

ENVISIONING *SUSTAINABLE NORTHAMPTON*

Northampton, Massachusetts

NOTRE DAME SCHOOL OF ARCHITECTURE

SEPTEMBER - DECEMBER 2008



Preface

The Northampton Design Forum, a group of citizens concerned with quality urban design and sustainability, commissioned this report as a contribution to the Sustainable Northampton planning process. It is our gift to the City we love and was funded entirely by private contributions. Although we actively sought and received the participation and support of many public officials, no public funds were used and this is not an official policy document of the City.

The University of Notre Dame School of Architecture's Urban Design Studio, which wrote this report, is nationally known for its high quality work and commitment to the principles of both sustainability and traditional urban design. Six graduate students, under the supervision of Professor Philip Bess, spent a week in September 2008 in Northampton getting to know Northampton and its people. They sought to gain as much understanding of our community as possible in a short period of time and then spent the fall semester using what they learned to develop the recommendations that follow. They have offered us a look at our community from an outside perspective, one informed by rigorous training in urban design. The proposals in this report are theirs, not ours, although we find many of them exciting and provocative.

Envisioning Sustainable Northampton is intended to stimulate a community conversation, show us possibilities, and fire our imaginations with pictures of what Northampton might become in 20 or 50 years if we made a real commitment to a sustainable future. It is not intended as a prescription for development or a forecast of what the economy will support many years out, although it does contain specific urban design scenarios for portions of the City, and even some suggested zoning code provisions. More importantly, this book contains vivid images and a bold vision for the future that promotes new development but minimizes both our development footprint and our carbon footprint. That vision also preserves what we treasure, the historic fabric of our community centers, our farmland, our large areas of intact natural landscapes, and the gems of urban green space we enjoy. This report also demonstrates the value brought to the planning process by skilled urban designers who can draw in full color what we can only begin to imagine.

We are aware that the future cannot be predicted, only shaped. This book will help us to shape the future we want. We hope that you will read it with an open mind, remembering that it represents long-term thinking. Some of its suggestions, if followed, would be implemented gradually over many years and decades, while others might be achievable much sooner. Think about whether or not what is shown in these pages would make our City a more sustainable and beautiful place, truly worthy of being called "Paradise City."

Let's begin the conversation...

For more information on the Northampton Design Forum, please visit our website: www.northamptondesignforum.org.

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Envisioning *Sustainable Northampton*

PREPARED FOR:
NORTHAMPTON DESIGN FORUM

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NOTRE DAME SCHOOL OF ARCHITECTURE
GRADUATE URBAN DESIGN STUDIO

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“Traditional urbanism and architecture provide the only comprehensive approach to the challenges of environmental sustainability. Only their enduring lessons address the full spectrum of issues involved: from regional land use and resource management, to the development of healthy communities and lifestyles, to durable, energy-efficient, non-toxic built environments. In addition, both beauty and the character of the citizenry must be understood as integral components of a sustainable culture. A place must be loved if it is to be sustained; and love entails happy and willing sacrifice.”

- G.K. David, University of Notre Dame



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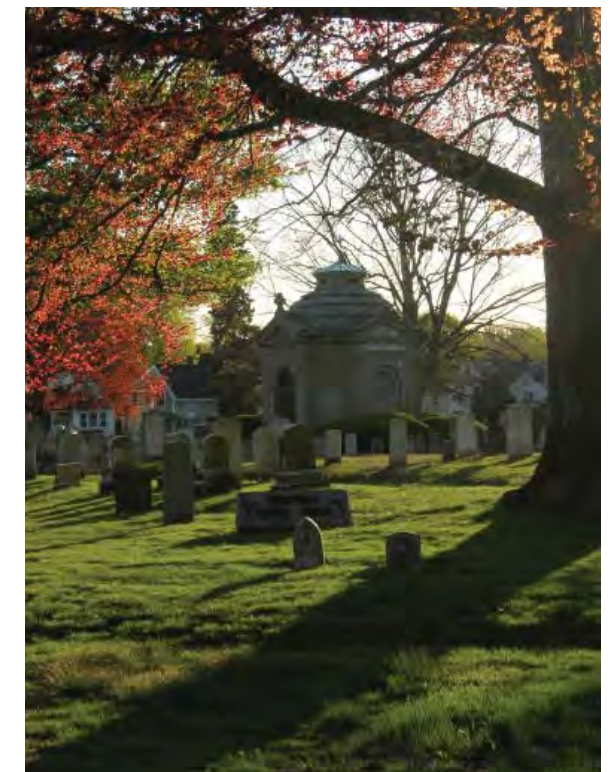
Introduction

Envisioning Sustainable Northampton is the product of work commissioned by the Northampton Design Forum (NDF) in the summer of 2008, and executed between September and early December of 2008 as an academic exercise by graduate architecture and urban design students from the University of Notre Dame. *Envisioning Sustainable Northampton* represents work undertaken subsequent to a seven-day on-site September 2008 charrette, and proposes images of and guidelines for both present and long-term development in Northampton.

The narrative theme of *Envisioning Sustainable Northampton* is the inherent sustainability of traditional architecture and urbanism. The Notre Dame School of Architecture's guiding ideal is a built environment that is convenient, durable and beautiful; and we contend that by being convenient, durable and beautiful, the built environment will necessarily also be sustainable. This makes our own ideals congruent with a guiding ideal of Northampton, for insofar as it has been publicly articulated in the document *Sustainable Northampton*, the guiding ideal of contemporary Northampton is sustainability.

Sustainable Northampton relies upon a definition of sustainability provided by the 1983 United Nations Brundtland Commission on Environment and Development, which defined sustainable development as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." With this ideal we are in complete accord; but with respect to existing conditions and future developments in Northampton, the implications of the idea of sustainability beg a number of questions regarding Northampton's attitude toward:

- o whether or not Northampton should grow in population;
- o preservation of and improvements upon Northampton's natural and agricultural landscape (including trees and wetlands);
- o economic development in Northampton, including the proximity of jobs, residences and retail activities, and whether and how much retail should be provided by non-locally-owned businesses;
- o a greater-than-sprawl density of population and uses, and whether more-dense-than-sprawl human settlements can be satisfactorily "green" by the presence within them of nature preserves, parks, greens, squares, boulevards, and tree-lined streets; and
- o issues of justice and generosity with respect to the availability of affordable housing for all those who work in Northampton.





These are all issues that must be discussed candidly and with good will among Northamptonians; but in order to proceed with the work illustrated in *Envisioning Sustainable Northampton*, we have had to take a stand on these issues on the basis of what we heard from Northamptonians on our September visit and our own sense of Northampton's common good. We explain our thinking about these issues a little further below.

Northampton is a community possessing a strong sense of itself as a place; and in many ways is a model of good American traditional town design. Nevertheless, Northampton has not been immune from the social, cultural and economic pressures that since 1945 have caused much of the United States to replace its natural and agricultural landscape with suburban sprawl development. As a consequence, Northampton today faces several threats to its historic character. *Envisioning Sustainable Northampton* represents the efforts of the Notre Dame Graduate Urban Design Studio to address some of those threats, and to suggest for Northampton a more felicitous community design direction. In what follows we describe:

- 1) what we think is good about Northampton;
- 2) our assessment of the pressures currently being placed upon Northampton from various directions, and some of their long-term implications;
- 3) the basic premises that have informed our proposals in *Envisioning Sustainable Northampton*;
- 4) several design proposals that together attempt to ameliorate the pressures on Northampton in both the short and the long term while simultaneously maintaining, enhancing and extending what is good about Northampton; and
- 5) our suggestions for what we think is required to implement the proposals of *Envisioning Sustainable Northampton* or something of similar scale and intent.

THE GOODS OF NORTHAMPTON

Northamptonians refer to Northampton without irony as Paradise City; and arguably, the best and most lovable thing about Northampton is the character of Northampton itself. Major features of the unique character of Northampton, that are also good things in and of themselves, would include:

- o Northampton's natural setting in the Connecticut River Valley and the sense of Northampton as a distinct and definable place in the context of its natural landscape;
- o the presence within Northampton's city limits of significant tracts of natural fields and woodlands, as well as agricultural land both inland and in the Connecticut River flood plain;
- o the character and quality of Northampton's historic Main Street, its residential streets, and the generally high quality of the religious, civic and mixed-use buildings on those streets;

- o the quality of Northampton’s civic institutions and buildings, including its numerous historic churches, Smith College, The Clarke School, the Academy of Music, Memorial Hall, City Hall, the Hampshire County Courthouse, Cooley Dickinson Hospital, and others;
- o Northampton’s enthusiasm and support for the fine arts;
- o the continuing existence of and support for local commerce and agriculture;
- o Northampton’s historic concern to be a just and generous community;
- o the locally pleasing *frisson* of Northampton’s traditional progressivism and progressive traditionalism; and
- o Northampton’s desire to be a sustainable community, manifested in its articulation and adoption of *Sustainable Northampton*.

THE PRESSURES ON NORTHAMPTON

From our charrette and post-charrette discussions with residents and representatives of Northampton, and from our own observations as outsiders, the threats to Northampton’s character and identity seem inter-related. Those most commonly identified may be characterized as:

- o financial pressures resulting from limited local taxing powers combined with a relatively slow rate of commercial and residential growth;
- o the proliferation of residential and commercial sprawl development;
- o the growing presence of national commercial “chain” enterprises, and the contention that Northampton’s economic health depends upon them;
- o the perception of a lack of housing diversity and opportunity, in particular that many people who work in Northampton cannot afford to live in Northampton;
- o a perceived lack of both support and space for small businesses and artists;
- o a perceived unresponsiveness on the part of local political leaders and opacity in the local political process.





Of the latter concern we must say that we are grateful for the courtesies shown us by Northamptonians of all political opinions and positions, from both the public and the private sectors; and we hope that Northampton's extended intra-community discussion that has occasioned this very project will be ongoing and fruitful. Of the other concerns cited we would simply note two things:

- 1) the economic concerns of Northampton appear to us related to those of the northeastern United States as a whole; and
- 2) several of the pressures on Northampton are exacerbated in particular by sprawl development, and in our view can be at least partially ameliorated by traditional mixed-use neighborhood development.

The proposals of *Envisioning Sustainable Northampton* illustrate strategies for how physical design can begin to address a number of these concerns.

PRINCIPLES OF SUSTAINABLE DEVELOPMENT FOR NORTHAMPTON

Envisioning Sustainable Northampton proposes traditional architecture and urbanism as the best way for Northampton to think about growing in a way that both preserves Northampton's historic character and extends it in a sustainable and consistent manner. Although Northampton's landscape extends beyond the edges of its built environment, the edge between its built environment and its landscape has become blurred; that is, there is no clear and sharp demarcation of where the built environment ends and the natural and agricultural landscape begins. We do not have and do not propose an immediate, practical comprehensive corrective to this condition. However, the ultimate re-establishment of a clearer edge between its landscape and its townscape will better serve to maintain (literally) the distinctiveness of Northampton of which Northamptonians are rightly proud; and the deliberate densifying development of land in and near Northampton's existing historic centers as here proposed will help to arrest this blurring of Northampton's historic distinctiveness.

Our basic strategy is to promote growth in Northampton in the form of mixed-use walkable neighborhoods of limited geographical area that "reproduce." This strategy is suggested in various places and adapted to various sites of various scales, from infill proposals in the existing neighborhoods of Northampton to large scale proposals at the scale of new neighborhoods in underdeveloped or poorly developed areas of Northampton. Thus *Envisioning Sustainable Northampton* proposes interventions in a number of areas:

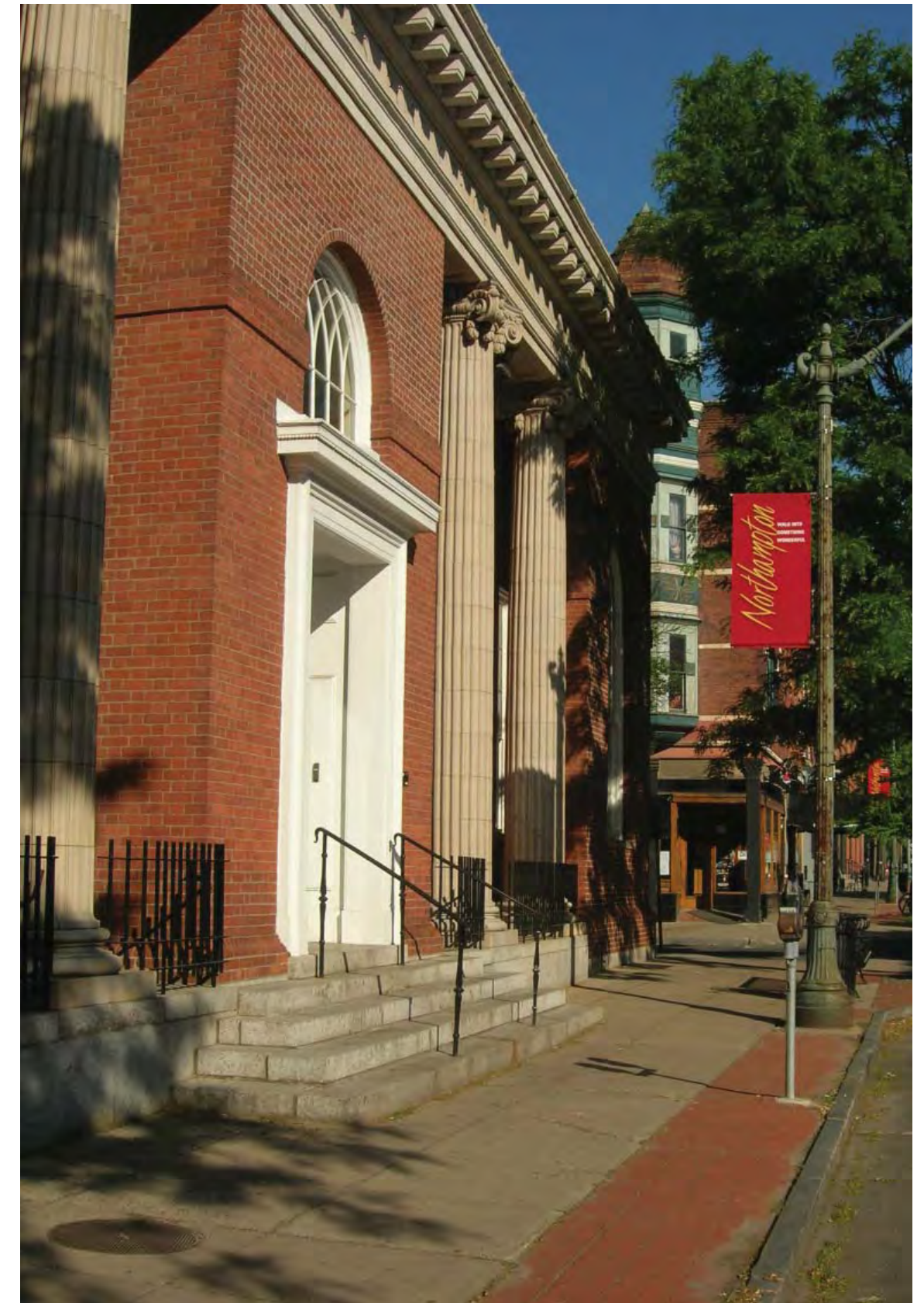
- o downtown Northampton on and between Main Street, Conz Street and Pleasant Street;
- o a large-scale proposal for a neighborhood on and surrounding King Street;
- o The Village at Hospital Hill;
- o Florence Center and Florence South;
- o Bay State; and
- o Leeds.

All of these proposals exemplify the basic principles of traditional urban design that we articulated at the September charrette; and all of them are of necessity specific in their design and details. However, although we strongly urge the citizens of Northampton to insist upon future development that embodies principles of good urban design, none of our proposed designs stands or falls on the specific details we have shown, an idea we ask the reader to bear in mind in evaluating our proposals.

Because our designs show specific proposals that we anticipate to be controversial by certain popular standards of sustainability, we think it important to summarize the premises with which we have been operating in arriving at our proposed interventions. The foremost of these is our contention that every human settlement is simultaneously an environmental order, an economic order, a moral order, and a physical / formal order; and that these four orders constantly act upon one another in a reciprocal way. Beyond this fundamental truth, we operate with other basic premises about nature, human nature, and human culture, as well as certain design principles that follow from these premises.

The following eight propositions about nature, human nature and cities have informed the proposals of *Envisioning Sustainable Northampton*:

- 1) **Nature:** Nature is good and real and exists independently of human beings.
- 2) **Human Nature:** Human beings are part of nature, and our nature is itself part of nature.
- 3) **Making:** It is part of our human nature to transform found nature into cultural artifacts.
- 4) **Social Animals:** We are by nature social animals; and human cultures are best understood as historical forms of shared human aspirations for and understandings of the best kind of human life.
- 5) **Cities and Agriculture:** With this understanding of nature, human nature and culture, we contend that cities, buildings and the cultivated landscape are best understood as the physical and spatial forms of human culture; and we understand city-making, architecture and agriculture on the one hand as cultural interventions in nature, but on the other hand also in some sense natural.
- 6) **Cities are Natural:** In this latter sense, it is natural for human animals to make human habitat; and we have made decisions regarding the preservation of both natural and agricultural lands in Northampton on a case-by-case basis, relative to the sustainability of Northampton as human habitat for Northamptonians as a whole. Our bias has been to preserve existing grass and trees and woodlands and wetlands; but we have not hesitated to replace these with something we think will be better for a sustainable human habitat, and this is directly related to the inherent sustainability of traditional urban density (see below, #10).
- 7) **Why Cities:** The primary purpose of a good city is the well-being of its human inhabitants over the course of their entire lives; and is linked not only to environmental sustainability, but also to cultural sustainability accomplished both by remembrance of its past inhabitants and responsibility for its future inhabitants.
- 8) **Common Good:** Urban design is design of a shared public realm: this implies that a common good exists, and that we are working for it.





The following two propositions are informed by our understanding of Northampton as an environmental order:

- 9) **Sending and Receiving:** Pursuing an idea present in *Sustainable Northampton*, we propose to divide the entire city of Northampton into either *sending zones* or *receiving zones*.
 - a. Sending zones are those areas in which we recommend that no new residential, commercial or industrial development take place for the foreseeable future. These areas include not only natural and agricultural landscapes, but also areas where a certain amount of development already has taken place in recent years. (n.b. It is no part of our proposal to displace the residents of sending zones, rather only to prohibit new development there.)
 - b. Receiving zones are those areas in which we recommend that all new residential, commercial, and industrial development take place for the foreseeable future, in the form of mixed-use neighborhoods the development of which is governed by a form-based code that defines development zones not according to use but rather according to density and building type.

We propose this division into sending and receiving zones for two reasons:

- a. it will promote densification in some of the oldest developed areas of Northampton as walkable mixed-use traditional neighborhoods; and
 - b. transforming Northampton's adjacent natural and agricultural landscape into sprawl is not a sustainable practice--in its use of land, energy resources, or human capital.
- 10) **The Virtues of Density:** Though it may seem counterintuitive, there is a correlation between the density of traditional urbanism, walkability, a mix of uses, and sustainability. Sustainability is about accommodating more rather than less residential, commercial and institutional density within the constraints of a site, because organizing denser mixed-use development around beautiful public streets and squares supports walking, public transit, and local retail activity--and in so doing both minimizes carbon footprint and helps create community identity. Conversely, less dense development also means less ability to support local retail, less ability to support frequent and convenient public transit, more growth elsewhere as low density sprawl, more investment in public infrastructure, and most ironically an increase in traffic and adverse environmental impact.

The following four propositions are informed by our understanding of Northampton as an economic order:

- 11) **Population Growth:** We believe that Northampton needs to grow in population in order to sustain its present levels of economic and cultural activities and to be more environmentally sustainable--specifically, that Northampton should be able to house its current working population. A city's inability to house its workforce undermines sustainability by requiring some or all of its workforce to drive. We make no other prescriptions for growth, nor do we propose any timetables. But we do note a) that Northampton has always grown, and b) that since 1950 it has grown primarily as sprawl. Our proposals provide a variety of places within the historic settlements of Northampton where new population growth can occur in a sustainable way.

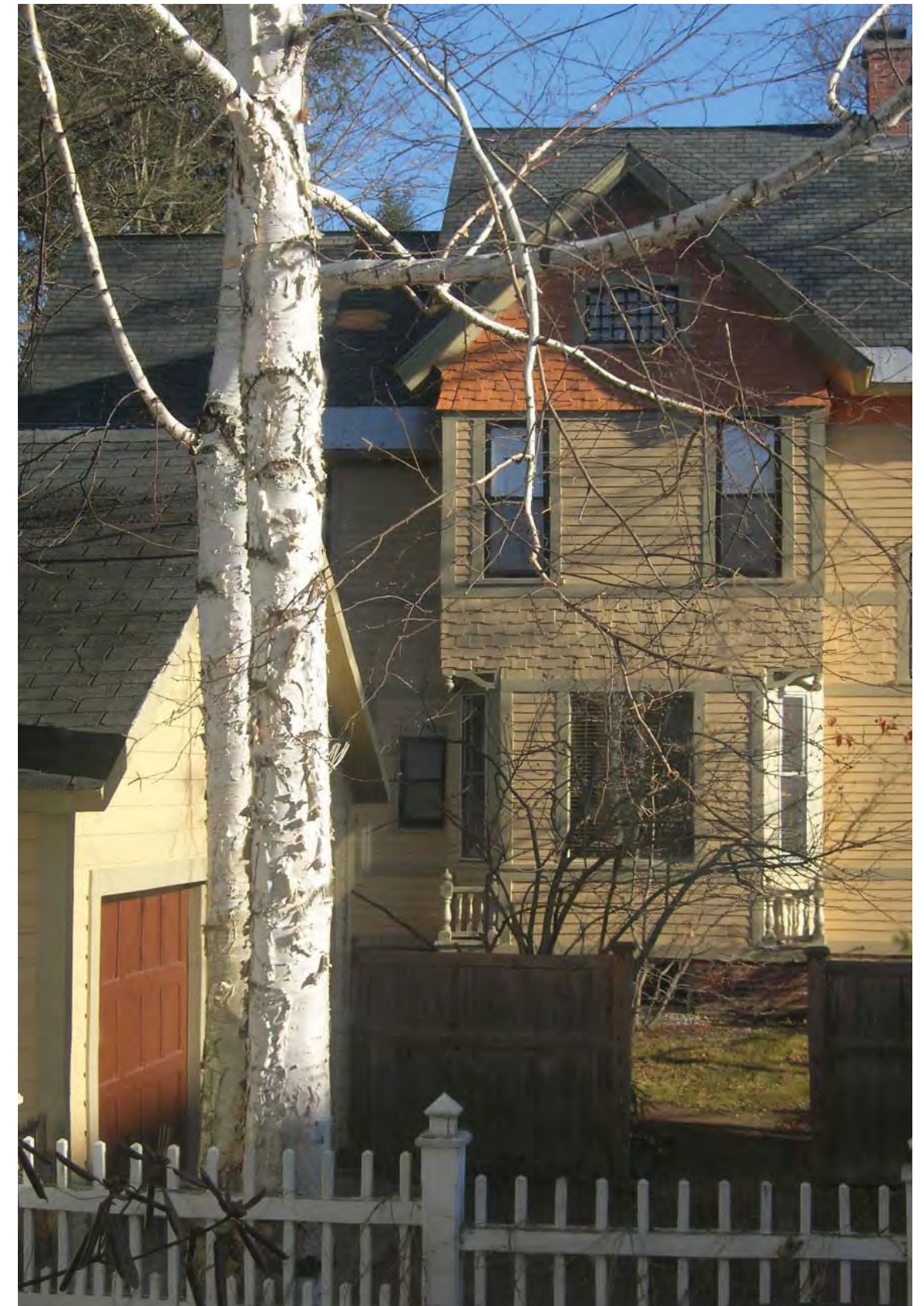
- 12) **Entrepreneurs:** Sustained and sustainable economic health requires entrepreneurial activity, especially in farming and food production, in construction, and in a local culture of banking and finance. Northampton needs to attract entrepreneurs, and to provide incentives for them to live and work in Northampton.
- 13) **Sustainable Shopping:** Sustainable long-term retail in Northampton can only be based upon a hierarchy of 1) jobs; that create a need for 2) residences; that create a need for 3) retail.
- 14) **Withdrawing from Big Boxes:** We do not recommend the banishment of big-box national retail stores, but we do recommend reserving them largely to a limited area at the northernmost end of King Street. Although they provide short-term convenience, they are ultimately bad for both local and regional economies, and environmentally unfriendly as well.

The following two propositions are informed by our understanding of Northampton as a moral order:

- 15) **Neighborhood Housing:** Northampton should have a sufficient variety of affordable housing types located throughout its walkable mixed-use neighborhoods to house not only artists but everyone who works in Northampton. In addition to single-family houses and carriage houses, these should also include multi-family housing and small apartment units. There should be a variety of private and public financing mechanisms to make such development possible.
- 16) **Schools:** A sustainable community must provide for the education of its children, and must not penalize families with children. Whether public, private or religious, schools should be integrated into walkable neighborhoods.

Finally, we make two points about the formal order of buildings and cities that relate directly to both their lovability and hence their sustainability:

- 17) **Nature in the City:** Dense traditional neighborhoods can be satisfactorily “green” by the presence within them of nature preserves, parks, greens, squares, boulevards, and tree-lined streets.
- 18) **Durable Construction:** In promoting sustainable building construction in Northampton, rewarding builders for using a limited palette of low-embodied energy building materials--e.g., integral masonry bearing walls, heavy timber frames, slate or clay tile pitched roofs; no steel reinforced concrete or steel lintels--will result in an environment of beautiful buildings that will last for hundreds of years, an essential component of a sustainable human settlement.





DESIGNING SUSTAINABLE NORTHAMPTON

Following are a series of brief descriptions for each area of Northampton on which we focused our design efforts. These descriptions are further elaborated and illustrated in the Master Plan portion of this book.

1. DOWNTOWN / PLEASANT / CONZ

DESIGN INTENTION: Enhance the existing character of historic centers with infill buildings that define public parks, plazas, and streets and promote walkability, a mix of uses, transit connections, and active community life.

Given the vitality of the existing Main Street, our proposal focuses on the area south of Main Street, much of which is currently occupied by surface parking on land owned by the City. *ESN* proposes new infill building, a public plaza, and two new parks that formalize a memory of the old Mill River and its place in the City's identity.

2. KING STREET

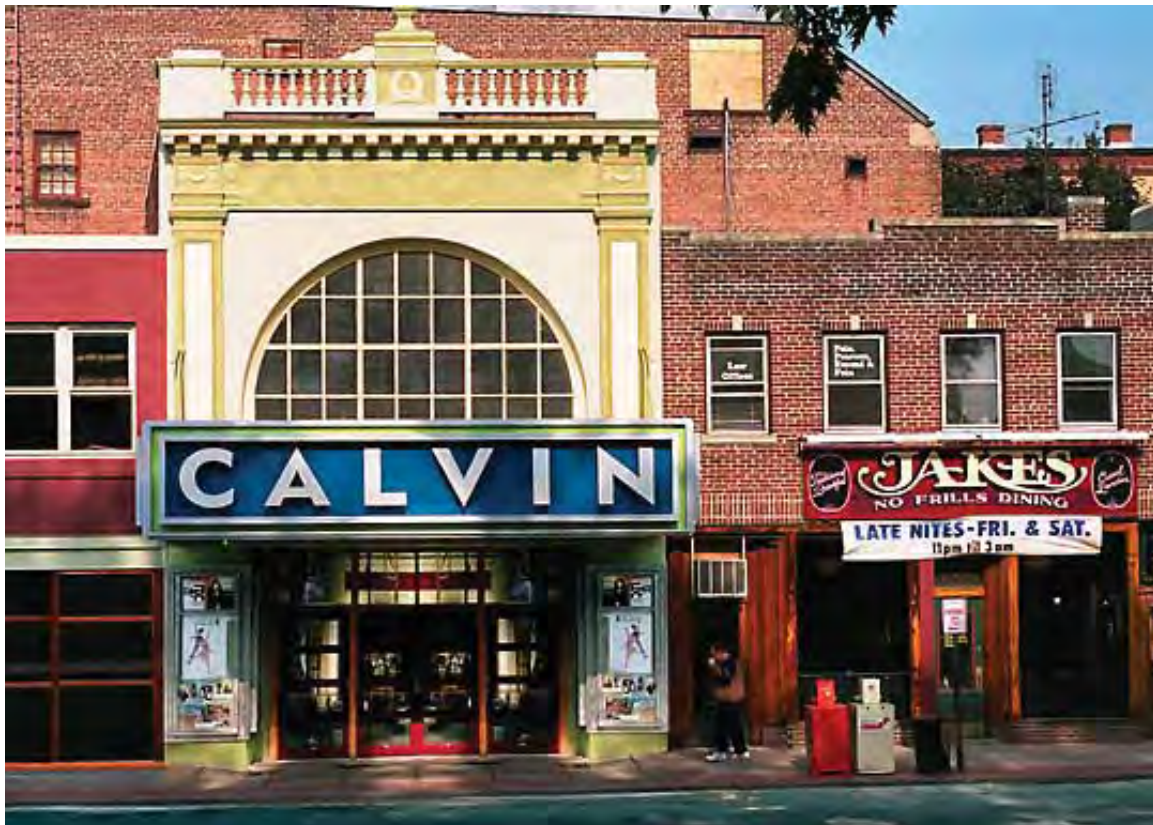
DESIGN INTENTION: Rehabilitate existing sprawl to create mixed-use neighborhoods consistent in character with historic Northampton.

The site contains an important concentration of retail and manufacturing activity for the region, but its current configuration impedes the realization of its social and economic value. Our proposal for mixed-use development accommodates future growth in a manner that reinforces the character of Northampton's existing center and provides a new neighborhood with a civic plaza, several new parks, and a mix of housing types to accommodate the demand for more affordable housing within the city. The proposal also formalizes King Street as a principal gateway into Northampton.

3. THE VILLAGE AT HOSPITAL HILL

DESIGN INTENTION: To create a compact, mixed-use neighborhood which creates a genuine village, consistent with what was originally intended for the redevelopment of Hospital Hill.

Because the site is currently under construction, our proposal works within the constraints of the portions of the development that have been built, but proposes an alternative that emphasizes the public realm by creating public plazas and parks with buildings facing them. We propose a more dense and compact development to encourage successful retail spaces, increase walkability, and reduce the number of necessary vehicular trips into the City. The more compact development also allows the sites with the best views to the surrounding landscape and the City to be preserved as public parks.



4. FLORENCE

DESIGN INTENTION: To enhance the distinct character of Florence’s historic center through mixed-use infill development; to create a new neighborhood center serving the southern portion of Florence; and to integrate affordable housing into the neighborhood centers.

5. BAY STATE

DESIGN INTENTION: To densify two blocks of Bay State’s historic center through infill on selected sites.

6. LEEDS

DESIGN INTENTION: To expand the number of residences, commercial activities, and public parks in and adjacent to the existing village to make Leeds a more viable mixed-use neighborhood.



IMPLEMENTING *ENVISIONING SUSTAINABLE NORTHAMPTON*

Envisioning Sustainable Northampton consists of:

- o a variety of schematic design proposals intended to provide a vision for future growth in Northampton;
- o a “regulating plan” that would govern future land use and development; and
- o a draft form-based code that establishes the density and building types permitted in the different zones indicated by the regulating plan.

Our design proposals visually describe Northampton as it might look if *Envisioning Sustainable Northampton* were to be adopted and its proposals executed. The regulating plan in turn governs land use in support of and accordance with our design proposals. The form-based code is a set of diagrams and illustrations identifying permitted non-civic building types and relating them to the different lot types found within the different zones of the regulating plan.

Our design proposals, the regulating plan, and the draft form-based code are only suggestions. They could be adopted and implemented as law, but would require accompanying legal language that is beyond our area of competence, which we therefore leave to the city and citizens of Northampton. And just as we do not recommend how Northampton should write its zoning ordinance, neither do we prescribe the financing mechanisms for the provision of the affordable housing we recommend. Likewise, although our design proposals are shown at maximum build-out, we are not in a position to predict the future of Northampton and how fast (or even whether) it will grow. What we have provided is a framework for how future growth in Northampton can occur in a sustainable way, regardless of how fast Northampton grows.





Even if some or all of the proposals in *Envisioning Sustainable Northampton* were to be adopted as legal documents, these proposals though necessary instruments, would not be sufficient to realize the purposes of *Envisioning Sustainable Northampton*. Other conditions are also desirable if not necessary, including the following:

- immediate adoption if necessary of LEED-ND standards as a basic requirement for all new development in Northampton, as an interim measure prior to the adoption of a form-based code;
- creation of the office of Town Architect authorized to interpret the intentions of *Envisioning Sustainable Northampton*, who serves at the will of the City of Northampton, however determined. (The point is that the Town Architect must understand the intentions of *Envisioning Sustainable Northampton* and have authority to interpret it, but would not be acting solely on his or her own authority);
- a community of skilled traditional designers and builders; some of these may already be present in Northampton, and some may be attracted by the opportunity that *Envisioning Sustainable Northampton* or some similar proposal represents; also, a pattern book of favored or required building types may be helpful if not necessary;
- promotion of mixed-use development on City-owned land by the City of Northampton working with local contractors and providing partnership incentives for those who build durably, well, and small;
- buy-in from the major private institutional players in Northampton;
- local banks and/or foundations that will invest in the buildings that fulfill the intentions of *Envisioning Sustainable Northampton*; and finally
- a local development community or patron that understands and promotes the intentions of *Envisioning Sustainable Northampton*.

CONCLUSION

Northampton is at an important moment in its history, with worthy ideals and an abundance of natural and community assets currently threatened by a sluggish economy and default sprawl habits of place-making. We hope that the proposals and strategies of *Envisioning Sustainable Northampton* will enable the residents and leaders of Northampton to maintain--maintain by extending--the traditional qualities and character of Northampton that everyone who knows Northampton so rightly cherishes. We will be pleased if *Envisioning Sustainable Northampton* contributes to this worthy end.

The Notre Dame Graduate Urban Design Studio
January, 2009

Historical Patterns (1800 - 2008) & Proposed Future Growth



1800



1850



1900



1800



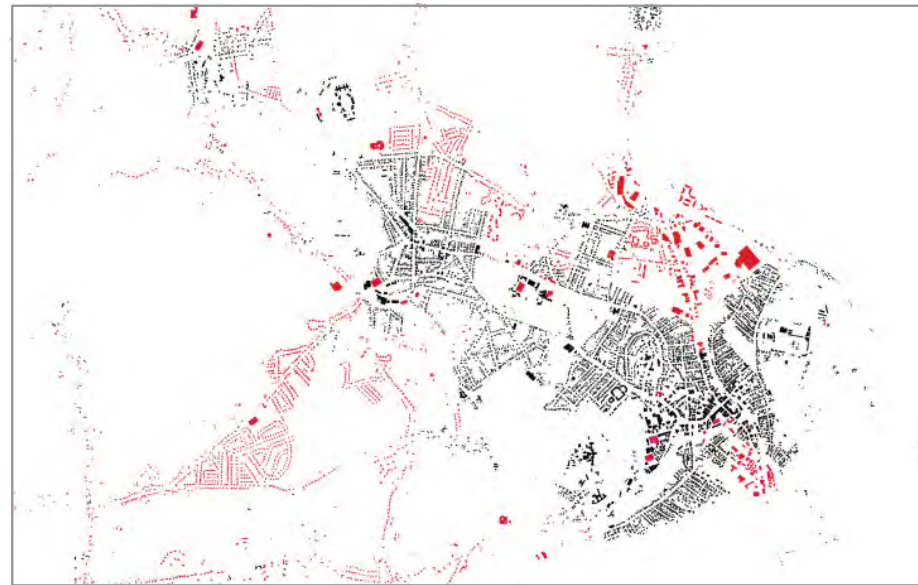
1850



1900



1950



2008



PROPOSED FUTURE GROWTH



1950



2008



PROPOSED FUTURE GROWTH

Future Growth Following Current Patterns



Assuming Northampton's current growth patterns - which are not unlike those of the rest of the United States since 1945 - we can anticipate a future very similar to the one illustrated here. Suburban sprawl and "big box" development will continue to encroach on natural and agricultural land. The City will be obligated to provide expensive infrastructure to connect disparate parts, while residents will be obligated to drive. These development patterns are unsustainable and threaten a healthy future for the city of Northampton.

