas, adjacent to higher density zones that include some mixed use areas. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions. The majority of the residential areas in Manchester, Winchester, Ballwin, Ellisville, and Wildwood would be considered T-3 Sub-Urban Zones.
- **T-4 Neighborhood Commercial Zone** consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks. The areas between Town Centers in the Manchester Road Master Plan are considered to be T-4, Neighborhood Commercial Zone.
- **T-5 Town Center Zone** consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, regularly spaced street tree plantings and buildings set close to the sidewalks. The Town Center areas designated in the Manchester Road Master Plan area are considered to be T-5 Urban Center Zones.
- **T-6 Urban Core Zone** consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have regular intervals of street trees and buildings set close to the wide sidewalks. Typically only large towns and cities have an Urban Core Zone. The downtown areas of St. Louis and Clayton would be considered T-6 Urban Core Zone. The transect zone is not considered to exist within the Manchester Road Redevelopment District corridor.
- **Civic Zone** consists of Civic Buildings and/or Civic Spaces appropriate to their Transect Zones.
- **Special Districts** consist of areas with buildings that by their Function, Disposition,

or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones. The City of Manchester Historic District is a Special District.

Applying the Transect to the Manchester Road Corridor

The first step in the use of the transect is to calibrate the transect to the particular development condition. In the St. Louis metropolitan region, The T6, Urban Core zone logically describes the downtown areas of major cities such as St. Louis or Clayton. As such the T6 zone does not apply to the Manchester Road corridor from Route 141 to Route 109. In a similar way, specialized districts such as sport stadiums, industrial districts, or medical complexes are not currently anticipated along the corridor. The SD zone, therefore, also does not apply. The T1, Natural zone, most logically applicable to undeveloped areas such as the margins of the Mississippi and Missouri rivers, also does not apply. The T2, Rural zone, similarly applies to undeveloped agricultural lands farther to the west in St Louis County and Franklin County.

In describing the Form-Based Code for Manchester Road, therefore, three zones of the transect apply. The T3, suburban zone, describes the majority of the residential subdivisions within Wildwood, Ellisville, Ballwin, Winchester, and Manchester. As some areas within the Manchester Road Redevelopment District are developed as single family subdivisions, the T3 zone will logically apply. The major Town Centers, identified in the Manchester Road master plan, will be developed according to the standards of the T5, Town Center zone. The intervening lands between the Town Centers will follow the standards of the T4, Neighborhood Centers zone. The standards of the Manchester Road Form-Based Code, as articulated in the following sections, are based upon this application and calibration of the urban-to-rural transection.

TABLE 1: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone.

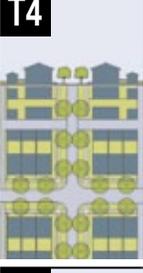
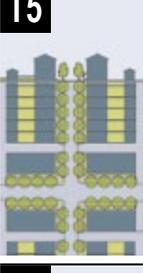
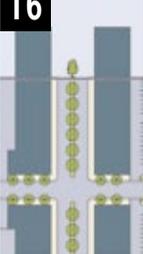
 <p>T1</p>	<p>T-1 NATURAL: NOT APPLICABLE T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p>General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways</p>
 <p>T2</p>	<p>T-2 RURAL: T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p>	<p>General Character: Primarily agricultural with woodland & wetland and scattered buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways</p>
 <p>T3</p>	<p>T-3 SUB-URBAN T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that include some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2 1/2 Story Type of Civic Space: Parks, Greenways</p>
 <p>T4</p>	<p>T-4 NEIGHBORHOOD COMMERCIAL T-4 Neighborhood Commercial Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	<p>General Character: Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Porches, fences, Dooryards Typical Building Height: 2- to 5-Story Type of Civic Space: Squares, Greens</p>
 <p>T5</p>	<p>T-5 TOWN CENTER T-5 Town Center Zone consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, regular intervals of tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, Shopfronts, Galleries Typical Building Height: 2- to 4-Story with some variation Type of Civic Space: Parks, Plazas and Squares, median landscaping</p>
 <p>T6</p>	<p>T-6 URBAN CORE: T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.</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 Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades Typical Building Height: 5-plus Story with a few shorter buildings Type of Civic Space: Parks, Plazas and Squares; median landscaping</p>

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1.1 AUTHORITY

- 1.1.1 The actions of the cities of Manchester, Winchester, Ballwin, Ellisville, and Wildwood, Missouri in the adoption of this Code are authorized under the [Charter of the Municipality, Section X](#) and [Local and State Statutes, Section X](#).
- 1.1.2 It is anticipated that this Code will be adopted as one of the instruments of implementation of the public purposes and objectives in updated Municipal Comprehensive Plans for Manchester, Winchester, Ballwin, Ellisville, and Wildwood. As such, this Code would be declared to be in accord with the Municipal Comprehensive Plan, [as required by X](#).
- 1.1.3 This Code was adopted to promote the health, safety and general welfare of the Manchester Road Redevelopment District of Missouri and the citizens of the five communities in which contain the district, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.4 This Code was adopted and may be amended by vote of the Board of the Manchester Road Redevelopment District.

1.2 APPLICABILITY

- 1.2.1 Development proposals within the Manchester Road Form-Based Code District shall be subject to the provisions of this section.
- 1.2.2 Provisions of this Code are activated by “shall” when required; “should” when recommended; and “may” when optional.
- 1.2.3 All development must comply with relevant Federal, State, and City regulations. Whenever any provision of the code imposes a greater requirement or a higher standard than is required in any State or Federal statute or any other City Ordinance or regulation, the provisions of this Code shall govern unless preempted by State or Federal Law. Where apparent conflicts exist between the provisions of this code and other existing ordinances, regulations, or permits, or by easements, covenants, or agreements, the Director shall determine based on which best promotes the intent of this Code, which provisions shall govern
- 1.2.4 The [existing _____ of _____, State Zoning Ordinances and the _____ of _____, State Subdivision Ordinances](#) (the “Existing Local Codes”) shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.5 Capitalized terms used throughout this Code may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.
- 1.2.6 It is indicated in the text when diagrams, tables and illustrations are for guidance purposes only and are not legally binding. All other exhibits and tables are to illustrate legally binding requirements.
- 1.2.7 Where in conflict, numerical metrics shall take precedence over graphic metrics.
- 1.2.8 In interpreting and applying the provisions of this code, they are the minimum requirements for the promotion to the purposes of the Code.
- 1.2.9 Should any provision of this Code be decided by the courts to be unconstitutional

or invalid, that decision shall not affect the validity of the Code other than the part decided to be unconstitutional or invalid.

1.3 INTENT

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

1.3.1 THE REGION

- a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, and riparian corridors.
- b. That growth strategies should encourage Infill and redevelopment.
- c. That the Manchester Road corridor and other connecting corridors such as Old State, Clarkson/Kiefer Creek, Ries/Seven Trails, and Baxter/Sulfur Springs should be planned and reserved in coordination with land use.
- d. That green corridors, in particular Caulks Creek, Kiefer Creek and the adjacent Bluebird Park, Fishpot Creek, and Grand Glaize Creek, should be used to define and connect the urbanized areas.
- e. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 THE COMMUNITY

- a. That neighborhoods and Town Centers should be compact, pedestrian-oriented and Mixed Use.
- b. That neighborhoods and Town Centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, providing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.
- g. That Civic, institutional, and Commercial activity should be embedded in Town Centers, not isolated in remote single-use complexes.
- h. That schools should be sized and located to enable children to walk or bicycle to them.
- i. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.3 THE BLOCK AND THE BUILDING

- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
- e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- f. That Civic Buildings and public gathering places should be provided as locations

that reinforce community identity and support self-government.

- g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the community.
- h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
- i. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

1.3.4 THE TRANSECT

- a. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- b. That the Transect Zone descriptions on Table 1 shall constitute the intent of this code with regard to the general character of each of these environments.

1.4 COMPONENTS OF THE CODE

This code places a primary emphasis on physical form and placemaking, with a secondary focus on land uses. The principal regulatory sections of this code are described below.

1.4.1 PROCESS

Process covers applications for development plan approval.

1.4.2 THE REGULATING PLAN

- a. A regulating plan is the application key for the Code. The regulating plan includes the specific details necessary to create the physical form and character of a mixed-use, pedestrian-oriented place and allow expedited development approvals.
- b. The regulating plan shows how each lot relates to the street-space (streets, squares/civic greens, pedestrian pathways, etc.) and the surrounding neighborhood. The regulating plan may identify additional regulations for lots in specific locations.

1.4.3 STREET STANDARDS

The street type specifications illustrate typical configurations for streets within the district. They address access management, vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, and on-street parking configurations.

1.4.4 THE BUILDING STANDARDS

The primary intent of the building standards is to shape the street-space—its specific physical and functional character—through placement and form controls on buildings as they frame the street-space or public realm. The secondary intent of the building standards is to ensure that the buildings cooperate to form a functioning, sustainable, block structure. These aim for the minimum level of control necessary to meet those goals. Regulating by street frontage produces a coherent and integrated street-space with less interference in the private activities within the lots. The building standards establish basic parameters governing building form, including the buildable envelope (in three dimensions) and certain permitted and/or required elements, such as storefronts, balconies, and street walls. The building envelope standards establish both the boundaries within which things may be done and specific things that must be done. The applicable standard for a building site is determined by the street frontage designated on the regulating plan.

1.4.5 THE SITE DEVELOPMENT STANDARDS

The purpose of the urban-space standards is to ensure coherent street-space and to assist builders and owners with understanding the relationship between the public space of the street and their own building. These standards set the parameters for the placement of street-trees and other amenities or furnishings (e.g., benches, signs, street lights, etc.) within the street-space.

1.4.6 THE ARCHITECTURAL STANDARDS

The goal of the architectural standards is a coherent and high-quality building character that is complementary to the best traditions of the area. The architectural standards govern a building's exterior elements for all Building Standards and set the parameters for allowable materials, configurations, and techniques. Materials and products that are 'equivalent or better' than those specified are always encouraged and may be submitted for approval to the Director.

