



TUXEDO FARMS

SMARTCODE

June 26, 2023

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1.1 AUTHORITY AND INTENT

1.1.1 The SmartCode is a component of the Design Standards applicable to the Tuxedo Farms Development. The Design Standards are appended to and incorporated by reference into the Special Permit for Tuxedo Farms (“Special Permit”) adopted by the Town Board on November 22, 2022. Compliance with the Design Standards is required.

1.1.2 The SmartCode sets forth in one integrated manual the following standards, regulations, and guidelines applicable to Tuxedo Farms:

- a. Lot and bulk standards, including Lot area, yard requirements, and height limitations, per the Special Permit and Section 98-23F(1) and (2) of the Town PID Law applicable to Tuxedo Farms;
- b. The arrangement, character, extent, width, grade and location of all streets, per the Special Permit and Section 98-23F(3) of the Town PID Law applicable to Tuxedo Farms;
- c. Off street parking and loading requirements, per the Special Permit and Section 98-17 of the Town PID Law applicable to Tuxedo Farms;
- d. Tuxedo Farms is grandfathered under the Town’s prior PID regulations, which are attached to the Special Permit.

1.1.3 It is the intent of this Smart Code to work in tandem with the other Design Standards to foster diverse community design and to avoid monolithic style neighborhoods. While it is understood that neighborhoods may consist of a single Building Type as shown on the approved Concept Plan (Figure No. 5-1 in the 2022 Preliminary Plan), excessively long repetitive townhouse complexes or other Building Types that would create a “tunnel” or “canyon” effect should be avoided. Maximization of visual breaks and landscaping, where feasible, is encouraged.

1.2 INTERPRETATION

1.2.1 The word “shall” is mandatory; “should” is recommended; and “may” is optional. Capitalized terms shall be given the meaning as defined in Article 5 Definitions of Terms. Those terms not defined in Article 5 shall be defined per the Tuxedo Zoning Law. If the term is not defined in either Article 5 or the Tuxedo Zoning Law, the term shall be given their dictionary definition unless the term is a technical term or phrase, in which case it shall be given its generally accepted technical definition.

1.2.2 In the event of a conflict within the SmartCode, numerical dimensions and percentages shall take precedence over graphics, including diagrams and illustrations.

1.3 ADMINISTRATION AND WAIVERS

1.3.1 As authorized in the Special Permit, the Planning Board shall administer the provisions of the SmartCode. The SmartCode shall be binding upon the Architectural Review Board and the Code Enforcement Officer.

1.3.2 As authorized in the Special Permit, the Planning Board may grant an Individual Approval and impose reasonable conditions on the issuance of such an Individual

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Approval where such an Individual Approval is authorized in the SmartCode and is consistent with the Special Permit and Preliminary Plan.

- 1.3.3** The Planning Board is hereby authorized during its site plan and/or subdivision review to grant a Waiver or Waivers to the SmartCode on a case by case basis provided the Planning Board finds justification for the grant of such Waiver on the following specific grounds:
- a. the Waiver is the result of a site or design condition that renders it impracticable to achieve strict compliance with the SmartCode and is not otherwise common within the development area;
 - b. grant of the Waiver will not cause an adverse environmental impact;
 - c. grant of the Waiver will not create any nuisance or unsafe condition;
 - d. grant of the Waiver will not prohibit the ability to construct a home on any lot in accordance with the Architectural Styles and Landscape Guidelines required by the Design Guidelines; and
 - e. grant of the Waiver is consistent with the design intent of the Preliminary Plan and Special Permit.
- 1.3.4** The Planning Board is authorized to impose reasonable conditions on the grant of any Waiver. Under no circumstance, shall the Planning Board waive any of the following:
- a. Permitted building uses
 - b. Building Height
 - c. Minimum Lot dimensions in excess of a 10% deviation
 - d. Minimum Side Setbacks in excess of a 2 foot deviation
 - e. Maximum Lot Coverage in excess of a 10% deviation
 - f. Maximum Impervious Coverage in excess of a 5% deviation
 - g. Maximum Gross Floor Area in excess of a 5% deviation
 - h. Permitted building types within a Transect Zone
 - i. Thoroughfare right-of-way width in excess of a 2 foot deviation

1.4 REGULATING PLAN & TRANSECT ZONES

- 1.4.1** Transect Zones: Tuxedo Farms is best designed by grouping various areas for development into "Transect Zones" (T-Zones).
- 1.4.2** Regulating Plan: The Regulating Plan for Tuxedo Farms delineates the Transect Zones for the project.
- 1.4.3** Public and Private Road Hierarchy Diagrams: The Public and Private Road Hierarchy Diagrams delineate the Thoroughfare types and their location for the project.

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2.1 INTRODUCTION

This article sets forth the basic elements of the SmartCode including Building Types, Building Use, Building Placement, Building Configuration, Parking, Civic Spaces, Thoroughfare Standards, Public Frontages, Signage, Landscape, and Architectural Standards.

2.2 PROVISIONS FOR BUILDING TYPES

2.2.1 Table 1 shows detailed specifications of all building types intended for Tuxedo Farms

2.3 PROVISIONS FOR BUILDING USE

2.3.1 GENERAL

a. Buildings in each Transect Zone shall be limited to those uses authorized in the Special Permit and as further defined in Table 1.

2.3.2 SPECIFIC TO TRANSECT ZONES T5-1 AND T5-2

- a. First Story Commercial Uses shall be permitted in T5-1 and T5-2.
- b. Second Story Commercial Uses shall be permitted in T5-2.

2.4 PROVISIONS FOR BUILDING PLACEMENT

2.4.1 GENERAL

- a. Table 1 shall supersede other tables.
- b. Lots shall be dimensioned according to Table 1.
- c. Buildings shall be placed in relation to the boundaries of their lots according to Table 1.