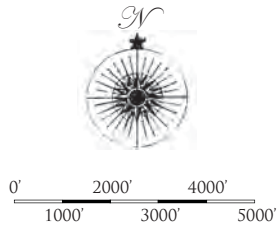


0' 1000' 2000' 3000' 4000' 5000'

Proposed Figure Ground for Future Growth



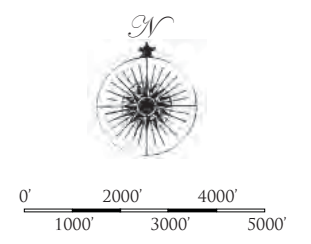
Envisioning *Sustainable Northampton* (ESN) proposes a better way for the city of Northampton to grow. Development is concentrated, preserving natural and agricultural land. Each new building, street, and space respects and enhances the existing character of Northampton. By building compactly, buildings are able to maximize existing infrastructure, preserve green space, sculpt public space, and accommodate a diversity of life. These development patterns are sustainable and provide a strong foundation for Northampton's future.



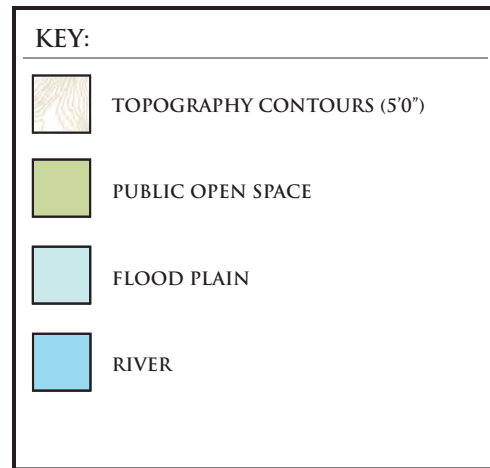
Existing Figure Ground



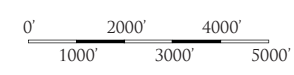
Proposed Figure Ground



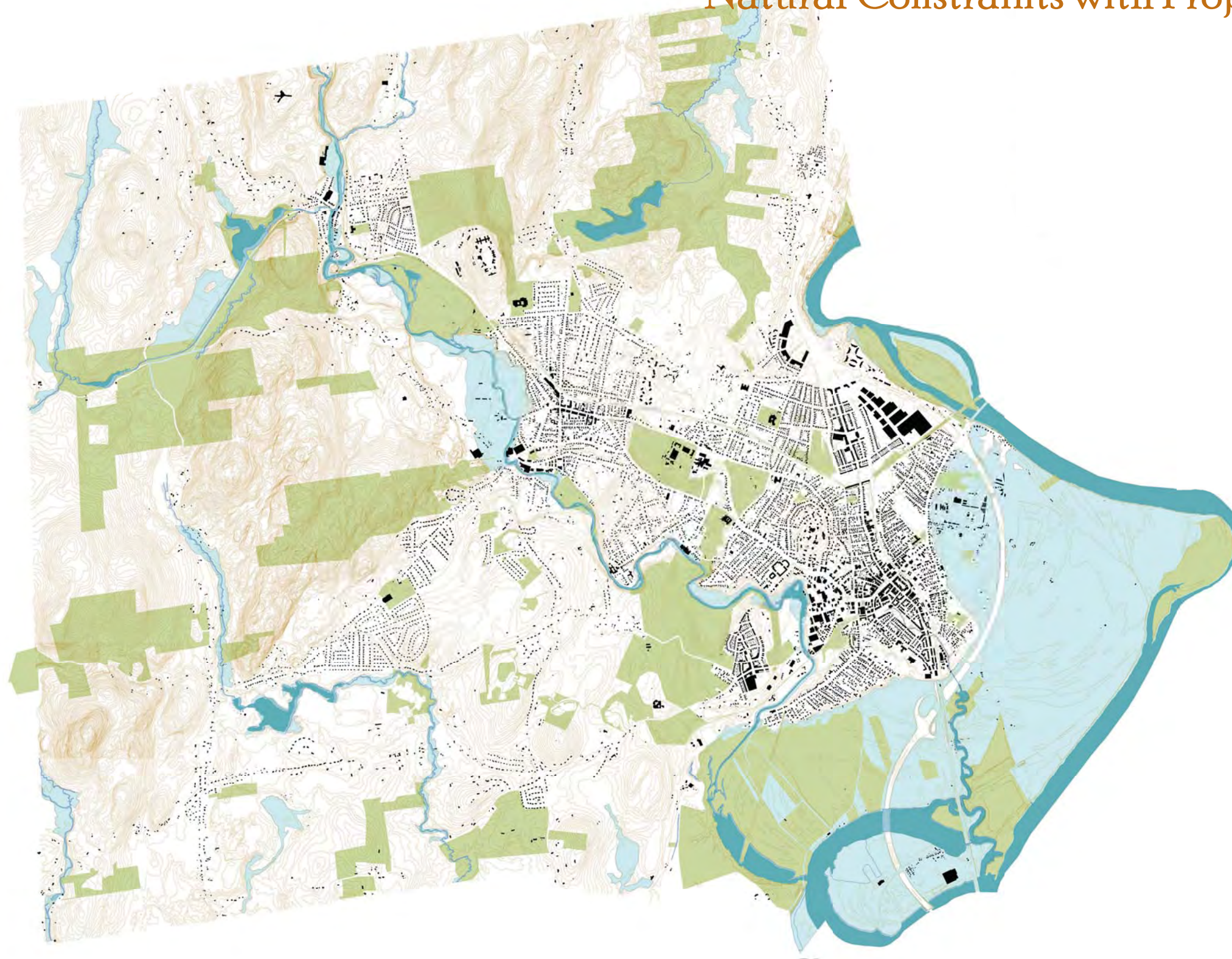
Natural Constraints







Part of Northampton's identity is the breath-taking landscape that surrounds the City. This landscape also establishes natural constraints for future development. Illustrated here are those constraints: topography (each line represents a 5' elevation change), preserved public open space, an extensive flood plain, the Mill River, and the Connecticut River.

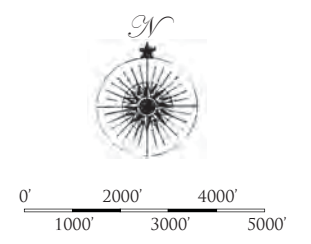


Natural Constraints with Proposed Figure Ground



KEY:	
	TOPOGRAPHY CONTOURS (5'0")
	PUBLIC OPEN SPACE
	FLOOD PLAIN
	RIVER

Envisioning *Sustainable Northampton* (ESN) respects natural constraints of the land as design boundaries. The relationship between these boundaries and the proposed figure ground is depicted here.



Existing Street Network

KEY:

- PRIMARY STREETS
- SECONDARY STREETS
- TERTIARY STREETS

The City of Northampton is composed of an irregular (what some might call “medieval”) street network. Illustrated here in red are the primary streets: King and Pleasant (running north-south), Main Street (which connects to Route 9 and Route 66), South Street branching off to the southwest, and Interstate 91 along Northampton’s eastern border. Secondary streets (such as Prospect) are illustrated in brown. Tertiary streets are illustrated in yellow. Notice the difference between historic street networks and modern sprawl street patterns.

See ESN Form Based Code for street sections.



KING STREET EXISTING

CENTRAL NORTHAMPTON EXISTING

Proposed Street Network



KING STREET PROPOSAL

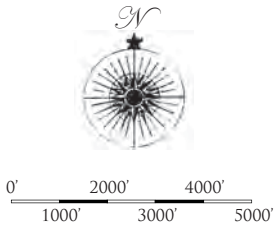
CENTRAL NORTHAMPTON PROPOSAL

KEY:

- PRIMARY STREETS
- SECONDARY STREETS
- TERTIARY STREETS





Envisioning *Sustainable Northampton* (ESN) proposes that the City grow in a manner consistent with and that enhances the existing traditional street network.

Interconnectivity of streets promotes an efficient use of land and infrastructure, mitigation of traffic congestion (which tends to become clogged on isolated and disconnected streets), creation of public space, a mix of uses, and walkability.



Existing Regional Transportation & Retail

KEY:

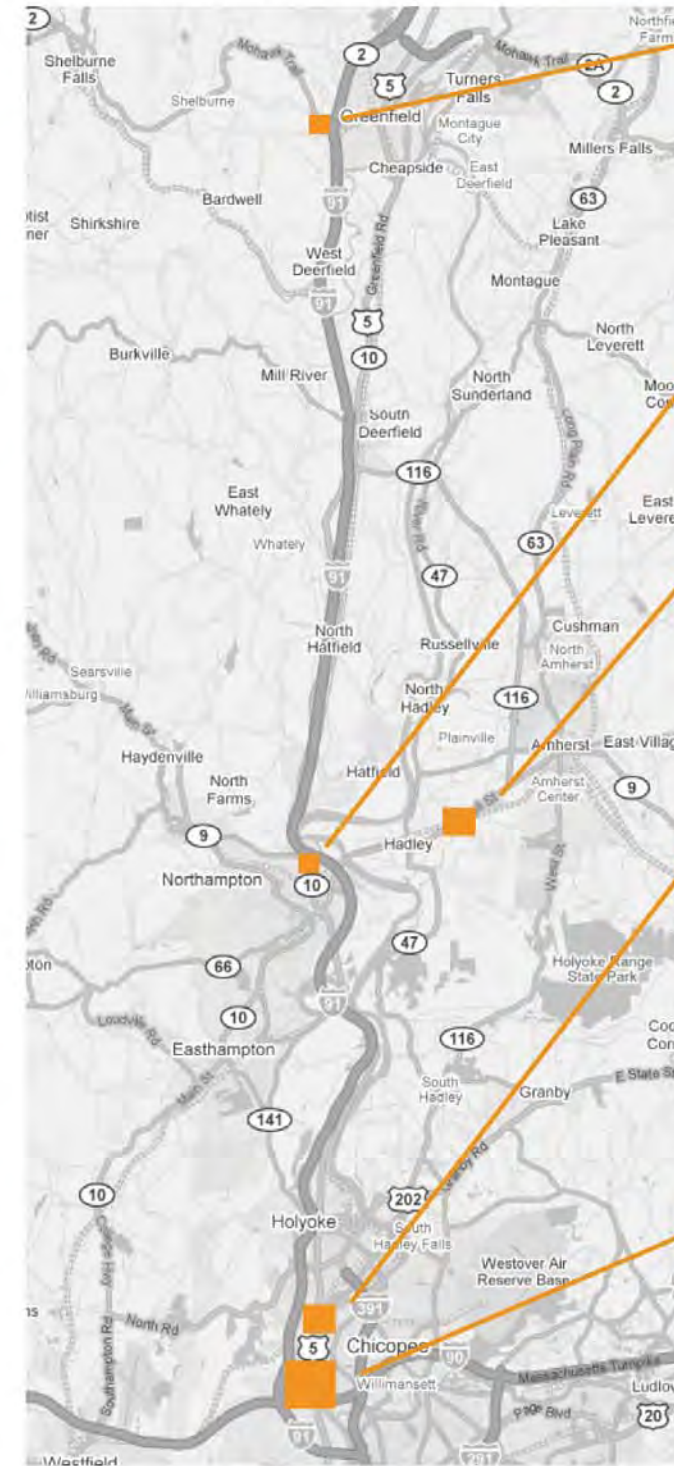
-  EXISTING REGIONAL LARGE-SCALE RETAIL
-  FIVE COLLEGE BUS ROUTE (39)
-  FIVE COLLEGE BUS ROUTE (40)
-  FIVE COLLEGE BUS ROUTE (43)

Though it is not within the scope of our work to propose a regional transportation network, we think that regional transportation is important. These drawings illustrate Northampton's Five College Bus Routes, which are part of the Pioneer Valley Transit Authority bus network. Also shown here are regional "big box" retail centers for which we are proposing local retail as a more sustainable alternative.

FIVE COLLEGE BUS SYSTEM (EXISTING ACCESS TO NORTHAMPTON)



LARGE SCALE RETAIL (EXISTING ACCESSIBLE FROM NORTHAMPTON)



GREENFIELD - 21 miles to Northampton
 Ames Hardware
 Home Depot
 Staples

KING STREET
 Big Lots
 Borders*
 Staples*
 Walmart

HADLEY - 3.65 miles
 Barnes & Noble
 Best Buy
 Staples
 Target
 T.J. Maxx
 Walmart

HOLYOKE - 18 miles
 Barnes & Noble
 Bed, Bath and Beyond
 Best Buy
 Borders
 Circuit City
 Comp-USA
 Pet-Co
 Staples
 Target
 Walmart



HOLYOKE MALL - 18 miles
 J.C. Penny
 Lord & Taylor
 Sears
 Filene's



Historic Transportation (Rail & Trolley) Network

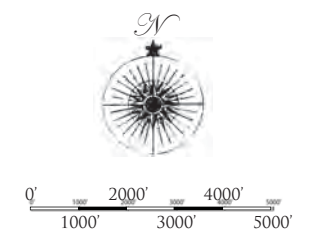


KEY:

-  HISTORIC TROLLEY LINE
-  HISTORIC HEAVY RAIL LINE

Illustrated here is Northampton's rail network according to a map from 1920. Introduced in the mid-19th century, this heavy rail and trolley system grew and expanded until it was removed in the 1930s. Not only does this illustration reveal how thorough the rail system was, but it also gives clues as to how the City expected to grow.

Base information courtesy of Historic Northampton.

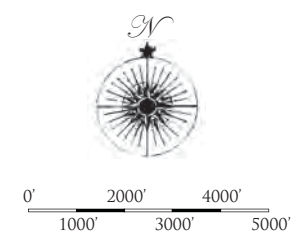
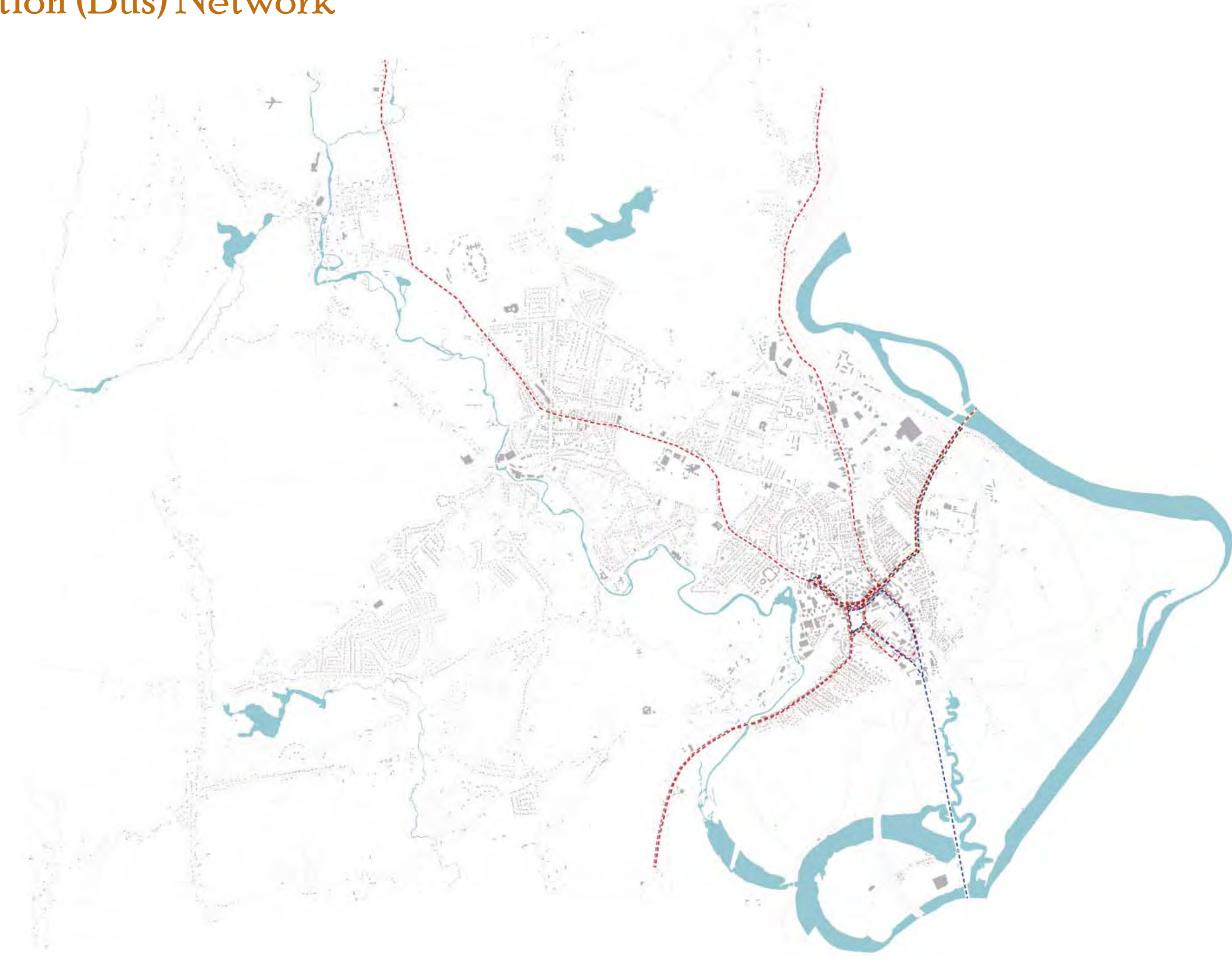


Existing Transportation (Bus) Network

KEY:

- M BUS LINE
- R BUS LINE
- B BUS LINE
- FRTA BUS LINE
- NE BUS LINE
- 39 BUS LINE

The Pioneer Valley Transit Authority (PVTA) bus network is the primary form of public transportation available to residents of Northampton. This network helps connect the region, but serves only a limited area at the local scale.



Proposed Additional Transportation (Bus or Trolley) Network



KEY:

- NORTHAMPTON LOOP
- LEEDS, FLORENCE, NORTHAMPTON LINE
- HOSPITAL HILL LINE

As part of ESN, The Notre Dame Graduate Urban Design Studio proposes a supplementary transportation network. This network, consisting of three routes, connects Northampton, Florence, Bay State, and Leeds to improve access across the community. Two lines serve outlying communities, while the third serves only Northampton's historic center and King Street neighborhood. ESN encourages the city to seriously consider this proposal, which would reduce automobile dependence and help promote a culture of sustainability. This network could be served by either buses or trolleys, as circumstances permit and the citizens of Northampton desire.



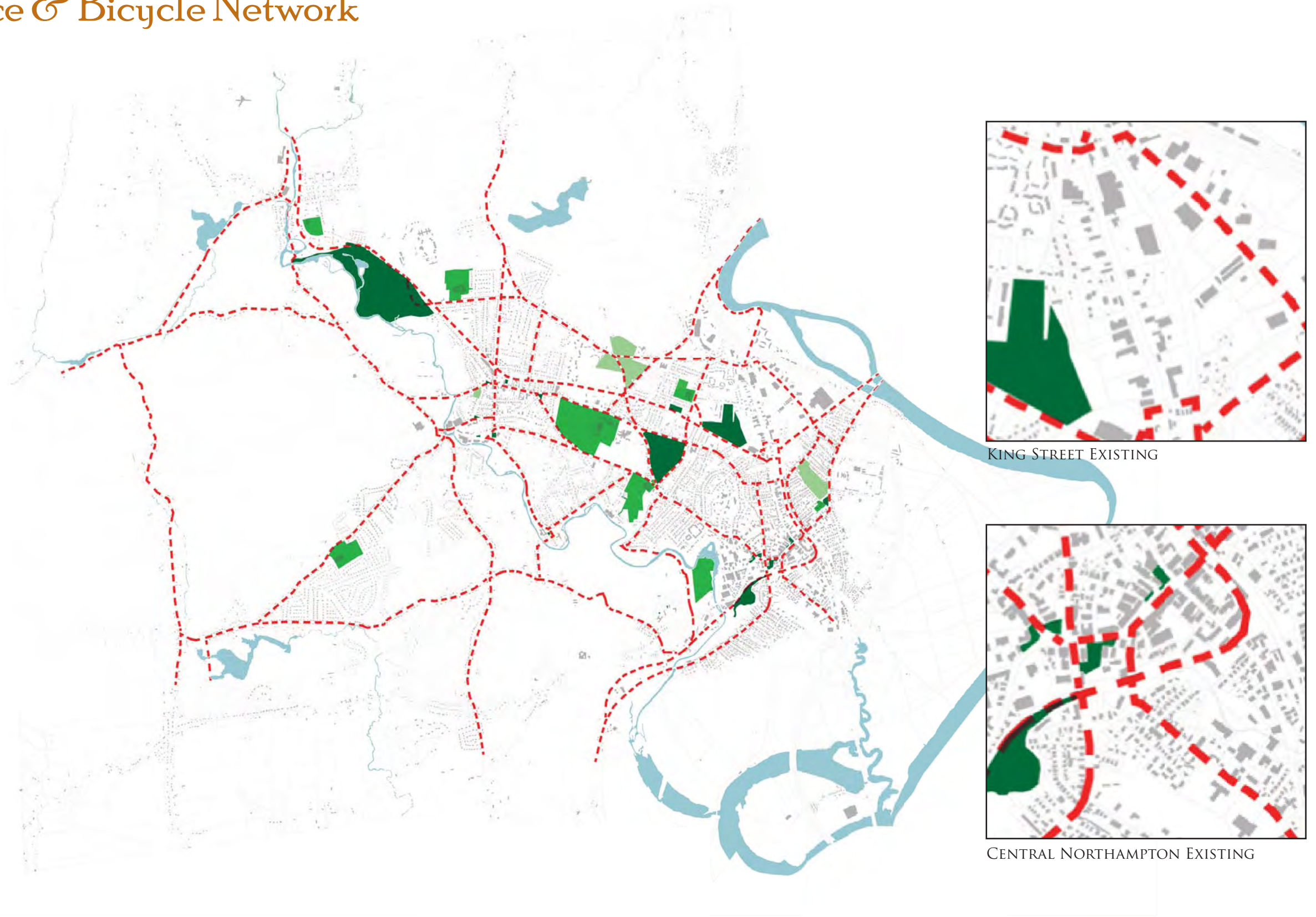
Existing Green Space & Bicycle Network

KEY:

- CEMETERIES
- SCHOOLS
- PARKS
- EXISTING BIKE PATHS

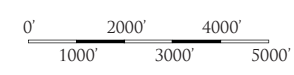
Northampton has a comprehensive park and bicycle network. Many of the bicycle routes exist as distinct paths, but there is also a strong bicycle presence on the street. Many residents commute to work via bicycle—even trash is collected on bicycles by the Pedal People.

Northampton is surrounded by natural and agricultural land and these permeate the City. Illustrated separately here are existing parks, schools, and cemeteries.







KING STREET EXISTING

CENTRAL NORTHAMPTON EXISTING



Proposed Green Space & Bicycle Network

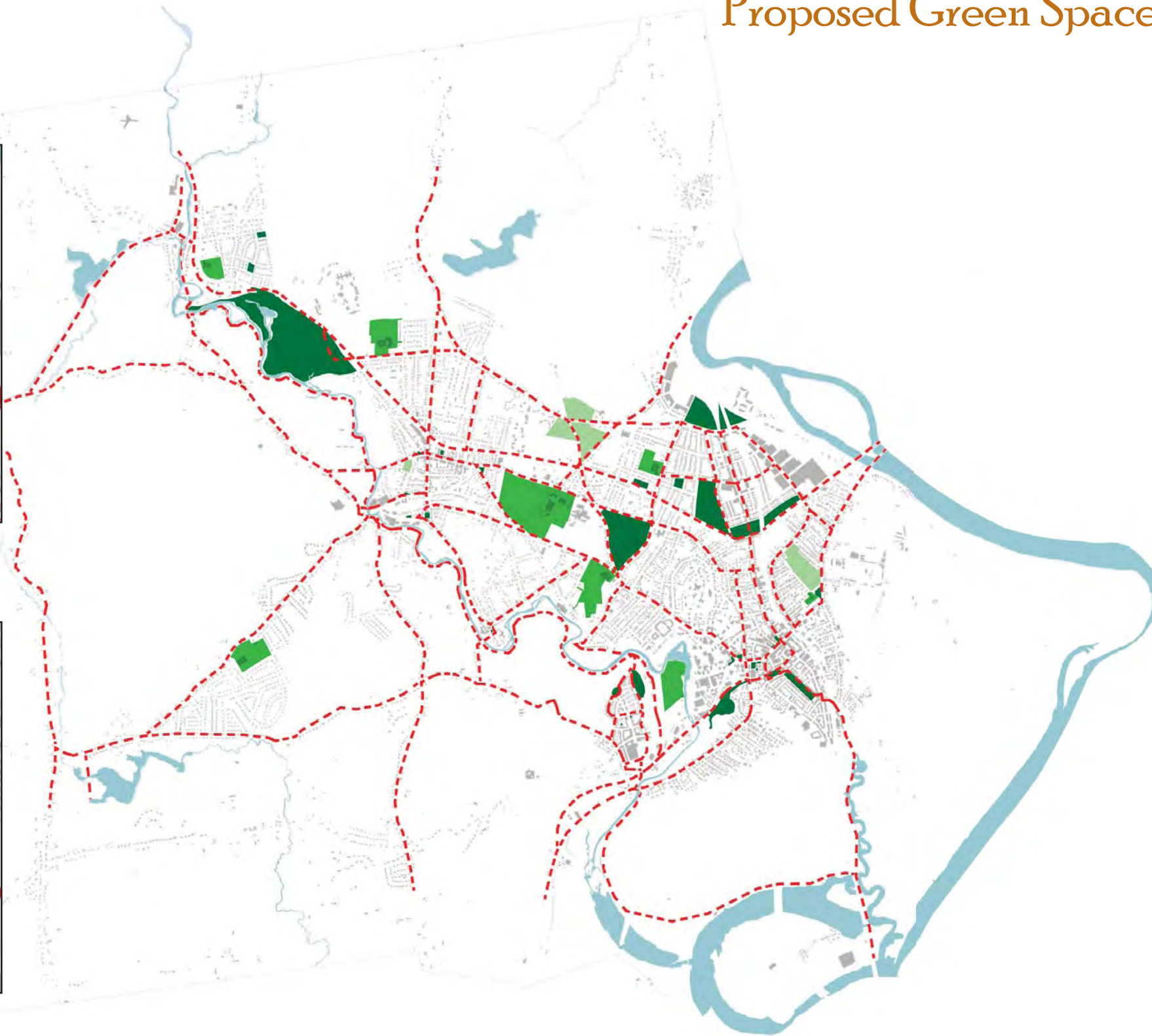
KEY:	
	CEMETERIES
	SCHOOLS
	PARKS
	NEW BIKE PATHS



KING STREET PROPOSAL



CENTRAL NORTHAMPTON PROPOSAL





Although Northampton prioritizes green space and bicycle paths, The Notre Dame Graduate Urban Design Studio believes the existing network could be enhanced. Woven throughout ESN are parks, gardens, green belts, and paths.

Of particular prominence are the proposals for King Street and central Northampton (Main Street, Pleasant and Conz). In the King Street proposal Barrett Street Marsh, a public park, and community gardens link together to form a green belt. South of Main Street, two large parks are proposed - one formal, one informal - that remember the Mill River's historic route. A bicycle path is also proposed along the Mill River.

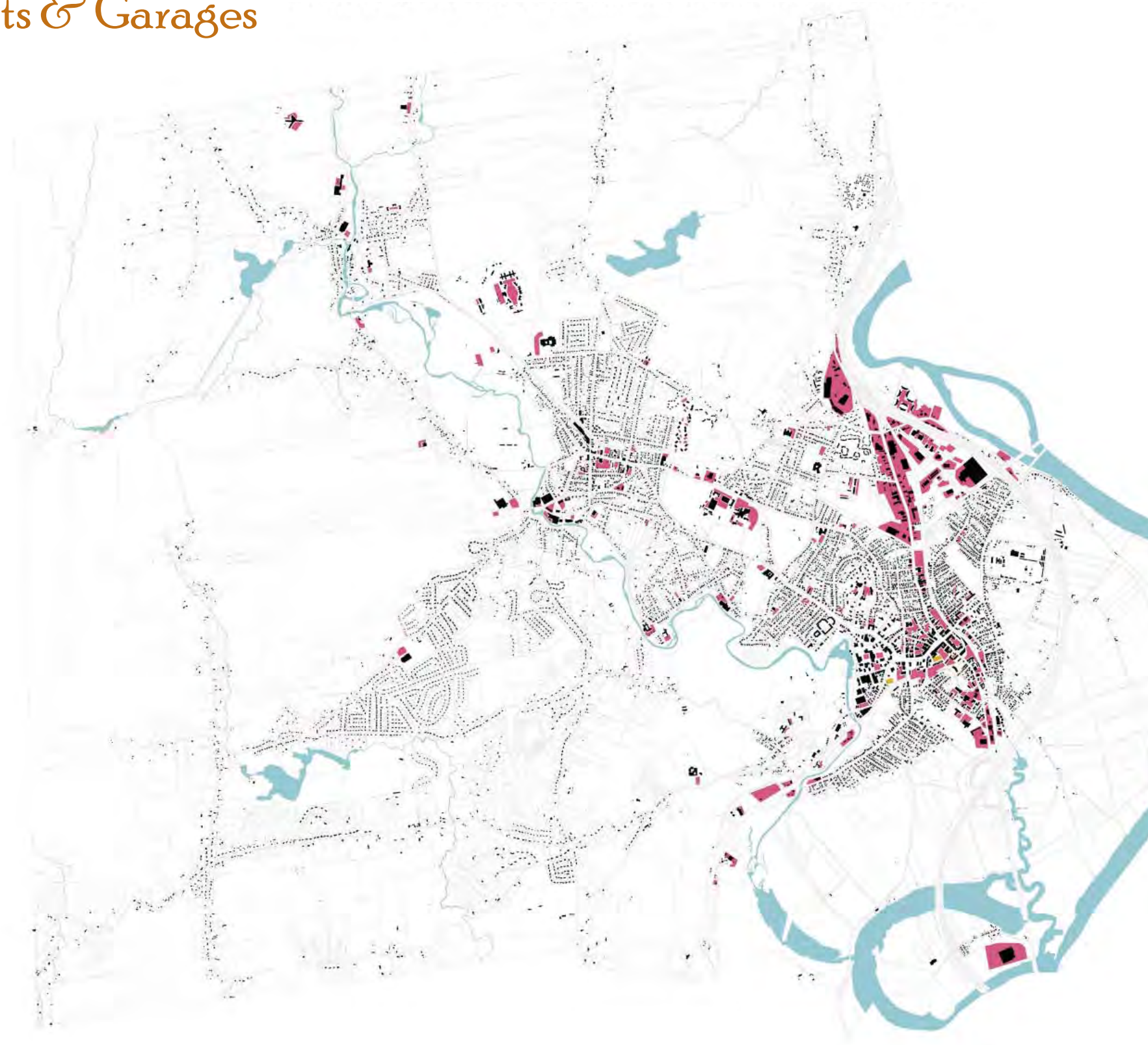


Existing Parking Lots & Garages

KEY:

-  PARKING LOTS
-  PARKING GARAGES

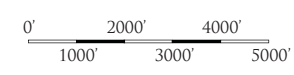
Illustrated here are the existing parking lots and two parking garages in Northampton. Note the concentration of impervious surfaces along King Street, in the Industrial Park, and south of Main Street.



KING STREET EXISTING



CENTRAL NORTHAMPTON EXISTING



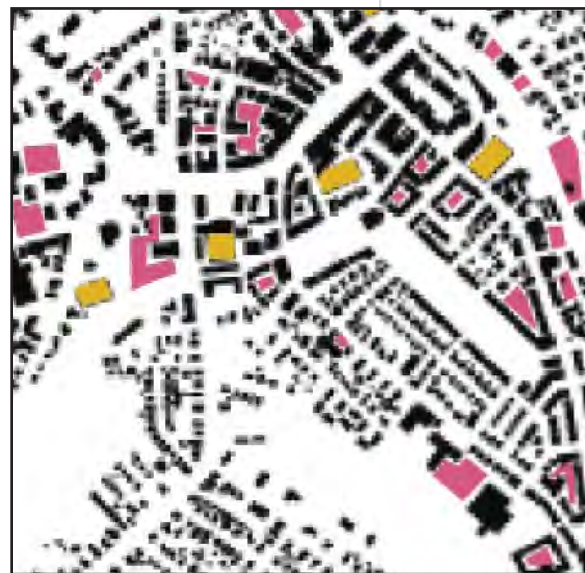
Proposed Parking Lots & Garages

KEY:

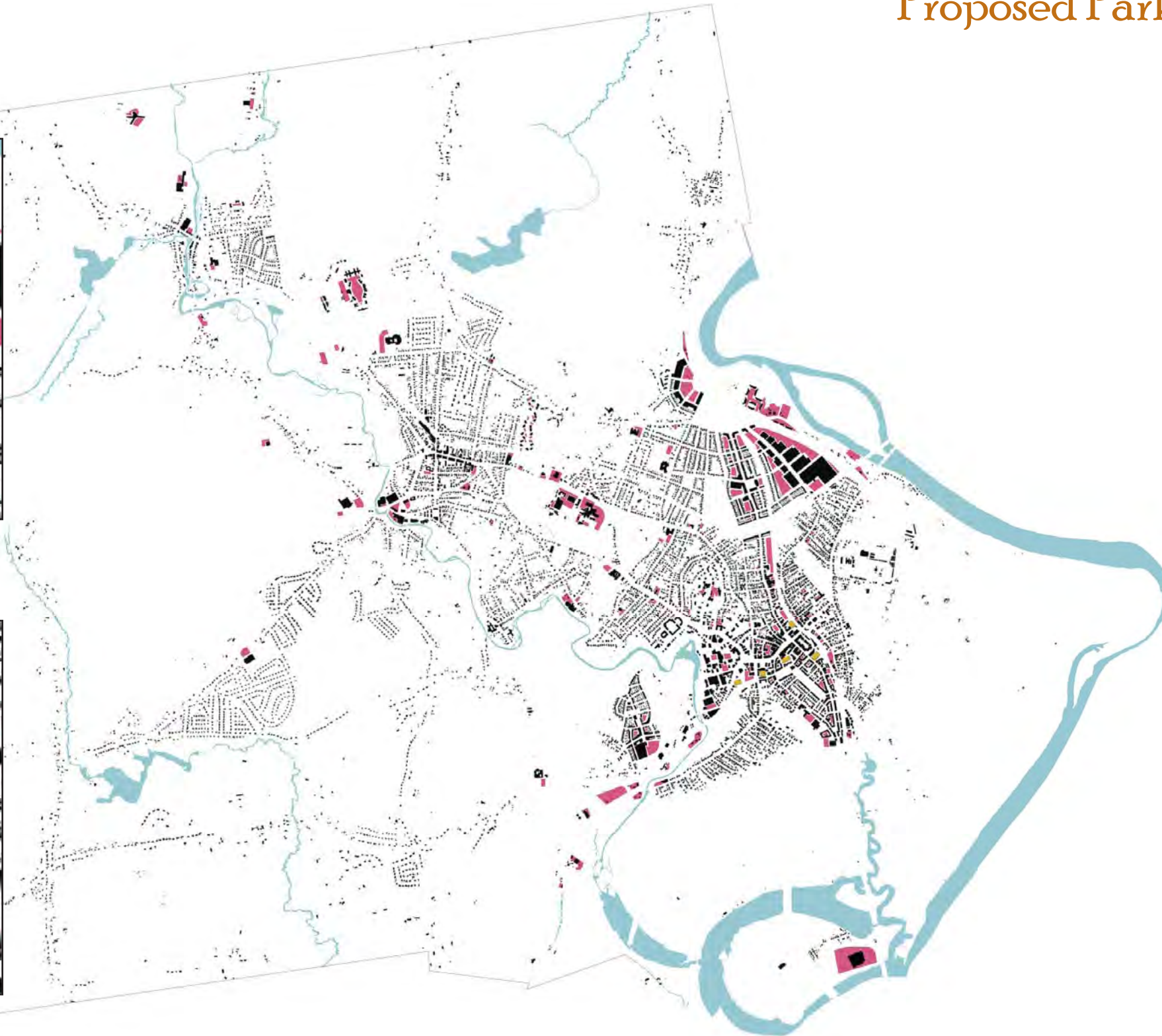
- PARKING LOTS
- PARKING GARAGES



KING STREET PROPOSAL

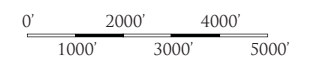


CENTRAL NORTHAMPTON PROPOSAL



ESN proposes a dramatic shift in the way Northampton accommodates parking. Parking should be located along the street and interior to blocks, rather than in lots fronting the street. Buildings should always front the street to shape public space. When possible, parking lots should be pervious.