1.4.7 BUILDING FUNCTION STANDARDS

The building function standards provide for the uses allowed on ground floors and in upper floors, correlated with each building envelope standard. Because the Code emphasizes form more than use, it includes fewer, broader categories than those provided in the zoning ordinance. True civic uses, in civic use buildings, are narrowly defined, and exempt from many of the Building Standards requirements.

1.4.8 DEFINITION OF TERMS

Certain terms in the Code are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is in small capitals format, consult the definitions for its specific and limited meaning. Where there is an apparent contradiction between the definitions in this Code and those in the Zoning Ordinance, this Code definition shall prevail.

1.4.9 APPENDIX

Article 11, Appendix contains supplemental materials which will be valuable in preparing site and building plans for development along Manchester Road.

1.5 INCENTIVES

1.5.1 To encourage the use of this Code, the Legislative Body grants the following incentives, to the extent authorized by state law:

- a. Applications under this Code shall be processed administratively by the CRC rather than through public hearing.
- b. Applications under this Code shall be processed with priority over those under the existing conventional zoning code, including those with earlier filing dates.
- c. The municipality shall waive or reduce review fees.
- d. The municipality shall waive requirements for a the traffic impact report.
- e. The municipality shall construct and maintain those internal Thoroughfares that through-connect to adjacent sites.
- f. The municipality shall maintain property taxes at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
- g. The municipality shall provide tax relief to first-time buyers of dwellings and newly created businesses within Zones T4 and T5.

1.6 AFFORDABLE HOUSING INCENTIVES

1.6.1 Definitions: Affordable Housing refers to such housing as:

- a. "Low-Income Housing" means housing that is affordable, according to the U.S.

- Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy by households with a gross household income that does not exceed 50 percent of the median gross household income for households of the same size within St. Louis County.
- b. “Moderate-Income Housing” means housing that is affordable, according to the federal Department of Housing and Urban Development, for either home ownership or rental, and that is occupied, reserved, or marketed for occupancy by households with a gross household income that is greater than 50 percent but does not exceed 80 percent of the median gross household income for households of the same size within St. Louis County.
- 1.6.2 To encourage the provision of Affordable Housing, the **Legislative Body** grants the following incentives:
- a. Applications containing Affordable Housing that meet this Code shall be processed administratively by the CRC. Others shall be processed by Variance.
 - b. Applications containing Affordable Housing shall be processed with priority over others, including those with earlier filing dates, providing that other applications are not pushed past their deadlines.
 - c. Highest priority for processing and for approval shall be given to applications involving partnership with a community land trust or other non-profit organization responsible for ensuring the long-term retention of Affordable Housing.
 - d. The municipality shall waive or reduce review fees for applications containing Affordable Housing.
 - e. The municipality may increase Density for projects containing Affordable Housing. Any Affordable Housing Development or any development that otherwise includes one affordable housing dwelling unit for every four market-rate dwelling units shall receive a density bonus of one market-rate unit for each affordable housing dwelling unit provided on-site.
 - f. The municipality may waive or reduce parking requirements for Affordable Housing units located within a quarter mile of a transit stop.
 - g. The municipality shall provide a property tax exemption for Affordable Housing units meeting established criteria.
 - h. The applicant may make a cash payment in lieu of constructing some or all of the required housing units only if the development is a single-family detached development that has no more than 10 dwelling units. In the case of an in-lieu payment, the applicant shall not be entitled to a density bonus. The local government shall establish the in-lieu per-unit cash payment and adopt it as part of the schedule of fees. The per-unit amount shall be based on an estimate of the actual cost of providing an affordable housing unit using actual construction cost data from current developments within St Louis County.
- 1.6.3 An applicant for an Affordable Housing Development is required to submit an Affordable Housing Development Plan and enter into a development agreement with the local government. The development agreement identifies responsibilities of the respective parties with regard to the provision of affordable housing to ensure the units are subject to private deed restrictions to ensure they remain affordable for a period of time, typically for 30 years. The application shall require, and the applicant shall provide, among other things, general information on the nature and the scope of the development as the local government may determine is necessary to properly evaluate the proposed development.

1.7 PRE-EXISTING AND POST-EMERGENCY CONDITIONS

1.7.1 If a building, structure, or other improvement has been or is damaged or destroyed by any event commencing or following [disaster date] and resulting in the declaration of an emergency or disaster applicable to the City, by the Governor of the State or President of the United States, the owner of record on the date of the event may repair or rebuild such building, structure or other improvement on the same building site and with the same building footprint by right. To qualify, the building, structure, or other improvement must have lawfully existed prior to the declaration and neither the lot, use, building, improvement, structure nor condition may be added to or altered in any way, except to remedy the effects of such damage or destruction, and/or to conform more closely with the provisions of this Code.

1.8 SUCCESSION

Twenty years after the approval of a Regulating Plan, each Transect Zone, except the T1 Natural and T2 Rural Zones, shall be automatically rezoned to the successional (next higher) Transect Zone, unless denied in public hearing by the Legislative Body.

2.1 PROCESS

- 2.1.1 The cities of Manchester, Winchester, Ballwin, Ellisville, and Wildwood hereby creates a Consolidated Review Committee (“CRC”) comprised of a member from each regulatory agency having jurisdiction over the permitting of a project to process administratively applications and plans for proposed projects.
- 2.1.2 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Regulating Plan or Building Scale Plan, the Board of Zoning Adjustment has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a Variance to cover the violation.

2.2 DIRECTOR**2.2.1 AUTHORITY**

The Director of Planning (“Director”) is authorized to review and approve applications for Certificates of Compliance and Administrative Adjustments.

2.2.2 DELEGATION OF AUTHORITY

The Director may designate any member of the staff of the City’s Planning Department to represent the Director in any function assigned by this Code. The Director, however, shall remain responsible for any final action taken under this Section.

2.3 CERTIFICATE OF COMPLIANCE

An application for approval of a Certificate of Compliance, demonstrating conformity with the provisions contained in this Code and the regulating plan shall be submitted to the Director.

2.3.1 PRE-APPLICATION CONFERENCE

A pre-application conference with a member or members of the professional planning staff of the Department of Planning shall be required prior to submission of any application for Certificates of Compliance. The purpose of this conference is to: acquaint the applicant with the procedural requirements of this Section; provide for an exchange of information regarding the proposed development plan and applicable elements of this Ordinance; advise the applicant of any public sources of information that may aid the application; identify policies and regulations that create opportunities or pose significant restraints for the proposed development; review any proposed concept plans and consider opportunities to increase development benefits and mitigate undesirable project consequences; and permit staff input and guidance into the general design of the project.

The applicant shall provide a schematic site plan and schematic drawings of all facades at a scale of 1”=100’ (or 1”= 50’) for consideration by the staff. The discussions and any conclusions based thereon, at such a pre-application conference are not binding on any party thereto.

2.3.2 CERTIFICATE OF COMPLIANCE APPLICATION REQUIREMENTS

The application for a Certificate of Compliance shall include:

1. A brief narrative describing the Development Proposal;
2. Five (5) sets of completed plans for the Development Proposal at a scale sufficient to read [Site Plans at 1”= 50’, Building Plans and Elevations at 1”= 20’, Details as necessary to demonstrate form-based code (“FBC”) compliance

at 1"=4' to 1"=10' prepared by a Registered Professional Engineer, Registered Land Surveyor, Architect, or Landscape Architect, as appropriate, and including the following information, which shall be submitted on the following sheets:

- (i) Location and dimensions of all proposed buildings and other construction;
 - (ii) Internal roadways, streets and/or street-spaces, alleys, common access easements, and accessways to adjacent public roadways;
 - a. Location and dimensions of all parking areas;
 - b. Utility Strategy;
 - c. Architectural facade drawings of all proposed buildings;
 - d. Context Plan;
 - e. Grading Plan demonstrating grade relationships and connectivity to adjacent parcels and public rights of ways to insure compatability with the Master Drainage Plan;
 - f. Stormwater management strategy narrative and plan;
 - g. Landscape Plan indicating significant existing trees, any Lands of Environmental Importance, and landscape treatment within the public realm including location and design of any civic open spaces;
 - h. Signage Plan;
 - i. Exterior Lighting Plan;
 - j. Affordable Housing Development Plan if applicable.
3. A completed Form-Based Code Review Checklist, the form of which shall be developed, maintained, and made available by the Director, demonstrating compliance with the provisions of the FBC; and
 4. Any other documents and/or materials required by the Director to determine compliance with the FBC.

2.3.3 **CERTIFICATE OF COMPLIANCE REVIEW**

1. A pre-application conference with a member of the professional planning staff of the Department of Planning is required prior to the submission of any application for a Certificate of Compliance as outlined in Section 2.4.2.
2. The Director of Planning may administratively provide for submission and review deadlines for materials and studies required in support of any application for a Certificate of Compliance. The need for technical studies shall be at the Director's discretion.
3. Applicant's shall be notified no later than 7 business days following the submittal deadline if additional materials and studies will be required in order for review of their application to commence.

2.3.4 **APPEAL**

An appeal by a person aggrieved by the Director's decision on a Certificate of Compliance application shall be taken in accordance with Section _____ of the Ordinance.

2.4 **WARRANTS AND VARIANCES**

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

2.4.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The

CRC shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the CRC.

- 2.4.3 A Variance is any ruling on a deviation other than a Warrant. Any person seeking one or more variances from the provisions of the FBC shall submit an application to the Board of Zoning Appeals pursuant to the provisions of Section 18.140.350 of the Ordinance and shall file a copy of the application with Director concurrently with its submittal to the Board of Appeals. The Director, after consultation with the PRC, shall make a report regarding the variance application to the Board of Appeals within thirty (30) days of the date of filing. The Board of Appeals shall not hold a hearing or render any decision on an appeal for variance(s) until the Director’s report has been received and considered, provided that if no such report is received within this thirty (30)-day period, the Board of Appeals may hold a hearing and render its decision without such report.
- 2.4.4 The request for a Warrant or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.
- 2.4.5 Any person seeking one or more variances from the provisions of the Manchester Road Form-Based Code shall submit an application to the Board of Zoning Appeals pursuant to the provisions of [Section _____ of the Ordinance](#) and shall file a copy of the Application with the Director concurrently with its submittal to the Board of Appeals.