Exceptions:

- 1. Lots that are bounded on one side by T1 or CS and the other by another Lot are exempt from maximum side Setback requirements on the T1 or CS side. Principal Front Buildout shall be calculated using the standard Lot dimensions for the particular Building Type regardless of the actual Lot Width.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Single-family Lot
- e. Total Lot Coverage by buildings shall not exceed the limits in Table 1.
- f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and have a minimum Frontage Buildout, as specified as Frontage Buildout on Table 1.

Exceptions:

- 1. Lots in T3-1 are exempt by Waiver provided the Facade and Primary Frontage Buildout are angled no more than 30 degrees from parallel to Frontage Line. All other Building Placement requirements are provided in Table 1.
- g. Setbacks for Principal Buildings shall be as shown in Table 1 and Article

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2.6.

- h. Rear Setbacks for Outbuildings shall be as shown in Table 1, and Article 2.6. Frontage Buildout shall not exceed the limits in Table 1. In T3-1 Frontage Buildout shall also include the sum of all portions of the Facade located no more than 20 ft. behind the portion of the Facade that is closest to the Principal Frontage Line.

2.5 PROVISIONS FOR BUILDING CONFIGURATION

2.5.1 GENERAL (EXCLUDING T1)

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 1.
- b. Primary Building Heights shall conform to Table 1.
- c. Outbuilding Height shall not exceed 15' to the ridge.
- d. Story Height limits do not apply to Basements, masts, belfries, clock towers, cupolas or widow walks.
- e. Chimney flues, water tanks, and elevator bulkheads may exceed the Height limit by no more than 10 feet.

2.5.2 SPECIFIC TO TRANSECT ZONE T3-1

- a. Homes where the slope from the front to the back of the lot exceeds 33% and shall be exempt from usable lot maximum slope area requirements.

2.5.3 SPECIFIC TO TRANSECT ZONES T5-1, T5-2

- a. Awnings, Arcades, and Galleries may Encroach the private Sidewalk to within 2 feet of the Curb within a private right-of-way but must clear the Sidewalk vertically by at least 8 feet.
- b. Stoops, lightwells, balconies, decks, terraces may encroach in front or rear yard setbacks.
- c. Loading docks and service areas shall be permitted on Frontages only by Waiver.
- d. Streetscreens if provided should be between 3.5 and 8 feet in Height. The Streetscreen may be replaced by a hedge or fence by Individual Approval. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. The Planning Board may allow wider openings to ensure adequate sight distance requirements are met.
- e. Shopfronts up to a height of 12' from the adjacent grade shall have 60% or more glazing on primary Facade.

2.6 PROVISIONS FOR PARKING

2.6.1 PARKING LOCATION GENERAL

- a. A maximum 14% slope is allowed for Driveways and a maximum 8% slope is permitted for the first 20 ft of Driveway that extends from the Curb of the street.

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- b. Parking shall be accessed by Rear Alleys, when such are available. Any building type may be accessed from an alley.
- c. Whether parking is accessed from a street or an alley, the portion of the Principal Building or Outbuilding that contains the garage shall have a 20 ft. minimum setback from either the ROW or the pavement edge of the alley to accommodate a parking pad in front of the garage.

Exceptions:

- 1. This provision shall not apply to T5-1 and T5-2.
- d. There shall be only one Driveway per Single-family Lot and it shall be no wider than 20 ft. and no less than 20FT in depth from the face of the garage to the back to the back of the sidewalk. For the purpose of calculating parking ratios, a driveway width of at least 8.5 feet shall count as one parking space.

Exceptions:

- 1. In T5-1 and T5-2, vehicular entrances to Parking Lots and garages shall be no wider than 26 ft at the Frontage.

2.6.2 RESERVED FOR FUTURE USE

2.6.3 PARKING LOCATION SPECIFIC TO TRANSECT ZONES T5-1 AND T5-2

- a. Parking Areas and Parking Lots shall be masked from the Frontage by a Building or Streetscreen. Pervious paving materials are preferred for Parking Lots behind buildings.
- b. Pedestrian exits from all Parking Lots and garages shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- c. A minimum of one bicycle space in a centralized rack shall be provided within the Public or Private Frontage for every ten (10) vehicular parking spaces.

2.6.4 PARKING QUANTITY STANDARDS

- a. Parking ratios shall be as follows:

Single Family Detached: 2 spaces per unit minimum except where no on-street parking, 4 spaces minimum, including garage and driveway spaces.

Carriage (aka Duplex) Homes, Stacked Townhomes and Townhouses: 2 spaces per unit minimum including garage and driveway space.

Multifamily: 1.5 spaces per unit minimum including garage and driveway space.

Commercial/Retail: 2 spaces per 1000sf of GSF of use minimum.

Civic Buildings: 2 spaces per 1000sf of GSF of use minimum

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Any parking spaces reserved for electric vehicle charging shall count as 2 parking spaces.

On street parking within 1,000ft of the use may count towards this meeting these parking requirements

- b. Residential Visitor Parking: Visitor Parking shall be provided at a rate of 15% of the total required parking spaces based on the parking ratios referenced above. This Visitor Parking requirement may be satisfied on- or off-street through on-street parking spaces and/or surface parking lot(s). To the extent that a home exceeds its required parking ratio than such exceedance shall count toward Residential Visitor Parking requirements.
- c. Solar canopies over outdoor parking are permitted.
- d. The Planning Board may provide a Waiver for parking ratio requirements for specific uses on a case-by-case basis.

2.7 PROVISIONS FOR CIVIC SPACES AND BUILDINGS

2.7.1 CIVIC SPACES (CS) GENERAL

- a. Civic Spaces are public sites permanently dedicated to Open Space.
- b. Civic Buildings are sites used for cultural activities, education, religious use, recreation, government use, transit, and municipal parking or for a similar use at a location approved by the Planning Board and allowed by the Special Permit and the Zoning Law.
- c. Parking for Civic Buildings may be reduced at the discretion of the Planning Board. Parking Areas and Parking Lots are permitted for Civic Buildings.

