

ARTICLE 4. INFILL COMMUNITY SCALE PLANS**4.1 INSTRUCTIONS†**

- 4.1.1 The owner(s) of one or more contiguous parcels and related thoroughfares consisting of at least 5 acres within the G-4 Infill Growth Sector and/or the G-5 Infill Repair Sector may initiate a rezone to the SC-IC (SmartCode – Infill Community) District. The proposed Infill Community Regulating Plan shall be submitted and approved as part of a rezoning application to the SmartCode Infill Community (SC-IC) District.
- 4.1.2 An Infill Community Regulating Plan shall consider the context of the proposed land area to be rezoned within an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2. The location, boundaries, and size of the Pedestrian Shed shall be defined by the Zoning Administrator. The Plan Commission shall recommend and Common Council shall approve the Community Unit type based on existing conditions and intended evolution in the plan area. Any amendment(s) or alteration(s) to the approved Article 4 Infill Community Regulating Plan shall require a new submittal for the portion(s) to be altered in accord with section 4.1.5.
- 4.1.3 Infill Community Regulating Plans shall consist of one or more maps, explanatory text and statistical information showing the following:
- a. the boundaries of the Community Unit(s), by itself and within the Pedestrian Shed;
 - b. Transect Zones and any Civic Zones assigned for lands within the Community Unit. If the area is smaller than the commensurate Pedestrian Shed, the submittal shall detail the context and relationship to the Pedestrian Shed;
 - c. a Thoroughfare network, existing and planned (Table 4, Table 5, Table 12 and Table 13) as well as block sizes;
 - d. any Special Districts (Section 4.6);
 - e. any Special Requirements (Section 4.8);
 - f. all requests for Administrative Waivers, if any;
 - g. all requests for Administrative Approvals, if any;
 - h. accomodation of existing or planned bicycle facilities (Table 2A, Table 4A, Table 9A);
 - i. existing and proposed land use form and type within the Pedestrian Shed, and the ability of the proposed Transect Zones to blend or transition at the edge of the Community Unit into existing development.
- 4.1.4 The owner(s) of one or more parcels and related thoroughfares, consisting of 5 acres or more, which are adjacent to lands subject to an Infill Community Regulating Plan, may apply to be added to the Infill Community Regulating Plan and rezoned to SC-IC.

4.2 COMMUNITY UNIT TYPES†

- 4.2.1 Infill Community Regulating Plans shall encompass one or more of the following Community Unit types. (The allocation percentages of Table 2a do not apply.)
- 4.2.2 Infill TND (Traditional Neighborhood Development)
- a. An Infill TND should be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill TND shall consider an area the size of at least one complete Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more existing or planned Common Destinations.
 - b. The edges of an Infill TND should blend into adjacent neighborhoods without buffers.
- 4.2.3 Infill TOD (Transit Oriented Development)
- a. An Infill TOD should be on an existing or planned transit network.
 - b. The edges of an Infill TOD should blend into adjacent neighborhoods without buffers.

4.3 TRANSECT ZONES

- 4.3.1 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

4.4 CIVIC ZONES†**4.4.1 General**

- a. Infill Community Regulating Plans shall designate Civic Space Zones (CS) and Civic Building Zones (CB).
- b. Civic Zones that total 20% or more of a Community Unit may be subject to the creation of a Special District. See Section 4.6.
- c. Parking provisions for Civic Zones shall be determined by Administrative Approval.

4.4.2 Civic Space Zones (CS)

- a. Civic Spaces shall be generally designed as described in Table 8, their type determined by the surrounding or adjacent Transect Zone. Existing parkland and Civic Spaces within the Pedestrian Shed shall be considered when identifying areas and types of Civic Spaces within the Community Unit.

4.4.3 Civic Building Zones (CB)

- a. Civic Buildings shall be permitted by Administrative Approval in any Transect Zone or by Right on Civic Zones reserved in the Infill Community Regulating Plan.

4.5 RESERVED†**4.6 SPECIAL DISTRICTS**

- 4.6.1 Areas that, by their intrinsic size, Use, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts. Conditions of development for Special Districts not included in this District shall be recommended by the Plan Commission, approved by the Common Council and recorded on Table 9.

4.7 PRE-EXISTING CONDITIONS†

- 4.7.1 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, unless otherwise required by City, County or State Code.

4.8 SPECIAL REQUIREMENTS

- 4.8.1 An Infill Community Regulating Plan may designate any of the following Special Requirements:

- a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the Highest Standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Administrative Waivers allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Community Unit.
- b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 50% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 14 and specified in Article 5.
- c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
- d. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 4) and Private Frontage (Table 14) be coordinated as a single, coherent landscape and paving design.
- e. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location.
- f. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

TABLE 10. INFILL REPAIR TYPES.