2.5 ADMINISTRATIVE ADJUSTMENTS

The purpose and intent of this section is to provide an administrative mechanism for allowing minor adjustments to limited and specific requirements of the form-based code, with the intent of providing relief where the application of a standard creates practical difficulties in allowing development to proceed. These adjustments are intended to provide relief for minor construction/survey issues; they are not intended for designed deviations from the FBC, like those governed by Section 2.5.1 below. This optional process occurs only where an applicant requests an Administrative Adjustment to a standard specified below.

2.5.1 ADMINISTRATIVE ADJUSTMENT APPLICATION AND REVIEW PROCEDURE

1. An application for approval of an Administrative Adjustment shall include:
 - a. A brief narrative describing the Administrative Adjustment sought;
 - b. A completed Administrative Adjustment Checklist, the form of which shall be developed, maintained, and made available by the Director, demonstrating that the adjustment sought is limited to the standards set forth below; and
 - c. Any other documents and/or materials required by the Director to determine that the adjustment sought is limited to the standards set forth below.
2. The Director may seek assistance from the PRC in making a determination under this Section.
3. No staff report, public notification, nor public hearing is required for Administrative Adjustments.
4. Within ten (10) days of receipt of a complete application, the Director shall review the application in accordance with the Administrative Adjustment Standards below, and take one of the following actions:
 - a. Approve the application as submitted;
 - b. Approve the application with conditions; or

c. Deny the application.

2.5.2 ADMINISTRATIVE ADJUSTMENT STANDARDS

The Director is authorized to approve Administrative Adjustment applications in strict conformance with the following standards only:

1. Height
 - a. Minimum and maximum height - up to five percent (5%) for any any cumulative increase or decrease in building height.
 - b. Street wall/fence requirements – up to ten percent (10%).
 - c. Finished floor elevation – up to five percent (5%).
2. Siting
 - a. Required building line – increase of up to 6 inches.
 - b. Required building line minimum percentage built-to – reduction of up to five percent (5%) of required length.
 - c. Mezzanine floor area – up to ten percent (10%) additional area.
 - d. Street wall requirements – up to ten percent (10%) of the height/fenestration/ access gate requirements.
 - e. Entrances (maximum average spacing) – up to ten percent (10%) increase in spacing.
3. Elements
 - a. Fenestration (minimum and maximum percent) – up to five percent (5%).
 - b. Elements (minimum and maximum projections) – up to five percent (5%).
4. Architectural Standards
 - a. Primary and accent materials – up to ten percent (10%).
 - b. Window and pane dimensions – up to ten percent (10%).
 - c. Shopfront entry geometry – up to ten percent (10%).
5. Streets, Blocks and Alleys
 - a. Street center lines may be moved up to 50 feet in either direction, so long as:
 - (i) the street connectivity is maintained (no cul-de-sacs); and
 - (ii) no street intersection

2.5.3 ADMINISTRATIVE ADJUSTMENT OF UNLISTED STANDARDS

Any request for relief from a required FBC standard other than those listed above shall be made through the Variance procedures set forth in Section 18.140.350 of this Ordinance.

2.5.4 APPEAL

Any Administrative Adjustment approved under this Section shall run with the land and not be affected by a change in ownership.

2.6 AMENDMENTS TO THE FBC TEXT AND REGULATING PLAN

1. Any application for an amendment to the FBC text shall be considered an application for a zoning text amendment subject to [Section ____](#) of the Ordinance and any other regulations applicable to zoning text amendments.
2. Any application for an amendment to the FBC regulating plan shall be considered an application for a rezoning subject to [Section ____](#) of the Ordinance and any other regulations applicable to rezoning. In addition, any amendment to the

regulating plan shall conform to the following requirements:

- a. New streets may be public or private, but public access shall be dedicated via an easement.
- b. For streets shown on the regulating plan not in existence prior to 2010, the center line may be moved up to 50 feet in either direction, as long as: the street connectivity is maintained (no cul-de-sacs); no street intersection occurs within 100 feet of another street intersection; and the block configuration meets the standards defined in Items (g) and (h) below.
- c. Additional streets may be added to the regulating plan to create a smaller block pattern; however, no streets may be deleted without being replaced.
- d. Where a street stub-out is shown on the regulating plan, no other curb cut/ intersecting street is permitted within 75 feet.
- e. Curb cuts shall be limited to no more than one per 120 feet of street frontage (minimum centerline separation distance of 60 feet).
- f. All lots shall share a frontage line with a street-space.
- g. The average perimeter of the blocks shall not exceed 1500 feet. Blocks shall be measured along public right-of-ways. All lots and/or contiguous lots shall be considered to be part of a block for this purpose.
- h. No block face shall have a length greater than 300 feet without an alley, common access easement, or pedestrian pathway providing through-access to another street, alley or common access easement, street-space, or conservation restricted land. Individual lots with less than 100 feet of frontage are exempt from the requirement to interrupt the block face; those with over 200 feet of frontage shall meet the requirement within their lot, unless already satisfied within that block face. Where designated on the regulating plan, except where lots are on a perimeter common to non-developable or conservation lands:
 - (i) Rear Lanes shall provide access to the rear of all lots within the Manchester Road Form-Based Code District. Alley construction is required as part of the redevelopment project within the rear setback, unless an alley already exists. Rear Lanes shall be constructed to meet the City construction standards in order to be suitable for emergency and service vehicle access.
 - (ii) Rear Lanes shown on the regulating plan represent access through the block and to the rear of lots within the block is required. The specific configuration may include shared parking areas and similar techniques.
 - (iii) Rear Lanes may be incorporated into (rear) parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is required.

2.7 PLAN REVIEW COMMITTEE

The Plan Review Committee (PRC) is established to provide a coordinated and centralized technical review process to ensure compliance with the requirements of the Code. The Plan Review Committee shall be comprised of personnel from the City departments that have an interest in the development review and approval process. The Director shall appoint the members of the Committee and in no case shall the Committee be composed of less than 5 members. The Director or his/her designee shall create appropriate rules and regulations for the conduct of the Plan Review Committee.

A. Powers and Duties

1. The Plan Review Committee shall be responsible for the review of Concept

Plans, Site Plans and any other development related applications that may be required by the Code.

2. The Plan Review Committee shall be responsible for making determinations on the application and interpretation of guidelines, standards, and requirements of the Code.
3. The Plan Review Committee may require the applicant to submit additional information not otherwise specifically required by the Code, which is reasonably necessary to review and determine whether the proposed development complies with the requirements of the Code.

3.1 INSTRUCTIONS

- 3.1.1 The Manchester Road Corridor Regulating Plan (Exhibit C) consists of one or more maps showing the following:
- a. Transect Zones within each Pedestrian Shed.
 - b. Special Districts
 - c. Land of Environmental Importance.
 - d. Thoroughfare network, existing or planned (Exhibit C and Table 2)
 - e. Additionally, Exhibit D Access Management Plan and Exhibit E A/B Streets show detailed elements of the Regulating Plan.
- 3.1.2 Within any area subject to an approved Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit Building Scale Plans in accordance with the provisions of this Code. Building Scale Plans requiring no Variances shall be approved administratively by the CRC.
- 3.1.3 The owner of a parcel, or abutting parcels, consisting of 10 acres or more of contiguous lots within an area subject to a Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, Special Districts and/or Special Requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by Warrant.

3.2 THE ILLUSTRATIVE MASTER PLAN

- 3.2.1 The Illustrative Master Plan is not a regulatory plan, and is provided here to illustrate the general form and character of the Manchester Road Redevelopment. The five communities of Manchester, Winchester, Ballwin, Ellisville, and Wildwood will use the Illustrative Master Plan as a blueprint for improvements to the Manchester Road corridor over the next few decades. The Illustrative Master Plan articulates representational locations for buildings in town center areas and streamway and open space or park areas, representational building formations and relationships to streets, parking, and public spaces, and a street network and transportation plan. The final form of development will be determined by the demands of the marketplace and the plans of individual property owners.

3.3 REGULATING PLAN

- 3.3.1 The Regulating Plan is the controlling document and principal tool for implementing this Code. The Regulating Plan includes the specific details necessary to create the physical form and character of a mixed-use, pedestrian-oriented place with a distinct "sense of place". The Regulating Plan is place-specific showing how each lot relates to the street-space (streets, squares/civic greens, pedestrian pathways, etc.) and the surrounding neighborhoods. It identifies each district; potential open space/civic space; and new and existing streets.
- 3.3.2 Any amendment or change to the Regulating Plan, beyond those specified above, is considered a zoning map amendment of this Code and must follow the procedures set forth in _____. Consideration of rezoning and special use permits is possible (excepting that notification shall be made to all parties within 800 feet on the proposed change).