2.7.2 CIVIC BUILDINGS (CB) GENERAL

- a. Civic Building layout, bulk, and site design shall be determined cooperatively by the applicant and the Planning Board during the Planning Board approval process.
- b. Civic Buildings shall not be subject to Table 1.

2.8 PROVISIONS FOR THOROUGHFARE STANDARDS

2.8.1 GENERAL

- a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
- b. Thoroughfares shall generally consist of vehicular lanes and Public Frontages.
- c. Thoroughfares shall be designed in accordance with the Road Hierarchy Diagram and Table 8.
- d. Each Lot shall adjoin a vehicular Thoroughfare.
- e. Pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- f. In T3-1 up to four (4) Lots and in T3-2 up to two (2) Lots, each with a minimum of 15 feet frontage may be accessed from a Hammerhead Turnaround.

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2.9 PROVISIONS FOR PUBLIC FRONTAGES

2.9.1 GENERAL

- a. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, Planter, and street trees.
- b. Public Frontages shall be designed as shown in Table 8

2.10 PROVISIONS FOR SIGNAGE STANDARDS

2.10.1 GENERAL

- a. All signage, except address numbers, shall be subject to Planning Board Review and be consistent with 911 requirements.
- b. There shall be no signage permitted additional to that specified in this section.
- c. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.
- d. Free standing directional, identification, sales and wayfinder type signage area of each sign shall not exceed 8 square feet in size and such signs shall follow a general theme in design so as to be compatible with the community design. A monument style sign shall be permitted at each project entrance and at each interior phase, section or neighborhood of the project. The signage area of each such monument sign shall not exceed 32 square feet and the sign and related structures (fencing, piers, wing walls and any other enhancements outside the area of the signage) shall be compatible with the community design.

2.10.2 SPECIFIC TO TRANSECT ZONES T3-1, T3-2, T4-1, T4-2, T4 NS, CB

- a. Signage shall not be illuminated, except for externally illuminated entry monument signs.

2.10.3 SPECIFIC TO TRANSECT ZONES T5-1, T5-2

- a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be internally illuminated subject to Planning Board review.

2.11 PROVISIONS FOR LANDSCAPE STANDARDS

2.11.1 GENERAL

- a. Refer to Landscape Design Guidelines for planting requirements, grading.
- b. Trash containers shall be stored in a garage if a garage is available, otherwise a common dumpster trash receptacle is to be used.

2.11.2 SPECIFIC TO TRANSECT ZONES T3-1, T3-2, T4-1, T4-2, T4 NS

- a. With the exception of Driveways, walkways or loading and unloading, as specified in Section 2.6, there shall be no pavement in the front yard setback.

2.11.3 SPECIFIC TO TRANSECT ZONES T5-1, T5-2

- a. Trees shall not be required in the front yard setback.

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- b. The front yard setback may be paved to match the pavement of the Public Frontage.

2.12 PROVISIONS FOR ARCHITECTURAL STANDARDS

2.12.1 Refer to the Architectural Design Guidelines

2.13 PROVISIONS FOR STREET LIGHTS OR PUBLIC LIGHTS

- a. Except as otherwise provided in the SmartCode, all Lighting within the Tuxedo Farms Development shall be downward facing with no sky glow or light spillage beyond the boundary of the neighborhood.
- b. All lighting within the residential neighborhoods shall be Dark Sky Compliant
- c. Lighting for Commercial and Mixed-Use buildings shall be dark sky compliant except where it is demonstrated that such compliance is not feasible due to public safety or security needs.
- d. Solar powered street lighting is encouraged.
- e. Internal roadway lighting shall be the minimum necessary to accommodate the safe and secure movement of travel throughout the development.
- f. All lighting within the Tuxedo Farms Development shall be a maximum of 3000K color temperature except where it is demonstrated that such compliance is not feasible due to public safety or security needs.

2.14 ZONING AND BULK SUMMARY CHART – see Table 1

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ARTICLE 5. DEFINITION OF TERMS

DEFINITIONS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Town of Tuxedo shall determine the correct definition. Items in italics refer to Articles, Sections, or Tables in the SmartCode.

Alley: a vehicular way shared by lots that possess access easements to the center line of the travel way. Alleys may provide access to service areas, outbuildings, driveways, or garages. A drive aisle within a parking lot or parking area intended for use by more than one building shall not be considered an alley.

Alley Loaded: a Single-family Lot where parking is accessed from an alley along either the rear or side property lines.

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

Arcade: a private frontage conventional for retail use wherein the facade is a colonnade supporting habitable space that overlaps the sidewalk, within a private Right-of-way, while the facade at sidewalk level remains at the frontage line.

Amenity: a building used for artistic and cultural activities, education activities, religious activities, and/or recreation.

Awning: an ancillary lightweight structure of wood, metal, or canvas, cantilevered from a building facade and providing shade to the windows and spatial containment to the pedestrian.

Basement: a floor in a building, the structural ceiling level of which is four (4) feet or more above the average level of finished grade where such grade abuts that exterior wall of such building which fronts on any street, and the floor level of which is below finished grade at any point on the periphery of the building.

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

Building Type: the uses listed under the column entitled "Building Type" on the chart on the Concept Plan (Figure No. 5-1 in the Preliminary Plan)

Carriage House: a semi-detached residential building configured with up to four side-by-side dwellings, that are each on its own lot, separated by a vertical party wall.

Civic Building: a building used for artistic and cultural activities, education, religious activities, recreation, government uses, transit, and municipal parking, or for similar use approved by the Planning Board and allowed by the Special Permit and Zoning Law.