This advisory table provides descriptions of the character of each Infill Repair Type.

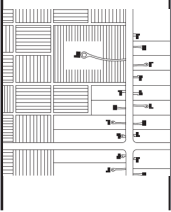
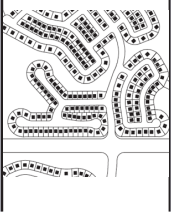

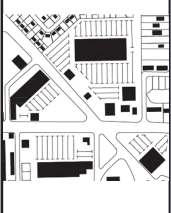

S-3 RURAL SUBDIVISIONS		<p>S-3 Rural Subdivisions consist of single-family detached houses located on 1/2 acre lots or larger. Setbacks are relatively deep and the infrastructure is sporadic. Automobile access is crucial.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space: Type of Thoroughfare:</p>	<p>Naturalistic planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl Large and variable front and side yards Yards, fences, naturalistic tree plantings 1-to-2-story Parks, Conservancies Roads, Highways, Arterials</p>
S-4 SINGLE FAMILY SUBDIVISIONS		<p>S-4 Single Family Subdivisions consist predominantly of single-family detached housing pods on small, medium or large lots, segregated by market segment. Medium front Setbacks yield front lawns and relatively large backyard.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space: Type of Thoroughfare:</p>	<p>Dendritic street network, cul-de-sac and collector roads, occasional pedestrian activity, lack of block structure Variable front and side Setbacks Yards, fences, lawns and landscaping 1-to-2-story, some 3-story Leftover open space, usually in backyards Local and Collector Streets</p>
S-5 MULTI FAMILY SUBDIVISIONS		<p>S-5 Multifamily Subdivisions consist of attached and detached multi-family housing. Townhouses without towns, or auto-dependent apartment or condo buildings.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space: Type of Thoroughfare:</p>	<p>Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, "train wreck" character Scattered or clustered, parking dominates Parking lot, disconnected greens 1-story Private amenities, no public civic space Local and Collector Streets</p>
S-6 SHOPPING CENTERS & STRIPS		<p>S-6 Shopping Centers consist of large retail stores, offering wide choices of goods and services. Includes strip retail, big box retail and fast-food and/or gas station outparcels.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space: Type of Thoroughfare:</p>	<p>Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity aligned or scattered, deeply set back behind parking Parking lot 1- to 3-story Parking lot Collector and Arterial Streets</p>
S-7 BUSINESS PARKS & SUB. CAMPUSES		<p>S-7 Business Parks and Suburban Campuses consist of clusters of buildings dedicated exclusively to commercial uses from Class A offices to warehouses. Isolated institutional campuses such as colleges and hospitals may also fall into this category.</p>	<p>General Character: Building Placement: Frontage Types: Typical Building Height: Type of Civic Space: Type of Thoroughfare:</p>	<p>Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street Scattered Lawn 1-to-multistory Plaza, Green, atrium Collector and Arterial Streets, private drives</p>

TABLE 11. INFILL TYPES REPAIRED.

This advisory table provides descriptions of the necessary tools to repair the Infill Types into Community Units/ Walkable Place Types.

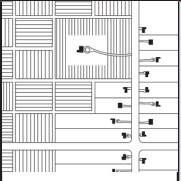

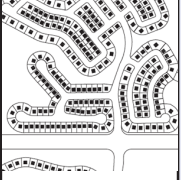
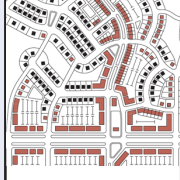
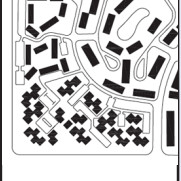

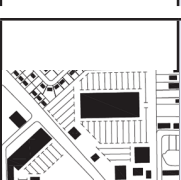
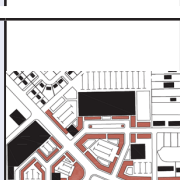