In *ESN*, parking has been relocated along the street and interior to blocks. Three parking garages have been proposed for central Northampton. Parking pressures are also relieved by providing walkable neighborhoods, and would be further ameliorated by improved public transportation.





Envisioning *Sustainable Northampton*

MASTERPLAN

Sector Map (Design Strategy)

KEY:

- SENDING - NO GROWTH (SECTORS O1, O2 & G1)
- RECEIVING - CONCENTRATED GROWTH (SECTORS G2 & G3)
- INFILL GROWTH (SECTOR G4)

Illustrated here is the over-arching design strategy of ESN.

Each sector is defined by and includes the following:

SENDING (NO GROWTH)

- Medium Slopes
- Woodlands
- Flood Plain
- Open Space to be Acquired
- Corridors to be Acquired
- Buffers to be Acquired
- Legacy Woodland
- Legacy Farmland
- Legacy Viewshed
- Surface Waterbodies
- Protected Wetlands
- Protected Habitat
- Riparian Corridors
- Conservation Easements
- Land Trust
- Transport Corridors
- Open Space
- Selected Residential Subdivisions

RECEIVING (CONCENTRATED GROWTH)

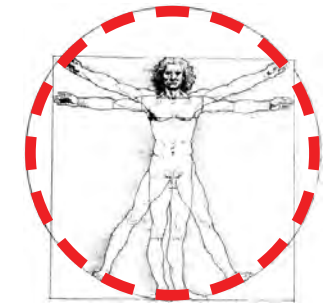
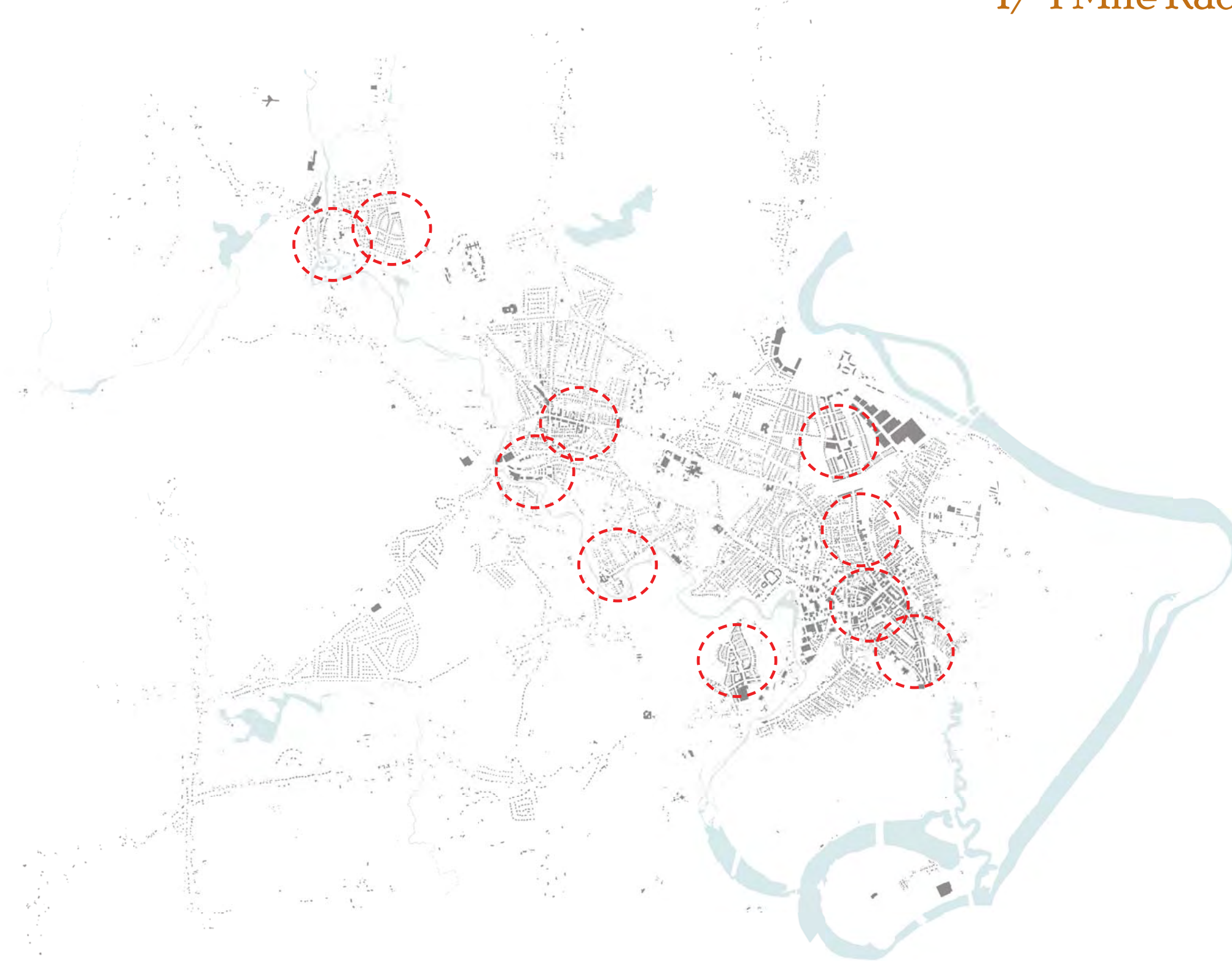
- Proximity to Major Thoroughfares
- Proximity to Major Transit
- Already Developed Areas

INFILL GROWTH

- Already Developed Areas

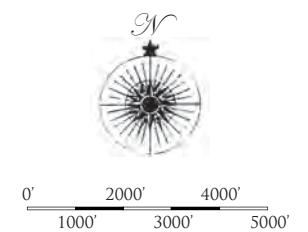


1/4 Mile Radius (5 Minute Walk)

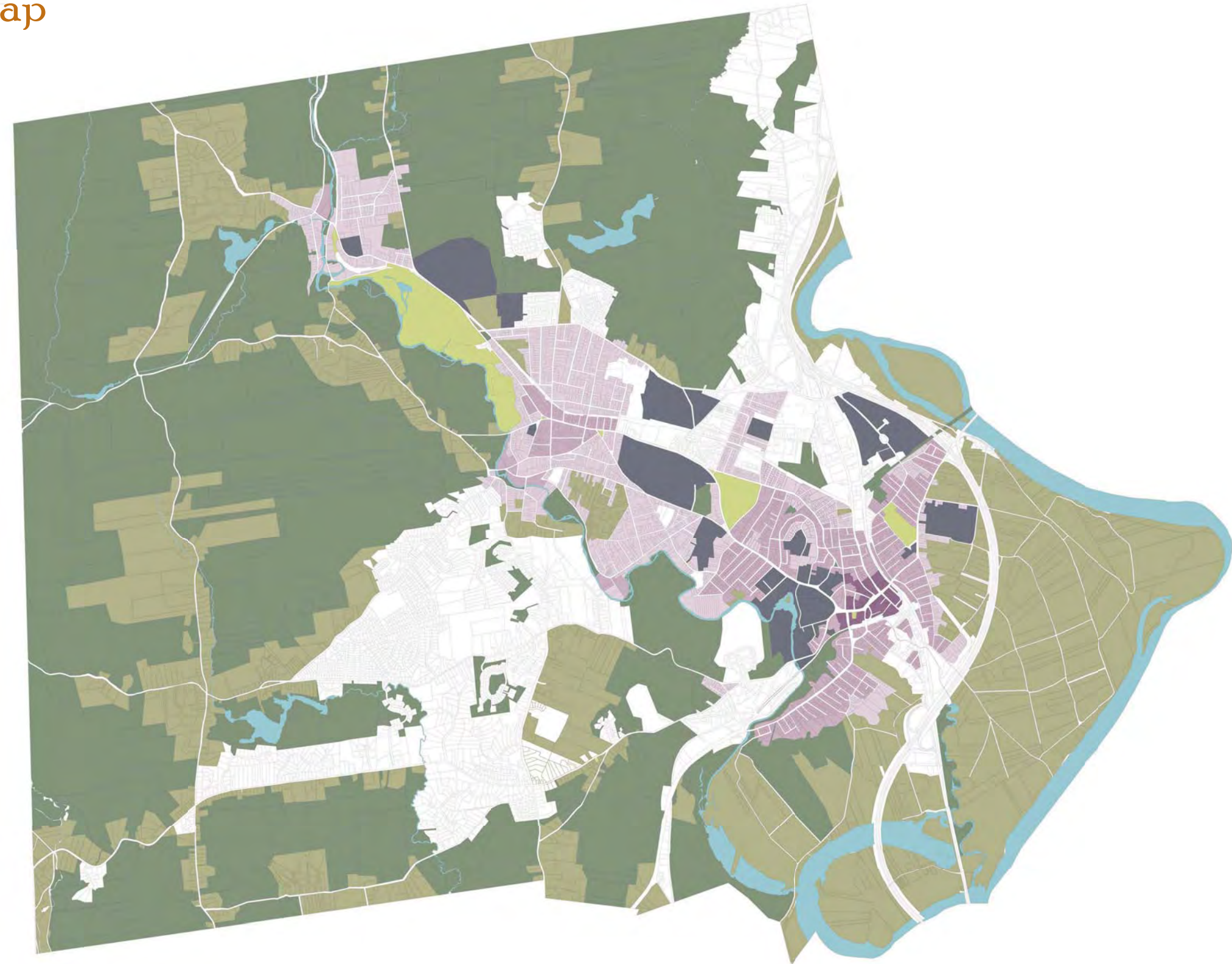
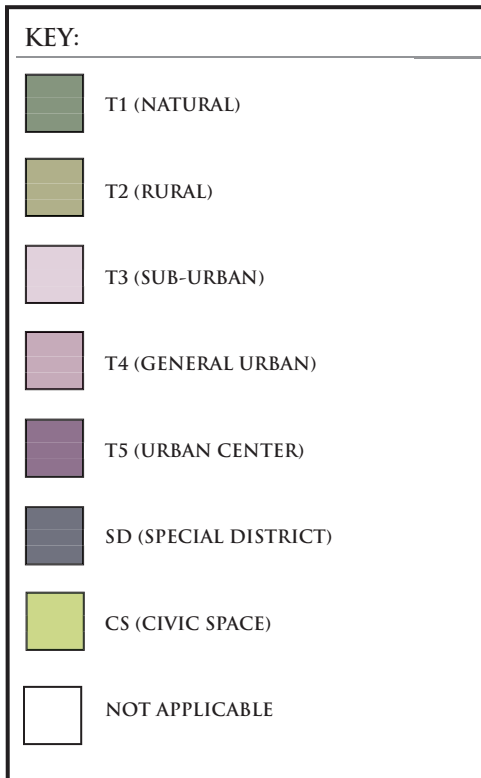


Each dashed circle represents a 5-minute (1/4 mile) walk from center to edge, or a 10-minute (1/2 mile) walk from edge to edge. A 5-minute walk is generally comfortable for pedestrians; and the area inside each circle is called a "pedestrian shed."

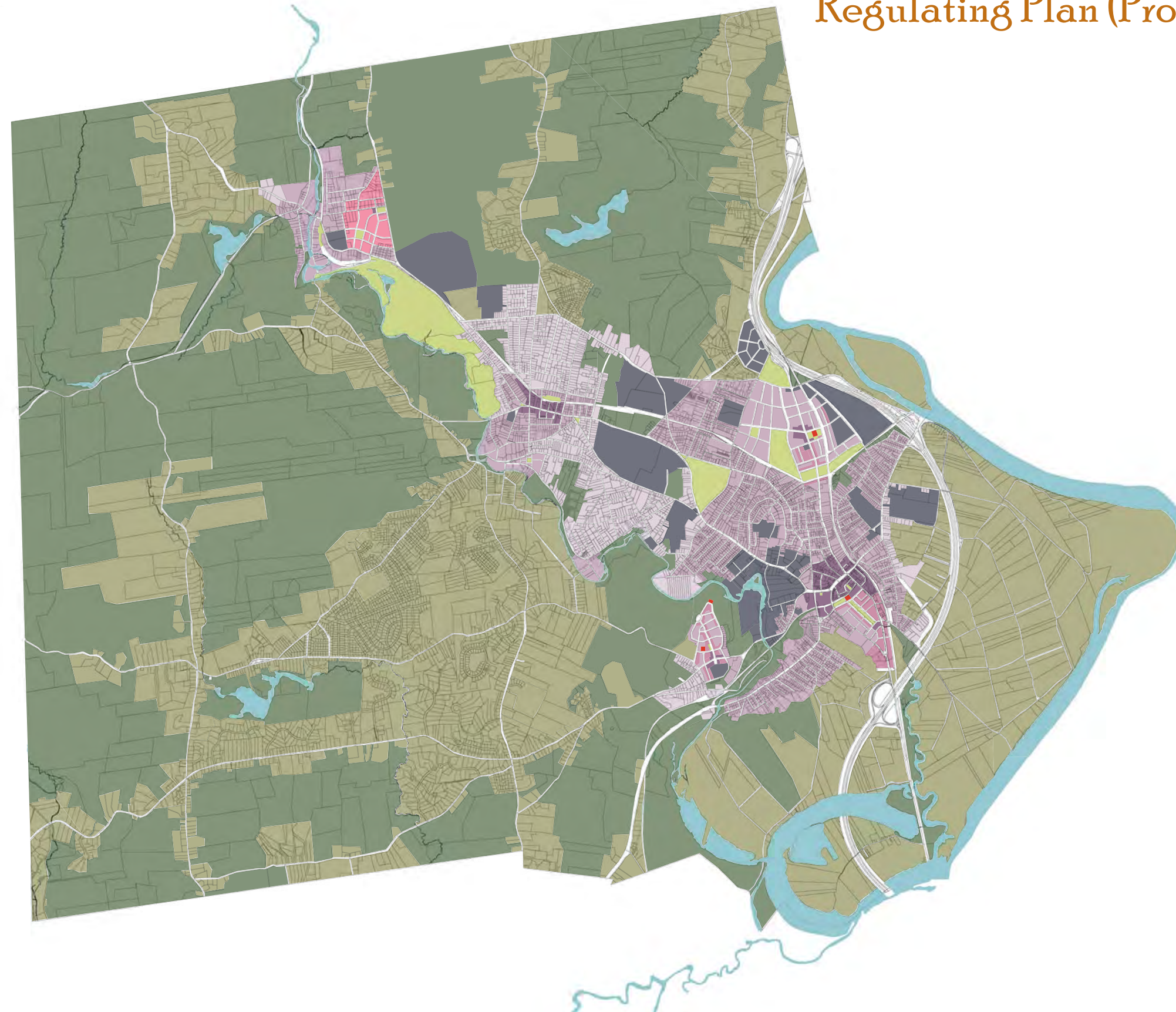
The 1/4-mile-radius circle is easily drawn over the world's best neighborhoods. ESN has drawn this circle over existing and potential neighborhood centers of Northampton. Within these neighborhoods ESN proposes a harmonious mix of uses and public spaces.













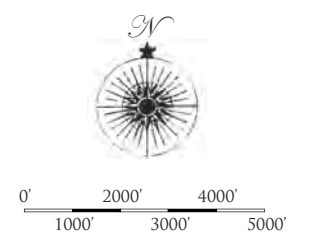
Existing Transect Map



Regulating Plan (Proposed Transect Map)



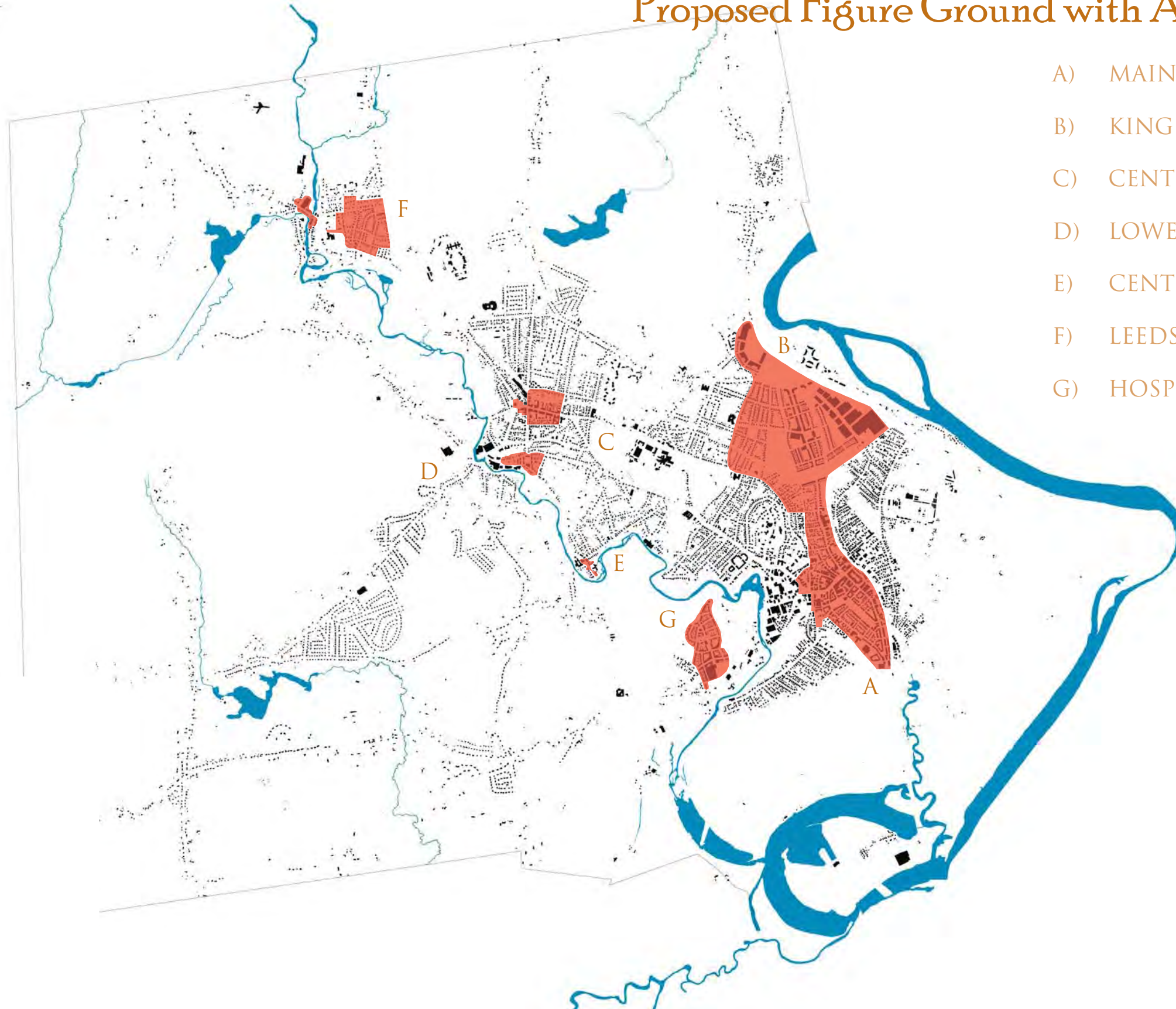
KEY:	
	T1 (NATURAL)
	T2 (RURAL)
	T3 (SUB-URBAN)
	T4 (GENERAL URBAN)
	T4.1 (GENERAL URBAN - ATTACHED ROWHOUSE ONLY)
	T4.2 (GENERAL URBAN - SINGLE-FAMILY DETACHED HOUSE ONLY)
	T5 (URBAN CORE)
	SD (SPECIAL DISTRICT)
	CS (CIVIC SPACE)
	CB (CIVIC BUILDING)



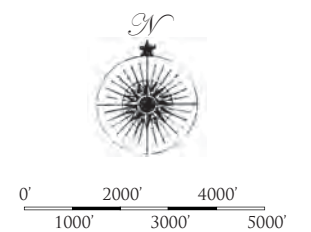
Plan of Existing Regrettable Buildings



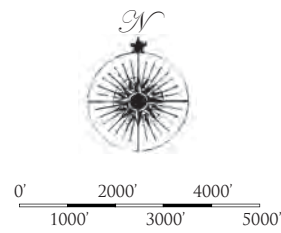
Proposed Figure Ground with Areas of Design Focus



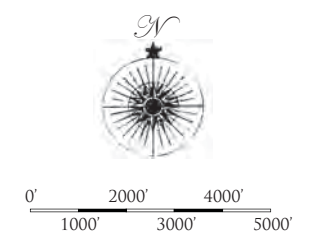
- A) MAIN STREET, PLEASANT & CONZ
- B) KING STREET & INDUSTRIAL PARK
- C) CENTRAL FLORENCE
- D) LOWER FLORENCE
- E) CENTRAL BAY STATE
- F) LEEDS NEIGHBORHOOD
- G) HOSPITAL / VILLAGE HILL



Proposed Illustrative Figure Ground



Proposed Illustrative Aerial



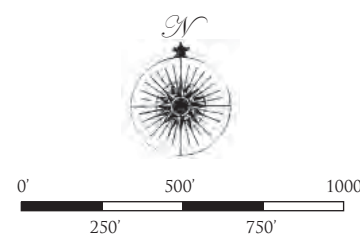
Main Street, Pleasant & Conz

DESIGN INTENTION:

Enhance the existing character of historic centers with infill buildings aimed at defining public parks, plazas, and streets; and promote walkability, a mix of uses, transit connections, and active community life.

Given the vitality of the existing Main Street, our proposal focuses on the areas south of Main Street, much of which is currently occupied by surface parking on land owned by the City. *ESN* proposes infill building, a public plaza, and two new parks that formalize the memory of the old Mill River and its place in the City's identity.

The proposal includes design strategies described on the opposite page.



ENHANCE THE EXISTING SENSE OF COMMUNITY

- Formalize the memory of the former Mill River through the introduction of a series of parks lined with mixed-use buildings, connecting to the bike path along Route 66, and terminated by an office complex at the south end of Pleasant street. A civic or institutional building could serve as a hinge between the two parks.
- Create gateways to Downtown and mitigate traffic issues with roundabouts at the intersection of Main Street, Green Street, and Elm Street as well as at the intersection of Pleasant Street and Conz Street

PUBLIC SPACES

- Provide a site for a hotel with frontage on Pulaski Park. A parking garage wrapped by the hotel building is proposed in order to increase available street frontage and public space. The hotel would have views to the east overlooking a grand stairway and elegant ramps which would connect Pulaski Park to the plaza in front of the Roundhouse.
- Create a market plaza south of Main Street behind the A.P.E. Gallery to accommodate the sale of locally-grown produce, crafts, and art as well as general community gatherings.

MIX OF USES AND WALKABILITY

- Increase the number of residences within pedestrian proximity to downtown.
- Provide for commercial and light manufacturing space along Pleasant Street to bring more jobs into the community.
- Introduce retail space along Hampton Street that could accommodate neighborhood needs such as a hardware store.
- Provide for civic functions, such as a State Courthouse as outlined in Sustainable Northampton, framing the Mill River Parks and providing daytime activity for restaurants and other retailers.

TRAFFIC AND PARKING MITIGATION

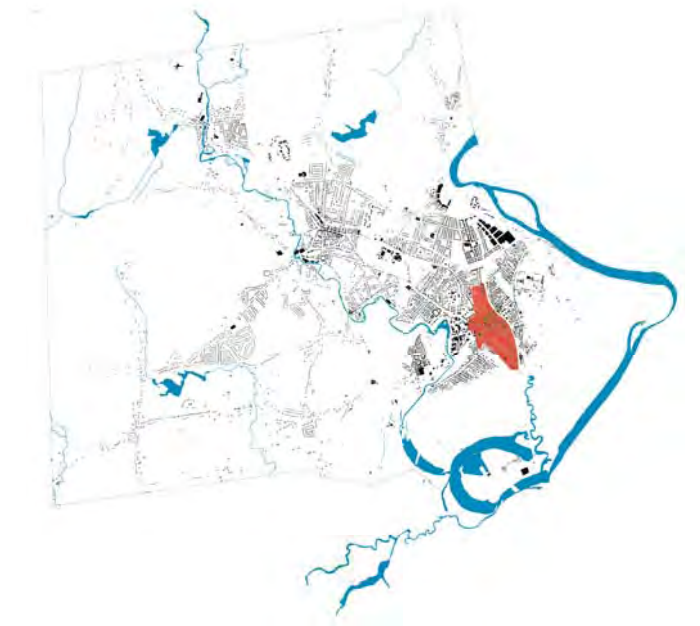
- Introduce a roundabout and large median plaza at the intersection of Elm Street, Green Street, and Main street to reduce the design speed of the street, mitigate problematic intersections and traffic flow, and serve as a gateway into the heart of the City.
- Narrow the roadbed of Main Street with the introduction of wider sidewalks and an at-grade paved median that could be used for parking, snow storage, and special public events such as temporary markets or displays of public art. Please see image of Edinburgh.
- Redistribute and supplement parking spaces currently provided by surface lots located on the site of the former Mill River. 264 parking spots have been introduced along the large park spaces as well as an additional 211 spaces along new proposed streets within a 5 minute walk of Main Street. Parking spaces have also been added along the new streets that have been created throughout the proposal (211 spaces within a 3 minute walk of Main Street). Additional parking has been provided in parking garages highlighted in the parking diagram on page 28.

VARIETY OF HOUSING TYPES

- Provide a range of housing types from mixed-use, multi-family, townhouses, flats, and detached single family houses.
- Take advantage of the opportunity to introduce affordable housing on public property currently used for parking.
- Introduce artist lofts on the bike path, across from the hotel and the Round House.

INFILL

- Replace street-fronting parking lots and one-story buildings with multi-story, mixed-use infill throughout the historic center and along both sides of King Street, south of Trumbull Road.
- Replace “missing teeth” on Main Street (the historic Draper Hotel, and buildings above the CVS) to reinforce the character and definition of these important streets.

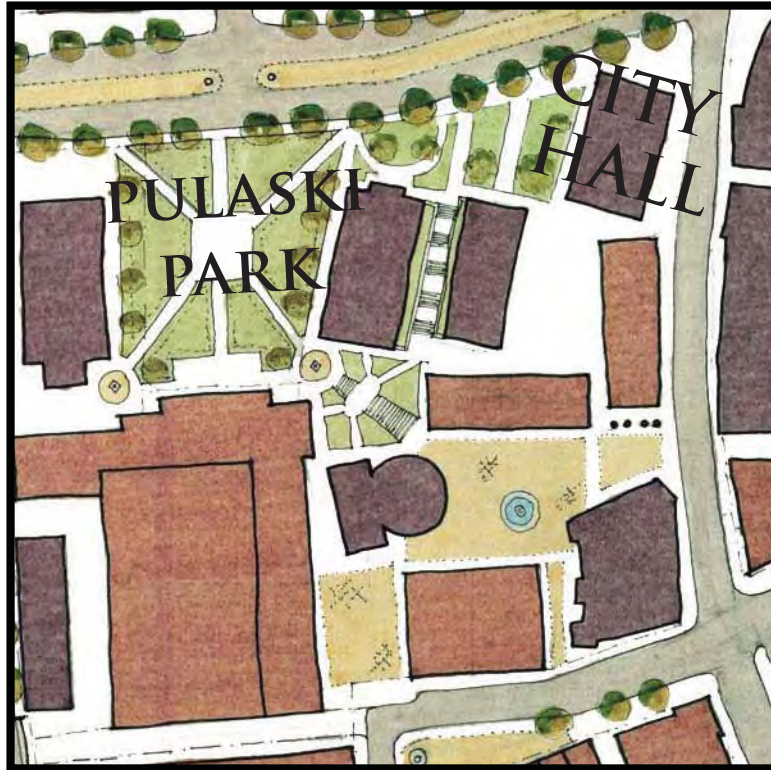


AERIAL: MAIN STREET, PLEASANT & CONZ NEIGHBORHOOD





GREEN CORRIDOR, SOUTH OF MAIN STREET (BETWEEN PLEASANT & CONZ)



PLAZA, IN FRONT OF ROUNDHOUSE, BEHIND PULASKI PARK



MARKET, HAMPTON AVENUE

VIEW (LOOKING NORTH) FROM PROPOSED PARK SOUTH OF MAIN STREET (BETWEEN PLEASANT & CONZ)



VIEW (LOOKING NORTH) INTO PROPOSED MARKET PLAZA FROM HAMPTON AVENUE



King Street & Industrial Park

DESIGN INTENTION:

Rehabilitate existing sprawl to create mixed-use neighborhoods consistent in character with historic Northampton.

The site contains an important concentration of retail and manufacturing activity for the region, but its current configuration impedes the realization of its social and economic value. Our proposal for mixed-use development accommodates future growth in a manner that reinforces the character of Northampton's existing center and provides a new neighborhood with a civic plaza, several new parks, and a mix of housing types to accommodate the demand for more affordable housing within the city. The proposal also formalizes King Street as a principal gateway into Northampton.

The proposal includes design strategies described on the opposite page.



ENHANCE THE EXISTING SENSE OF COMMUNITY

- Celebrate community gateways by distinguishing them architecturally.
- From the North: At the intersection of King Street and Bridge Road, develop a formal gateway to the community by framing the entrance with two facing buildings. With immediate visual access to Interstate 91, presence on King Street, and parking in the interior of the block, these parcels are ideal for automobile-related enterprises (i.e. car dealerships, service stations).
- From the South: Provide a park at the intersection of King Street and Church Street, to serve as a beautiful entrance to the Upper King Street neighborhood and a unifying element linking this neighborhood to the existing neighborhood to the south.
- Extend State Street northward creating an edge to the Barrett Street Marsh, then transforming into a residential boulevard connecting to Bridge Road.
- Create a civic plaza fronted by a new civic building such as library, to address the connection between the Jackson Street Elementary School and King Street as an organizing focus for the neighborhood.

MIX OF USES AND WALKABILITY

- Provide space to accommodate additional office, retail and light manufacturing uses to attract jobs into the community. The plan incorporates parcels for large floor-plate buildings in the new neighborhood center, along the northern end of King Street, along Industrial Drive and on the site of the existing Big Y and Wal-Mart. These buildings should contribute to the surrounding urbanism through their orientation toward and definition of the street.
- Balance retail with residential development for a mixture of uses within pedestrian proximity. The plan provides for the inclusion of some 'big box retailers', however the proposal was developed with a recognition that conventional large-scale retail is dependent upon inexpensive oil and the automobile, and as such they will likely play a diminished role in the future economy. Since the size of big-box retailers requires a market-capture area that exceeds a walkable radius these retailers should be located where parking can occur within a block, screened by buildings and facing Interstate 91.

- Meet the need for both market-rate and subsidized affordable housing proximate to both Northampton's historic center and the King Street civic center through a variety of housing types and urban lot conditions. The current location and disposition of Hampshire Heights isolates the residents from the community by locating them beyond walking distance of the majority of public spaces, services and retail opportunities. Carriage houses, row houses, and walk-up, multi-family units provide opportunities to reintegrate and distribute affordable housing throughout the community.

NETWORK OF PARKS AND RECREATION

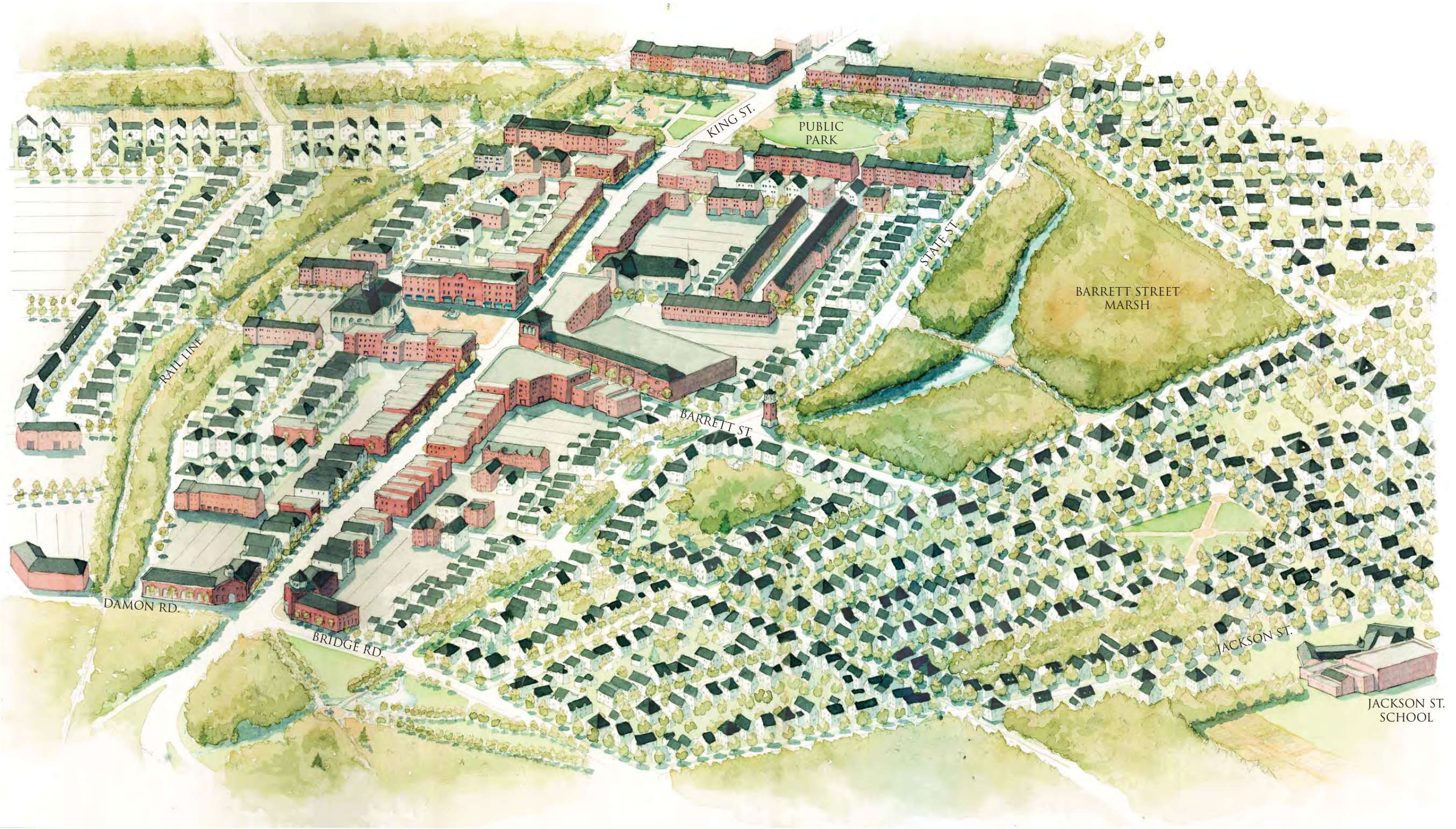
- Create a network of parks, trails and green spaces as a public amenity. The proposal includes a variety of design strategies for parks and green space. The formal parks that flank King Street at Church Street are fronted by rowhouses and provide an opportunity for community gathering and recreation. The Barrett Street Marsh Park is fronted on all sides by residential streets for public access and the interior of the park can be accessed via a boardwalk for wildlife/nature viewing. The residential square north of Barrett Street provides an opportunity for a playground and central organizing element for the adjacent residential community. North of Bridge Road, the park emphasizes the formal "edge" of the community and provides additional recreational opportunities.
- The network of green spaces traces the natural water sequence from the small stream near Church Street, into Barrett Street Marsh, and through the State Street Boulevard through the new park north of Bridge Road to ultimately drain into the Connecticut River. The stream continues as a vale in the median of the State Street Boulevard.
- Reinforce the importance of the bike path south of the Barrett Street Marsh as a principle community artery by providing supporting facilities such as a picnic pavilion, and fronting it with several new residential lots.
- Provide venues for urban agriculture and community gardens along Bradford Street and adjacent to Jackson Street Elementary.