3.4 TRANSECT ZONES

- 3.4.1 The Transect Zones are composed based on the concept of Pedestrian Sheds of

EXHIBIT A. THE ILLUSTRATIVE MASTER PLAN

Manchester Road Form-Based Code

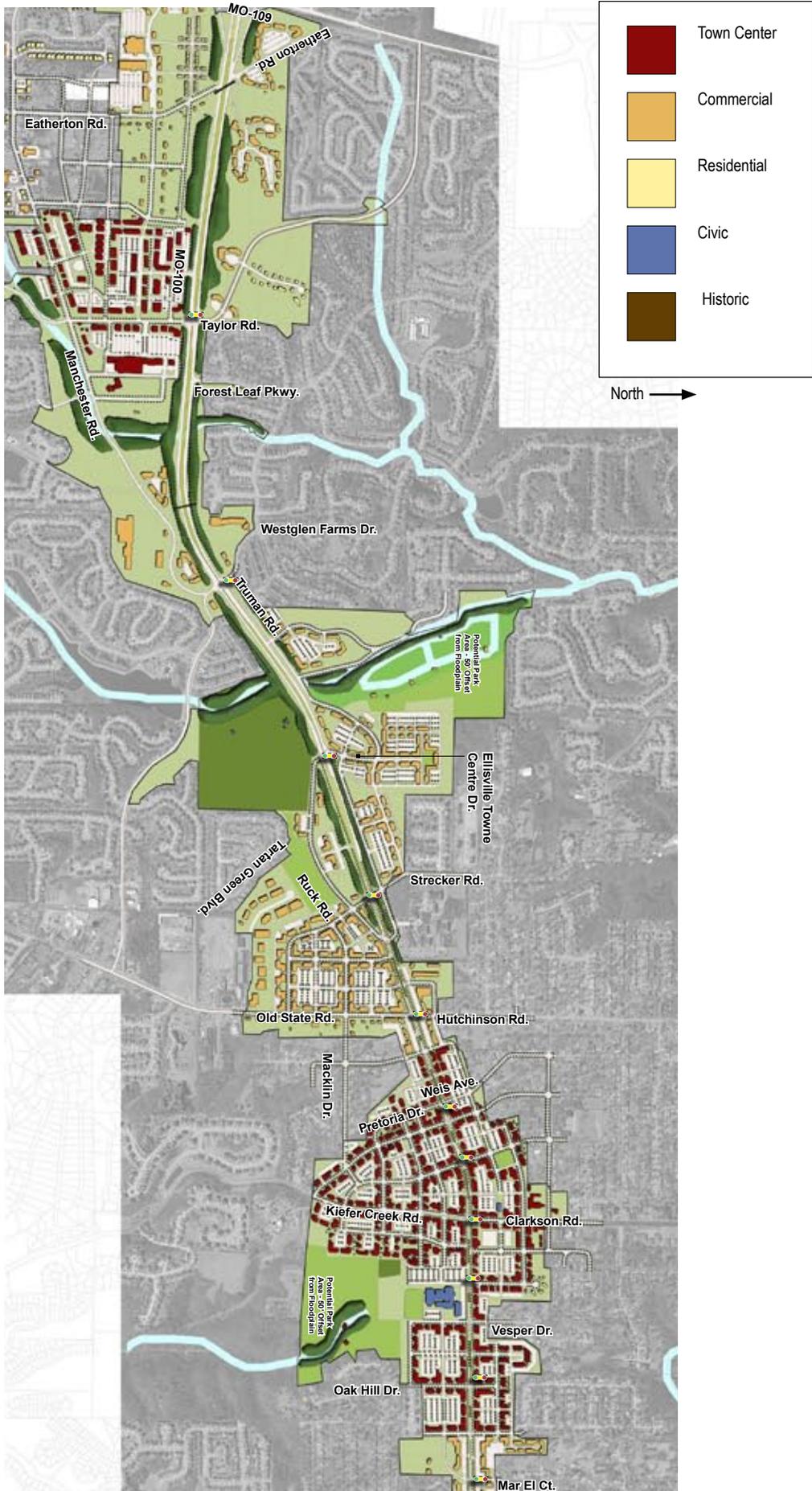
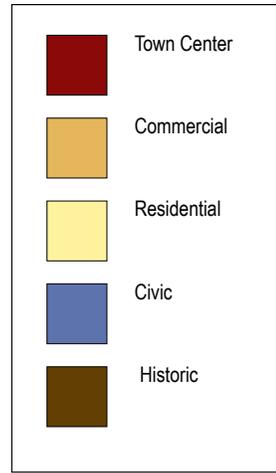


EXHIBIT A. THE ILLUSTRATIVE MASTER PLAN

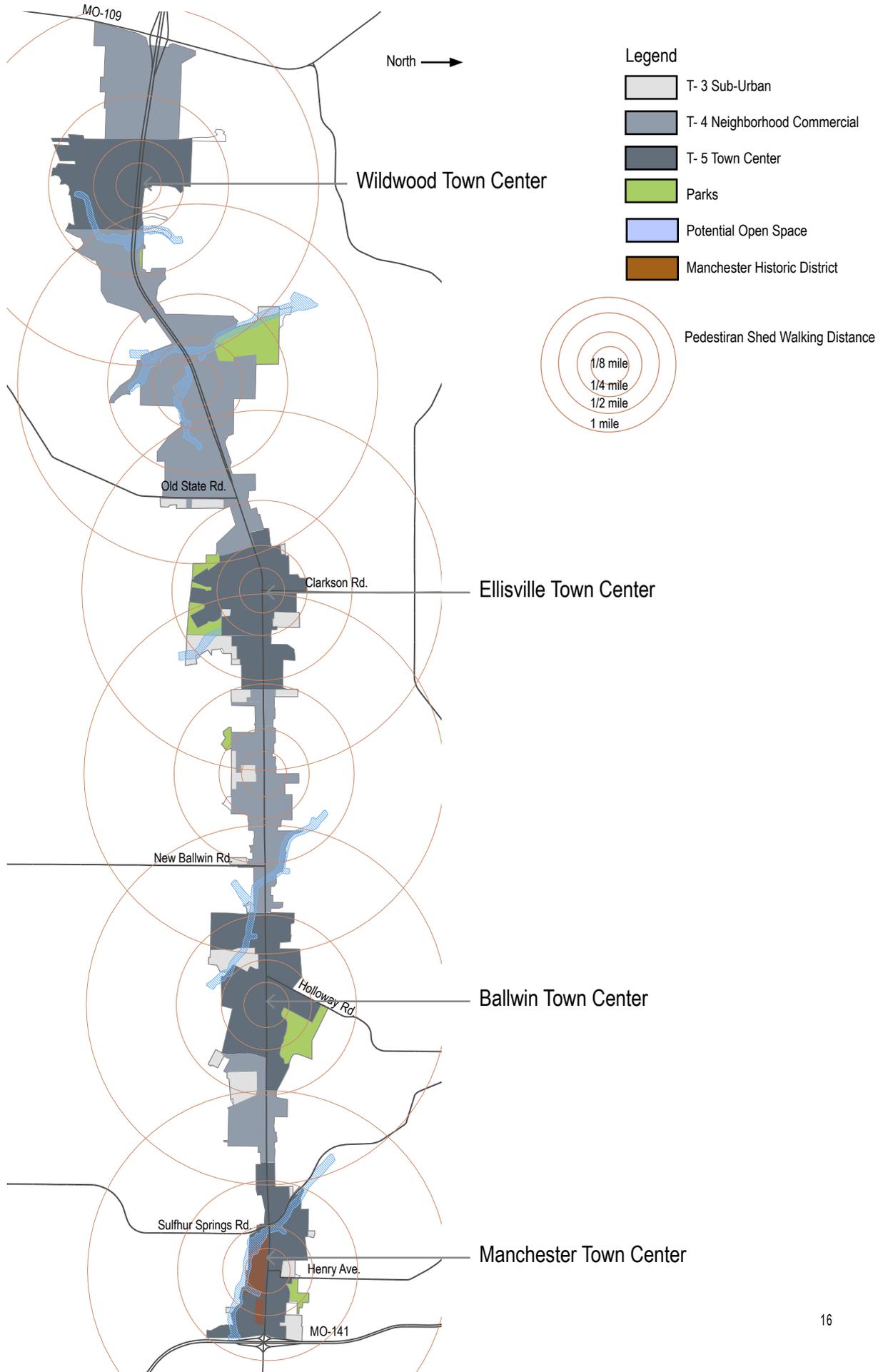
Manchester Road Form-Based Code



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EXHIBIT B. MANCHESTER CORRIDOR TRANSECTS

Manchester Road Form-Based Code



comfortable walking distances. T4 and T5 Zones are centered around comfortable walking radii of 1/4th mile.

3.4.2 Succession is anticipated over a 20 year period to transition each Transect Zone to the next higher level Transect Zone.

3.4.3 Transect Zone standards for Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the [Legislative Body](#).

3.5 SPECIAL DISTRICTS: CITY OF MANCHESTER HISTORIC DISTRICT

3.5.1 The City of Manchester Historic District is to be treated as a Special District. Conditions of development for Special Districts shall be determined in public hearing of the Legislative Body.

3.6 LAND OF ENVIRONMENTAL IMPORTANCE

3.6.1 a. Lands in any Special Flood Hazard Area designation by the Federal Emergency Management Agency (FEMA) or Metro Sewer District (MSD) stream bank setback (50 feet from top-of-bank) area shall become permanent Open Space/Civic Space By Right regardless of size.

b. Buildings adjacent to Land of Environmental Importance areas must front streams and parks rather than back onto them (as shown in Exhibit G).

3.7 REGULATING STREET STANDARDS

3.7.1 ACCESS MANAGEMENT PLAN

The Access Management Plan (Exhibit D) identifies the location of medians, crosswalks, transit stops, traffic signals, curb cuts, and connected parking lots along Manchester Road. Site plans for properties proposed for redevelopment along Manchester Road should conform to the Access Management Plan.

3.7.2 A/B GRID STREETS

A differentiation of the Thoroughfares as A-Grid and B-Grid (Exhibit E).

3.7.3 Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards.

3.7.4 Drive-through/ drive-in facilities, loading docks, trash storage, service bays, utilities and mechanical equipment and entries to structured or underground parking will be off of B streets rather than A streets.

3.8 PRE-EXISTING CONDITIONS

3.8.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a Substantial Modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this Section that shall apply.

3.8.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated may meet the standards of the code under which they were originally permitted.