REPAIR TYPES	T1	T2	T3	T4	T5	TECHNIQUES	INCENTIVES/ BENEFITS	COMMUNITY UNITS
S-3 RURAL SUBDIVISIONS 	50% min.		30 % max.	20 - 50%	NA	<ul style="list-style-type: none"> Cluster at intersections through TDR, modified PDRs, purchase of Conservation Easement Concentrate infrastructure Create a rural Green Introduce Live-Works, farmers market 	<ul style="list-style-type: none"> Deferred taxation; higher Density; permitting By Right Packaged Sewer Service within 1/4 square mile Hamlet growing into a village 	 CLD
S-4 SINGLE FAMILY SUBDIVISIONS 	No min.		5 - 30 % max.	30 - 65 %	5 - 40 %	<ul style="list-style-type: none"> Introduce new building types and Retail/Office/Lodging/ Civic uses Connect Thoroughfares Repair Thoroughfares; add pedestrian and bike Paths Define and make usable Open and Civic Space 	<ul style="list-style-type: none"> Higher Density; additions; Outbuildings; permitting By Right Infrastructure incentives Transit potential Neighborhood/Town Square 	 TND
S-5 MULTI FAMILY SUBDIVISIONS 	No min.		5 - 30 % max.	30 - 65 %	5 - 40 %	<ul style="list-style-type: none"> Introduce new building types and Retail/Office/Lodging/ Civic uses Connect Thoroughfares Rationalize parking; add garages Repair Thoroughfares; add pedestrian and bike Paths Define and make usable Open and Civic Space 	<ul style="list-style-type: none"> Additional development potential; permitting By Right Incentives for infrastructure Incentives for garages Transit potential Community gathering places 	 TND
S-6 SHOPPING CENTERS & STRIPS 			20% max.	30 - 50 %	30 - 60 %	<ul style="list-style-type: none"> Introduce new building types and Residential/Office/Lodging/Civic uses Connect Thoroughfares; add Streets in front of stores Rationalize parking; Add garages Define and make usable Open and Civic Space 	<ul style="list-style-type: none"> Additional development potential; permitting By Right; TIFs, CDBG Incentives for infrastructure Incentives for garages Transit potential Community gathering places 	 TOD / TND
S-7 BUSINESS PARKS & SUB. CAMPUSES 			20% max.	30 - 50 %	30 - 60 %	<ul style="list-style-type: none"> Introduce new building types and Residential/Office/Lodging/Civic uses Connect Thoroughfares; create urban Blocks Rationalize parking; add garages Define and make usable Open and Civic Space 	<ul style="list-style-type: none"> Additional development potential; permitting By Right; TIFs, CDBG Incentives for infrastructure Incentives for garages Transit potential Community gathering places 	 TOD / TND

TABLE 12. THOROUGHFARE TYPES REPAIRED.†

This advisory table provides descriptions of the necessary tools to repair the Infill Thoroughfare Types into Complete Streets.