Civic Space: a public site permanently dedicated to open space. Civic space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their adjoining buildings. Civic spaces include: parks, greens, squares, plazas, and playgrounds.

Commercial: the term collectively defining workplace, office, and retail uses that are open to the public.

Common Yard: a planted private frontage wherein the facade is set back from the frontage

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line. It is visually continuous with adjacent yards.

Configuration: the form of a building, based on its massing, private frontage, and height.

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

Curb: the edge of the vehicular pavement that may be raised or flush possibly to a swale. It usually incorporates the drainage system. *See Table 8.*

Design Speed: the speed used to determine minimum vertical roadway alignment and sight distance. *See Table 8.*

Design Standards: general design requirements and standards for planned integrated development as defined and permitted in the Zoning Code of the Town of Tuxedo.

Driveway: a vehicular lane within a lot, often leading to a garage or parking area.

Dwelling: a single-family residential unit. A dwelling may be in the form of an apartment, a townhouse, a carriage house, or a single-family detached house.

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides.

Effective Turning Radius: the measurement of the inside turning radius taking parked cars into account.

Elevation: an exterior wall of a building not along a frontage line and not including encroachments. *See: facade.*

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a setback, into the public frontage, or above a height limit.

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

Facade: the exterior wall of a building that is set facing a frontage line. *See Elevation.*

First Floor: a story of a building, at grade or street level or slightly above. In an uphill lot condition, the first floor is the floor above the basement/garage.

Front Loaded: a Lot where parking is accessed from the front of the Lot along the principal frontage of the Lot.

Frontage: the area between a building facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into private frontage and public frontage.

Frontage Buildout (Principal): the sum of the portions of the facade oriented to the principal frontage line and located within the front setback (principal) range. It is expressed as a minimum and maximum percentage of the lot width. *See 2.4.1.k*

Frontage Buildout (Secondary): the linear sum of the portions of the secondary facade oriented to the secondary frontage line that have a horizontal offset distance no greater than 5 ft. It is expressed as a minimum and maximum percentage of the lot depth. *See 2.4.1.k*

Frontage Line: a lot line bordering a public frontage. Facades facing frontage lines define the public realm and are therefore more regulated than the elevations facing other lot lines. *See*

Front Setback or Front Setback (Secondary): the area of a lot measured from the frontage line to the building facade for the width of the lot between the side lot lines, that is maintained clear of permanent structures, with the exception of encroachments listed in Section 2.5.

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Green: a civic space type for unstructured recreation, spatially defined by landscaping rather than building frontages.

Gross Floor Area (GFA): All area within the exterior walls of a primary building and outbuilding on a lot, exclusive of basements, attics, and garages in the basement.

Height: the vertical distance, measured from the average elevation of the finished grade along the side of the structure fronting on the nearest street, to the highest point of such structure, excluding a chimney.

Habitable Attic: the finished space within the pitched roof, above the last full story in a building. A habitable attic is equal to .5 story. Attics with no finished space shall not be included in the gross floor area.

Impervious Coverage: the impervious area of a lot. This includes areas included in Lot Coverage and any other areas covered by pavement, building footprint, deck, terrace or porch.

Individual Approval: an approval granted by the Planning Board on a case-by-case basis regarding matters enumerated in the SmartCode as requiring an Individual Approval.

Lot: A parcel of land defined by lot lines. A lot generally accommodates a building or buildings of unified design.

Lot Coverage: the maximum area of a lot which may be occupied by a structure. Lot coverage is expressed as a percentage. Arcades, open porches, decks, terraces, and stoops are excluded from the calculation.

Lot Depth: the mean horizontal distance between the front lot line and the rear lot line, or when an alley is present to the nearest easement or right-of-way line.

Lot Line: the boundary that legally and geometrically demarcates a lot.

Lot Width: the length of the line, parallel or tangent to the principal frontage line, measured at the minimum front setback location on a lot between the side lot lines or when an alley is present, between the side lot line and the nearest easement or right-of-way line.

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

Multifamily: a building housing more than one family in separate units in a stacked configuration such as a small apartment or condominium building.

Non-residential: Project amenities and civic facilities such as daycare center, fitness facility, meeting room, post office, library, community center and such similar facilities or amenities. The term Non-Residential shall also mean Commercial and Office as those terms are defined in this SmartCode, as well as the non-residential uses identified on Table 1.

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

Open Space: land intended to remain undeveloped; it may be for civic space.

Outbuilding: a building, usually located toward the rear of the same lot as a principal building, by way of example, this would include a storage shed.

Park: a civic space type that is a preserve available for unstructured recreation. See

Parking Area: an unpaved, unstriped area used for vehicular parking.

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Parking Lot: a paved and striped area used for vehicular parking.

Plaza: a civic space type designed for civic purposes and temporary commercial activities in the more urban Transect Zones, generally paved and spatially defined by building frontages.

Principal Building: the main building on a Lot, usually located toward the frontage.

Principal Frontage: On corner Lots, the private frontage designated to bear the address and principal entrance to the building. Prescriptions for the parking Layers pertain only to the principal frontage. Prescriptions for the first Layer pertain to both frontages of a corner lot. See frontage.

Public Lighting: lighting within the public frontage, civic spaces, public parking areas and lots, and paths designated for public use.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and outbuildings and containing utility easements. A drive aisle within a parking lot or parking area intended for use by more than one building shall not be considered an alley.

Rearyard Building: a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. (Var: Townhouse, Apartment)

Rear Setback: the area of a lot measured from the rear lot line and side lot lines to an elevation that is maintained clear of permanent structures, with the exception of encroachments listed in Section 2.5. (Var: build-to-line.)

Recreational Structure: a building, kiosk, trail head, or enclosed but uncovered structure located within a civic space or Transect Zone that is primarily dedicated to recreational use or used by persons participating in a recreational activity.