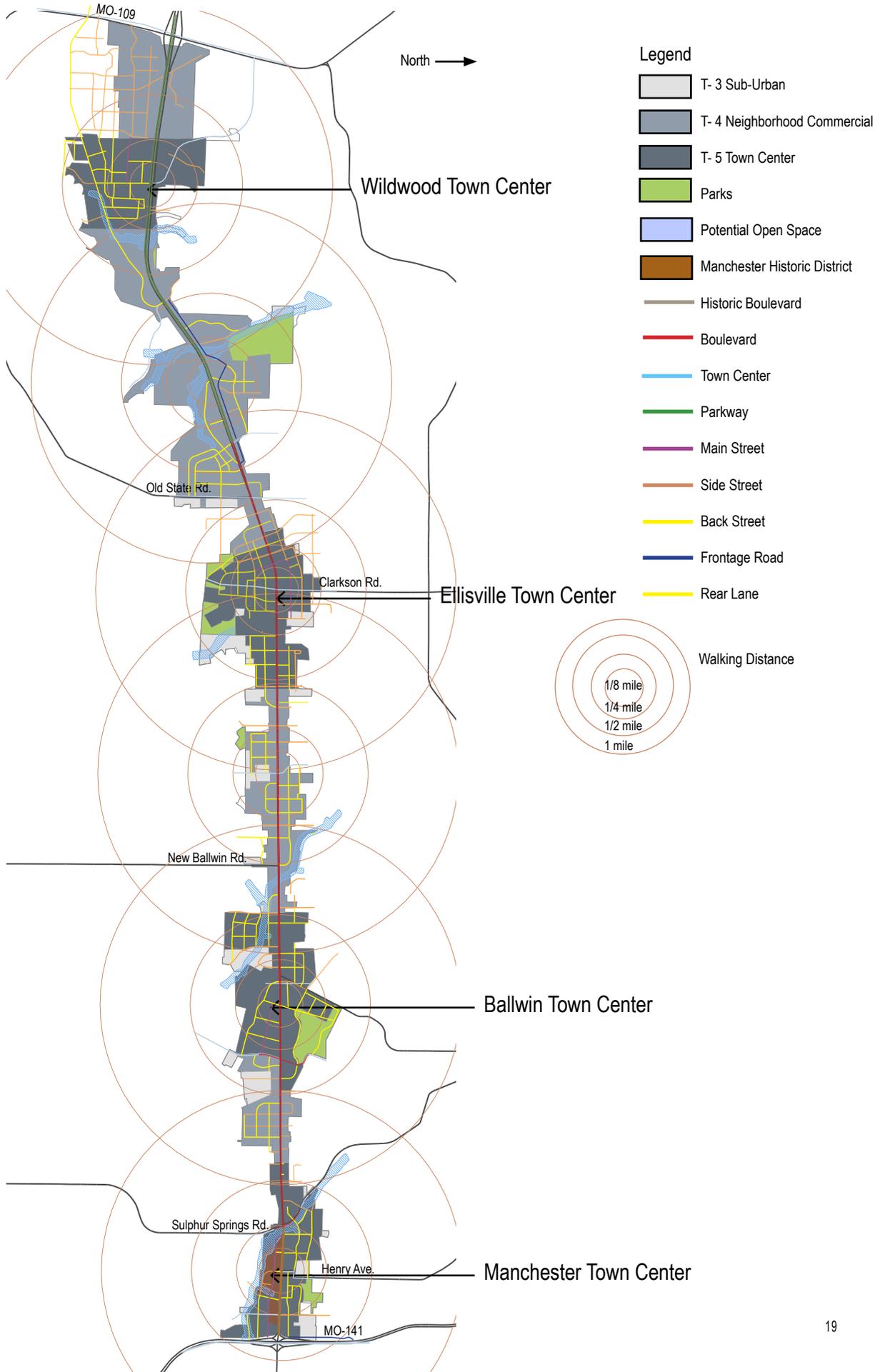
3.8.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.

3.7.4 Where buildings exist on adjacent Lots, the CRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.

- 3.7.5 Any addition to or modification of a Building of Value (such as those buildings within the Manchester Historic District) that has been designated as such by the CRC or to a building or district actually (such as the Lyceum Manchester City Hall building on the National Register of Historic Places or the Henry Avenue Historic District) or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the CRC.
- 3.7.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 9.

EXHIBIT C. REGULATING PLAN

Manchester Road Form-Based Code



4.1 STREET STANDARDS

The street standards illustrate typical configurations for street-spaces within the Manchester Road Form-Based Code District. The plans and sections specify vehicular travel lane widths, curb radii, sidewalks, tree planting areas, and identify the location of rain gardens, and on-street parking configurations. They also provide a comparative pedestrian crossing time as a gauge of relative pedestrian crossing-comfort between the various street types. The existing and proposed streets identified in Exhibit C Regulating Plan shall conform to the Street Standards Table 2.

4.1.1 GENERAL INTENT

- a. Streets are a community’s first and foremost public spaces and should be just as carefully designed and planned as any park or public building. The character of the street-space—both its scale and its details—plays a critical role in determining the pedestrian quality of a given location.
- b. Streets must balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize mobility and convenience for all residents and users. Their character will vary depending on their location: some streets will carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others will provide a less active and more intimately scaled street-space.
- c. These are streets—not highways, arterials, or collectors—and must be developed as such to create pedestrian-oriented places balancing all transportation modes. The neighborhood street types are designed primarily for walkability and pedestrian comfort, with automobile movement as a secondary focus.

4.1.2 PRINCIPLES

- a. The appropriate design of streets is one of the most important design elements for an urban neighborhood.
- b. To design for continuous free-flowing traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.
- c. With appropriate design techniques, drivers will choose slower speeds and less aggressive behavior, a feat typically not achieved through basic speed limit signage/postings.
- d. Scale is a threshold design consideration for street design elements (from signage to crossing distances)—in a Neighborhood, Town or City it should be that of the pedestrian.
- e. An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets.
- f. Emergency vehicle access must be maintained, but with an interconnected street network, there will always be at least two routes of access to any lot or parcel.
- g. Differences between “requirements” and “preferences” can be significant—increased lane width and the accompanying increased vehicle speed more often than not decrease the overall safety for pedestrians.
- h. On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.
- i. Overall function, comfort, safety and aesthetics of a street are more important than efficiency alone.
- j. In a pedestrian-oriented area, non-vehicular traffic should be provided with every practical advantage so long as safety is not hindered. On-street parking slows

passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.

- k. Street design should take into consideration what is reasonably foreseeable, not every situation that is conceivably possible.
- l. Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.
- m. When the street design creates a conflict between the vehicular and non-vehicular user, it should be resolved in favor of the non-vehicular user unless public safety will be truly jeopardized by the resolution.

4.1.3 **STREET TYPES**

1. These are the permitted types and configurations are permitted within the district in the locations identified on the Regulating Plan.
 - a. Historical Boulevard
 - b. Boulevard
 - c. Town Center
 - d. Parkway
 - e. Main Street
 - f. Side Street
 - g. Back Street
 - h. Frontage Road
 - i. Rear Lane
2. Within neighborhoods, intersections configured as roundabouts are discouraged. They are encouraged at the edges of and between neighborhoods, where their ability to break up and distribute traffic flow is most appropriate and least disruptive to pedestrian comfort. They are not appropriate on Manchester Road.
3. On the Historical Boulevard, Boulevard, Town Center, and Parkway Street Standards, designated bike lanes are shown. The other street types are configured such that in-lane bicycle travel is encouraged and appropriate.

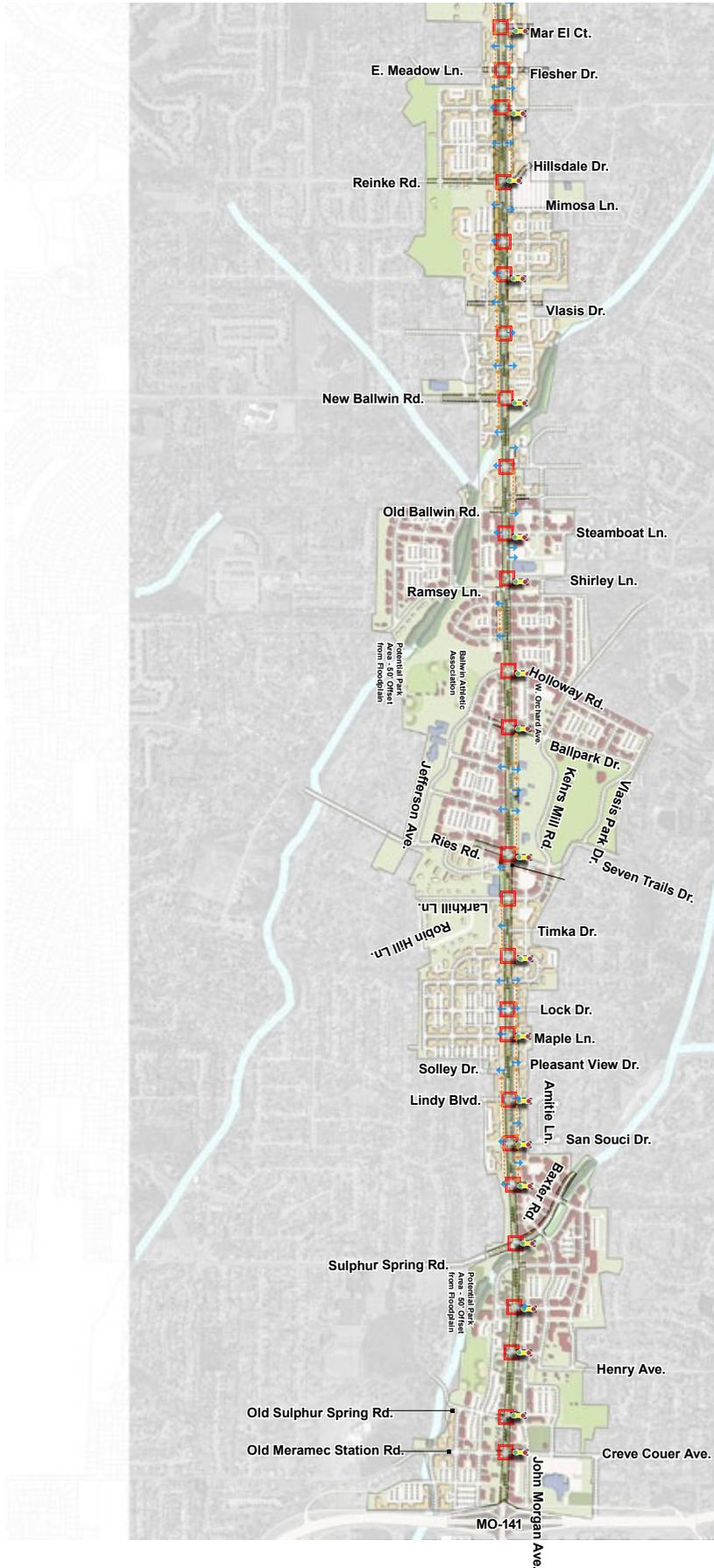
4.1.4 **SERVICE ROUTE**

Within each Town Center, service routes have been designated on the Regulating Plan. Loading docks and service areas shall be oriented to this designated truck route. Within Town Centers, these routes will be indicated by signage in order to minimize pedestrian, vehicular, and truck conflicts.