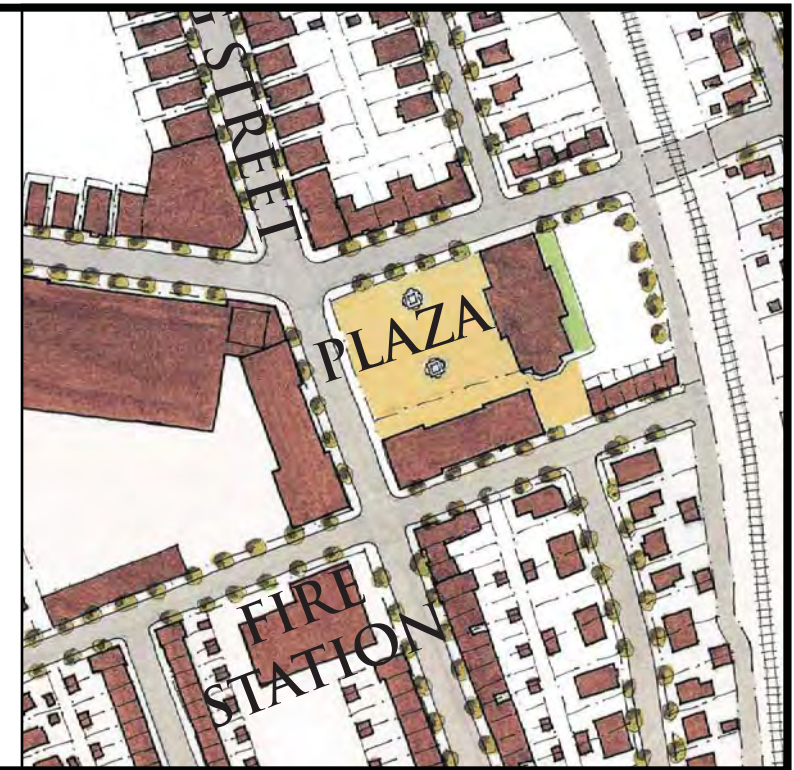
NETWORK OF STREETS

- Improve circulation through the community by continuing existing streets into the new neighborhood and creating a new means of access between Damon Road and King Street to share the bike path in the existing rail right-of-way.



AERIAL: KING STREET NEIGHBORHOOD





PLAZA, INTERSECTION OF KING STREET & BARRETT STREET



PARK, KING STREET



BARRETT STREET MARSH & ADJACENT NEIGHBORHOOD

VIEW (LOOKING SOUTH) ON PROPOSED INTERSECTION AT KING STREET AND BARRETT STREET



VIEW (LOOKING EAST) TOWARD PROPOSED CIVIC BUILDING TERMINATING BARRETT STREET



The Village at Hospital Hill

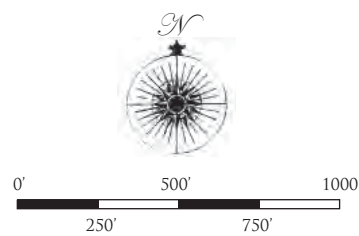
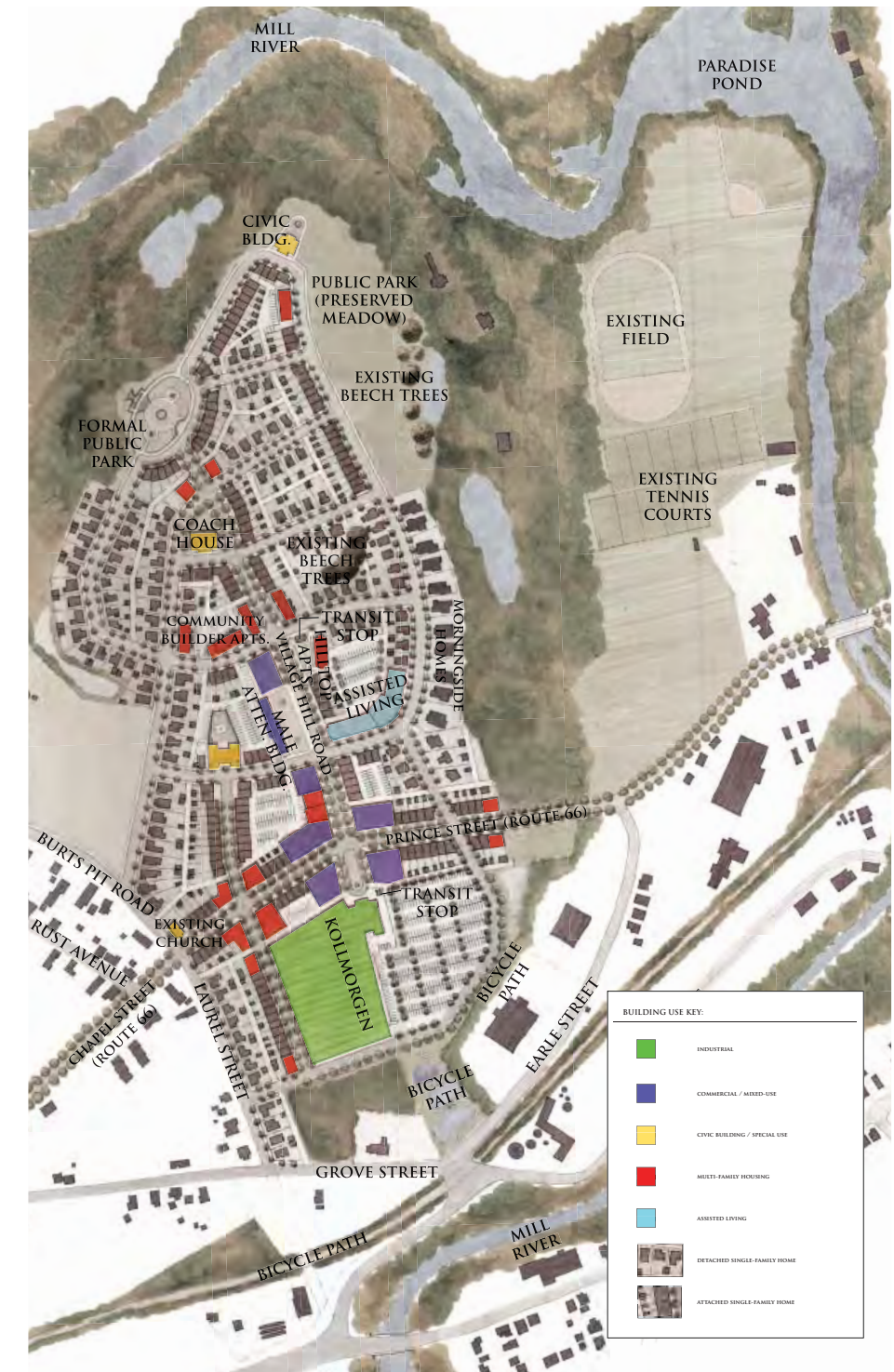
DESIGN INTENTION:

Create a compact, mixed-use neighborhood which creates a genuine village, consistent with what was originally intended for the redevelopment of Hospital Hill.

Because the site is currently under construction, our proposal works within the constraints of the portions of the development that have been built, but proposes an alternative that emphasizes the public realm by creating public plazas and parks with buildings facing on to them.

We propose a more dense, and compact development to encourage successful retail spaces, increase walkability, and reduce the number of vehicular trips into the City. The more compact development also allows the sites with the best views to the surrounding landscape and the City to be preserved as public parks.

The proposal includes design strategies described on the opposite page. For plans showing a phasing strategy for this development, please see the appendix (p. A4-A5).



NETWORK OF STREETS

- Realign Burts Pit Road and Laurel Street to create a “T” intersection with Route 66. This entails discontinuing a short strip of Prince Street and eliminates the existing awkward “Y” fork intersection, allowing for a more efficient use of land, and less paving.

PUBLIC SPACE

- Create a central plaza to serve as a community gathering space in front of the former Male Attendants Building by moving the existing parking lot to the rear of the building.
- Preserve a large portion of the meadow as a public park overlooking downtown Northampton and views to the northeast on the site of the former Old Main. Frame the park with a public street on one edge with townhouses and a community meeting hall or ballroom facing onto it to increase the quality of its character and promote safety through eyes on the street.
- Introduce an oval-shaped park defined by rowhouses and situated on the hillside with views to the northwest and steps flowing down to the natural landscape.

MIX OF USES AND WALKABILITY

- Incorporate the Kollmorgen building, giving it a prominent main entrance on a public plaza flanked by smaller commercial or mixed-use buildings while allowing for mixed-use buildings along Route 66 to screen the bulk of the parking lot and manufacturing building.
- Introduce a variety of uses throughout the development, arranged around public spaces to activate them at various times of the day.

VARIETY OF HOUSING TYPES

- Use of a variety of housing types such as mixed-use buildings, multifamily buildings, flats, townhouses, and detached single family houses to define public spaces and promote a just and generous community where individuals and families from a range of income levels can afford to live.

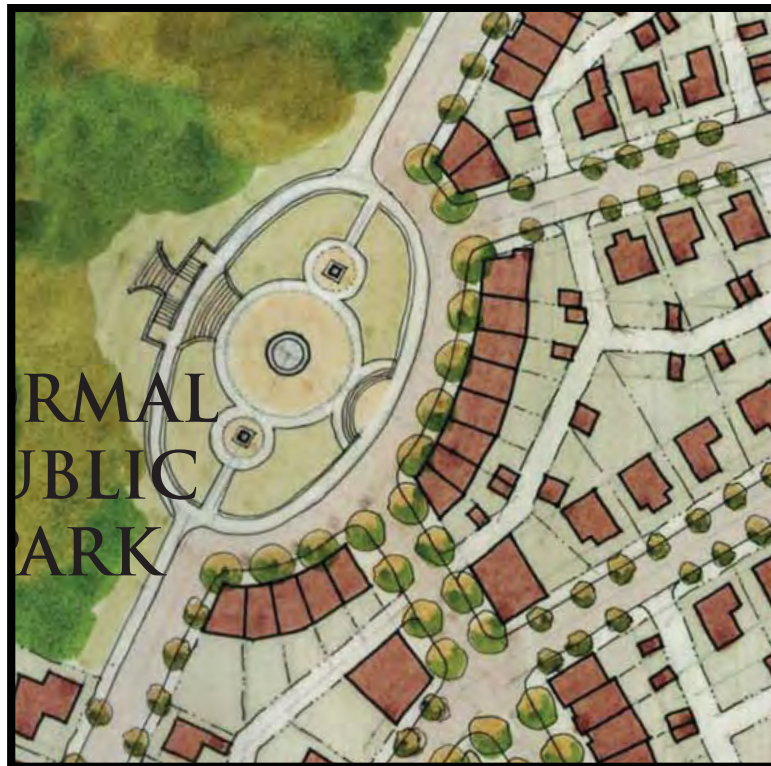


AERIAL: THE VILLAGE AT HOSPITAL HILL





KOLLMORGEN, TERMINATING THE NORTH-SOUTH AVENUE OF HOSPITAL HILL



PARK, TERMINATING THE NORTH-SOUTH AVENUE OF HOSPITAL HILL

VIEW (LOOKING NORTH) ON HOSPITAL HILL TOWARD PROPOSED PLAZA



Florence, Bay State, & Leeds

DESIGN INTENTION (FLORENCE):

Enhance the distinct character of Florence's historic center through mixed-use infill development; to create a new neighborhood center serving the southern portion of Florence; and to integrate affordable housing into the neighborhood centers.



CENTRAL FLORENCE

DESIGN INTENTION (BAY STATE):

Densify two blocks of Bay State's historic center through infill on selected sites.



SOUTH FLORENCE

DESIGN INTENTION (LEEDS):

Expand the number of residences, commercial activities, and public parks in and adjacent to the existing village to make Leeds a more viable mixed-use neighborhood.

These proposals include design strategies described on the opposite page.



CENTRAL BAY STATE



LEEDS NEIGHBORHOOD





MAIN STREET FLORENCE: EXISTING



MAIN STREET FLORENCE: PROPOSED

LEEDS

CREATE COMPACT WALKABLE NEIGHBORHOOD

- Create connective street network between Route 9 and Florence Street to accommodate expanded residential neighborhood.
- Promote modest mixed-use infill near intersection of Audubon Rd., Reservoir Rd., River Rd. and Mulberry St. to create a more identifiable village center.

FLORENCE

ENHANCE THE EXISTING SENSE OF PLACE

- Provide two- to three-story mixed-use infill development, especially along the south side of Main Street.
- Provide affordable housing, such as ‘tuck-under’ rowhouses, along a new street network within the large block on the south side of Main Street.
- Incorporate a prominent civic building at the western end of Main street, on the former site of the historic Cosmian Hall.

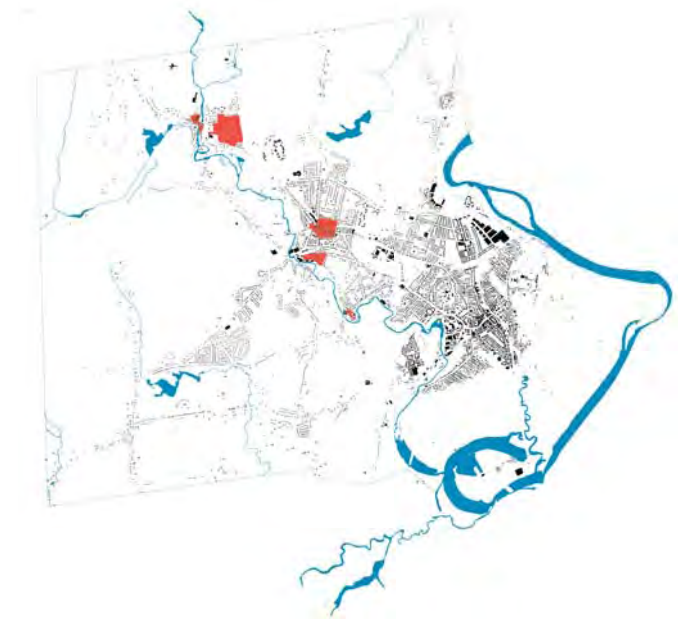
NEW NEIGHBORHOOD CENTER

- Repair the street network to the north of the Mill River, creating a new neighborhood centered on a public square.
- Incorporate affordable housing types as an alternative to Florence Heights.

BAY STATE

ENHANCE THE CENTER

- Provide small-scale residential infill (including affordable units) around existing mill buildings to increase spatial definition and create a distinct sense of place.
- Allow modestly expanded space for grocery/general store to serve neighborhood.





FORM BASED CODE

GENERAL NOTES & SPECIFICATIONS:

BUILDING HEIGHTS:

- 1) Heights shall be measured relative to the front face of buildings.
- 2) There are minimum and maximum story heights, but no minimum or maximum building heights.
- 3) The maximum height of the first floor in Urban Center Commercial, Urban Center Mixed and General Urban Attached Residential buildings shall be five (5) feet above grade.

BUILDING LOCATION:

- 1) Buildings shall be set on lots relative to the property lines.
- 2) Facades at front and rear of lots are shown as set-back or build-to lines as indicated.
- 3) Sides of primary buildings are shown as set-back or build-to lines as indicated.
- 4) Balconies, open porches and stairs are permitted.

PARKING:

- 1) Off-street parking shall be provided as indicated.
- 2) The off-street parking of all buildings built to their side yard lot lines must be rear-loaded.
- 3) Any front-loaded off-street parking space must be accessed by a single driveway located parallel to a side lot line.
- 4) Trash pick-up shall occur within the parking areas at the rear of all lots with alleys, or at street curbsides for lots with no alley frontage.

BUILDING USE:













- 1) Permitted building uses are indicated. A mix of uses is generally encouraged.
- 2) Accessory dwellings must be owned by the same person or persons who own the primary dwelling and either the accessory unit or the primary unit must be owner-occupied.

MISCELLANEOUS NOTES:

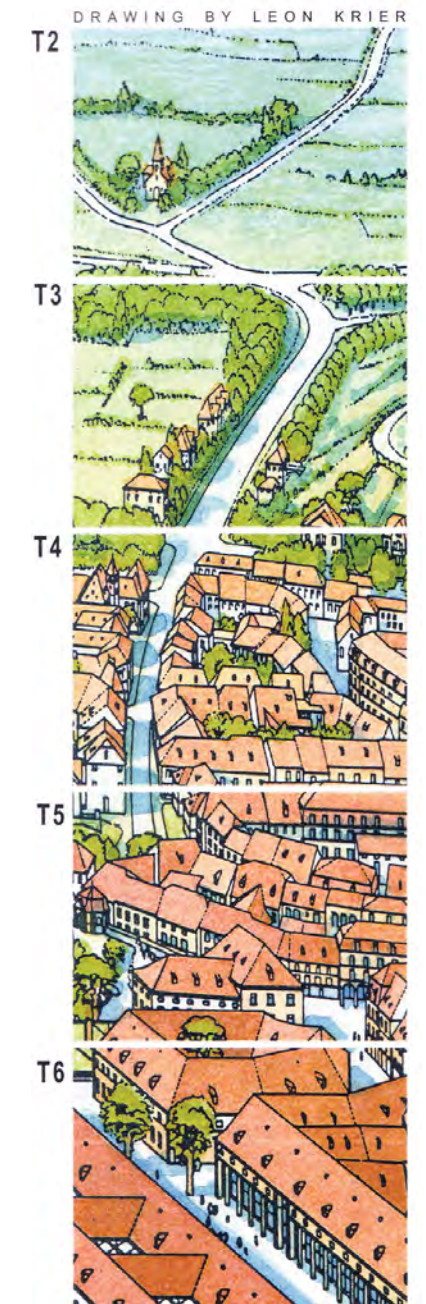
- 1) Any lot line abutting a street shall be considered a front.
- 2) Total building lot coverage may not exceed 75% of lot area unless otherwise indicated.
- 4) Minimum frontage for Sub-Urban lots is sixty (60) feet; for General Urban lots fifty (50) feet; for General Urban Cottage lots thirty-two (32) feet; for General Urban Attached Residential and Urban Center Mixed lots twenty-four (24) feet; and for Urban Center Commercial lots twenty (20) feet.
- 5) The longer front of Urban Center Commercial and Urban Center Mixed lots not edged by building shall be edged by a masonry wall and/or wrought iron fence not less than five (5) feet nor more than six (6) feet in height.
- 6) Where possible, above ground utilities shall be located or relocated underground or to alley locations as part of proposed street improvements.

Transect Zone Descriptions



		<p>T-1 NATURAL 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>T-2 RURAL 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>T-3 SUB-URBAN 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-story with some 3-story Type of Civic Space: Parks, greenways</p>
		<p>T-4 GENERAL URBAN General Character: Mix of houses, townhouses and small apartment buildings, with scattered commercial activity; balanced between landscape and buildings; presence of pedestrians Building Placement: No setbacks, or shallow to medium front and side yard setbacks Frontage Types: Porches, fences, dooryards Typical Building Height: 2- to 4-story with a few taller mixed use and civic buildings Type of Civic Space: Parks, greens, squares, plazas</p>
		<p>T-5 URBAN CENTER General Character: Mix of houses, townhouses, apartment buildings, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: No setbacks, or shallow to medium front and side yard setbacks Frontage Types: Stoops, shopfronts, galleries Typical Building Height: 3- to 4-story with some variation Type of Civic Space: Parks, greens, squares, plazas; median landscaping</p>
		<p>SPECIAL DISTRICT General Character: Dedicated-Use - museums, hospitals, schools, and industrial Building Placement: Varies Frontage Types: Varies Typical Building Height: Varies Type of Civic Space: Varies</p>











The Rural-to-Urban Transect is a diagram of human habitat describing the relationship of the rural environment to traditional urban environments. The Rural Transect proper (zones T1 and T2) designates areas generally not subject to human settlements larger than the family, and differentiates between natural landscapes (both raw and preserved) and cultivated landscapes. The Urban Transect refers in turn to that range of human habitats that support human flourishing, within which human settlements are part of a sustainable ecosystem that includes both natural and cultivated landscapes. This range of human habitats, depicted as “Transect-zones,” progresses from less dense human settlements (T-3) to more dense human settlements (T-6); but each urban Transect-zone denotes a walkable and mixed-use human environment wherein within each Urban T-zone many if not most of the necessities and activities of daily life are within a five-to-ten-minute walk for persons of all ages and economic classes.

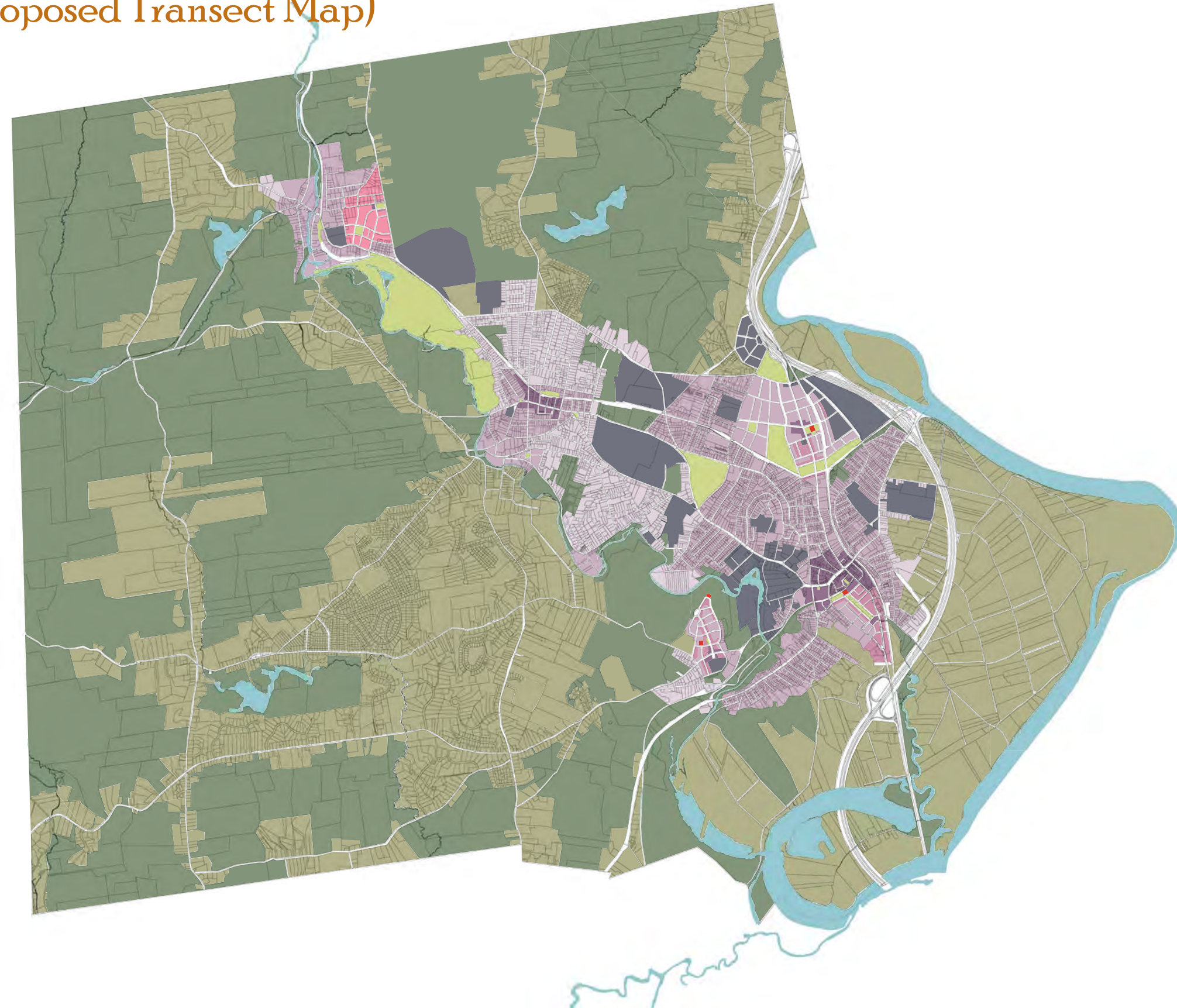


TRANSECT DRAWING COURTESY OF LEON KRIER.

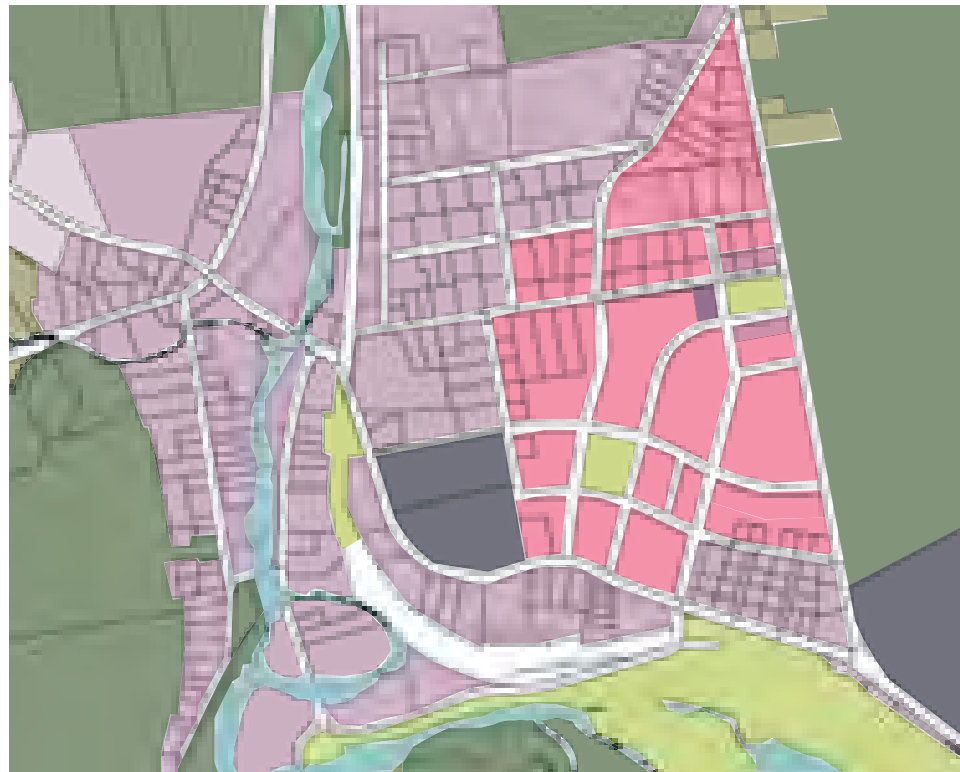
Regulating Plan (Proposed Transect Map)

KEY:

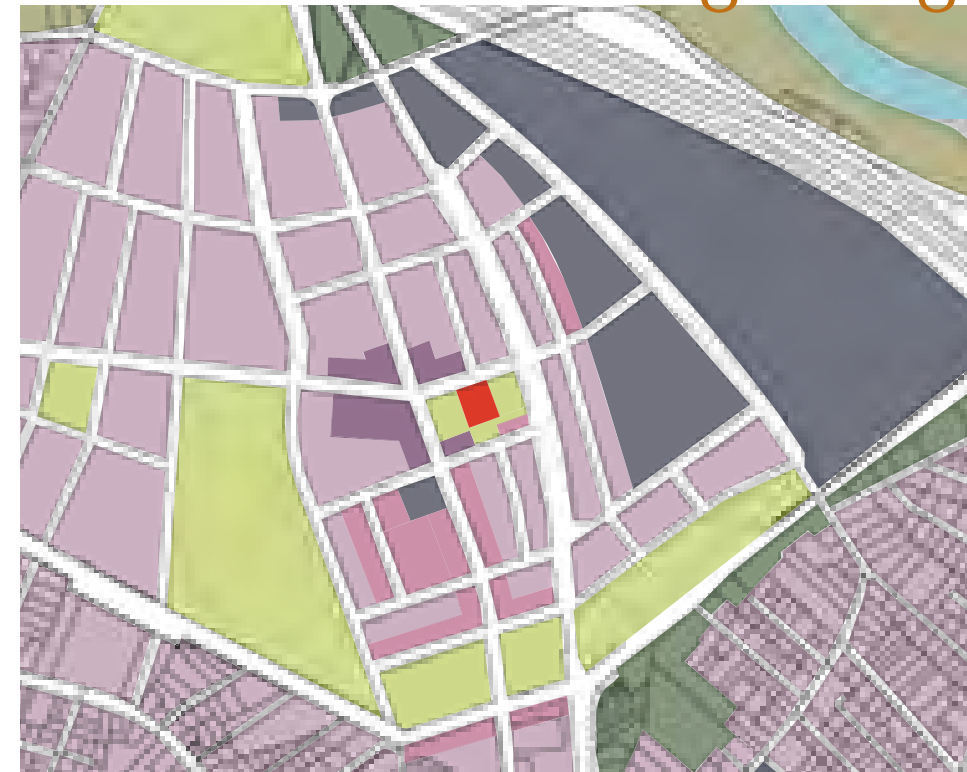
	T1 (NATURAL)
	T2 (RURAL)
	T3 (SUB-URBAN)
	T4 (GENERAL URBAN)
	T4.1 (GENERAL URBAN - ATTACHED ROWHOUSE ONLY)
	T4.2 (GENERAL URBAN - SINGLE-FAMILY DETACHED HOUSE ONLY)
	T5 (URBAN CORE)
	SD (SPECIAL DISTRICT)
	CS (CIVIC SPACE)
	CB (CIVIC BUILDING)



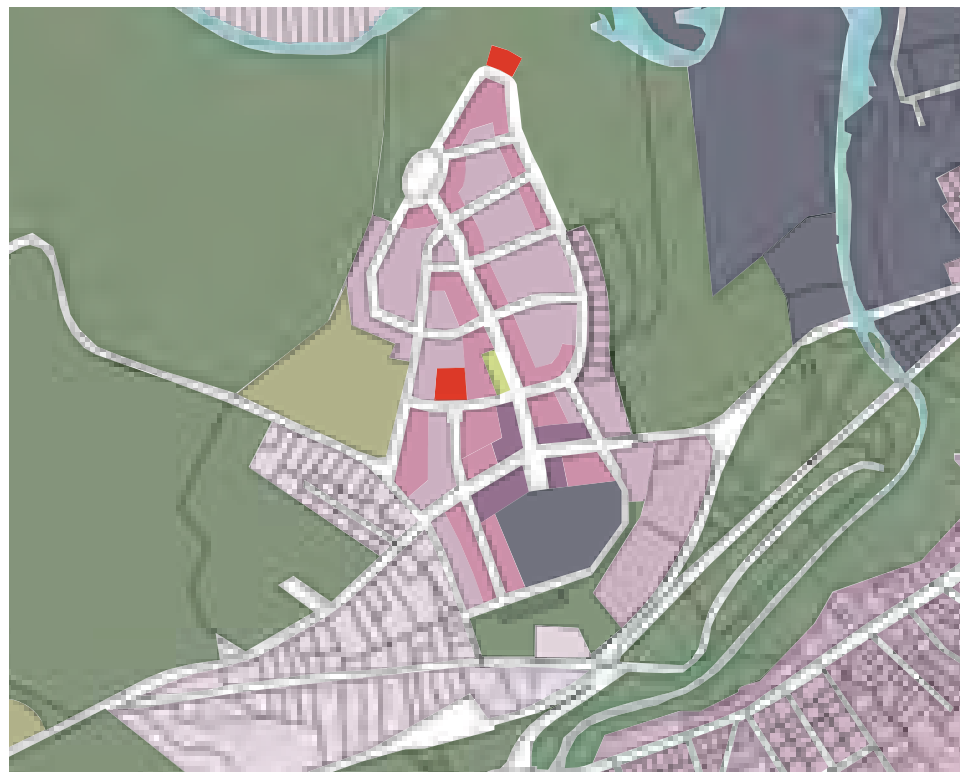
Regulating Plan: Areas of Focus



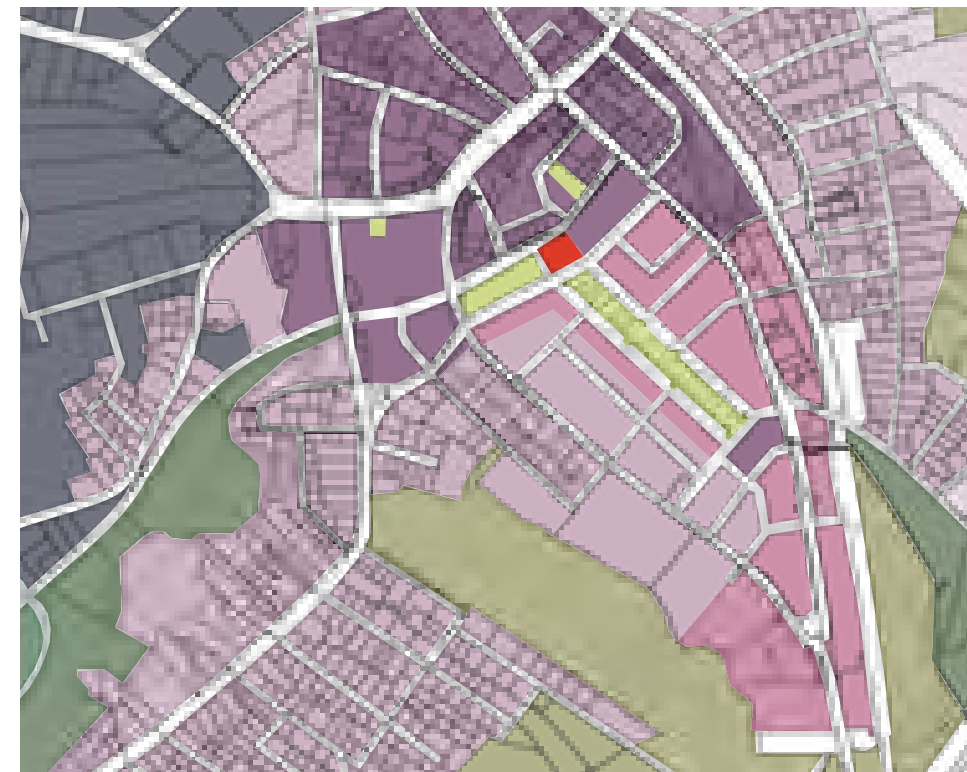
LEEDS



KING STREET

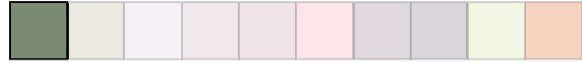


VILLAGE AT HOSPITAL HILL

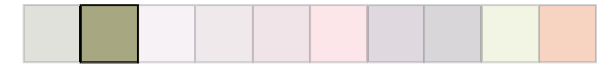


MAIN STREET, PLEASANT & CONZ

Transect Zone 1: NATURAL

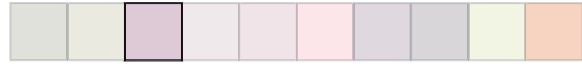


Transect Zone 2: RURAL

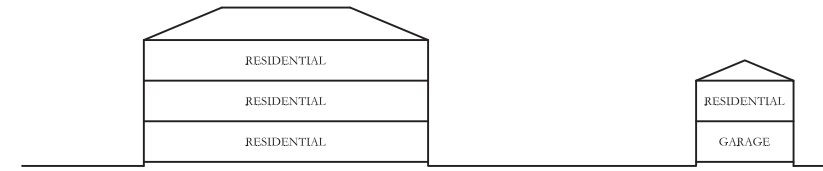


Transect Zone 3: SUB-URBAN

TYPE III.1 - SINGLE FAMILY DETACHED CORNER & MID-BLOCK

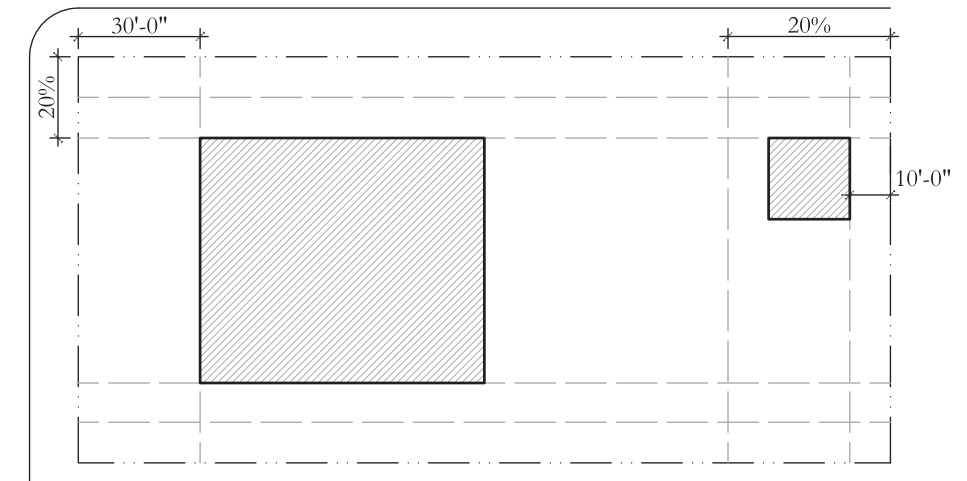


HEIGHTS & USAGE



Type III.1 buildings may be a maximum of three (3) stories tall, not including an attic, with optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.