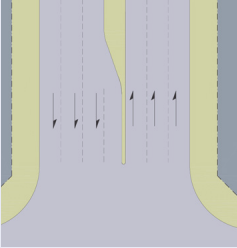
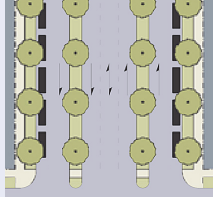
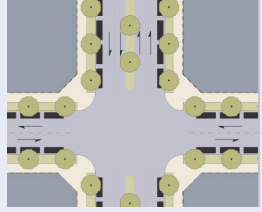
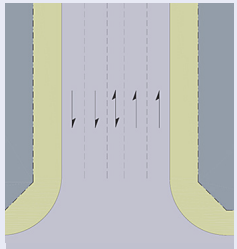
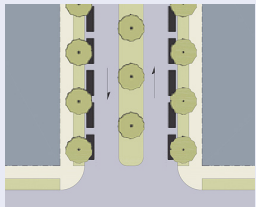
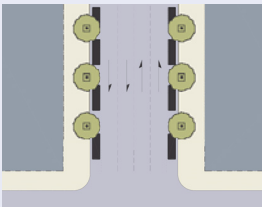
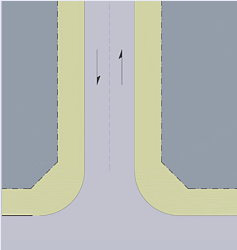
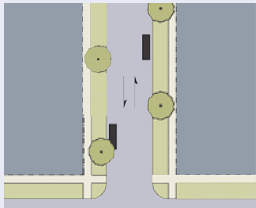
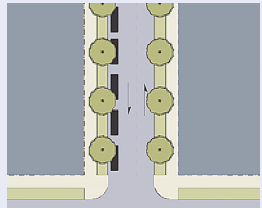
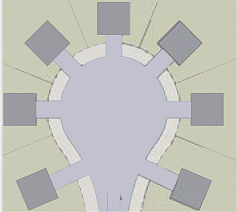
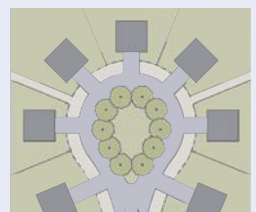
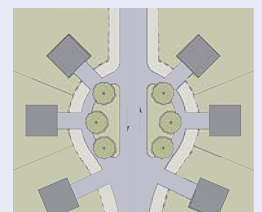
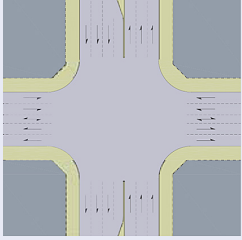
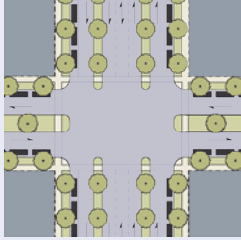
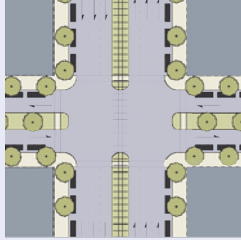
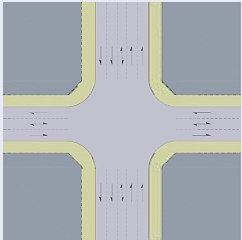
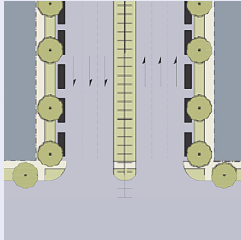
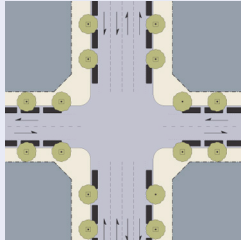
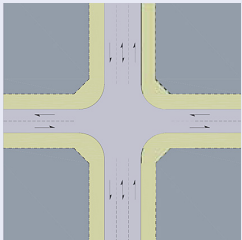
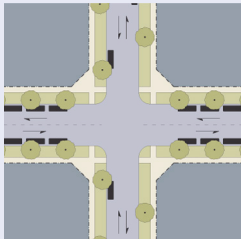
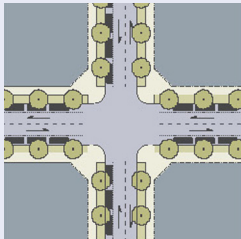
INFILL REPAIR TYPES		TECHNIQUES	COMPLETE STREETS	
ARTERIAL		<ul style="list-style-type: none"> • Reduce Curb Radii • Reduce lane widths • Introduce Access Lanes • Introduce parallel parking • Introduce medians • Introduce transit • Introduce bikeway and bikeway enhancements, where appropriate • Assemble Public Frontages according to T-zones 	T4 T5 	T5 
			BOULEVARD	AVENUE
COLLECTOR		<ul style="list-style-type: none"> • Reduce number of lanes • Reduce Curb Radii • Reduce lane width • Introduce parallel or diagonal parking • Introduce medians • Assemble Public Frontages according to T-zones • Introduce bikeway and bikeway enhancements, where appropriate 	T4 T5 	T5 
			AVENUE	COMMERCIAL STREET
LOCAL		<ul style="list-style-type: none"> • Reduce Curb Radii • Reduce lane widths • Introduce parallel parking • Eliminate turning lane • Assemble Public Frontages according to T-zones • Introduce bikeways and bikeway enhancements, where appropriate 	T3 T4 	T5 
			ROAD / STREET	STREET
CUL-DE-SAC		<ul style="list-style-type: none"> • Introduce a green Civic Space • Introduce pedestrian and bicycle Paths • Introduce new Thoroughfare connections where possible • Assemble Public Frontages according to T-zones 	T3 	T3 T4 
			CLOSE	ROAD / STREET

TABLE 13. INTERSECTION TYPES REPAIRED.

This advisory table provides descriptions of the necessary tools to repair the Infill Intersections Types into Complete Streets.

SPRAWL TYPES		TECHNIQUES	COMPLETE INTERSECTIONS	
ARTERIAL		<ul style="list-style-type: none"> • Replace conventional suburban intersection with Urban Intersection • Reduce lane widths • Introduce Access Lanes • Introduce medians • Introduce parallel parking • Introduce transit • Assemble Public Frontages according to T-zones • Introduce appropriate Bikeway Intersection Enhancements 	T4 T5 	T5 
			BOULEVARD / AVENUE	BOULEVARD / AVENUE
COLLECTOR		<ul style="list-style-type: none"> • Reduce number of lanes • Reduce Curb Radii • Introduce a median • Introduce parallel parking • Assemble Public Frontages according to T-zones • Introduce appropriate Bikeway Intersection Enhancements 	T4 T5 	T5 
			AVENUE / COMMERCIAL STREET	AVENUE / COMMERCIAL STREET
LOCAL		<ul style="list-style-type: none"> • Reduce Curb Radii • Reduce lane widths • Introduce parallel parking • Assemble Public Frontages according to T-zones • Introduce appropriate Bikeway Intersection Enhancements 	T3 T4 	T4 
			ROAD / STREET	STREET