4.2 **STREET FRONTAGES**

- 4.2.1 The Private Frontage of buildings shall conform to and be allocated in accordance with Table 4. Mandatory or Recommended Retail Frontage designation along A-Grid streets requires or advises that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The first floor shall be confined to Retail use through the depth of the second Layer.
 - a. Mandatory or Recommended Gallery Frontage designation requires or advises that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. A Gallery Frontage may be combined with a Retail Frontage.
 - b. Mandatory or Recommended Arcade Frontage designation requires or advises that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage may be combined with a Retail Frontage.
 - c. Coordinated Frontage designation requires that the Public Frontage (Table 3)



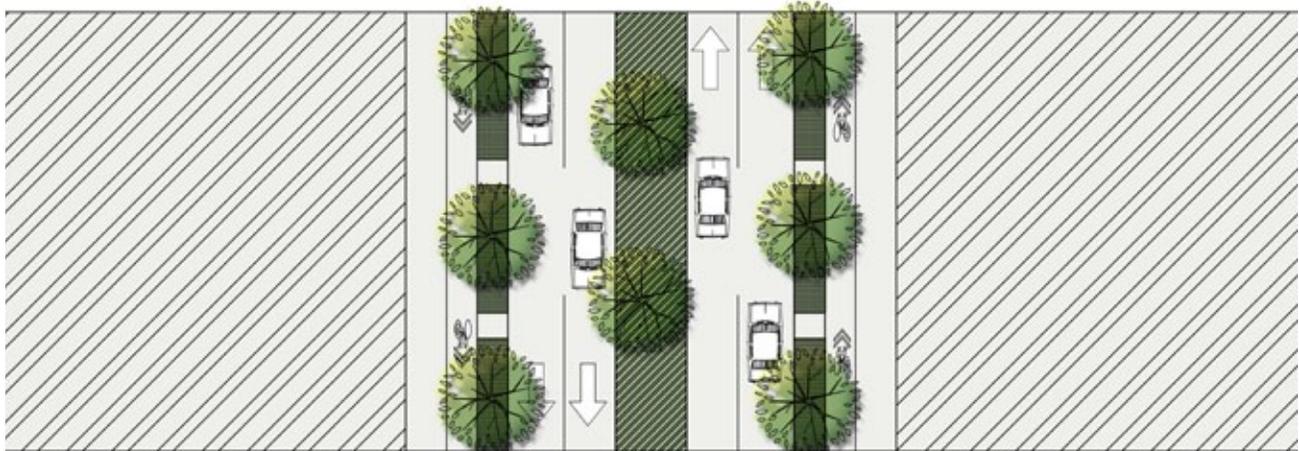


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TABLE 2A: STREET STANDARDS

Manchester Road Form-Based Code

HISTORIC BOULEVARD

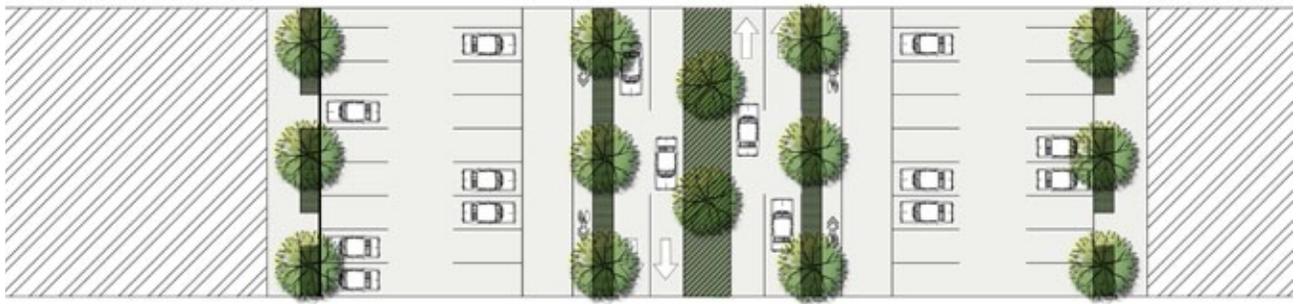


Street Type	Historic Boulevard	Traffic Lanes	4 Lanes
Transect Zone	T4-T5	Parking Lanes	None
Right-of-Way Width	96'	Curb Radius	City Bus (BUS)
Pavement Width	56'	Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Movement	Free	Walkway Type	14' Sidewalk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	16 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2B: STREET STANDARDS

Manchester Road Form-Based Code

BOULEVARD

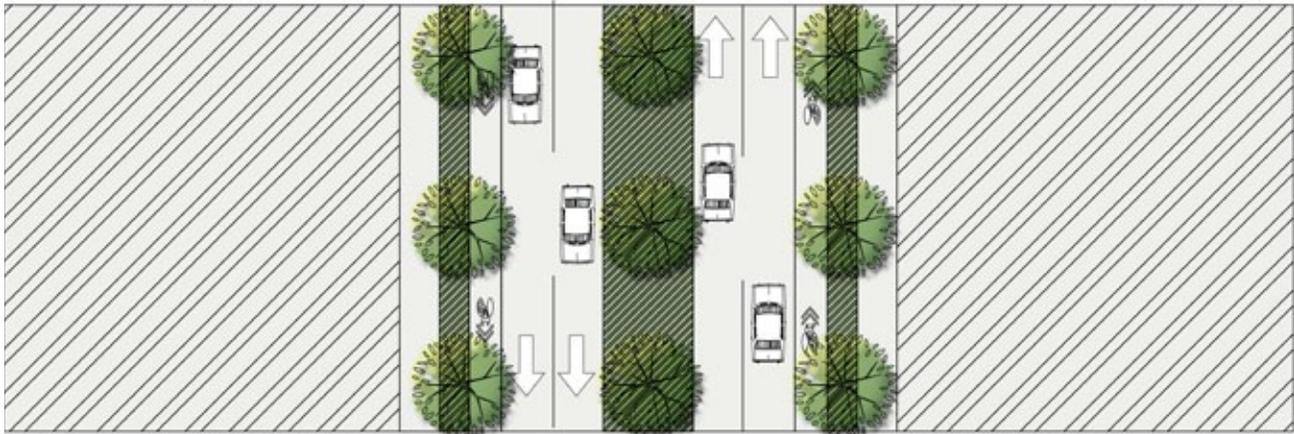


Street Type	Boulevard	Traffic Lanes	4 Lanes
Transect Zone	T4-T5	Parking Lanes	None (side parking lots)
Right-of-Way Width	110'	Curb Radius	Tractor Trailer (WB-50)
Pavement Width	56'	Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Movement	Free	Walkway Type	16' Sidewalk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	16 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2C: STREET STANDARDS

Manchester Road Form-Based Code

TOWN CENTER



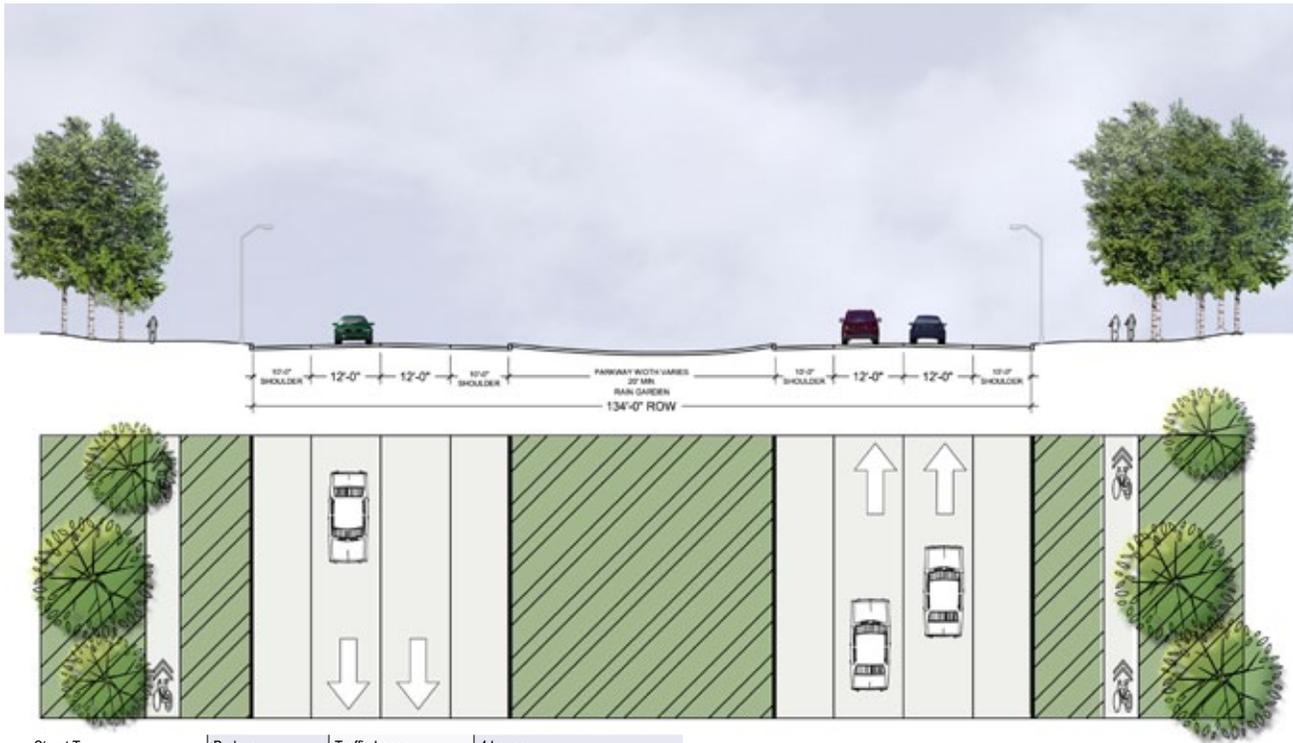
Street Type	Arterial	Traffic Lanes	4 Lanes
Transect Zone	T4-T5	Parking Lanes	None
Right-of-Way Width	100' ideal	Curb Radius	Tractor Trailer (WB-50)
Pavement Width	60'	Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Movement	Free	Walkway Type	10' Multi-use Walk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	18 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2D: STREET STANDARDS

Manchester Road Form-Based Code

The key gives the Street type followed by the right-of-way width, followed by the pavement width, and other requirements.