BUILDING LOCATION



Type III.1 buildings shall have a minimum setback of thirty (30) feet from the front property line and 20% setback from side and rear property lines. Outbuildings shall have a minimum 20% and ten (10) foot setback from side and rear property lines, respectively. There shall be a maximum 25% lot coverage, including outbuildings.

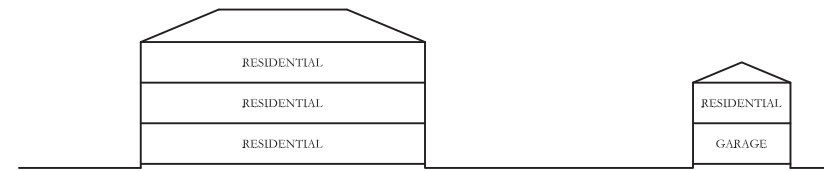
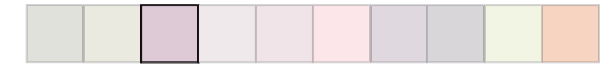
PARKING LOCATION



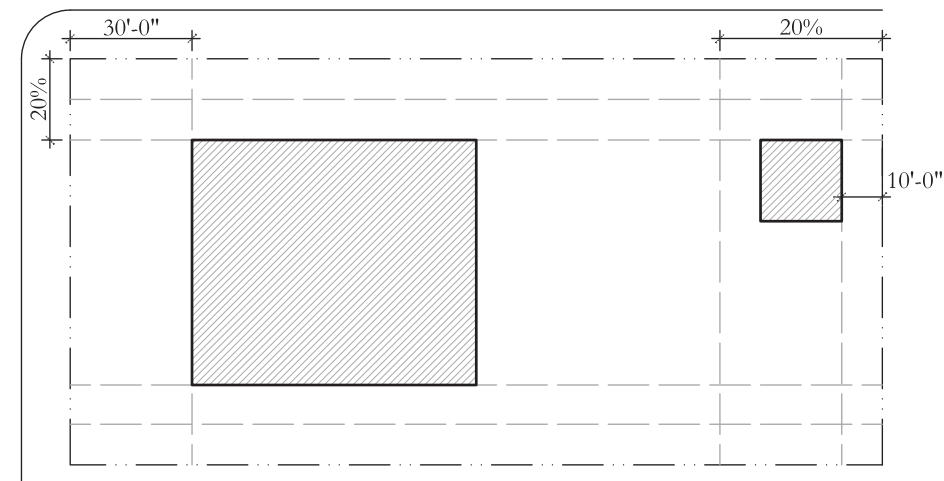
Type III.1 buildings shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. No location specifically designated for parking is required, but all garages must be located behind the main building at a minimum of one-half the depth of the main building.

Transect Zone 3: SUB-URBAN

TYPE III.2 - DUPLEX DETACHED CORNER & MID-BLOCK



Type III.2 buildings may be a maximum of three (3) stories tall, not including an attic, with optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



Type III.2 buildings shall have a minimum setback of thirty (30) feet from the front property line and 20% setback from side and rear property lines. Outbuildings shall have a minimum 20% and ten (10) foot setback from side and rear property lines, respectively. There shall be a maximum 25% lot coverage, including outbuildings.



Type III.2 buildings shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. No location specifically designated for parking is required, but all garages must be located behind the main building at a minimum of one half the depth of the main building.

HEIGHTS & USAGE

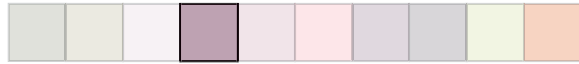
BUILDING LOCATION

PARKING LOCATION

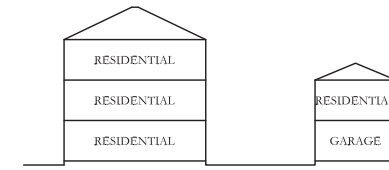


Transect Zone 4: GENERAL URBAN

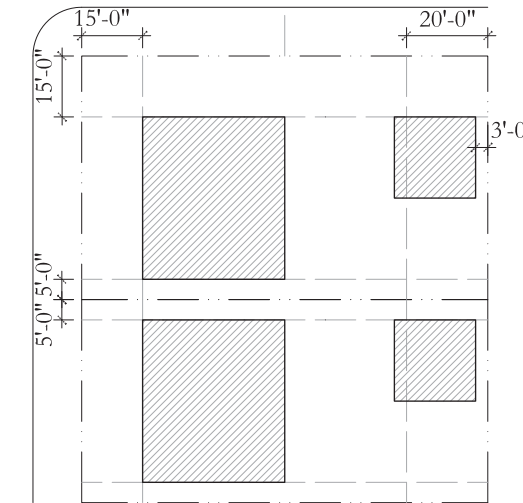
TYPE IV.1 - SINGLE FAMILY DETACHED CORNER & MID-BLOCK



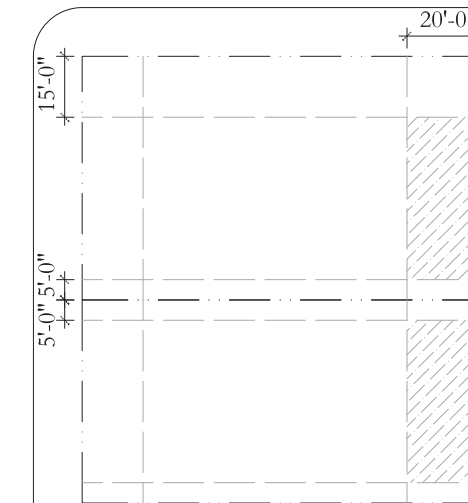
HEIGHTS & USAGE



Type IV.1 buildings may be a maximum of three (3) stories tall, plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



Type IV.1 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line, and shall have standard sideyard setbacks.



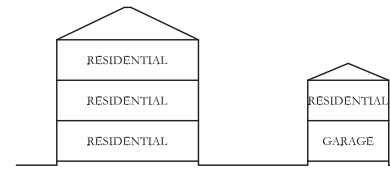
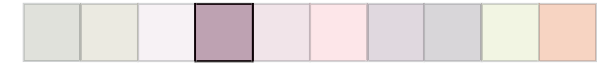
Type IV.1 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

BUILDING LOCATION

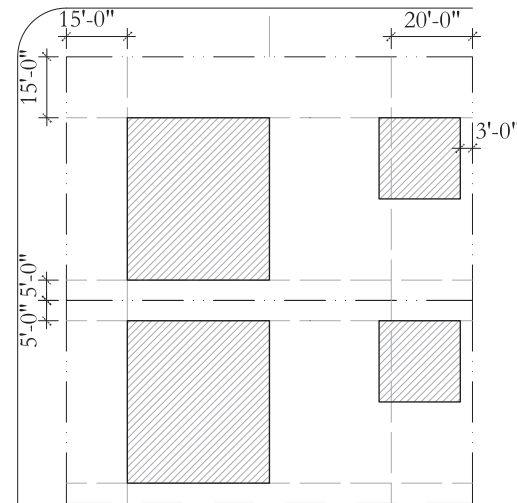
PARKING LOCATION

Transect Zone 4: GENERAL URBAN

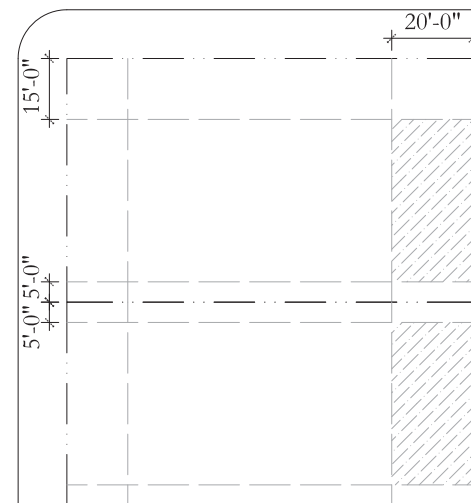
TYPE IV.2 - DUPLEX DETACHED CORNER & MID-BLOCK



Type IV.2 buildings may be a maximum of three (3) stories tall, plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



Type IV.2 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rearyard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.



Type IV.2 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

HEIGHTS & USAGE

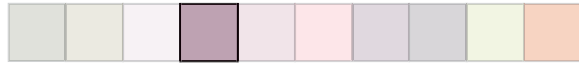
BUILDING LOCATION

PARKING LOCATION

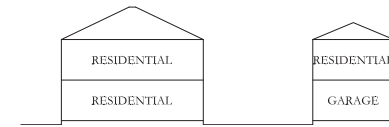


Transect Zone 4: GENERAL URBAN

TYPE IV.3 - COTTAGE DETACHED CORNER & MID-BLOCK

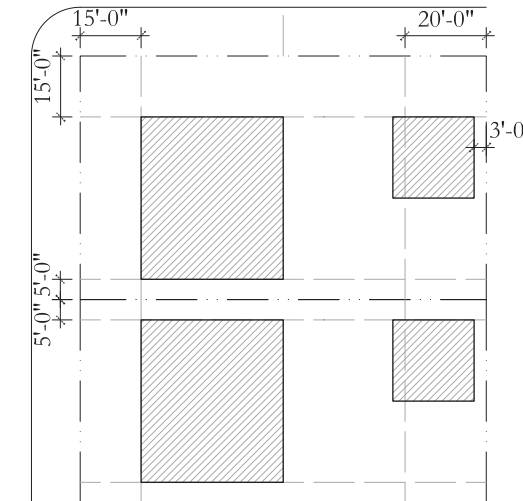


HEIGHTS & USAGE



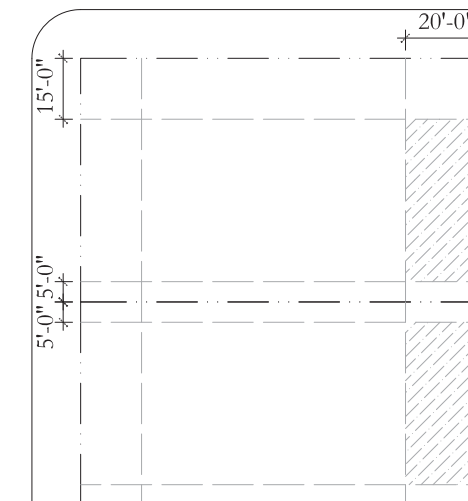
Type IV.3 buildings may be a maximum of two (2) stories tall. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.

BUILDING LOCATION



Type IV.3 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.

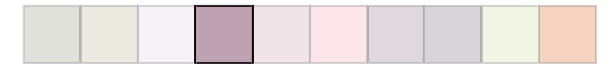
PARKING LOCATION



Type IV.3 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

Transect Zone 4: GENERAL URBAN

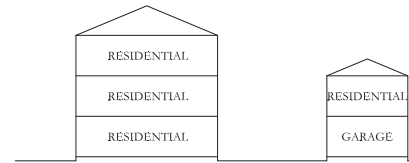
TYPE IV.4 - LIVE-WORK DETACHED CORNER & MID-BLOCK



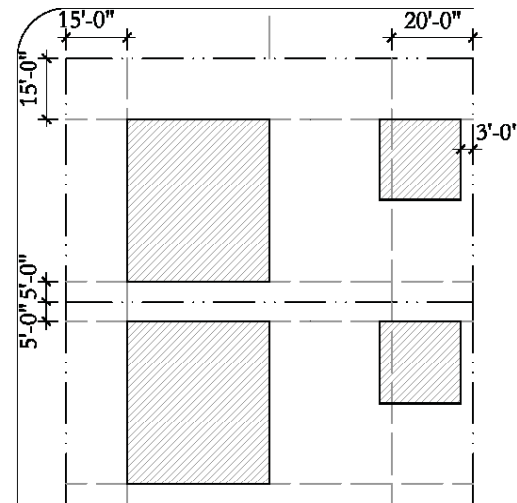
HEIGHTS & USAGE

BUILDING LOCATION

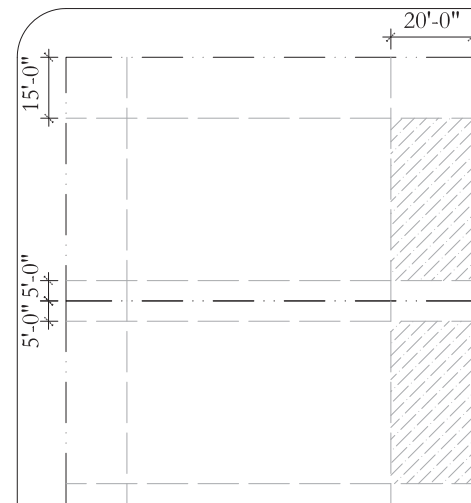
PARKING LOCATION



Type IV.4 buildings may be a minimum of two (2) stories and a maximum of three (3) stories tall, plus an optional tower.



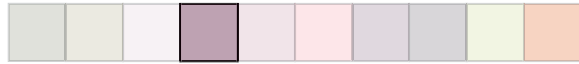
Type IV.4 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 60%. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line, and shall have standard sideyard setbacks.



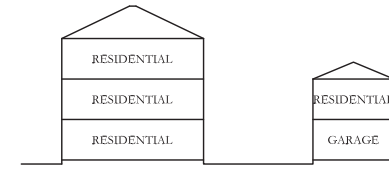
Type IV.4 lots shall have a minimum of one off-street parking space per dwelling unit. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

Transect Zone 4: GENERAL URBAN

TYPE IV.5 - 2-FLAT & 3-FLAT DETACHED CORNER & MID-BLOCK

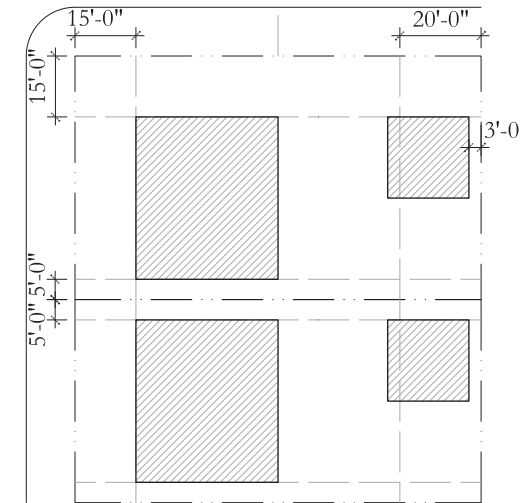


HEIGHTS & USAGE



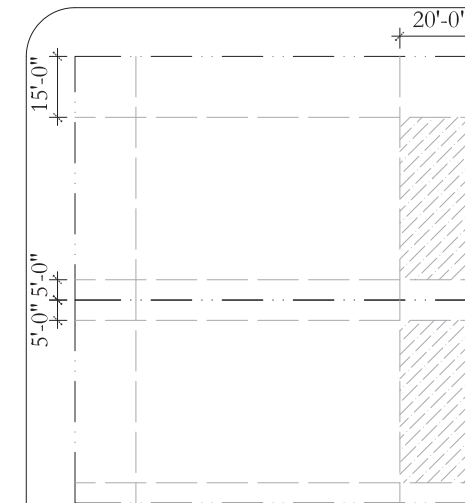
Type IV.5 buildings may be a maximum of three (3) stories tall. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.

BUILDING LOCATION



Type IV.5 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.

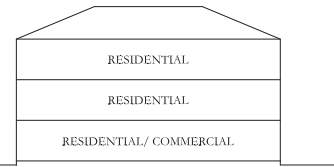
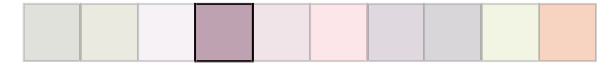
PARKING LOCATION



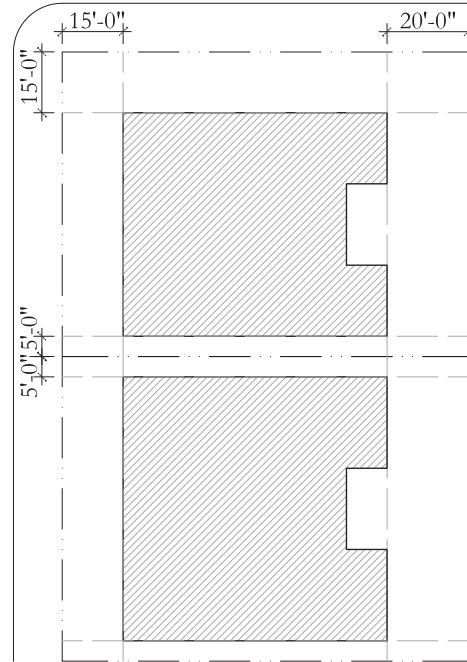
Type IV.5 lots shall have a minimum of one off-street parking space per two dwelling units, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

Transect Zone 4: GENERAL URBAN

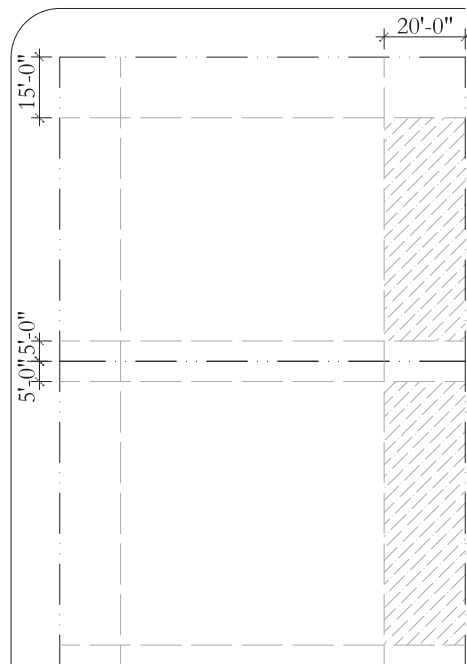
TYPE IV.6 - 4-FLAT & 6-FLAT DETACHED CORNER & MID-BLOCK



Type IV.6 buildings may be a minimum of two (2) stories and a maximum of three (3) stories tall, plus an optional tower.



Type IV.6 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rearyard setbacks. There shall be a maximum lot coverage of 75%.



Type IV.6 lots shall have a minimum of two off-street parking space per three dwelling units. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

HEIGHTS & USAGE

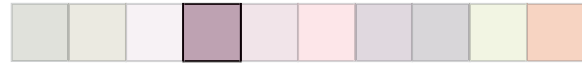
BUILDING LOCATION

PARKING LOCATION



Transect Zone 4: GENERAL URBAN

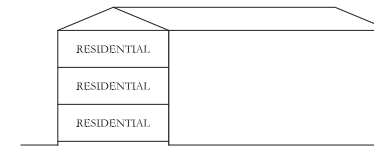
TYPE IV.7 - 8-FLAT & 12-FLAT DETACHED
CORNER LOT ONLY



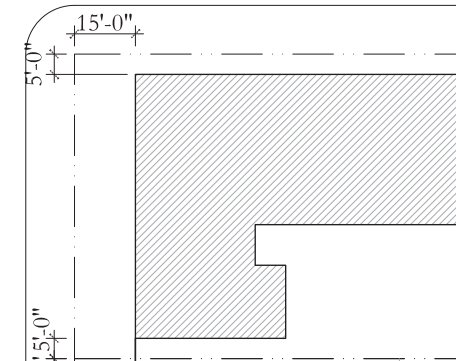
HEIGHTS & USAGE

BUILDING LOCATION

PARKING LOCATION



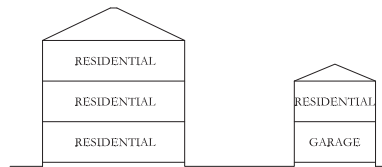
Type IV.7 buildings may be a maximum of three (3) stories tall.



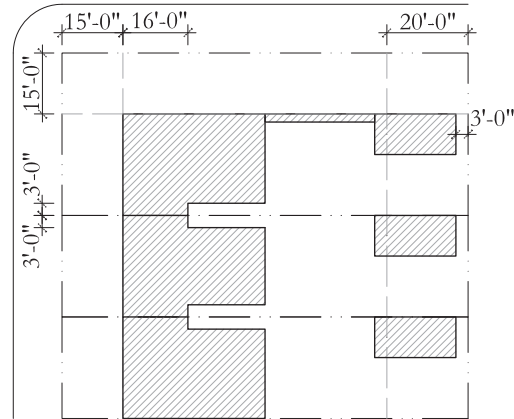
Type IV.7 buildings shall be built to a build-to line fifteen (15) feet back from the front property line with a five (5) foot side setback and no rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rearyard setbacks. There shall be a maximum lot coverage of 70%. Type IV.7 lots shall not have off-street parking requirements.

Transect Zone 4.1: GENERAL URBAN

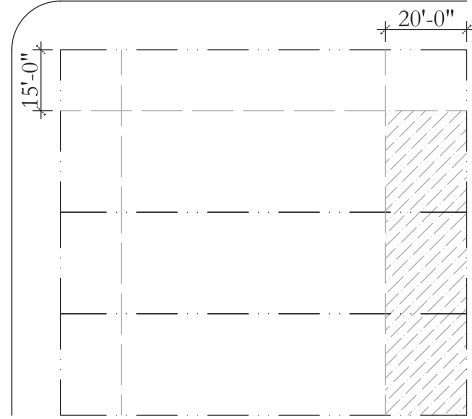
TYPE IV.1.1 - ROWHOUSE ATTACHED CORNER & MID-BLOCK



Type IV.1.1 buildings may be a minimum of two (2) stories and a maximum of three (3) stories tall, plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



Type IV.1.1 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) and a twenty (20) foot rear setback. Maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet. There shall be a maximum lot coverage of 60% including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line, and shall have standard sideyard setbacks.



Type IV.1.1 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

HEIGHTS & USAGE

BUILDING LOCATION

PARKING LOCATION

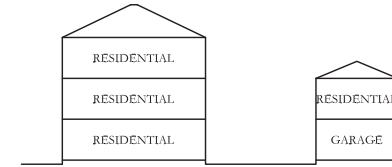


Transect Zone 4.2: GENERAL URBAN

TYPE IV.2.1 - SINGLE FAMILY DETACHED CORNER & MID-BLOCK

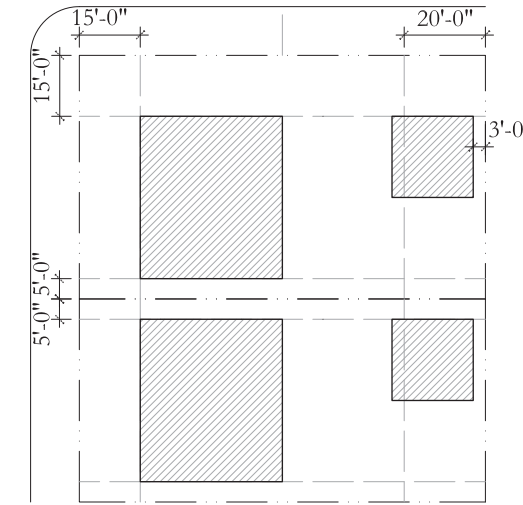


HEIGHTS & USAGE



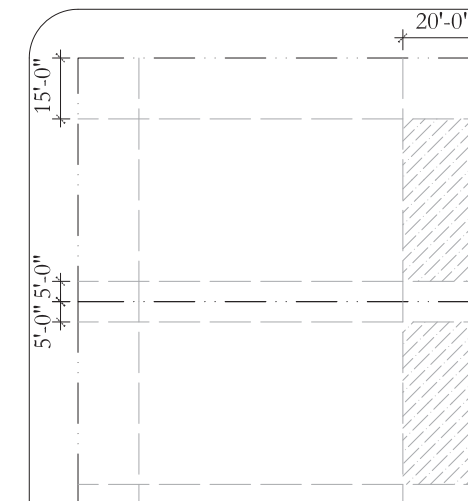
Type IV.2.1 buildings may be a maximum of three (3) stories tall, plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.

BUILDING LOCATION



Type IV.2.1 buildings shall be built to a build-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.

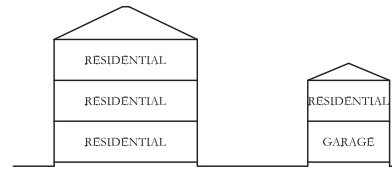
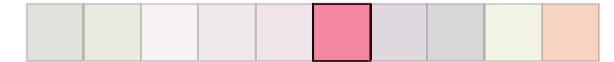
PARKING LOCATION



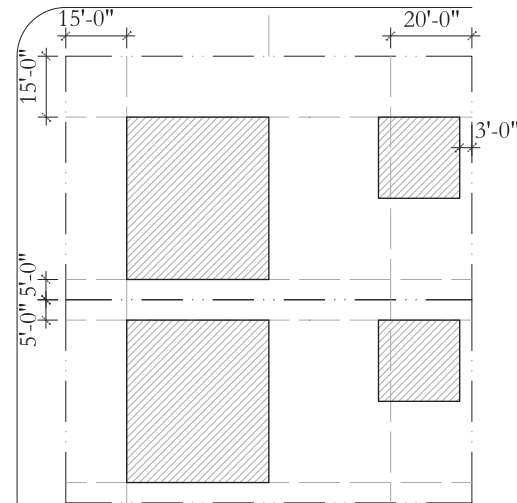
Type IV.2.1 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

Transect Zone 4.2: GENERAL URBAN

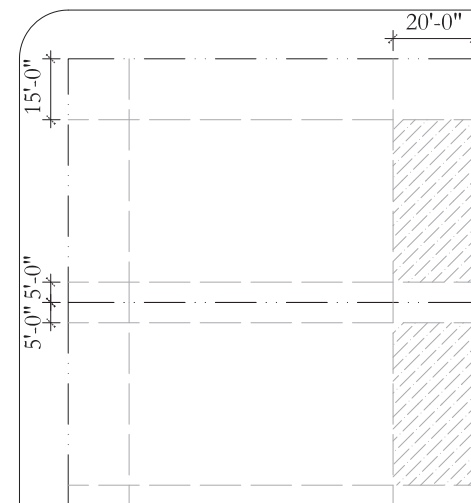
TYPE IV.2.2 - DUPLEX DETACHED CORNER & MID-BLOCK



Type IV.2.2 buildings may be a maximum of three (3) stories tall, plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



Type IV.2.2 buildings shall be built to a built-to line fifteen (15) feet back from the front property line (from both fronts on corner lots) with a five (5) foot side setback and twenty (20) foot rear setback. Porches and stairs may project ten (10) feet, and upper floor balconies four (4) feet, forward from the front build-to line, but may not encroach on side or rear yard setbacks. There shall be a maximum lot coverage of 50%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.



Type IV.2.2 lots shall have a minimum of one self-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet which may include outbuildings.

HEIGHTS & USAGE

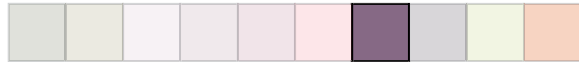
BUILDING LOCATION

PARKING LOCATION

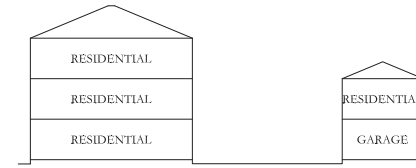


Transect Zone 5: URBAN CENTER

TYPE V.1 - ROWHOUSE ATTACHED CORNER & MID-BLOCK

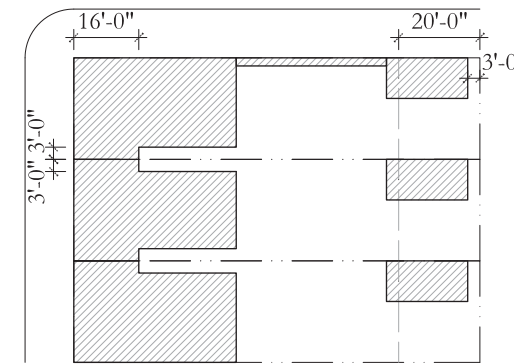


HEIGHTS & USAGE



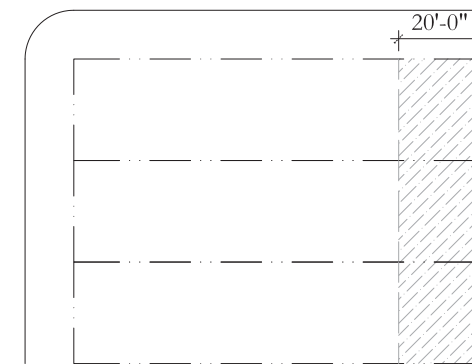
Type V.1 buildings shall have a minimum of two (2) stories and a maximum of three (3) stories tall plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.

BUILDING LOCATION



Type V.1 buildings shall be built to the front property line (from both fronts on corner lots) with a twenty (20) foot rear setback. Maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet. There shall be a maximum lot coverage of 60%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.

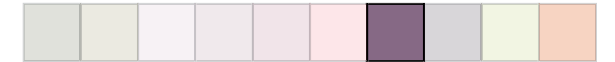
PARKING LOCATION



Type V.1 lots shall have a minimum of one off-street parking space per dwelling unit, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

Transect Zone 5: URBAN CENTER

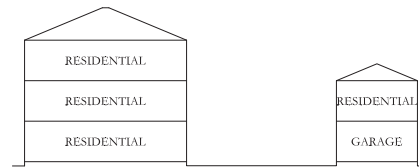
TYPE V.2 - 2-FLAT & 3-FLAT ATTACHED CORNER & MID-BLOCK



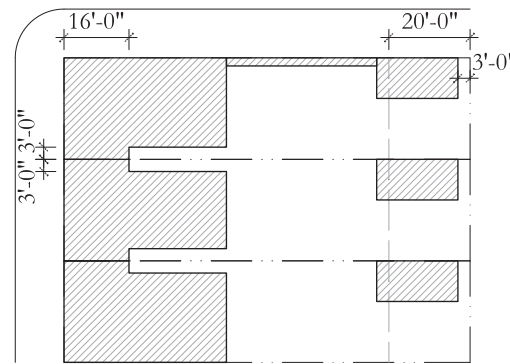
HEIGHTS & USAGE

BUILDING LOCATION

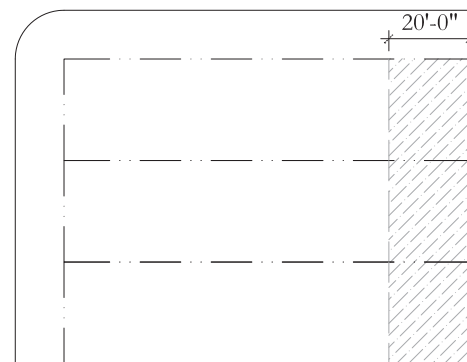
PARKING LOCATION



Type V.2 buildings shall have a minimum of two (2) and a maximum of three (3) stories tall plus an optional tower. Outbuildings shall have a maximum height of two (2) stories and shall not exceed the height of the primary building.



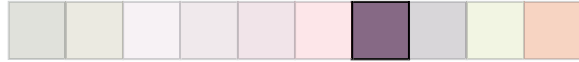
Type V.2 buildings shall be built to the front property line (from both fronts on corner lots) with a twenty (20) foot rear setback. A maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet. There shall be a maximum lot coverage of 60%, including outbuildings. Outbuildings must be located a minimum of three (3) feet from the rear of the lot line.



Type V.2 lots shall have a minimum of one off-street parking space per two dwelling units, including outbuildings. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

Transect Zone 5: URBAN CENTER

TYPE V.3 - 4-FLAT & 6-FLAT ATTACHED CORNER & MID-BLOCK

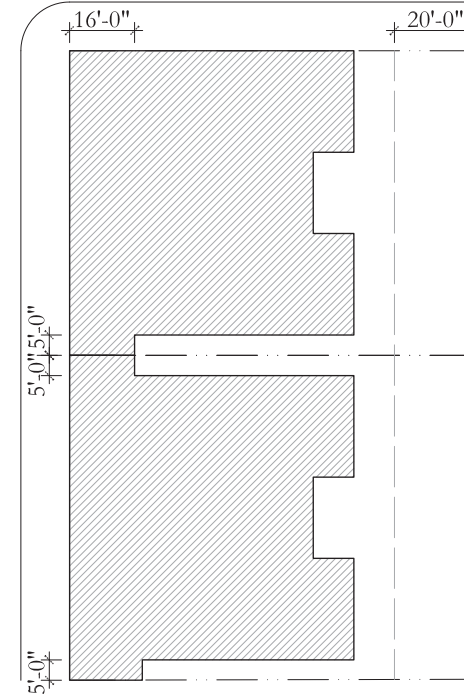


HEIGHTS & USAGE



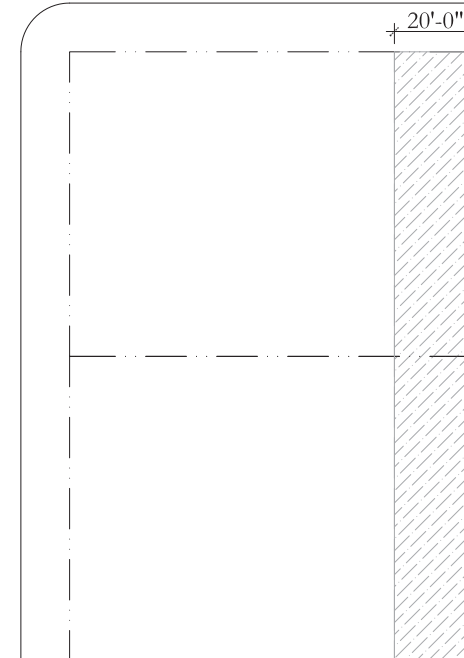
Type V.3 buildings shall have a minimum of two (2) stories and a maximum of three (3) stories tall plus an optional tower.

BUILDING LOCATION

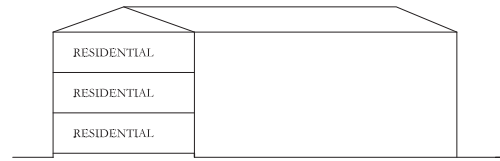


Type V.3 buildings shall be built to the front property line (from both fronts on corner lots) with a twenty (20) foot rear setback. Maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet. There shall be a maximum lot coverage of 60%.

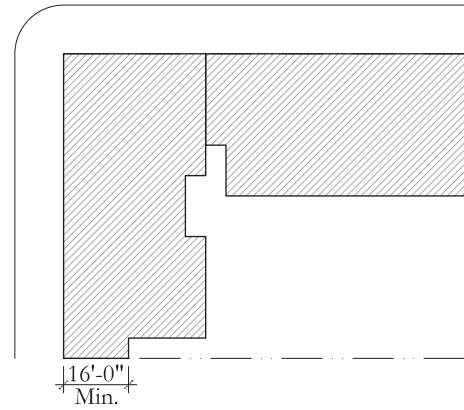
PARKING LOCATION



Type V.3 lots shall have a minimum of two off-street parking spaces per three dwelling units. A minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.



Type V.4 buildings shall be three (3) stories tall plus an optional tower.



Type V.4 buildings shall be built to the front property line (from both fronts on corner lots). A maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet. There shall be a maximum lot coverage of 80%. Type V.4 lots shall not have an off-street parking requirement.