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

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

Retail: characterizing premises available for the sale of merchandise and food service. Retail uses are as defined by the Special Permit.

Secondary Frontage: on corner Lots, the private frontage that is not the principal frontage. As it affects the public realm, its first layer is regulated.

Setback: the area of a lot measured from the lot line to a building facade or elevation that is maintained clear of permanent structures, with the exception of encroachments listed in Section 2.5. (Var: build-to-line.)

Shopfront: a private frontage conventional for retail use, with substantial glazing and an awning, wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade.

Sidewalk: the paved section of the public or private frontage dedicated exclusively to pedestrian activity.

Sideward Building: a building that occupies one side of the lot with a setback on the other side.

Side Setback: the area of a lot measured from the side lot line, and between the front lot line and rear lot line to an elevation, that is maintained clear of permanent structures, with the

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exception of encroachments listed in Section 2.5. (Var: build-to-line.)

Single-family detached house: a free-standing residential building on its own Lot containing a single dwelling.

Square: a civic space type designed for unstructured recreation and civic purposes, spatially defined by building frontages and consisting of paths, lawns and trees, formally disposed.

Stacked Townhouse: two vertically stacked single-family dwellings (one above the other) in a building of at least four dwelling units in which each dwelling unit has its own individual garage and individual access to the exterior.

Stoop: a private frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk for privacy, with an exterior stair and landing at the entrance.

Story: a habitable level within a building, excluding an attic or basement. A half story (.5 story) refers to a habitable attic.

Streetscreen: a freestanding wall or combination of wall and landscape built along the frontage line, or coplanar with the facade. It may screen a parking lot from the thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall; See Landscape and Architectural Design Guidelines)

Swale: a low or slightly depressed area for drainage.

T-zone: Transect Zone.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to lots and open spaces, consisting of vehicular lanes and the public frontage. *See Table 8*

Townhouse: a single-family dwelling on its own lot that shares a party wall with another of the same type and occupies the full frontage line. See rear yard building.

Transect Zone (T-zone): One of several areas on the Regulating Plan regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and public frontage.

Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

12-plex condominium: a building not exceeding four stories housing not more than twelve families in separate units with common hallways in a stacked configuration such as small apartment or condominium building, in which each dwelling unit has its own individual garage.

Waiver: the modification or elimination of a provision of the SmartCode under the express terms and conditions set forth in the Special Permit and Article 1, Section 1.3.3 and 1.3.4 of the SmartCode.

Smart Code Table 1: Zoning and Bulk Summary Chart

Building Type	T-zones	Home Type	Lot Size (min)	Max Lot Coverage	Max Impervious Coverage	Max Primary Building Height	Primary Building Front Setback (Principal Frontage)	Primary Building Side Setback (Secondary Frontage)	Primary Building Side Setback (min)	Primary Building Rear Setback (min)	Primary Building Frontage Buildout (Principal)	Primary Building Frontage Buildout (Secondary)	Primary Building Placement	Massing/Max units per building	Outbuilding Height (max)	Outbuilding Max Dimension	Outbuilding Side Setback	Outbuilding Rear Setback
Single Family Home (Estate)	T3-1, T3-2	Farm Lots	125x135 FT (if well and septic then min of 2 acres)	40%	60%	2.5 Stories 35 FT to Ridge	20 FT min	25 FT min	20 FT	25 FT	N/A	N/A	Edgeyard	N/A	1 Story, 15FT to Ridge	700 GFA	20 FT min	10 FT min
Single Family Home (Village)	T3-1, T3-2, T4-1, T4-2	40' or 50' wide Single Family	60x100 FT	40%	60%	2.5 Stories 35 FT to Ridge	*20 FT min	15 FT min	10 FT	*10 FT	N/A	N/A	Edgeyard	N/A	1 Story, 15FT to Ridge	200 GFA	10 FT min	5 FT min
Age Restricted Single Family (Cottage)	T3-2, T4-1, T4-2	Single Family (Age Restricted)	60x100 FT	50%	70%	2.5 Stories 35 FT to Ridge	*20 FT min	10 FT min	10 FT	*10 FT	N/A	N/A	Edgeyard	N/A	1 Story, 15FT to Ridge	200 GFA	10 FT min	5 FT min
Age Restricted Duplex (Carriage)	T4-1, T4-2, T4 NS	Duplex (Age Restricted)	40x100 FT	60%	80%	2.5 Stories 35 FT to Ridge	*20 FT min	10 FT min	0 Ft at party walls/ 7 FT end	*15 FT	N/A	N/A	Sidyard	2 units	N/A	N/A	N/A	N/A
2-Story Townhouse (Townhome Common)	T4-1, T4-2, T4 NS, T5-1	24' wide 2-Story Townhomes, 28' wide 2-story townhomes and 32' wide 2-Story townhomes	24x100 FT	70%	95%	2.5 Stories 35 FT to Ridge	*20 FT min	5 FT min	0 Ft at party walls/ 10 FT end	*10 FT	N/A	N/A	Sidyard or Rearyard	8 units	1 Story, 15FT to Ridge	100 GFA	5 FT min	5 FT min
3-Story Townhome(Townhouse Tuck Under)	T4-1, T4-2, T4 NS, T5-1, T5-2	24' wide 3-Story Townhomes	24x70 FT	70%	95%	3-Story 45 Ft to Ridge	*20 FT min	5 FT min	0 Ft at party walls/ 10 FT end	*10 FT	N/A	N/A	Sidyard or Rearyard	8 units	1 Story, 15FT to Ridge	100 GFA	5 FT min	5 FT min
Stacked Townhomes	T4-1,T4-2, T4 NS, T5-1, T5-2	24' wide Stacked Townhome (front garage and rear garage)	**N/A	**N/A	**N/A	3-Story 45 Ft to Ridge	*20 FT min	5 FT min	0 Ft at party walls/ 10 FT end	*10 FT	N/A	N/A	Sidyard or Rearyard	16 units	N/A	N/A	N/A	N/A
12-Plex Condo with front garage	T4-1,T4-2, T4 NS, T5-1, T5-2	12-Plex Condo with front garage	**N/A	**N/A	**N/A	4-Story 63FT to Ridge	20 FT min	5 FT min	0 Ft at party walls/ 10 FT end	10 FT	N/A	N/A	Sidyard or Rearyard	12 units	N/A	N/A	N/A	N/A
Multi Family	T5-1, T5-2	Apartments/Condos	**N/A	**N/A	**N/A	4-Story 63FT to Ridge	8FT min	8 FT min	0 Ft at party walls/ 10 FT building to building	3 FT (15 FT from center line of alley)	65% min	50% min, 100% max	Sidyard, Rearyard and Courtyard	***55 units	N/A	N/A	N/A	N/A
Mixed-use	T5-1, T5-2	Commercial/Residential	**N/A	**N/A	**N/A	4-Story 63FT to Ridge	3FT min	3FT min	0 Ft at party walls/ 10 FT building to building	3 FT (15 FT from center line of alley)	60% min	50% min, 100% max	Sidyard, Rearyard and Courtyard	N/A	N/A	N/A	N/A	N/A
Commercial	T5-1, T5-2	Commercial	**N/A	**N/A	**N/A	4-Story 63FT to Ridge	3FT min	3FT min	0 Ft at party walls/ 10 FT building to building	3 FT (15 FT from center line of alley)	65% min	50% min, 100% max	Sidyard, Rearyard and Courtyard	N/A	N/A	N/A	N/A	N/A
Amenity	T3-1, T3-2, T4-1,T4-2, T4 NS, T5-1, T5-2	Amenity	**N/A	**N/A	**N/A	3-Story 45 Ft to Ridge	3FT min	5 FT min	0 Ft at party walls/ 10 FT building to building	3 FT (15 FT from center line of alley)	65% min	50% min, 100% max	Sidyard, Rearyard and Courtyard	N/A	N/A	N/A	N/A	N/A