PARKWAY



Street Type	Parkway	Traffic Lanes	4 Lanes
Transect Zone	T3-T4	Parking Lanes	None
Right-of-Way Width	134'	Curb Radius	Passenger Car/Truck (P)
Pavement Width	88'	Public Frontage Type	None
Movement	Free	Walkway Type	None
Design Speed	posted speed	Planter Type	None
Pedestrian Crossing Time	38 sec	Curb Type	None
		Landscape Type	Revegetation

TABLE 2E: STREET STANDARDS

Manchester Road Form-Based Code

MAIN STREET



Street Type	Main Street	Traffic Lanes	2 Lanes
Transect Zone	T4-T5	Parking Lanes	Angled Parking
Right-of-Way Width	100'	Curb Radius	City Bus (BUS)
Pavement Width	60'	Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Movement	Free	Walkway Type	14' Sidewalk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	17 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2F: STREET STANDARDS

Manchester Road Form-Based Code

SIDE STREET



Street Type	Side Street	Traffic Lanes	2 Lanes
Transect Zone	T3, T4, T5	Parking Lanes	Parallel Parking
Right-of-Way Width	60'	Curb Radius	Delivery Truck (SU-30)
Pavement Width	38'	Public Frontage Type	Gallery/Arcade, Shopfront/Awning
Movement	Slow	Walkway Type	7' Min. Sidewalk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	11 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2G: STREET STANDARDS

Manchester Road Form-Based Code

BACK STREET

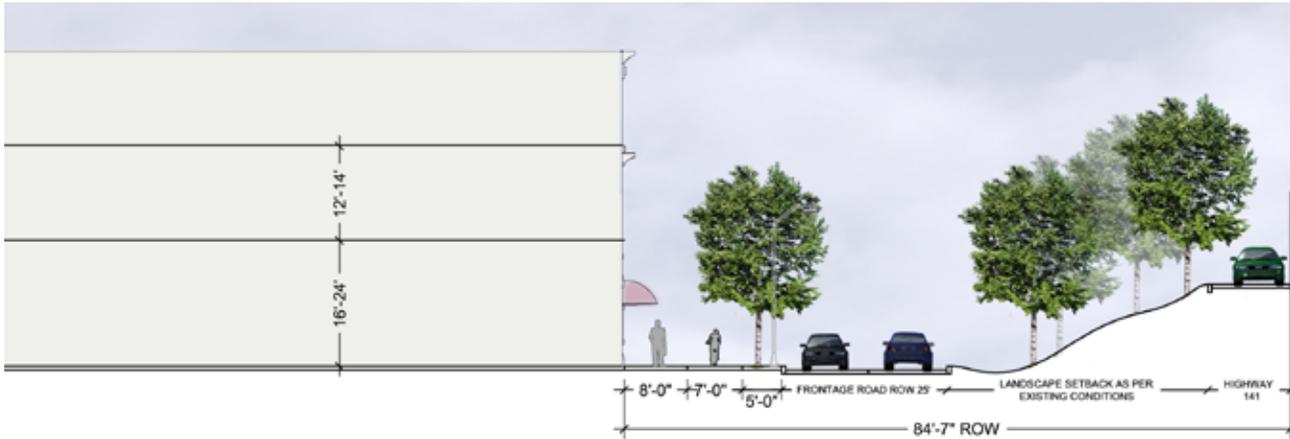


Street Type	Back Street	Traffic Lanes	2 Lanes
Transect Zone	T4 -T5	Parking Lanes	Parallel Parking
Right-of-Way Width	70'	Curb Radius	Delivery Truck (SU-30)
Pavement Width	38'	Public Frontage Type	Gallery/Arcade, Shopfront/ Awning,Terrace or Light Court, Forecourt, Stoop
Movement	Slow	Walkway Type	10' Sidewalk
Design Speed	posted speed	Planter Type	6' Continuous Planter
Pedestrian Crossing Time	11 sec	Curb Type	Curb
		Landscape Type	Trees every 40'

TABLE 2H: STREET STANDARDS

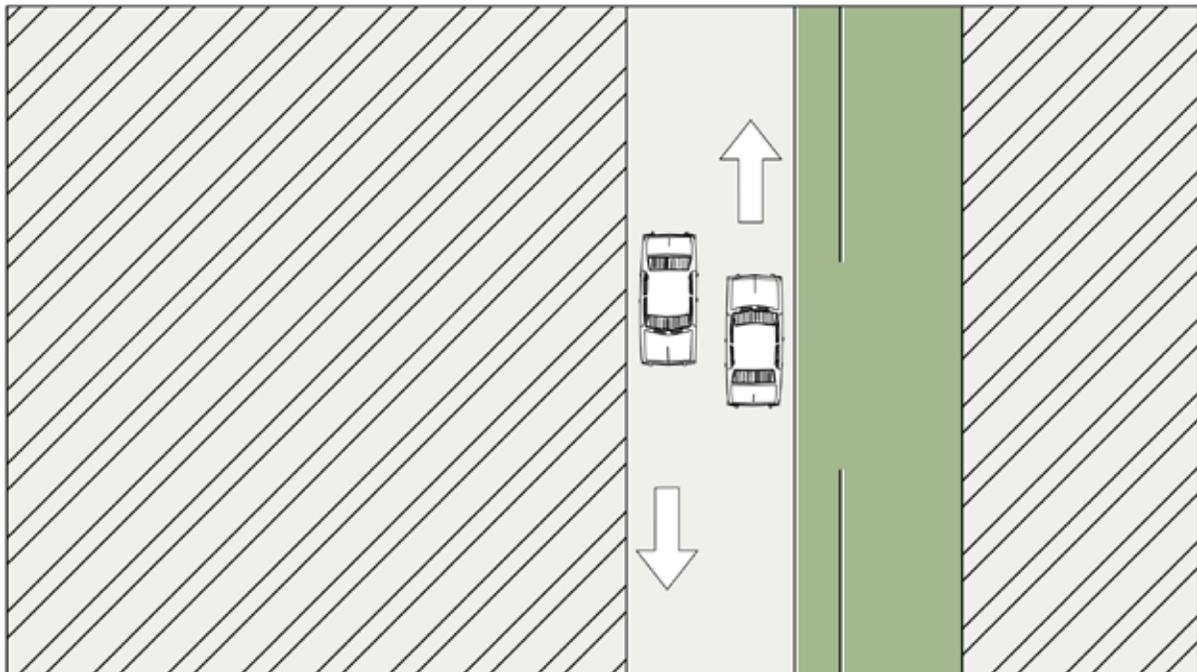
Manchester Road Form-Based Code

FRONTAGE ROAD

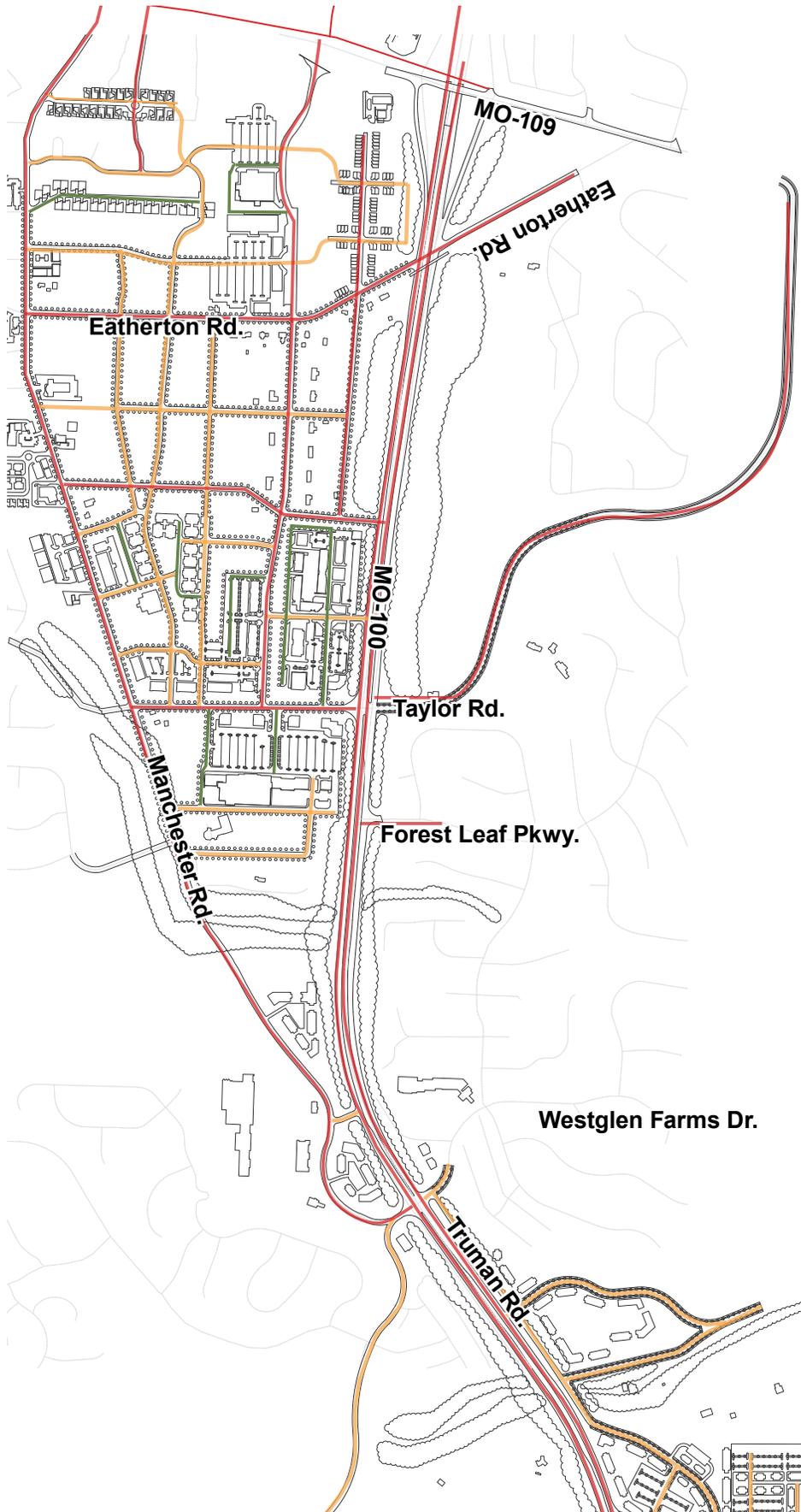
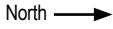