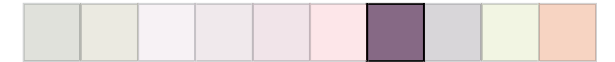
HEIGHTS & USAGE

BUILDING LOCATION

PARKING LOCATION

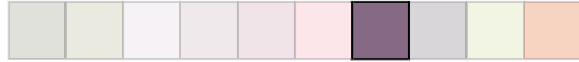
Transect Zone 5: URBAN CENTER

TYPE V.4 - 12-FLAT ATTACHED
CORNER LOT ONLY

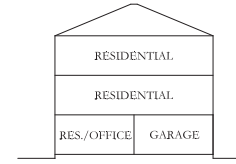


Transect Zone 5: URBAN CENTER

TYPE V.5 - LIVE-WORK "TUCK-UNDER" ATTACHED CORNER & MID-BLOCK

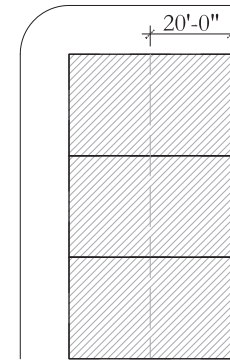


HEIGHTS & USAGE



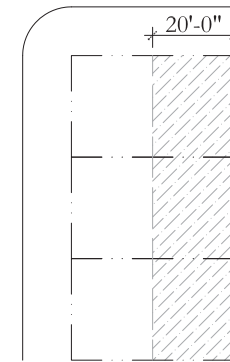
Type V.5 buildings shall have a minimum of two (2) stories and a maximum of three (3) stories tall plus an optional tower.

BUILDING LOCATION



Type V.5 buildings shall be built to the front property line (from both fronts on corner lots) with no minimum rear setback. Maximum four (4) foot projection over the front build-to line is permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet.

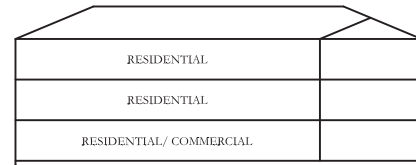
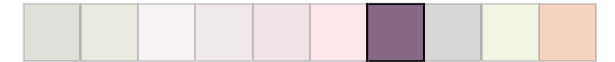
PARKING LOCATION



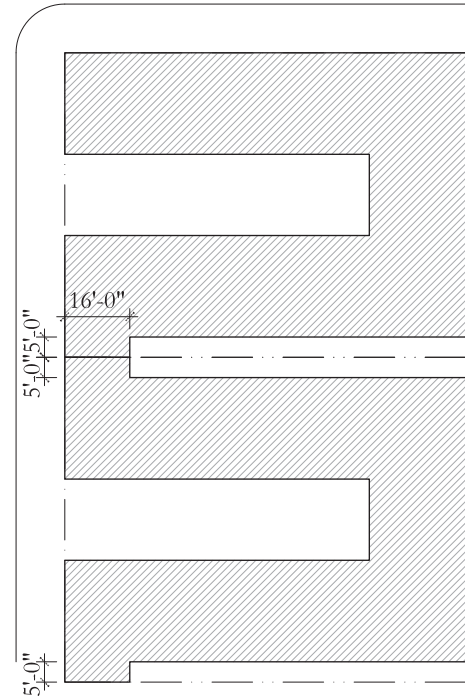
Type V.5 lots shall have a minimum of one off-street parking space per dwelling unit to be accommodated within the unit.

Transect Zone 5: URBAN CENTER

TYPE V.6 - APARTMENT BUILDINGS & S.R.O.'S CORNER & MID-BLOCK



Type V.6 buildings shall have a minimum of two (2) stories and a maximum of three (3) stories tall plus an optional tower.



Type V.6 buildings shall be built to the front property line (from both fronts on corner lots) with no rear setback. Maximum four (4) foot projection over the front build-to line is permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet.

Type V.6 lots shall have no minimum off-street parking requirement.

HEIGHTS & USAGE

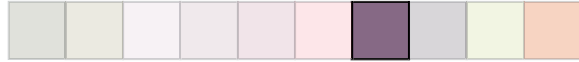
BUILDING LOCATION

PARKING LOCATION



Transect Zone 5: URBAN CENTER

TYPE V.7 - LARGE FLOOR-PLATE OFFICE BUILDINGS CORNER & MID-BLOCK

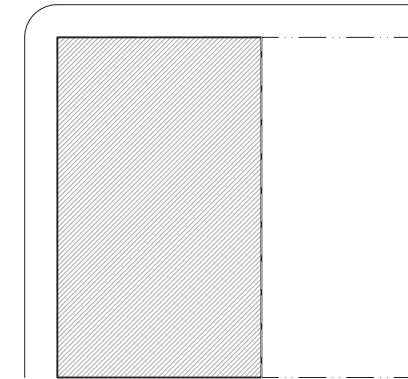


HEIGHTS & USAGE



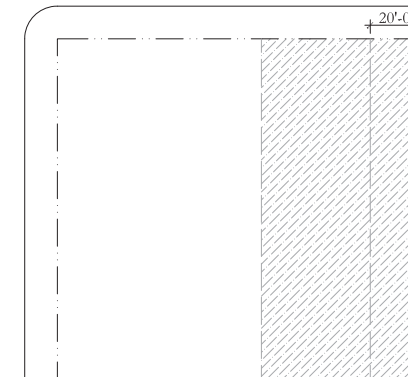
Type V.7 buildings shall have a minimum of two (2) stories and a maximum of four (4) stories plus an optional tower.

BUILDING LOCATION



Type V.7 buildings shall be built to the front the property line (from both fronts on corner lots) with no minimum rear setback. Maximum four (4) foot projection over the front build-to line is permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet.

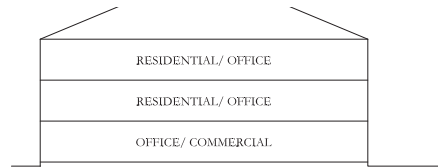
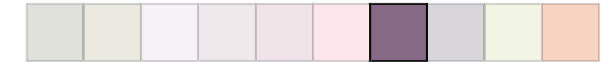
PARKING LOCATION



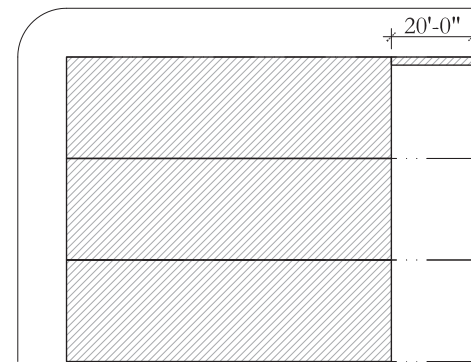
Type V.7 lots have no minimum off-street parking requirement, but a minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

Transect Zone 5: URBAN CENTER

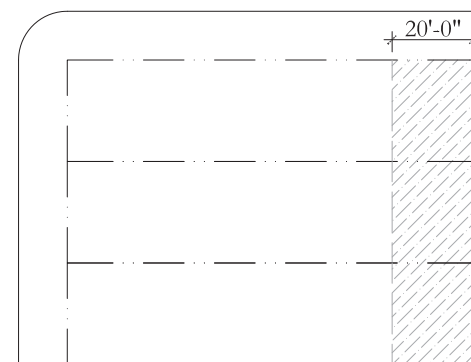
TYPE V.8 - MIXED-USE BUILDINGS CORNER & MID-BLOCK



Type V.8 buildings shall have a minimum of two (2) and a maximum of four (4) stories tall plus an optional tower.



Type V.8 buildings shall be built to the front property line (from both fronts on corner lots) with no minimum rear setback. A maximum four (4) foot projection over the front build-to line permitted for upper floor balconies, and stairs at grade to a maximum of three (3) feet.

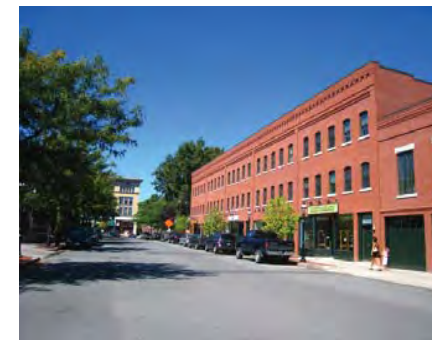


Type V.8 lots shall have no minimum off-street parking requirement, but a minimum parking depth shall be designated at the rear property line of not less than twenty (20) feet.

HEIGHTS & USAGE

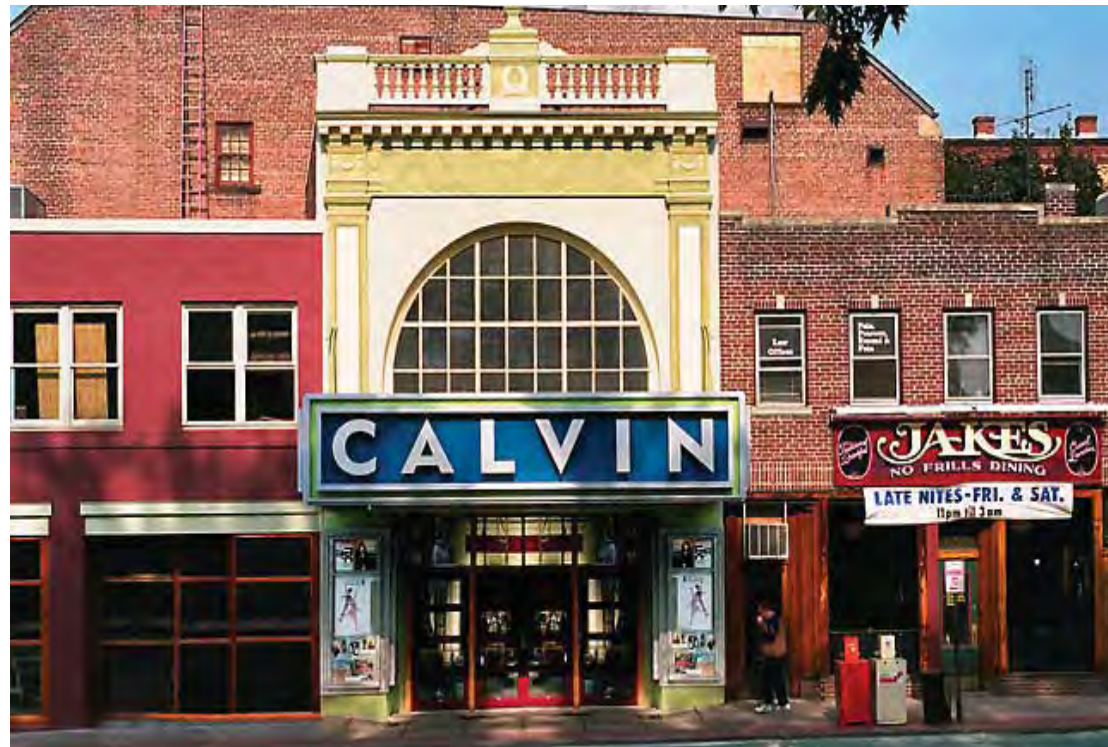
BUILDING LOCATION

PARKING LOCATION



CIVIC BUILDINGS

CHURCHES, THEATERS, CITY HALL, ETC.



SPECIAL DISTRICTS

MUSEUMS, HOSPITALS, SCHOOLS,
& LIGHT INDUSTRIAL



PUBLIC SPACE

PARKS, SQUARES, PLAZAS, PARKING LOTS



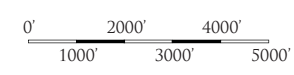
OUT BUILDINGS

GARAGES, BARNES, SHEDS, ETC.



Street Type Diagram

KEY:	
	BOULEVARD I
	BOULEVARD II
	AVENUE I
	AVENUE II
	AVENUE III
	AVENUE IV
	AVENUE V
	STREET I
	STREET II
	STREET III
	STREET IV
	STREET V
	STREET VI
	LANE I
	LANE II
	ALLEY I



Street Type Diagram: Areas of Focus



LEEDS



KING STREET



VILLAGE AT HOSPITAL HILL



MAIN STREET, PLEASANT & CONZ

Street Type 1: BOULEVARD I (State Street Extension)

DESIGN SPEED

- 20-25 MPH

R.O.W. WIDTH

- 100'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

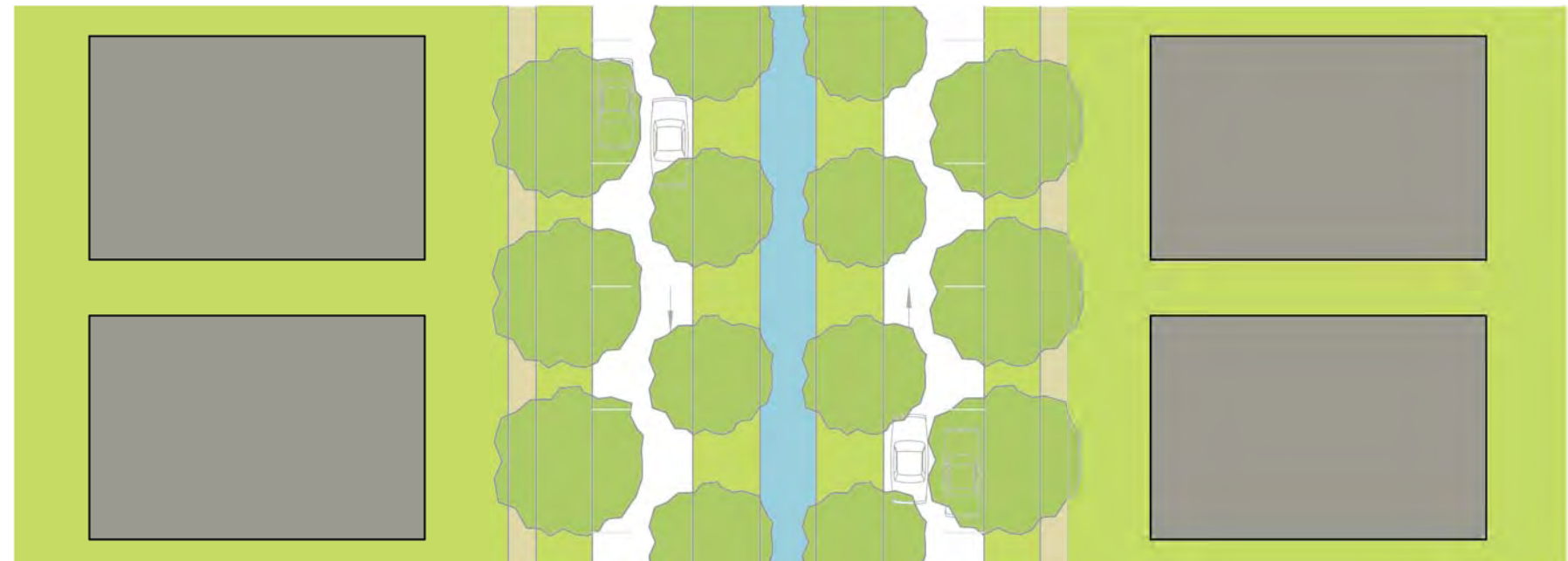
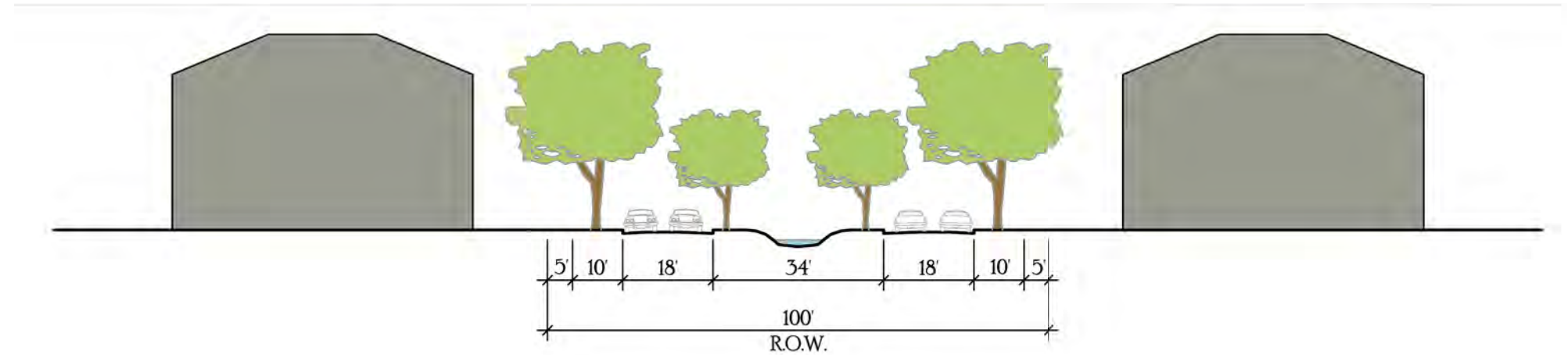
- PARALLEL ON ONE SIDE IN EACH DIRECTION

BIKE LANES

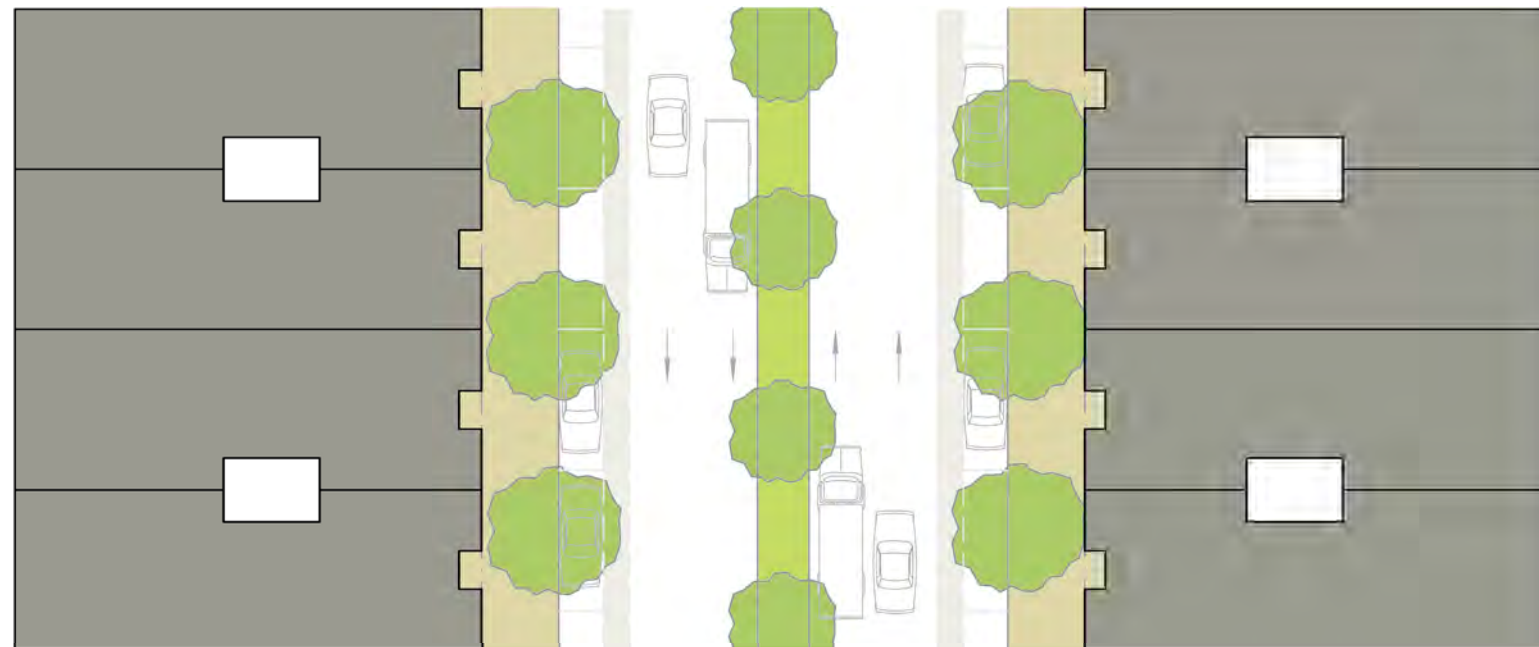
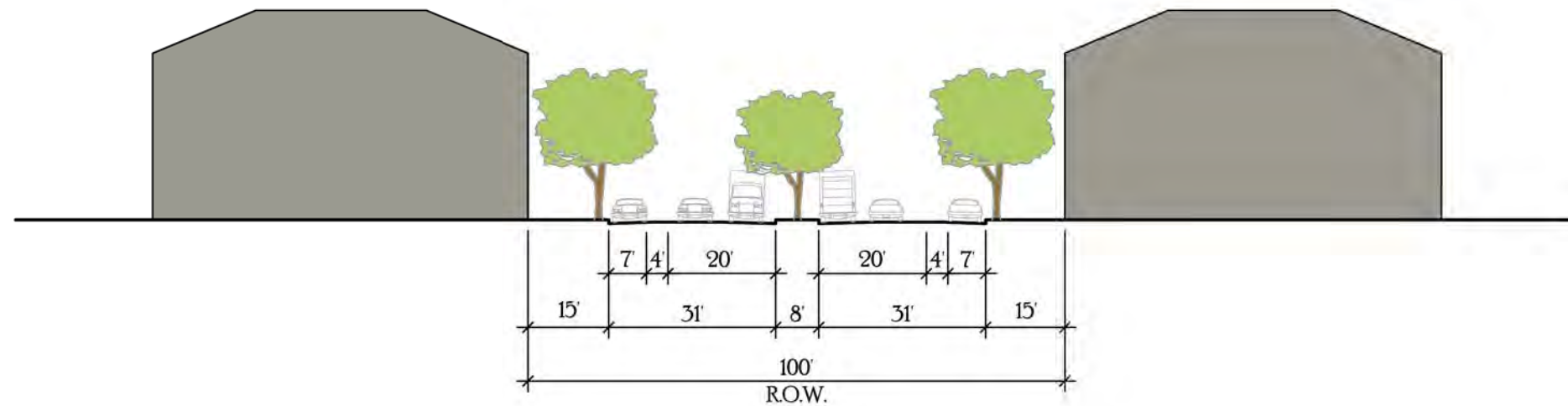
- NO

PLANTINGS

- PLANTER STRIPS WITH TREES ALONG EACH SIDE (30' ON-CENTER)
- PLANTER STRIP WITH WATER FEATURE AND TREES IN CENTER (30' ON-CENTER)



Street Type 2: BOULEVARD II (Industrial Drive)



DESIGN SPEED

- 25-30 MPH

R.O.W. WIDTH

- 100'

DIRECTIONALITY

- TWO-WAY (TWO LANES PER DIRECTION)

PARKING

- PARALLEL ON ONE SIDE IN EACH DIRECTION

BIKE LANES

- YES

PLANTINGS

- PLANTER STRIP WITH TREES IN CENTER (30' ON-CENTER)
- TREES IN 4' X 4' GRATES ALONG EACH SIDE (30' ON-CENTER)



Street Type 3: AVENUE I (North King Street)

DESIGN SPEED

- 30-35 MPH

R.O.W. WIDTH

- 100'

DIRECTIONALITY

- TWO-WAY (TWO LANES PER DIRECTION)

PARKING

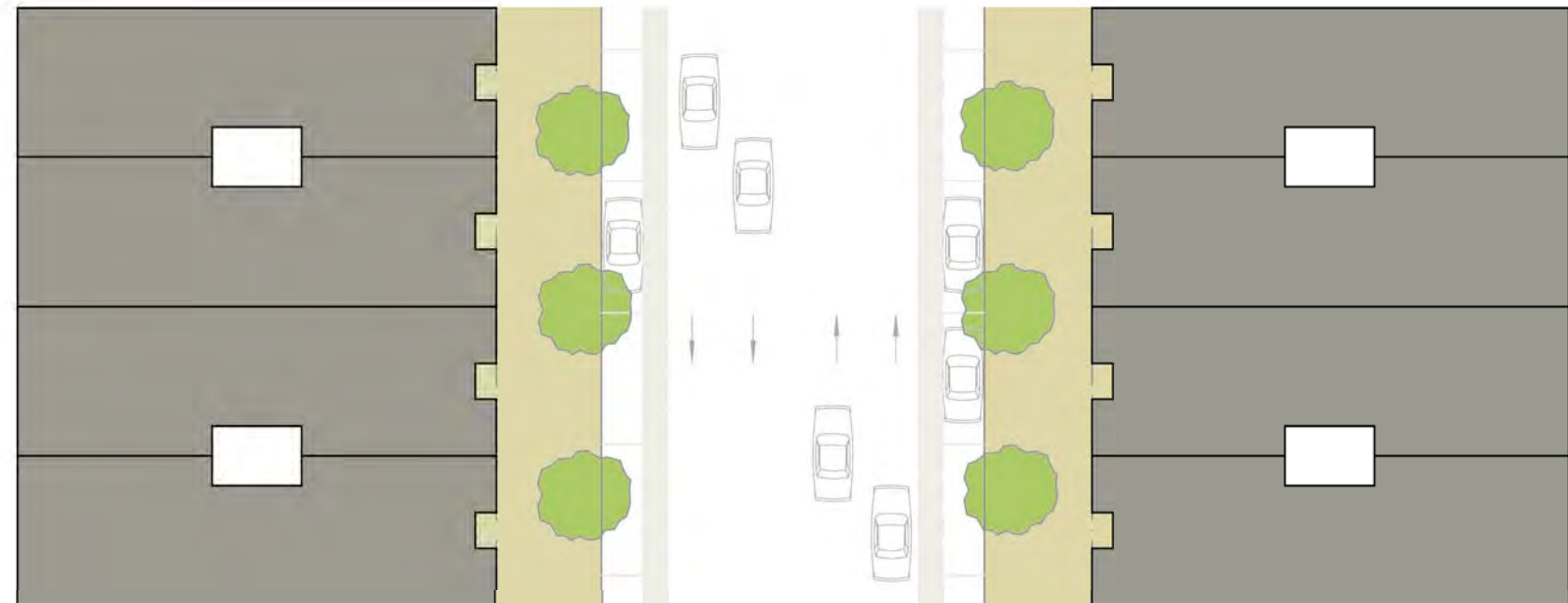
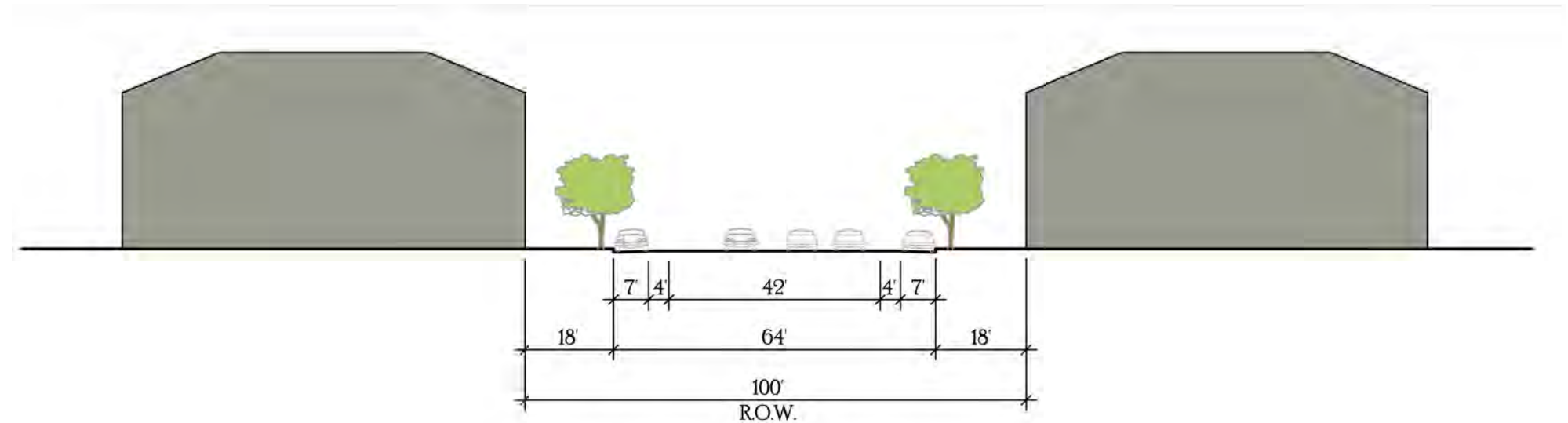
- PARALLEL ON TWO SIDES

BIKE LANES

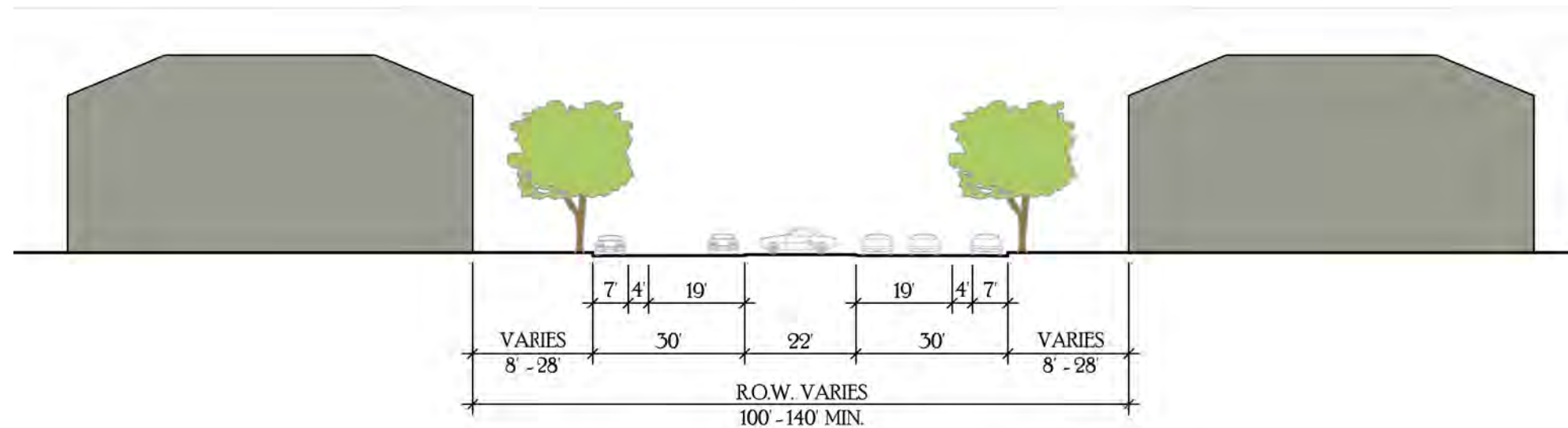
- YES

PLANTINGS

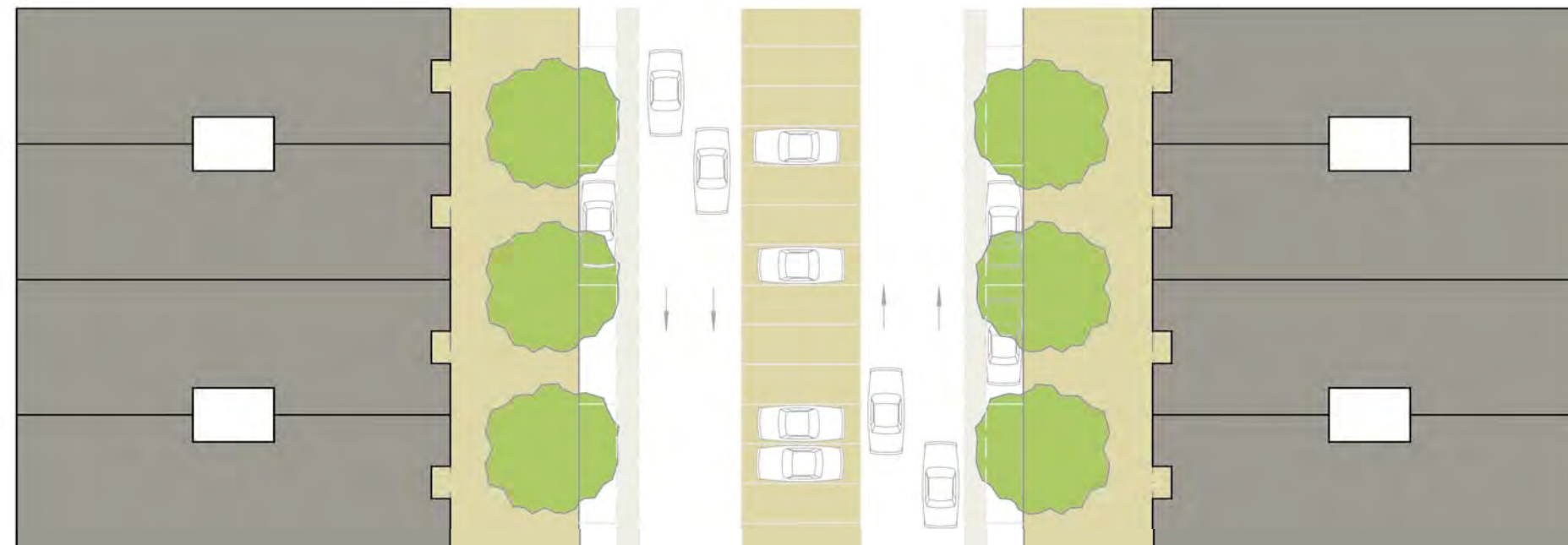
- TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 4: AVENUE II (Main Street)



- DESIGN SPEED**
 - 20-25 MPH
- R.O.W. WIDTH**
 - 100' - 140' MINIMUM
- DIRECTIONALITY**
 - TWO-WAY (TWO LANES PER DIRECTION)
- PARKING**
 - PARALLEL ON EACH SIDE
 - PERPENDICULAR IN CENTER OF R.O.W.
- BIKE LANES**
 - YES
- PLANTINGS**
 - TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 5: AVENUE III (Central Barrett Street)

DESIGN SPEED

- 25-30 MPH

R.O.W. WIDTH

- 80'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

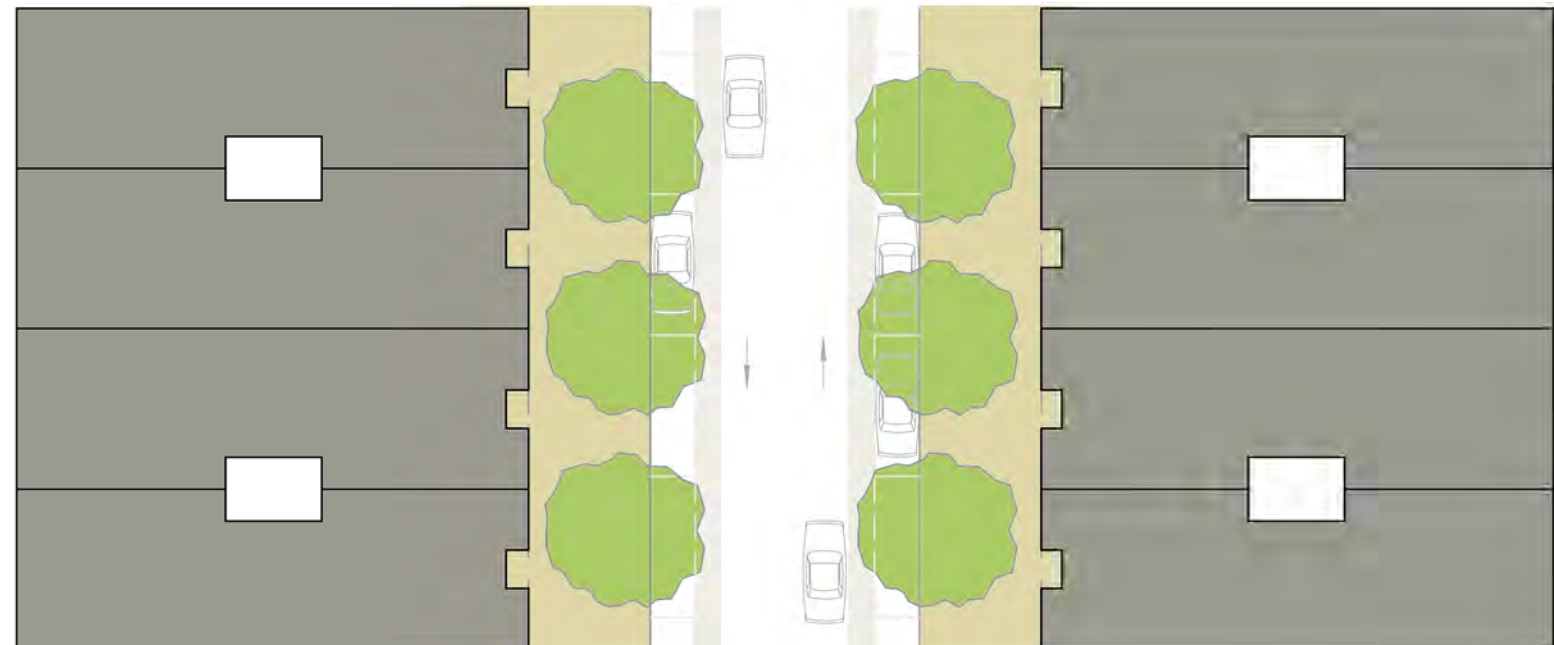
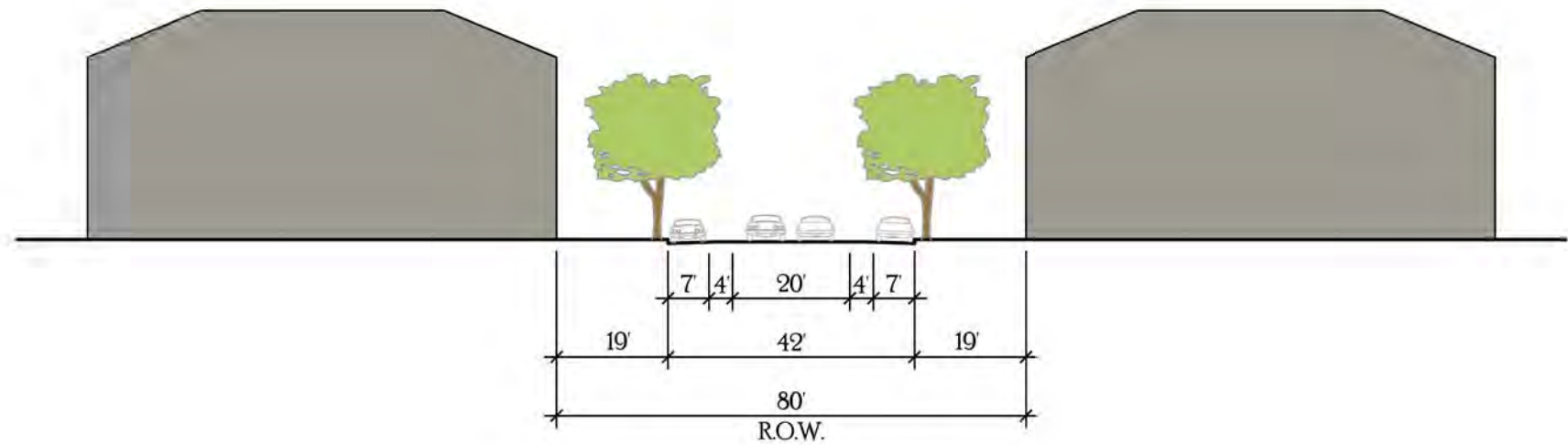
- PARALLEL ON EACH SIDE