Notes:

Table 1 shall supersede all other tables unless otherwise noted

Deck, porches, patios, balconies, and sprinkler/utility closets, masonry ledge shall not be considered encroachments into setbacks

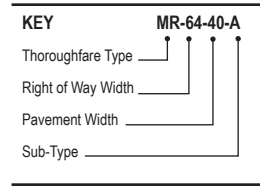
Civic Buildings layouts, bulk standards, and site design shall be determined cooperatively by the Applicant and Planning Board during the Planning Board approval process

* Where a garage is located in the rear of a unit, the Front Setback may be reduced to a minimum of 10 FT, and the Rear Setback shall be increased to a minimum of 20 FT.

** Products showing N/A for lot size/coverage requirements are not fee simple and will not have individual lot lines.

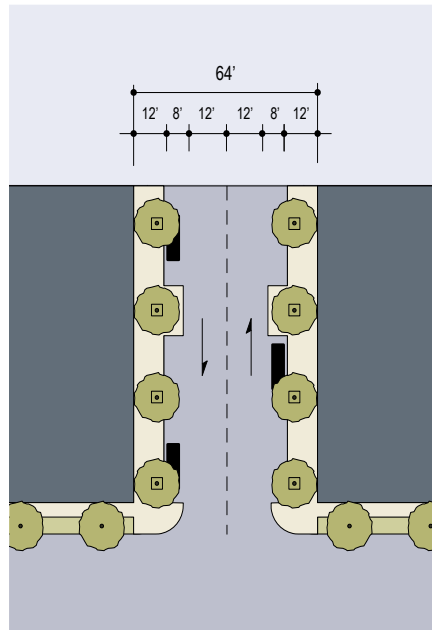
*** Unit maximum to the extent that a building may be attached or otherwise connected by another building by a non-habitable structure, including but not limited to a fence, walkway or breezeway. Such buildings shall be considered separate structures.

Non-residential uses in the Southern Tract shall be limited to the following: (a) Project Amenities and civic facilities, which may include but are not limited to a day care center, fitness facilities, meeting rooms, a post office, a library, community centers, and such similar facilities or amenities; (b) Commercial Uses, which may include but are not limited to a general store, delicatessen and/or coffee shop, grocery, bank, dry cleaner, food and beverage establishment, event space, artist studios, offices, pet care, property management and leasing office, and similar local community retail uses as may be approved by the Planning Board; and (c) offices for home sales.

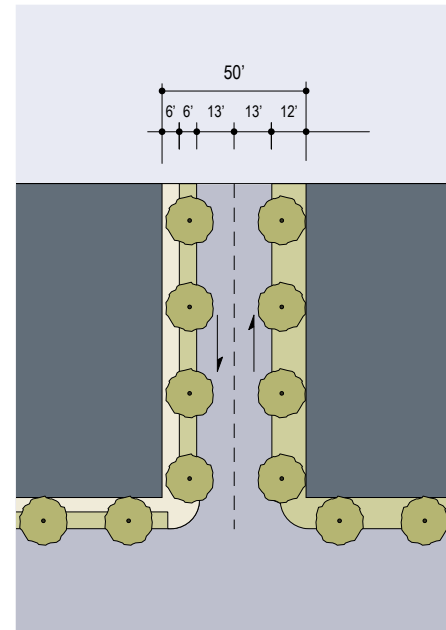


THOROUGHFARE TYPES

- Major Road: MR
- Collector Road: CR
- Local Road: LR
- Country Lane: CL
- Rear Alley: RA
- Emergency Access: EA