Street Type	Frontage Road	Traffic Lanes	2 Lanes
Transect Zone	T3-T4-T5	Parking Lanes	None
Right-of-Way Width	84.5'	Curb Radius	Passenger Car/Truck (P)
Pavement Width	25'	Public Frontage Type	None
Movement	Slow	Walkway Type	None
Design Speed	posted speed	Planter Type	5' Continuous Planter
Pedestrian Crossing Time	7 sec	Curb Type	None
		Landscape Type	Trees every 40'

REAR LANE



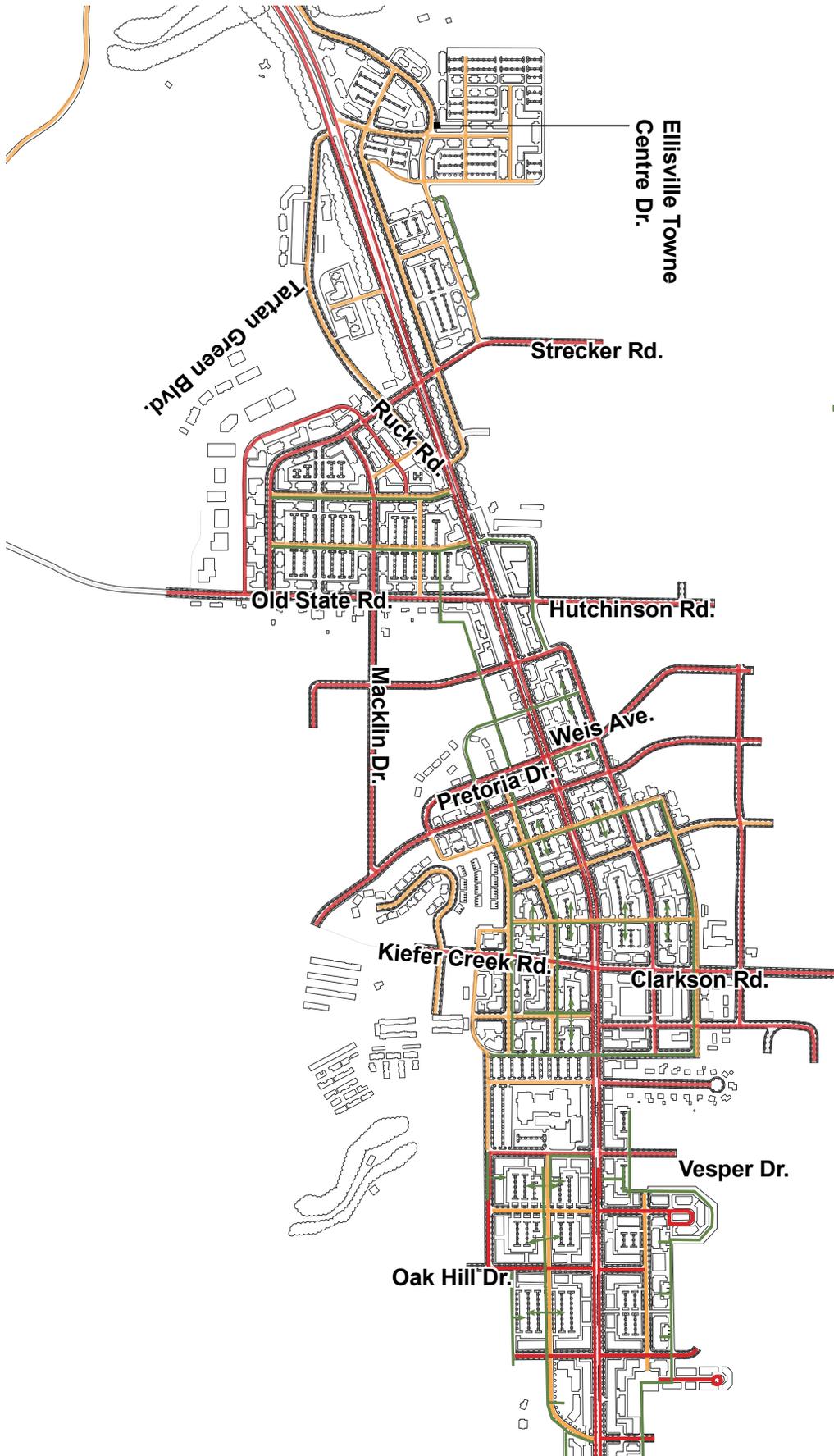
Street Type	Rear Lane	Traffic Lanes	2 Lanes
Transect Zone	T3-T4-T5	Parking Lanes	None
Right-of-Way Width	20'	Curb Radius	n/a
Pavement Width	20'	Public Frontage Type	n/a
Movement	n/a	Walkway Type	None
Design Speed	n/a	Planter Type	Screening at property line
Pedestrian Crossing Time	n/a	Curb Type	None
		Landscape Type	n/a



Legend

-  A Grid Streets: Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code
-  B Grid Streets: Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid and are more readily considered for warrants allowing automobile-oriented standards
-  Service Routes: In order to minimize traffic congestion, noise, and pedestrian conflicts, a defined service route has been identified for all truck movement and deliveries. As planned, each block within the Manchester Road Redevelopment District can be served by this defined Service Route.

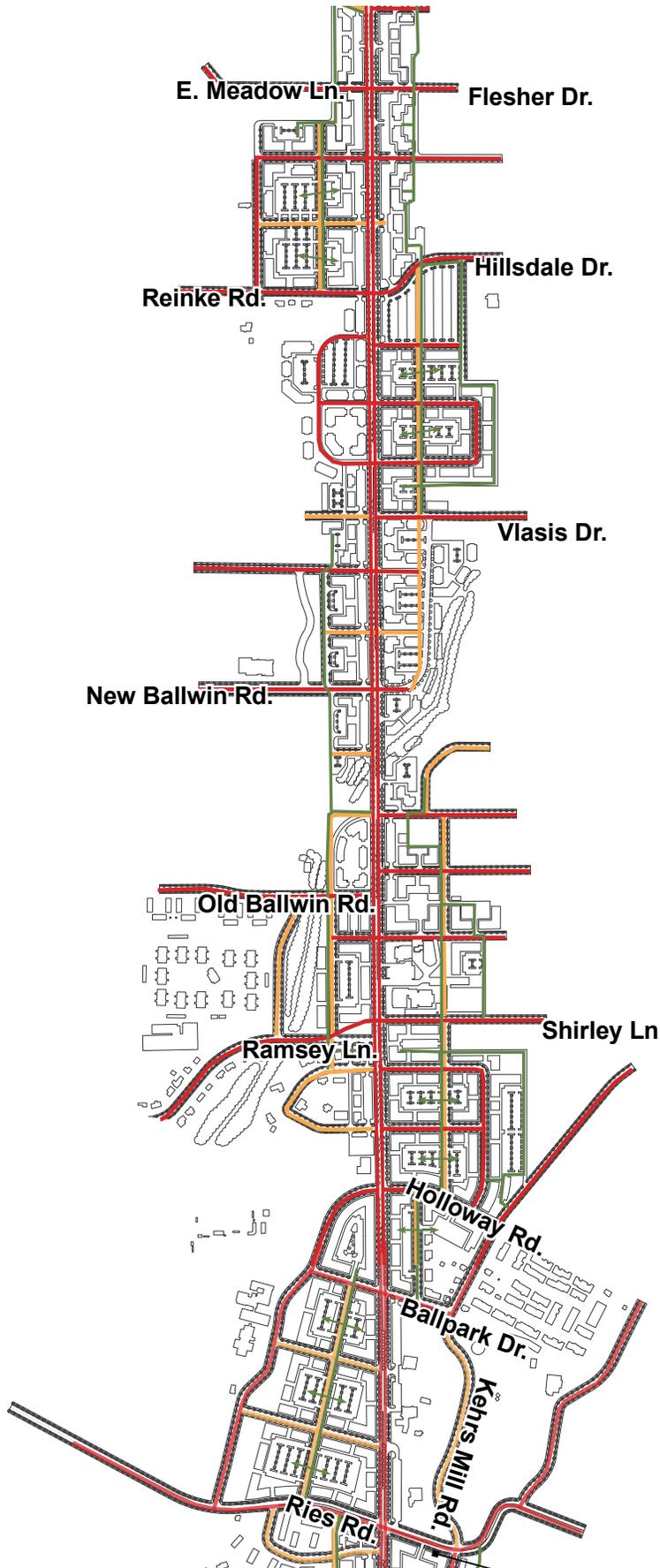
North →



Legend

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North →



Legend

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North →

Legend

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