BIKE LANES

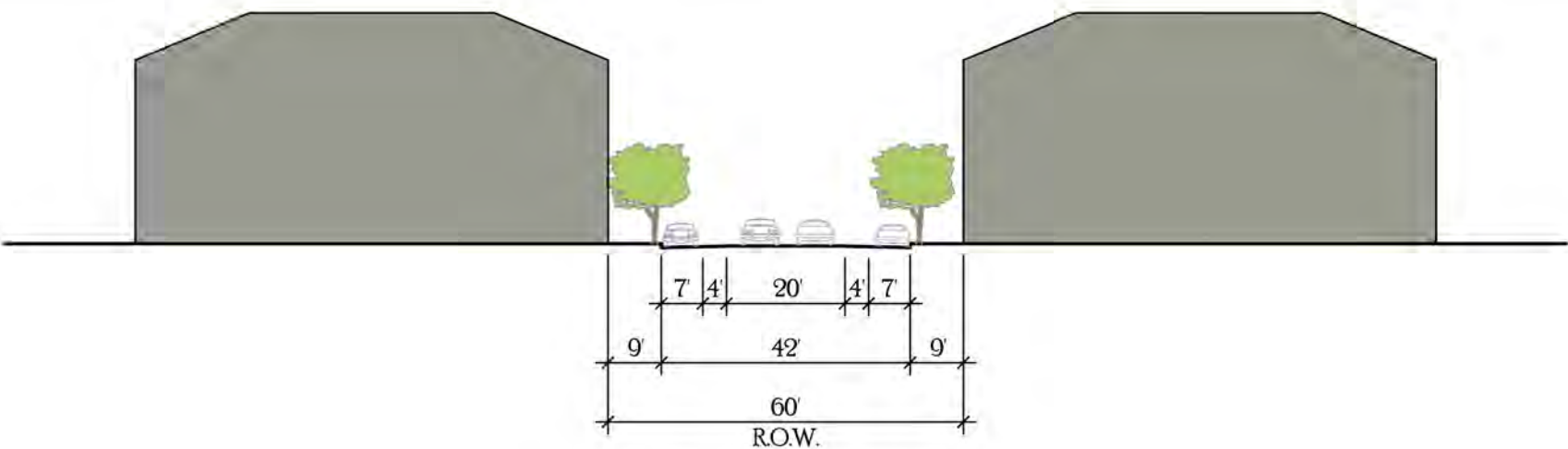
- YES

PLANTINGS

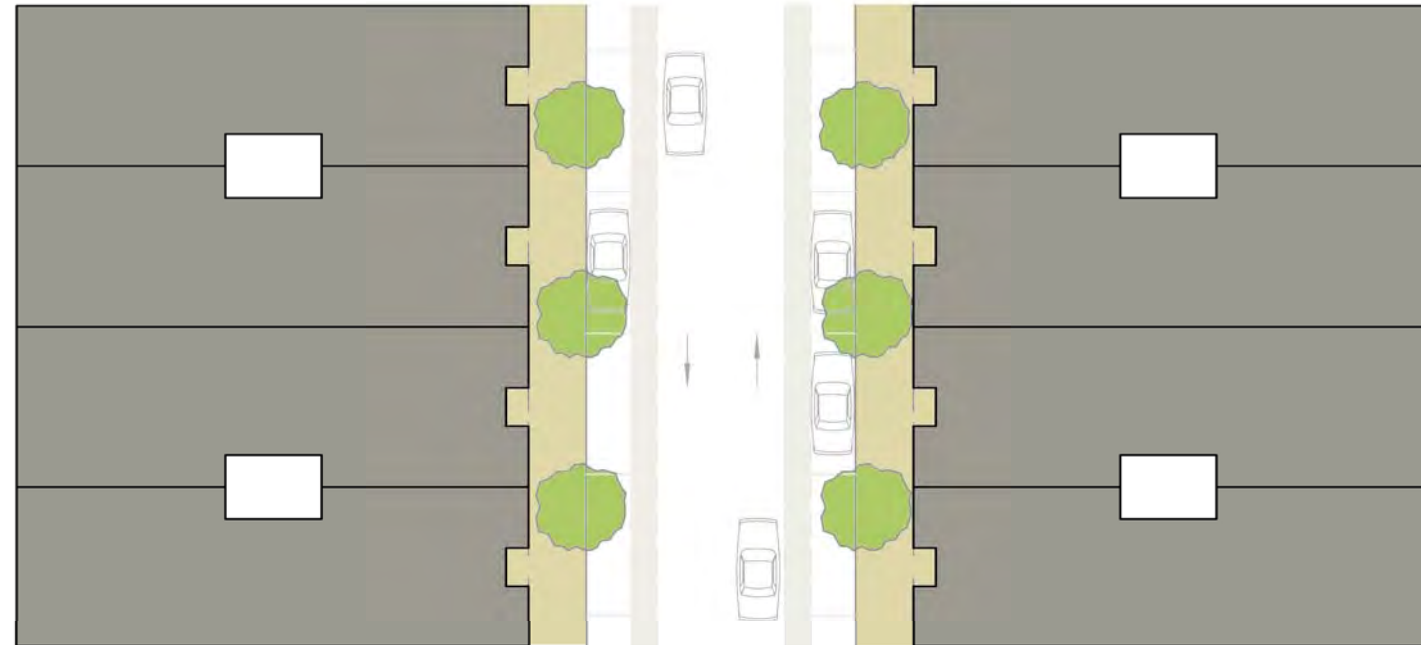
- TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 6: AVENUE IV



- DESIGN SPEED**
 - 25-30 MPH
- R.O.W. WIDTH**
 - 60'
- DIRECTIONALITY**
 - TWO-WAY (ONE LANE PER DIRECTION)
- PARKING**
 - PARALLEL ON EACH SIDE
- BIKE LANES**
 - YES
- PLANTINGS**
 - TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 7: AVENUE V

DESIGN SPEED

- 25-30 MPH

R.O.W. WIDTH

- 60'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

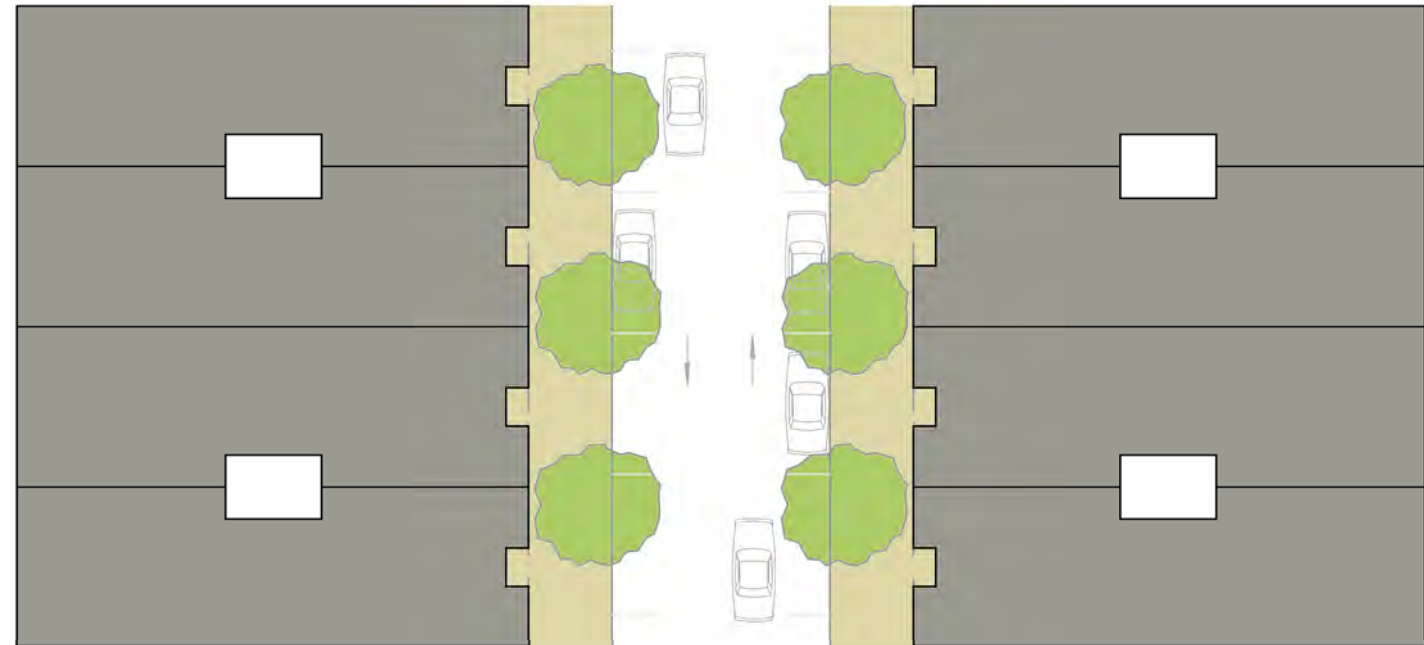
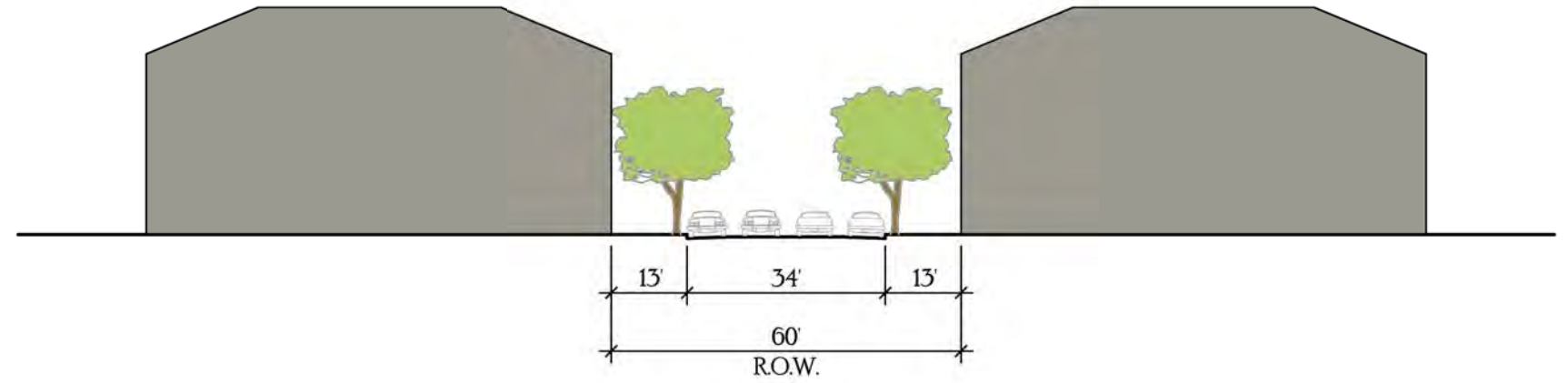
- PARALLEL ON EACH SIDE

BIKE LANES

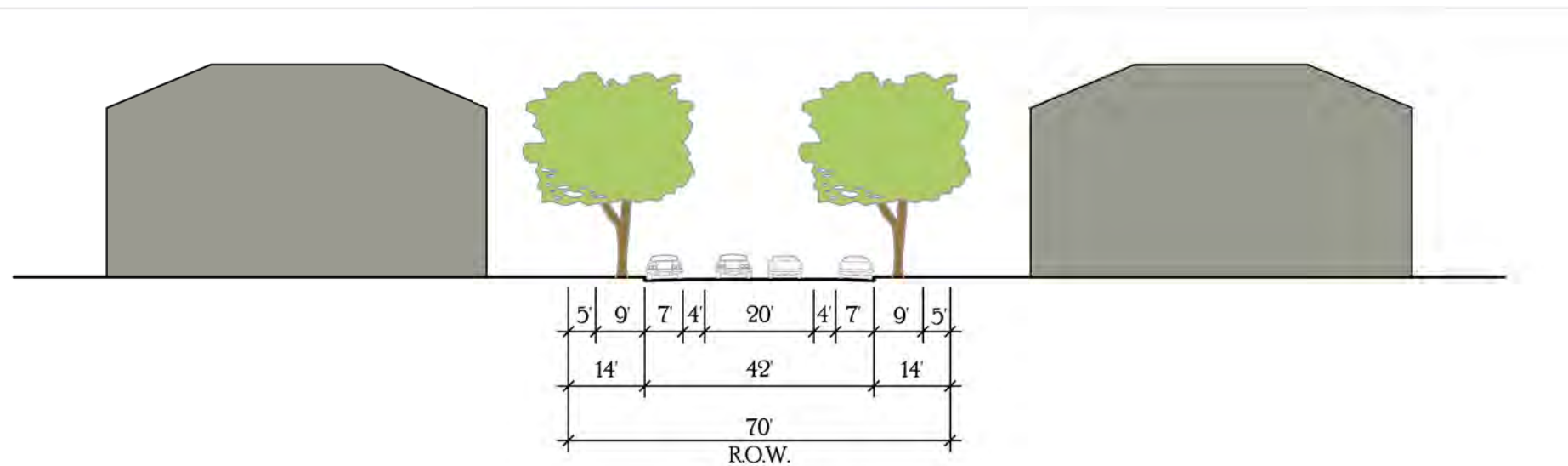
- NO

PLANTINGS

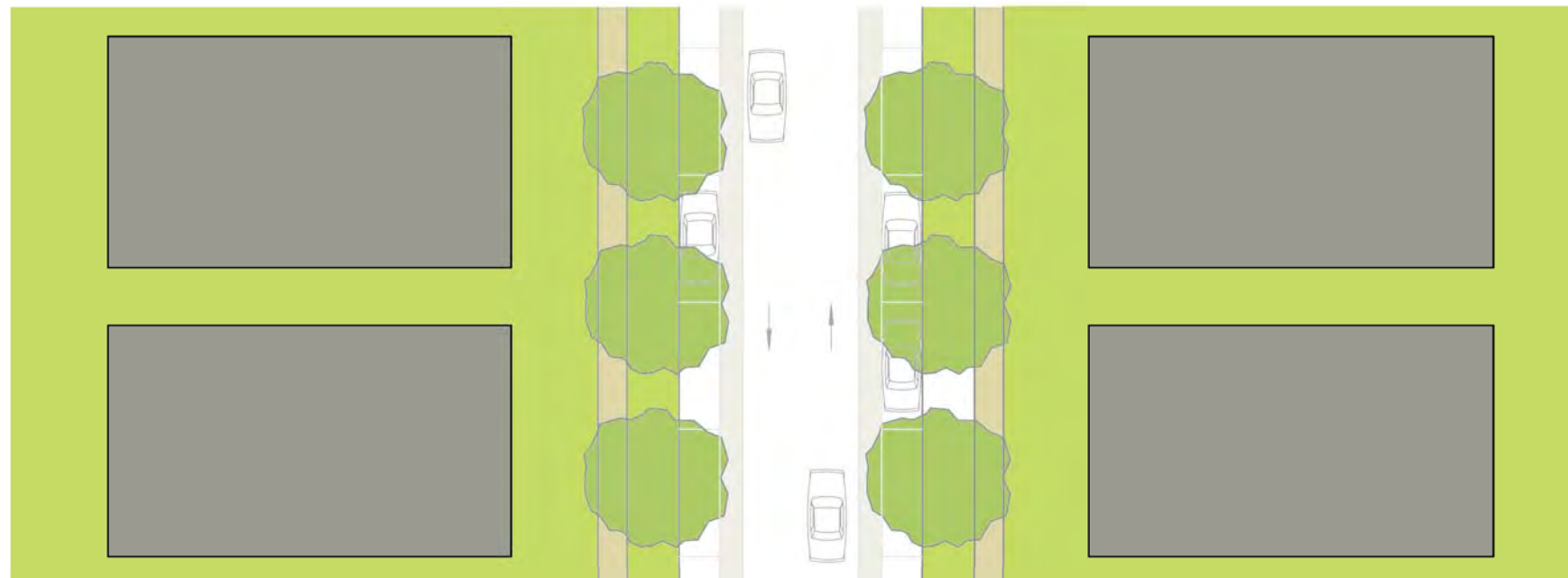
- TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 8: STREET I (West Barrett Street)



- DESIGN SPEED**
 - 25-30 MPH
- R.O.W. WIDTH**
 - 70'
- DIRECTIONALITY**
 - TWO-WAY (ONE LANE PER DIRECTION)
- PARKING**
 - PARALLEL ON EACH SIDE
- BIKE LANES**
 - YES
- PLANTINGS**
 - PLANTER STRIP WITH TREES ALONG EACH SIDE (30' ON-CENTER)



Street Type 9: STREET II (fronting park)

DESIGN SPEED

- 30-35 MPH

R.O.W. WIDTH

- 70'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

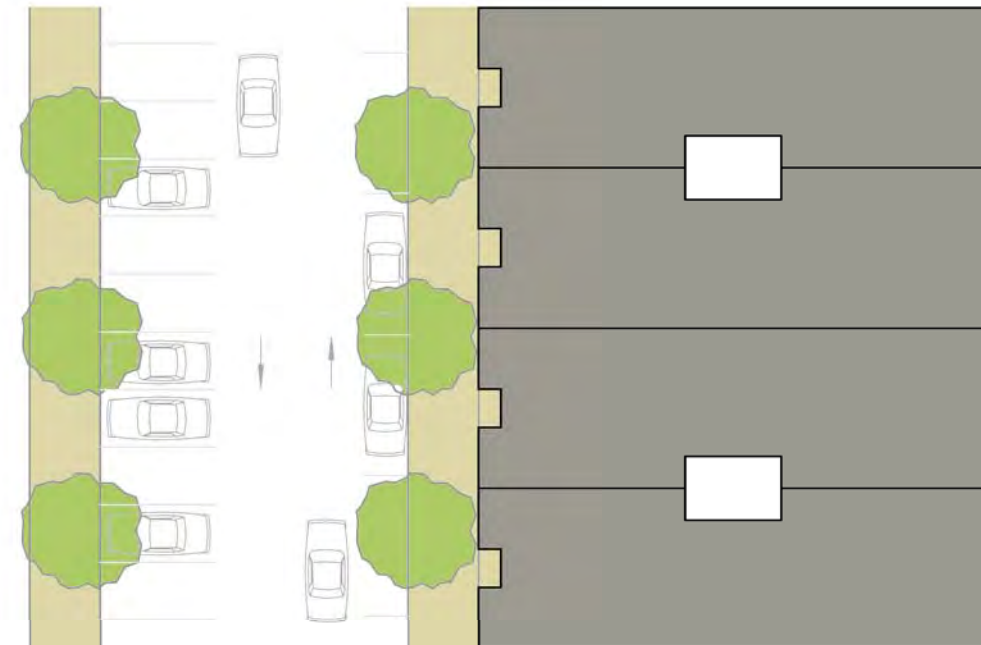
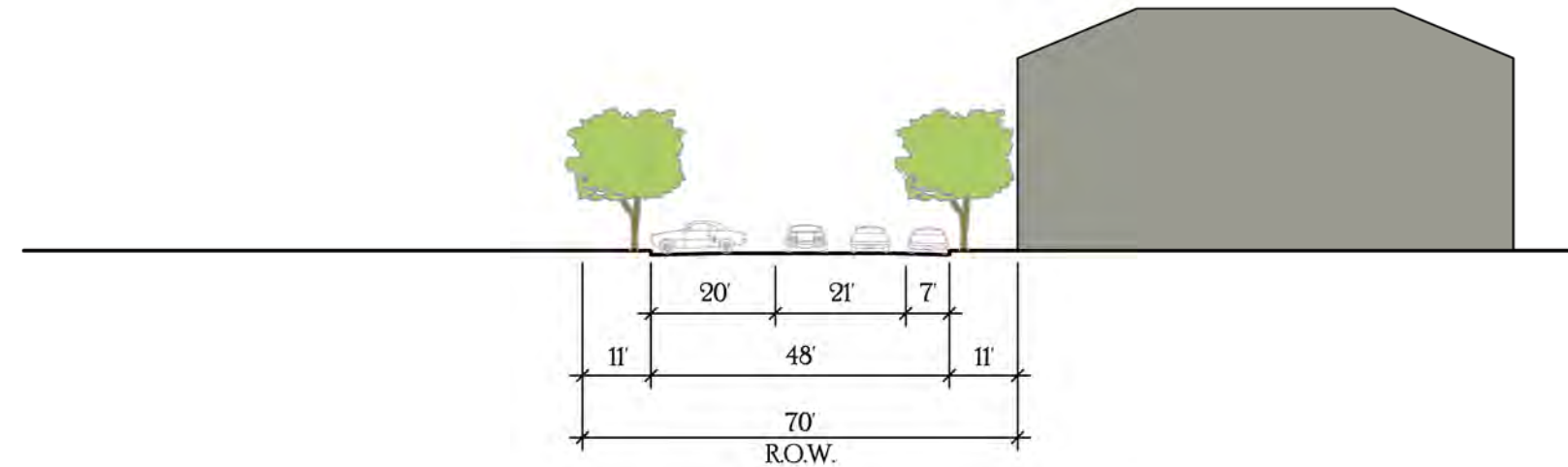
- PARALLEL ON ONE SIDE
- PERPENDICULAR ON SIDE NEAR PARK

BIKE LANES

- NO

PLANTINGS

- TREES IN 4' X 4' GRATES (30' ON-CENTER)



Street Type 10: STREET III

DESIGN SPEED
 › 25-30 MPH

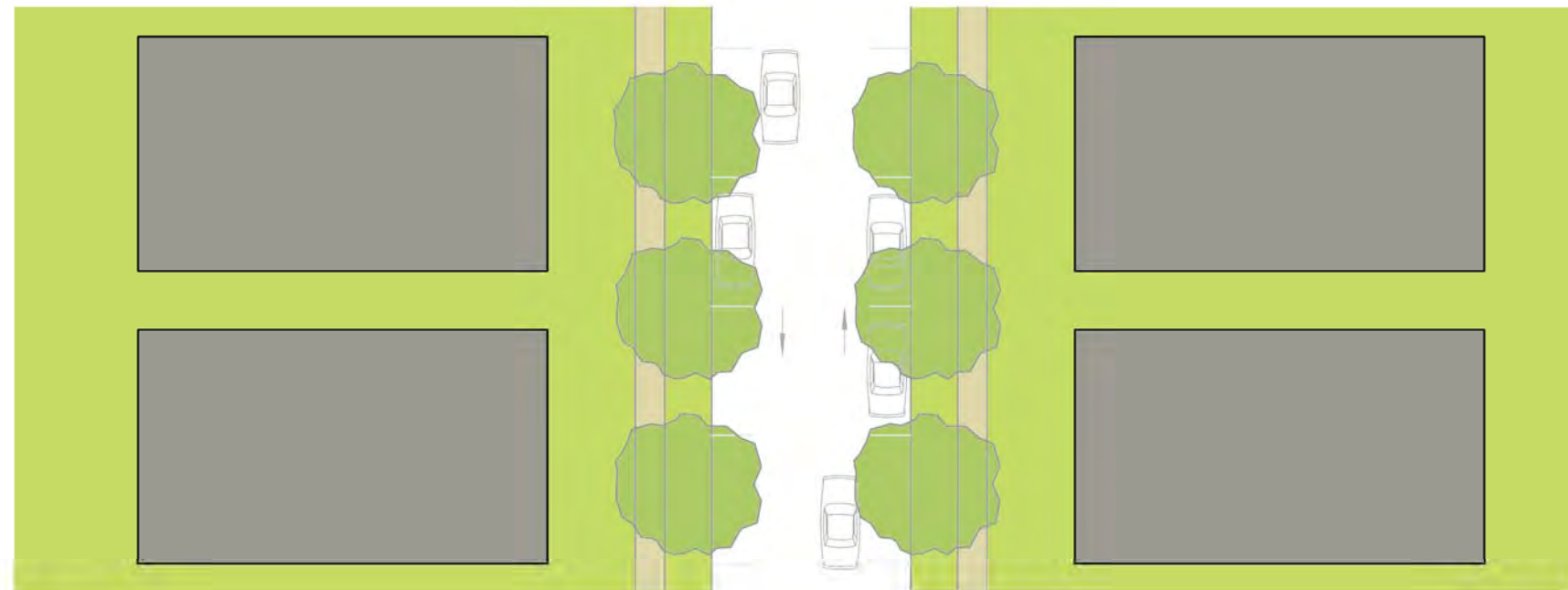
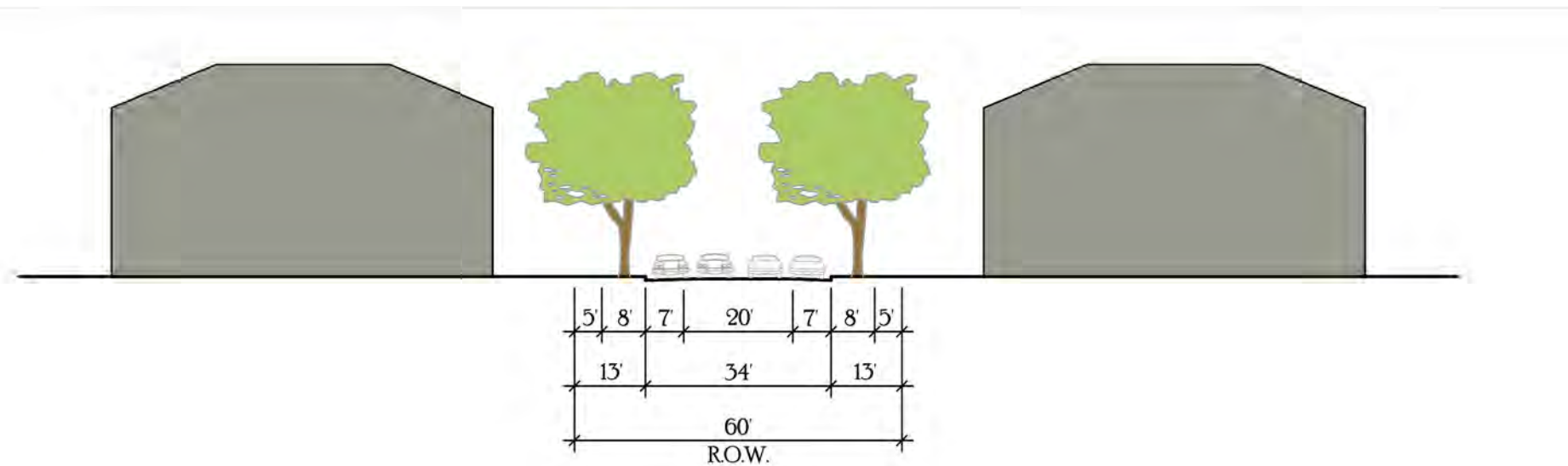
R.O.W. WIDTH
 › 60'

DIRECTIONALITY
 › TWO-WAY (ONE LANE PER DIRECTION)

PARKING
 › PARALLEL ON EACH SIDE

BIKE LANES
 › NO

PLANTINGS
 › PLANTER STRIP WITH TREES ALONG EACH SIDE (30' ON-CENTER)



Street Type 11: STREET IV

DESIGN SPEED

- 25-30 MPH

R.O.W. WIDTH

- 60'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

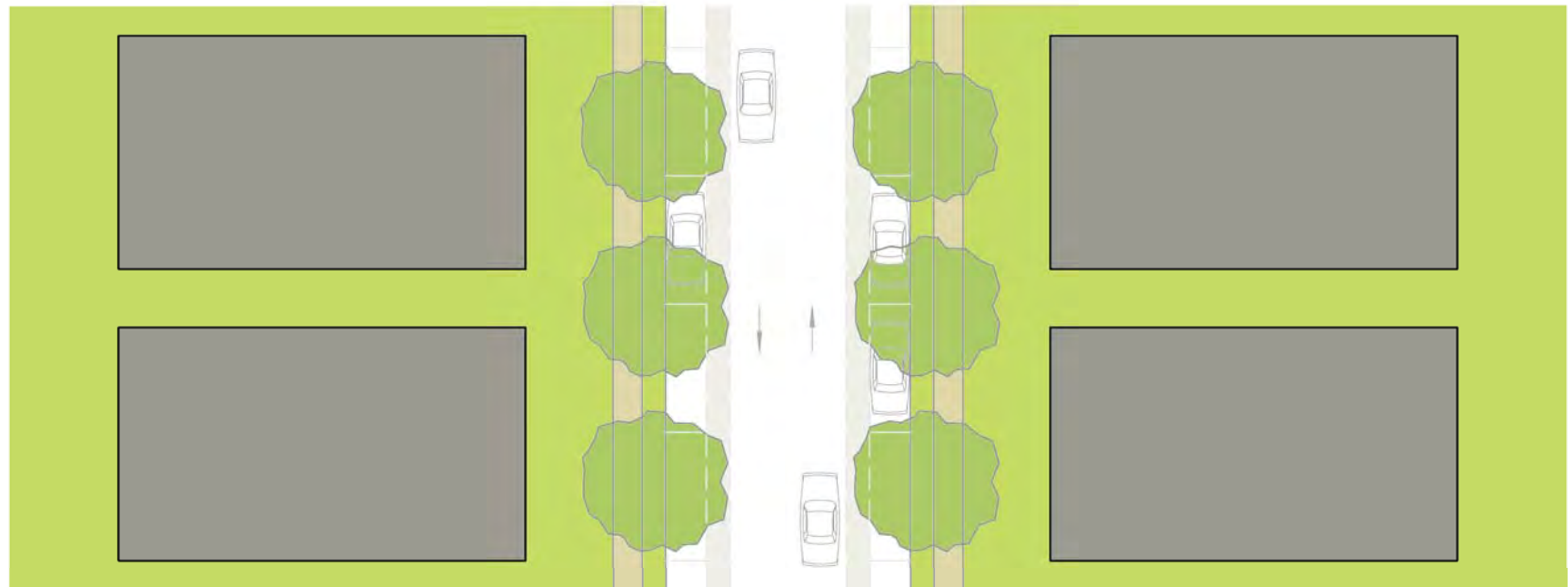
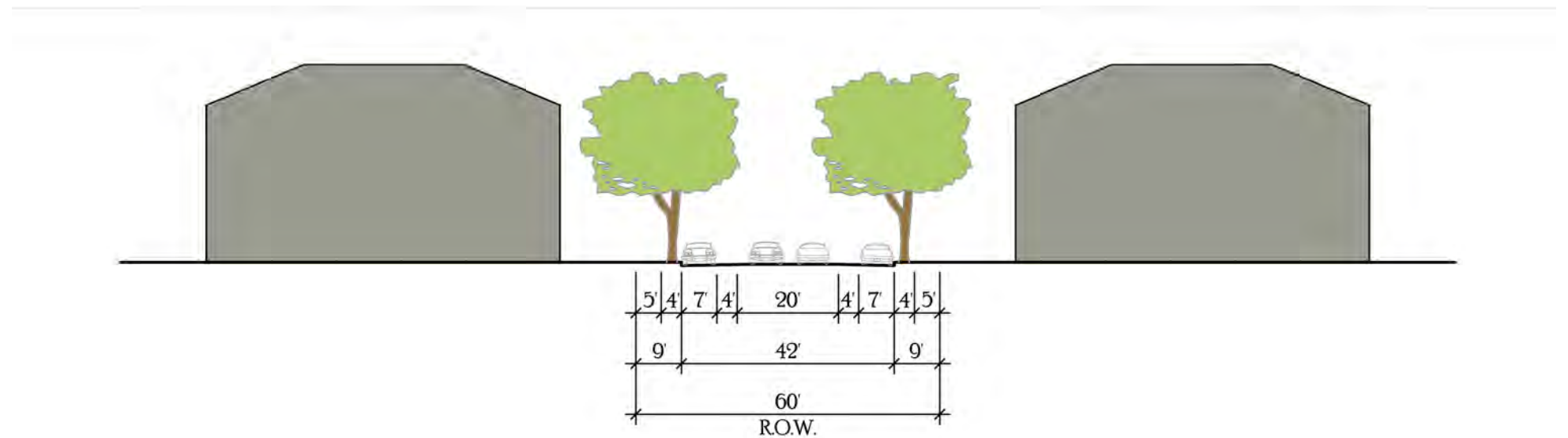
- PARALLEL ON EACH SIDE