MR-64-40



MR-50-26

Thoroughfare Type	Major Road
Transect Zone Assignment	T4-2, T5-1, T5-2
Right-of-Way Width	64 feet
Pavement Width	40 feet
Paving Type	24' asphalt, 16' pervious in parking
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	Both sides, Parallel
Horizontal Curve Radius	300 feet minimum
Walkway Type	Sidewalk both sides: 12 feet
Curb Type	6" vertical
Grades	1% to 10%

Thoroughfare Type	Major Road
Transect Zone Assignment	T1, T3, T4, T5
Right-of-Way Width	50 feet
Pavement Width	26-28 feet
Paving Type	26' Asphalt
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 13' wide
Parking Lanes	None
Horizontal Curve Radius	300 feet minimum
Walkway Type	Sidewalk one side: 4' minimum (see General Note 6 below)
Curb Type	4" splayed or 6" vertical
Grades	1% to 10%

Thoroughfare Type	Major Road
Transect Zone Assignment	T1, T3, T4, T5
Right-of-Way Width	50 feet
Pavement Width	26-28 feet
Paving Type	26' Asphalt
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 13' wide
Parking Lanes	None
Horizontal Curve Radius	300 feet minimum
Walkway Type	Sidewalk one side: 4' minimum (see General Note 6 below)
Curb Type	4" splayed or 6" vertical
Grades	1% to 10%

Intersection Offset and Gradient:

Min. 200' between intersections

- Major Road gradient Max 3.5 % a Min. 50 ft from cartway of NYS Rt 17
- Major Road gradient Max 6% a Min. 50 ft from intersection centerline of Collector Road.
- Hold Major Road gradient through intersection with Local Road or Country Lane.

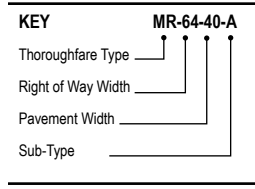
General Notes:

- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees.
- Maximum cul-de-sac length 1200 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- MR-50-26 only: Provide 6ft-wide Sidewalk on one side between school site and Commons; elsewhere provide 4ft-wide min. Sidewalk.
- Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
- The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

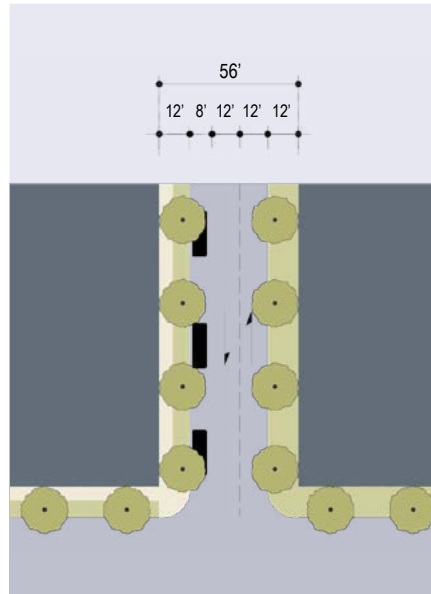
SMARTCODE

Tuxedo Farms, Orange County, New York



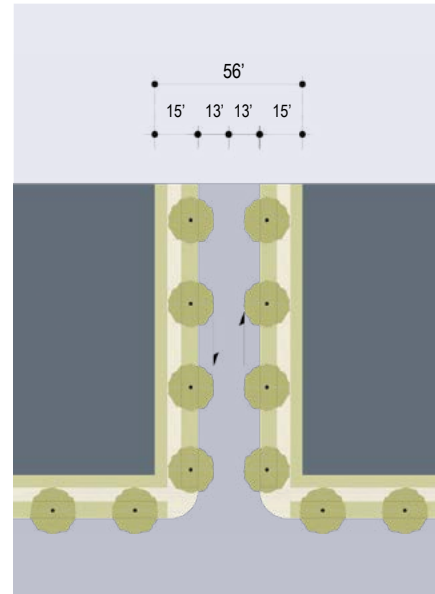
THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	AV
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA



MR-56-32

Thoroughfare Type	Major Road
Transect Zone Assignment	T4-1, T4-2, T5-1, T5-2
Right-of-Way Width	56 feet
Pavement Width	32 feet
Paving Type	32' asphalt
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	One side, Parallel
Horizontal Curb Radius	300 feet minimum
Walkway Type	Sidewalk one side: 4' minimum (see General Note 6 below)
Curb Type	6" vertical or 4" splayed
Grades	1% to 10%



MR-56-26

Thoroughfare Type	Major Road
Transect Zone Assignment	T4-1, T4-2, T5-1, T5-2
Right-of-Way Width	56 feet
Pavement Width	26 feet
Paving Type	26' asphalt
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 13' wide
Parking Lanes	none
Horizontal Curb Radius	300 feet minimum
Walkway Type	Sidewalk both sides: 5' minimum (see General Note 6 below)
Curb Type	6" vertical or 4" splayed
Grades	1% to 10%

Thoroughfare Type	Major Road
Transect Zone Assignment	T4-1, T4-2, T5-1, T5-2
Right-of-Way Width	56 feet
Pavement Width	32 feet
Paving Type	32' asphalt
Vertical Curve Design Speed	30 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	One side, Parallel
Horizontal Curb Radius	300 feet minimum
Walkway Type	Sidewalk one side: 4' minimum (see General Note 6 below)
Curb Type	6" vertical or 4" splayed
Grades	1% to 10%

Intersection Offset and Gradient:

- Min. 200' between intersections
- Major Road gradient Max 3.5 % a Min. 50 ft from cartway of NYS Rt 17
 - Major Road gradient Max 6% a Min. 50 ft from intersection centerline of Collector Road.
 - Hold Major Road gradient through intersection with Local Road or Country Lane.