BIKE LANES

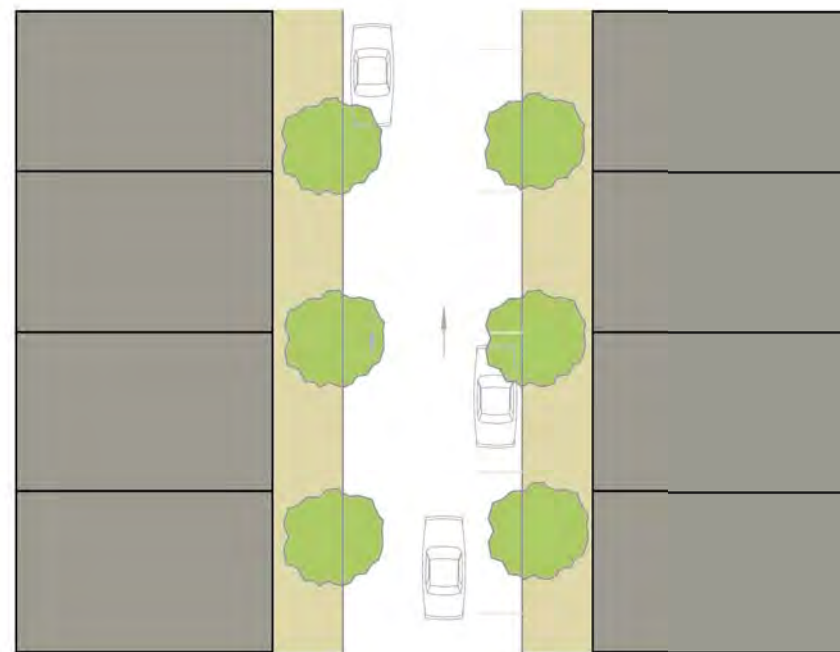
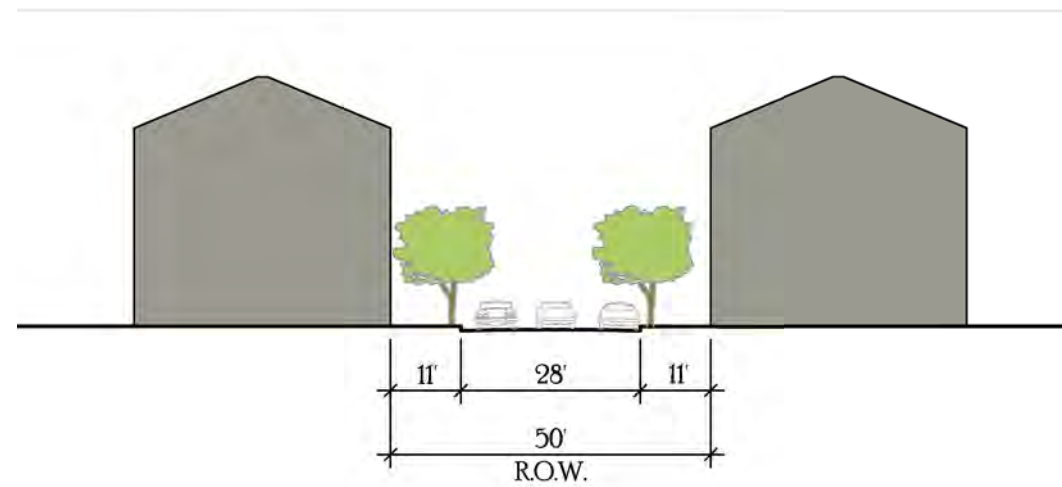
- NO

PLANTINGS

- PLANTER STRIP WITH TREES ALONG EACH SIDE (30' ON-CENTER)



Street Type 12: STREET V



DESIGN SPEED
▸ 25-35 MPH
R.O.W. WIDTH
▸ 50'
DIRECTIONALITY
▸ TWO-WAY (ONE LANE PER DIRECTION)
PARKING
▸ PARALLEL ON ONE SIDE
BIKE LANES
▸ NO
PLANTINGS
▸ TREES IN 4' X 4' GRATES ALONG EACH SIDE (30' ON-CENTER)



Street Type 13: STREET VI

DESIGN SPEED

- 25-35 MPH

R.O.W. WIDTH

- 50'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

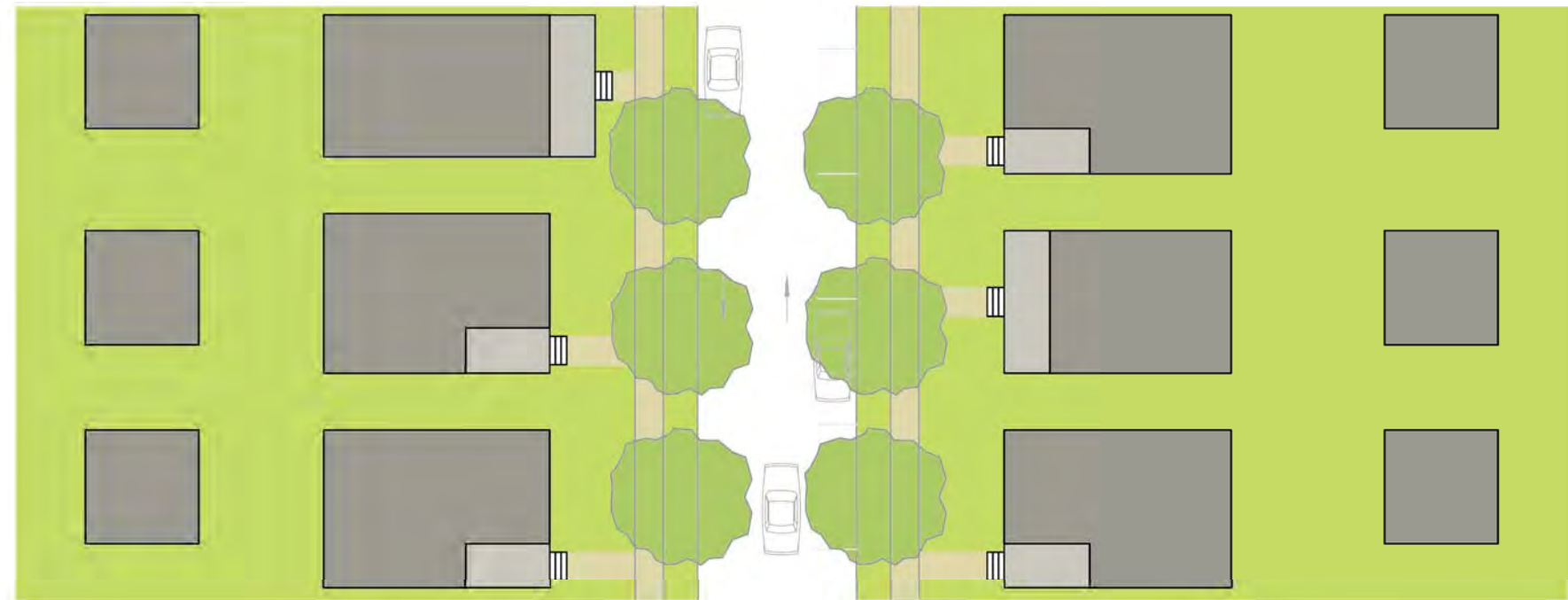
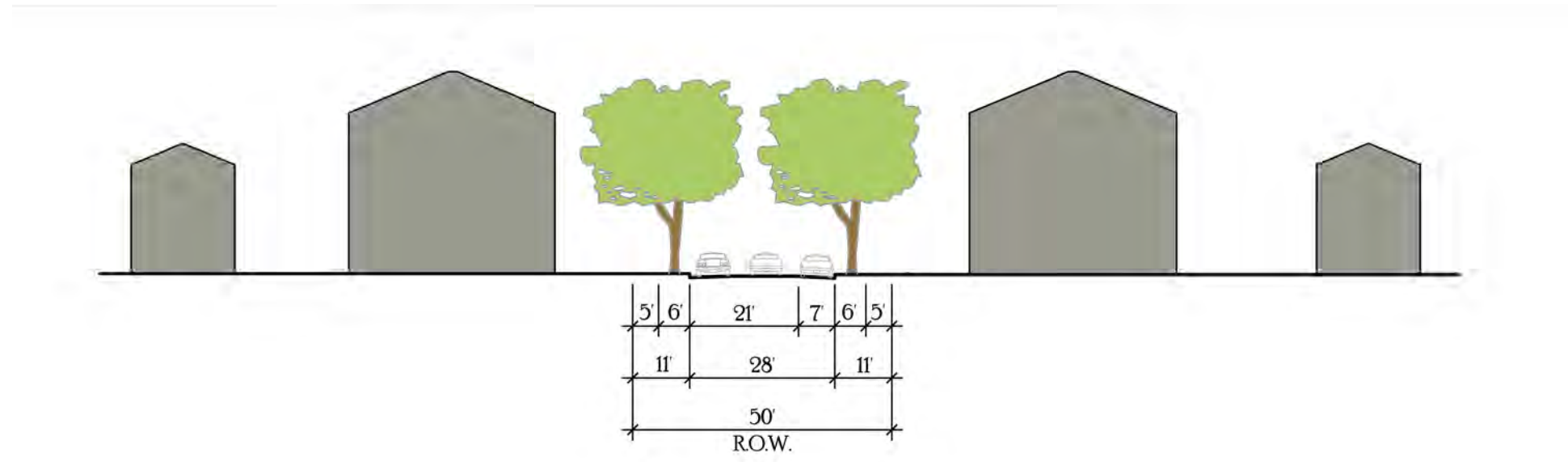
- PARALLEL ON ONE SIDE

BIKE LANES

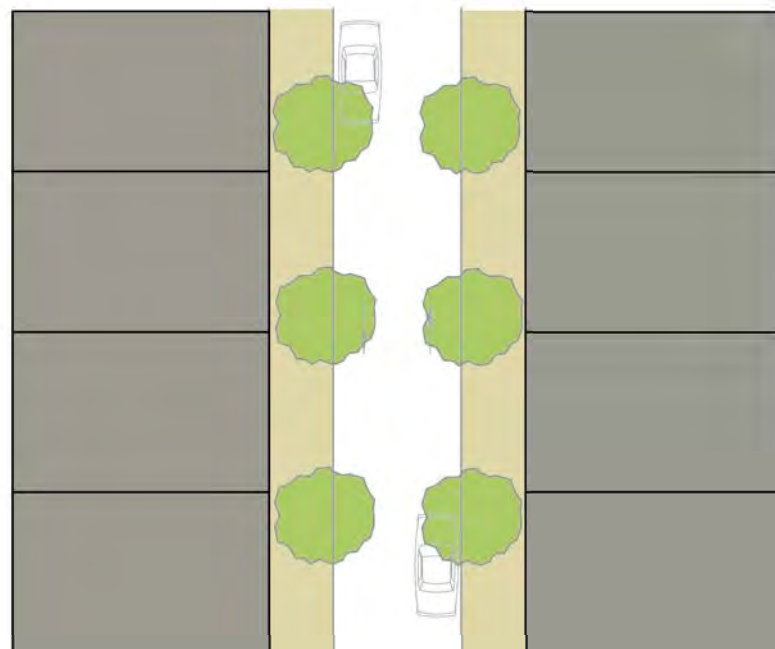
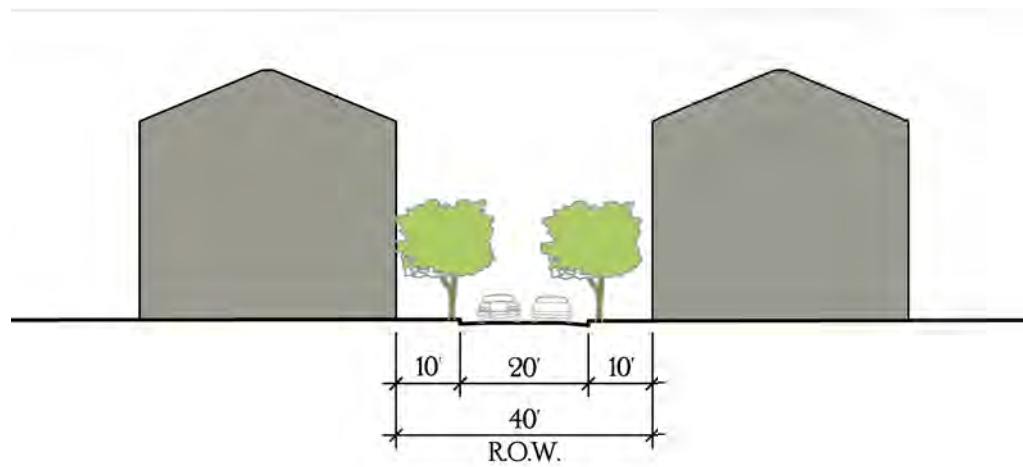
- NO

PLANTINGS

- PLANTER STRIP WITH TREES ALONG EACH SIDE (30' ON-CENTER)



Street Type 14: LANE I



- DESIGN SPEED**
 - 20-25 MPH
- R.O.W. WIDTH**
 - 40'
- DIRECTIONALITY**
 - TWO-WAY (ONE LANE PER DIRECTION)
- PARKING**
 - NO
- BIKE LANES**
 - NO
- PLANTINGS**
 - TREES IN 4' X 4' GRATES ALONG EACH SIDE (30' ON-CENTER)



Street Type 15: LANE II

DESIGN SPEED

- 25-30 MPH

R.O.W. WIDTH

- 40'

DIRECTIONALITY

- TWO-WAY (ONE LANE PER DIRECTION)

PARKING

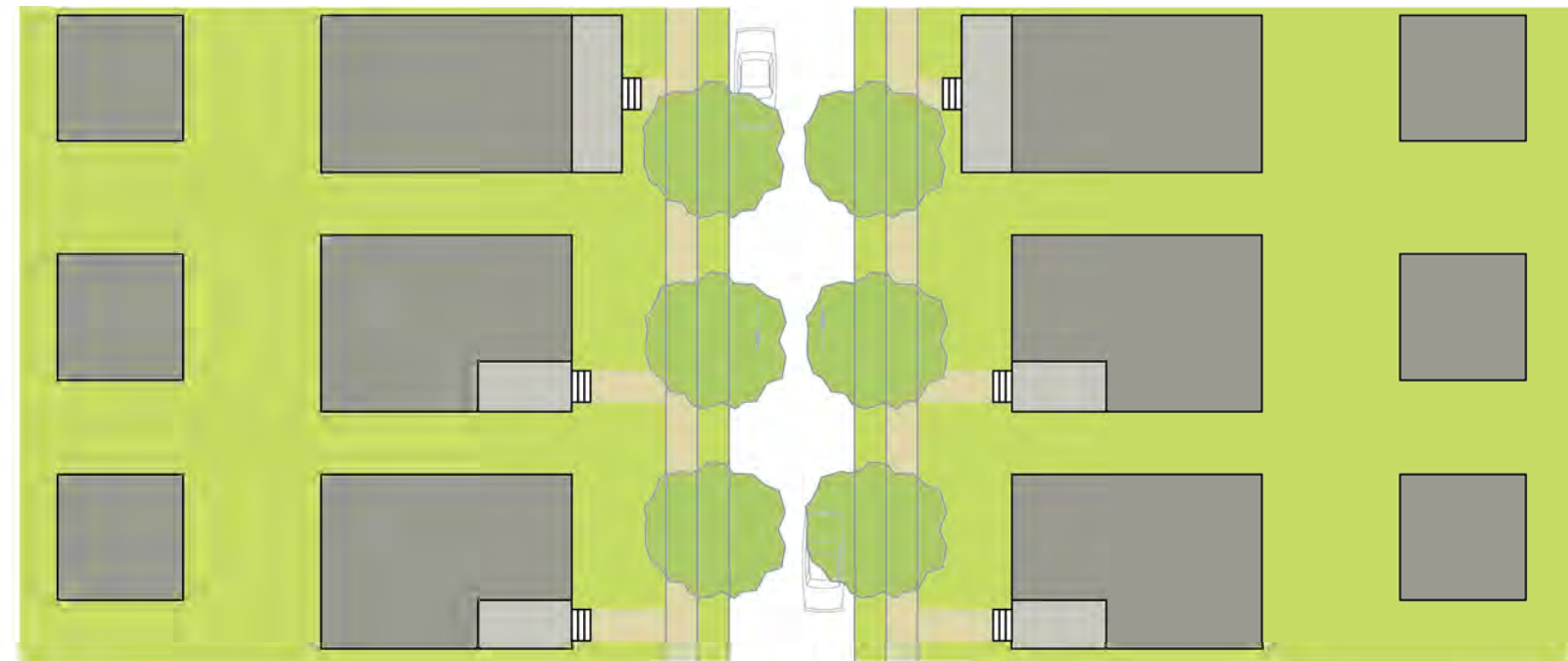
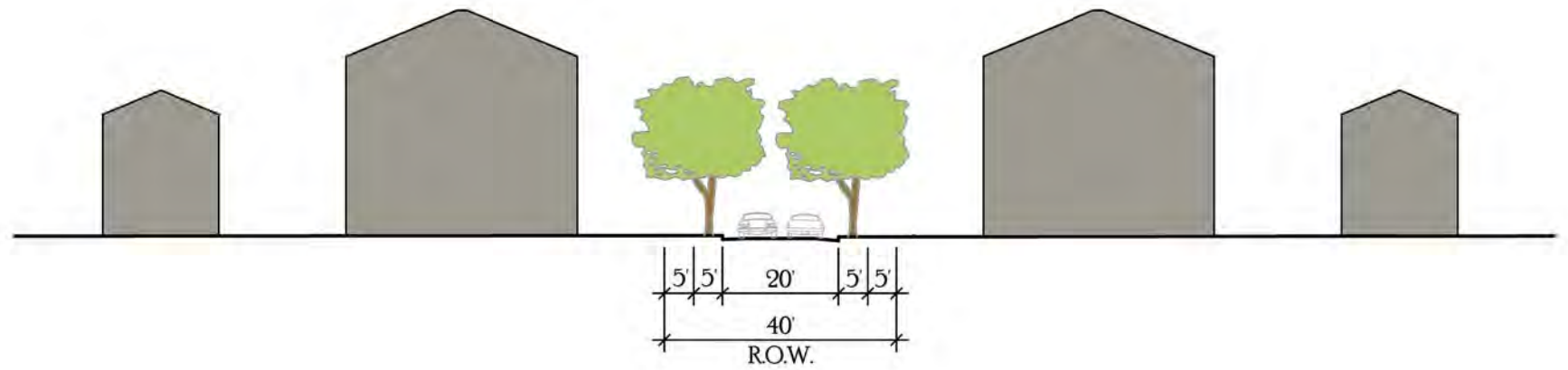
- NO

BIKE LANES

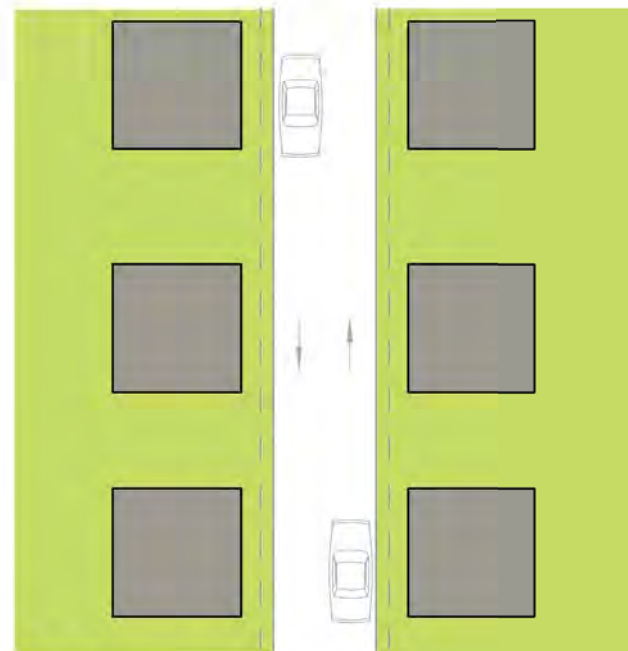
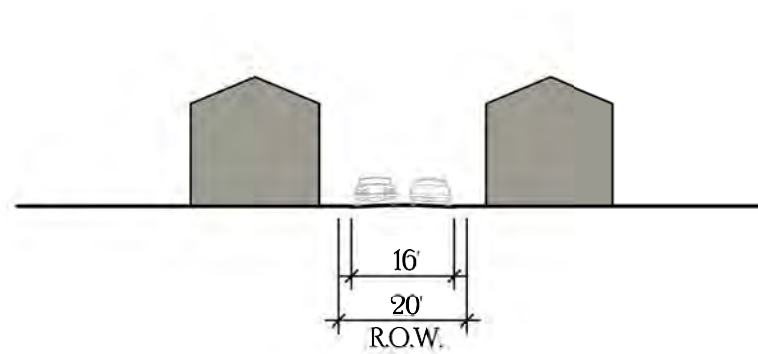
- NO

PLANTINGS

- PLANTER STRIP WITH TREES ALONG EACH SIDE (30' ON-CENTER)



Street Type 16: ALLEY I



DESIGN SPEED
▸ 15 MPH
R.O.W. WIDTH
▸ 20'
DIRECTIONALITY
▸ TWO-WAY (ONE LANE PER DIRECTION)
PARKING
▸ NO
BIKE LANES
▸ NO
PLANTINGS
▸ NO





Envisioning *Sustainable Northampton*

APPENDICES

Ten Principles of Good Urban Design

Cities are cooperative human enterprises and artifacts that exist to promote the best life possible for their citizens, and a fundamental unit of urban design is the neighborhood. The moral, economic, and environmental benefits of traditional urban neighborhoods are greatly influenced by certain formal features. Good neighborhoods exhibit most or all of the following ten characteristics, which we regard as guiding principles for good neighborhood design.

1. **A GOOD NEIGHBORHOOD HAS A DISCERNIBLE CENTER**, usually a public space and/or a main street, typically bordered by civic buildings, shops, and/or residences. A transit stop (usually train and/or bus) should be located in or along this center, connected to other neighborhood centers generally not less than one-half mile nor more than one mile away.
2. **A GOOD NEIGHBORHOOD HAS A MORE OR LESS DISCERNIBLE EDGE** where the neighborhood ends and another neighborhood or a public park or the rural landscape or waterscape begins.
3. **A GOOD NEIGHBORHOOD IS PEDESTRIAN FRIENDLY**, and accommodates not only automobile drivers but also those who choose to walk or who are unable to drive. Most of the residences in the neighborhood are within a five-to-ten minute (one-quarter to one-half mile) walk of the neighborhood center.
4. **A GOOD NEIGHBORHOOD HAS A VARIETY OF DWELLING TYPES**. In addition to detached single-family houses, these may also include row-houses, flats, apartment buildings, coach houses, and/or flats-above-stores. The consequence is that the young and old, singles and families, the poor and the wealthy, can all find places to live. Small ancillary buildings are typically permitted and encouraged within the backyard of each lot. In addition to parking, this small building may be used as one rental unit of housing or as a place to work.
5. **A GOOD NEIGHBORHOOD HAS STORES AND OFFICES LOCATED AT AND/OR NEAR ITS CENTERS**, and along the primary streets that connect neighborhood centers. The stores should be sufficiently varied to supply the weekly needs of a household.
6. **A GOOD NEIGHBORHOOD HAS AN ELEMENTARY SCHOOL TO WHICH MOST YOUNG CHILDREN CAN WALK**. This walking distance should not be greater than one mile. Also, there should be small parks and other recreation facilities dispersed throughout the neighborhood not less than one quarter mile or greater than one mile apart.
7. **A GOOD NEIGHBORHOOD HAS SMALL BLOCKS WITH A NETWORK OF THROUGH STREETS**. This network would include major and minor streets, commercial and residential streets, arterial and local streets; but is emphatically not a system of feeder roads and dead end cul de sacs. This network provides multiple routes to various city destinations, and helps disperse traffic congestion. Streets within the neighborhood have curbs and sidewalks, are relatively narrow, and are lined with trees. This slows down traffic and creates an environment better suited for pedestrians as well as moving and parked cars.
8. **A GOOD NEIGHBORHOOD PLACES ITS BUILDINGS CLOSE TO THE STREET**. This creates a strong sense of the neighborhood's center and streets as places, and of the neighborhood itself as a place.
9. **A GOOD NEIGHBORHOOD UTILIZES ITS STREETS FOR PARKING**. Parking lots and garages rarely front the streets, and are typically relegated to the rear of buildings, accessed by lanes and/or alleys.
10. **A GOOD NEIGHBORHOOD RESERVES PROMINENT SITES FOR CIVIC BUILDINGS AND COMMUNITY MONUMENTS**. Buildings for education, religion, culture, sport, and government are sited either at the end of important street vistas or fronting neighborhood squares or greens.

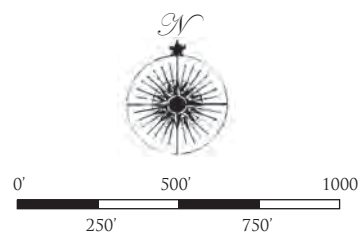
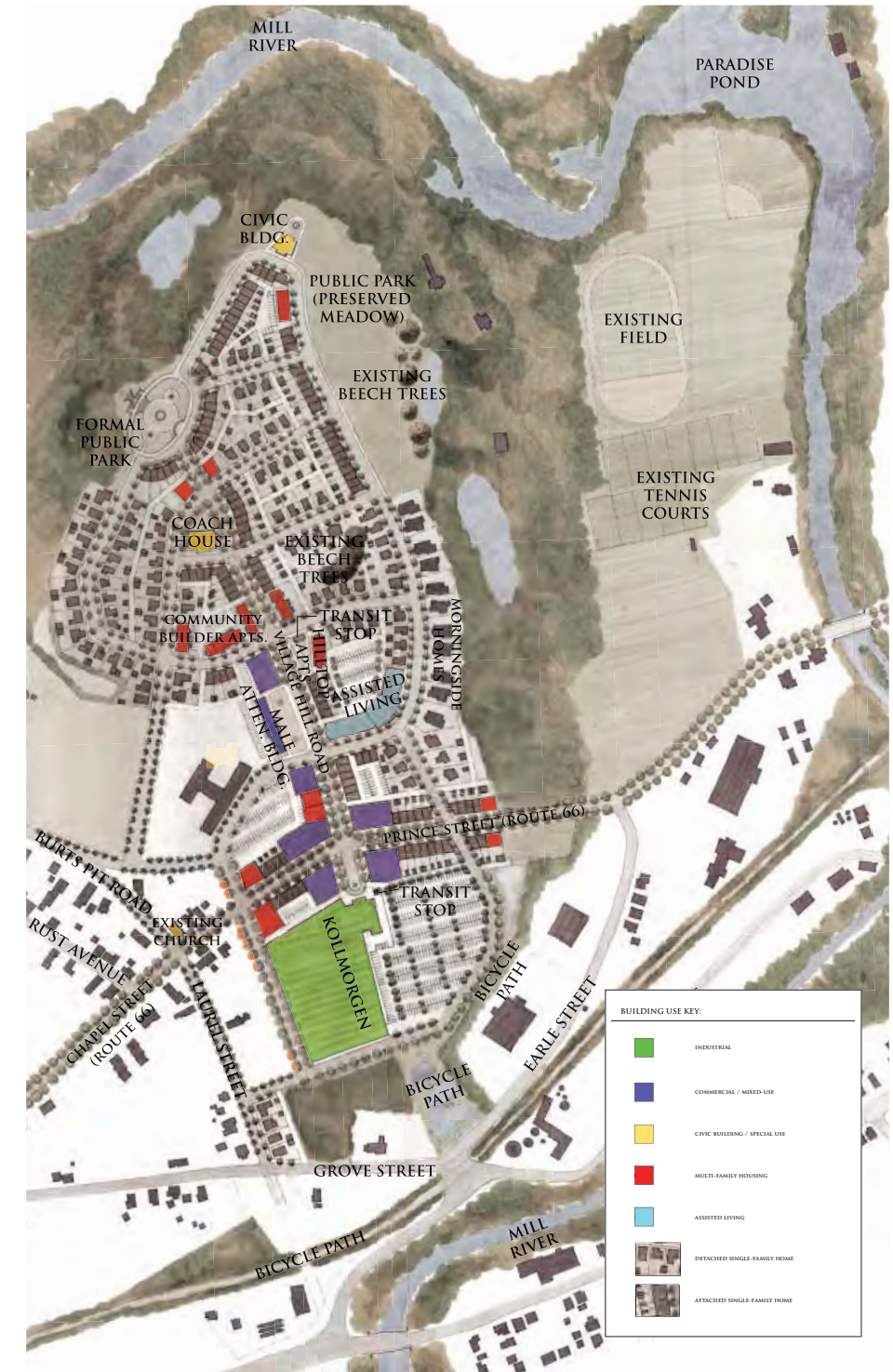
The Village at Hospital Hill: Phasing Strategy

INTERMEDIATE PLAN

DESIGN INTENTION:

Create a compact, mixed-use neighborhood which creates a genuine village, consistent with what was originally intended for the redevelopment of Hospital Hill.

Our ideal long-term plan for the Village at Hospital Hill involves property not currently slated for development. For this reason we have created an intermediate plan which could be more easily implemented in the near term, while allowing for further development in the future.



The Village at Hospital Hill

FINAL PLAN





Envisioning *Sustainable Northampton*

GLOSSARY

OF USEFUL TERMINOLOGY

Words and phrases within **Envisioning Sustainable Northampton** shall have an ordinary dictionary meaning except as may be defined otherwise hereafter. If a term is not defined in this Article, then the Town Architect shall determine the correct definition.

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

Alley: a narrow local urban passage, typically along the rear of building lots used for secondary vehicular movement as well as providing service areas, parking access, and utility easements.

Apartment: a residential unit sharing a building and a lot with other units and/or uses; may be for rent, or for sale as a condominium.

Avenue: a thoroughfare of high vehicular capacity and low speed, of interchangeable importance with boulevards in the hierarchy of thoroughfares. Avenues typically have trees on both sides of the roadbed and commonly front commercial activity.

Bicycle Lane: a portion of the public right-of-way dedicated for bicycles running within a low- or moderate-speed vehicular thoroughfare, demarcated by striping.

Bicycle Route: a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail: a bicycle way running independently of an automobile thoroughfare (Syn. Bicycle Path).

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

Boulevard: a thoroughfare designed for high vehicular capacity and moderate speed, of interchangeable importance with avenues in the hierarchy of thoroughfares. Boulevards are typically treed on both sides of the divided roadbed with a landscaped median or medians which may include areas for pedestrians and monuments.

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

Building Stories: the number of habitable floors within a building counted from the ground floor to the underside of the ceiling of the floor below the roof eave line. Attics and raised basements are not considered stories for the purposes of determining building height.

Build-to Line: a line appearing graphically on the code diagrams stated as a dimension, along which a façade *must* be placed, usually a designated minimum of the lot depth or width.

Carriage House: an outbuilding traditionally used for the storage of carriages and other vehicles, but more contemporarily used for housing automobiles with an occupiable dwelling unit above (Syn: Coach House).

Center: an area of focused community activity, a common destination. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a commercial hub, or a transit station, and may act as the social core of a neighborhood.

Civic Building: a building designed specifically for a civic function, religious or secular, operated by government or not-for-profit organizations to be found in a Civic Use zone.

Coach House: Syn: Carriage House.

Code: the portions of this document which govern the design of streets; the building types permitted on building lots and their location and height; and the parking requirements for private parcels of land.

Commercial: that which involves the exchange of cash, goods, services, or any other remuneration for goods, services, lodging, meals, or entertainment in any form; or the right to occupy space for commercial purposes over a period of time. Also, the term collectively defining workplace, office, retail and lodging functions.

Corner Lot: a lot with two street frontages.

Cottage Court: a collection of single family detached and duplex dwellings, typically having smaller lots than the surrounding neighborhood, oriented toward a shared sidewalk perpendicular to the primary street frontage.

Curb: the edge of the vehicular pavement that may be raised or flush to a swale. It usually incorporates the drainage system.

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. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Vehicular lane width is determined by desired Design Speed.

Disposition: the placement of a building on its lot.

District: an area identified for a large single-use institution and its purposes that by its intrinsic function, disposition or configuration cannot conform to one of the normative transect zones defined by this document. Districts may include institutional campuses, industrial sites, etc. (Syn. Special District).

Drive: a thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, park, or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other may have the qualities of a road or parkway, with naturalistic planting and rural details.

Elevation: an exterior wall of a building not along a frontage line.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a setback, into the public frontage or right-of-way, or above a height limit.

Façade: the exterior wall of a building that is set along a frontage line. (See Elevation).

Form-Based Zoning: a classification system based primarily on density and building type (form) rather than use. (See Transect-Based Zoning.)

Frontage Line: those lot lines that coincide with a public frontage.

Greenfield: a development planned for an undeveloped area outside the existing town or city fabric.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical greyfield sites.

Industry: uses which are designed to serve the needs of the community and may be offensive to nearby commercial or residential uses by producing adverse impacts such as:

- noise at a level greater than typical street or traffic noise;
- hazardous solids, liquids, or gases emitted in the environment;
- offensive odors or glare;
- offensive vibration;
- any other adverse impact as may be determined by the Town Architect, based on evidence presented.

Infill: noun - new development on land that had been previously developed, including most greyfield and brownfield sites and cleared land within urbanized areas. verb- to develop such areas.

Lane: a secondary public passageway designed according to standards for Lane or Alley design in this document.

Layer: a range of depth of a Lot within which certain elements are permitted.

Light Industry: uses which are designed to serve the needs of the Community for industrial activity and which are not offensive to nearby commercial or residential uses. Light industry includes manufacturing or assembly processes carried on completely within the walls of a building. Light industry shall be uses which by their nature and implementation on the site do not produce any of the following adverse impacts, as determined at the boundary of the lot:

- noise at a level greater than typical street or traffic noise;
- hazardous solids, liquids, or gases emitted into the environment;
- offensive odors or glare;
- offensive vibration;
- any other adverse impact as may be determined by the Town Architect, based on evidence presented.

Lightwell: an open space or shaft, either open to the sky or with a glazed roof, reaching down several stories, typically to grade in order to increase access to natural light and ventilation for interior rooms.

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.

Lot: a parcel of land accommodating a building or buildings of unified design.

Lot Coverage: for the settlement as a whole, the ratio of the total of all building footprints, excluding civic building footprints, divided by the total land area in the settlement. For a single lot, the total building(s) footprint(s) on the lot divided by the lot's area, including setbacks.

Lot Line: the boundary that legally and geometrically demarcates a lot (Syn. Property Line).

Lot Width: the length of the principal frontage line of a lot.

Master Plan: the illustrative visual document formed as guidelines for development.

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

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

Outbuilding: an accessory building, usually located toward the rear of the same lot as the associated primary building which may be detached from the primary building or attached by a single-story structure such as a breezeway. Outbuildings may include garages, sheds, carriage houses, farm buildings or playhouses.

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

Park: a Public Space that is a natural preserve available for unstructured recreation. A large open area available for public recreation, usually located at a neighborhood edge, and fronted by buildings. Its landscape comprises paved paths and trails, some open lawn, trees and open shelters, all naturally disposed and requiring limited maintenance. Dedicated for pedestrian enjoyment and active or passive recreation.

Parking Structure: a building containing one or more stories of parking above grade (Syn. Parking Deck).

Plan: the Master Plan and Regulating Plan which depicts the site and proposed standards for development of the area here designated as **Envisioning Sustainable Northampton**. The Plan (with its accompanying Code), if approved by the City, will supersede prior zoning classifications of property within Northampton, and govern all subsequent development therein.

Planter: the element of the public frontage which accommodates street trees, whether continuous or individual.

Plaza: a continuous paved public space fronted on at least two sides by buildings, used primarily for public gatherings and activities, and for parking as a temporary use by permission.

Primary Building: the main building on a lot, usually located toward the primary frontage.

Private: that which is neither public nor community.

Property Line: Syn. Lot Line.

Public: the residents of the City, including governmental agencies.

Public Space: an area with clear public access, designated for community use by a public or private entity, and fronted by buildings.

Regulating Plan: the official map or maps that are part of the zoning code and delineate the boundaries of individual zones and districts.

Right-of-Way (R.O.W.): the composite public area dedicated to circulation, including the vehicular way and the streetscape.

Roundabout: a type of road junction at which traffic enters a one-way stream around a central island. Roundabouts are typically implemented as a means of relieving traffic congestion.

Rowhouse: a single-family building type that shares at least one party wall with another of the same type and occupies the full Frontage Line. (Syn: Townhouse)

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage.

Setback Line: a line which is parallel with parcel or lot boundary lines and rights-of-way, which line delimits the closest a structure may be erected, with respect to the perimeter of a parcel or lot.

Shared Parking: any parking space or spaces intended for utilization by more than one commercial or civic use at different times of the day or week.

Special Districts: syn. District

Square: a public space fronted by buildings on at least two sides, with a ground plane consisting of paved walks, lawns and trees.

Story: a habitable level within a building, excluding an attic or raised basement.

Street: Generically, a street is any paved thoroughfare designed in accordance with the standards of the Master Plan and this document. Specifically, a street is one type of thoroughfare designated in this document.

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building or monument located at a terminated vista designated on a regulating plan is required or recommended to be designed in response to the axis.

Thoroughfare: a vehicular path incorporating moving lanes and parking lanes within a right-of-way.

Town Architect: an employee of the City of Northampton with the authority to review all projects within the Village to ensure that they are consistent with the Form-Based Code and Plan and with the authority to interpret the intentions of said Code and Plan.

Townhouse: See Rowhouse.

Transect: a system of land classification deploying the conceptual rural-to-urban spectrum to arrange the typical elements of urbanism in useful order.

Transect-Based Zoning: a classification system based primarily on density and building type (form) rather than use. (See Form-Based Zoning.)

ACKNOWLEDGEMENTS

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