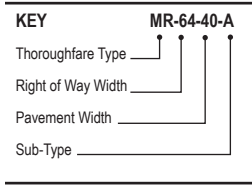
General Notes:

- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees.
- Maximum cul-de-sac length 1200 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- MR-50-26 only: Provide 6ft-wide Sidewalk on one side between school site and Commons; elsewhere provide 4ft-wide min. Sidewalk.
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- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

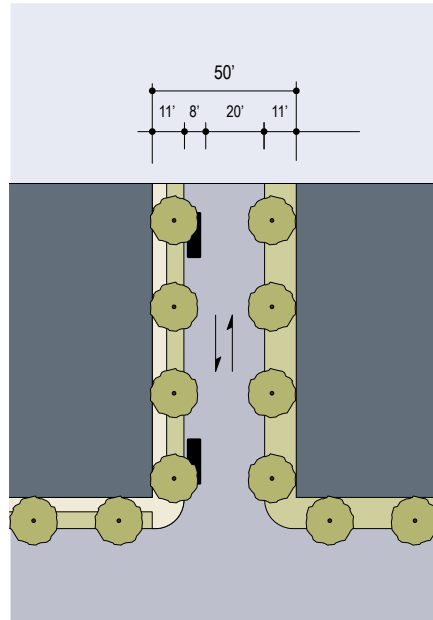
SMARTCODE

Tuxedo Farms, Orange County, New York

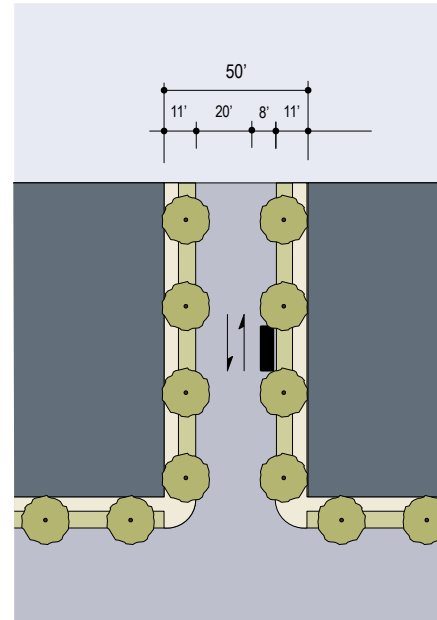


THOROUGHFARE TYPES

- Major Road: MR
- Collector Road: CR
- Local Road: LR
- Country Lane: CL
- Rear Alley: RA
- Emergency Access: EA



CR-50-28-A



CR-50-28-B

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Paving Type
Vertical Curve Design Speed
Traffic Lanes
Parking Lanes
Horizontal Curve Radius
Walkway Type
Curb Type
Grades

Collector Road
T3, T4, T5
50 feet
28 feet
28' Asphalt
25 MPH
2 lanes, 10' wide
One side only, Parallel
150 feet minimum
Sidewalk one side: 4' minimum
6" vertical or 4" splayed
1% to 12%

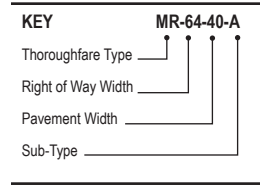
Collector Road
T3, T4, T5
50 feet
28 feet
28' Asphalt
25 MPH
2 lanes, 10' wide
One side only, Parallel
150 feet minimum
Sidewalk both sides: 4' minimum
6" vertical or 4" splayed
1% to 12%

Intersection Offset and Gradient:

- Min. 200' between intersections
- 1. When Collector Road is minor leg of the intersection, Max 2% for Min 50 ft from cartway of main thru road
- 2. Where Collector Roads intersect, Max. gradient of main thru Collector Road 6% for a Min. 50 ft from intersection centerline.
- 3. Collector Road gradient Max 12% through intersection with Local Road or Country Lane.

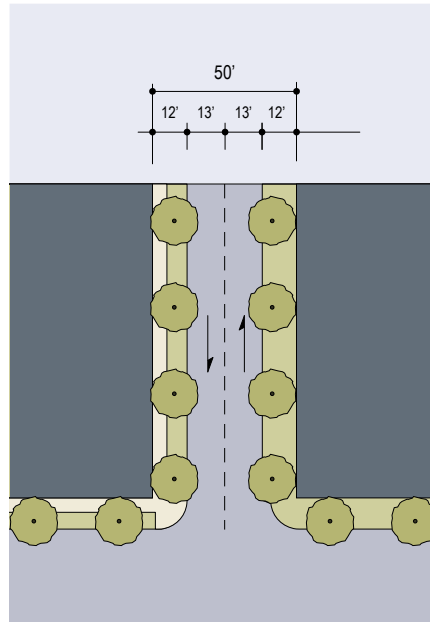
General Notes:

1. Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
2. Minimum roadway intersection angle 60 degrees.
3. Maximum cul-de-sac length 1200 ft.
4. Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
5. Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
6. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
7. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
8. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.



THOROUGHFARE TYPES

- Major Road: MR
- Collector Road: CR
- Local Road: LR
- Country Lane: CL
- Rear Alley: RA
- Emergency Access: EA



CR-50-26

Thoroughfare Type	Collector Road
Transect Zone Assignment	T1, T3, T4
Right-of-Way Width	50 feet
Pavement Width	26 feet
Paving Type	26' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 13' wide
Parking Lanes	None
Horizontal Curve Radius	150 feet minimum
Walkway Type	Sidewalk one side: 4' minimum
Curb Type	6" vertical or 4" splayed
Grades	1% to 12%

Intersection Offset and Gradient:

Min. 200' between intersections

1. When Collector Road is minor leg of the intersection, Max 2% for Min 50 ft from cartway of main thru road
2. Where Collector Roads intersect, Max. gradient of main thru Collector Road 6% for a Min. 50 ft from intersection centerline.
3. Collector Road gradient Max 12% through intersection with Local Road or Country Lane.

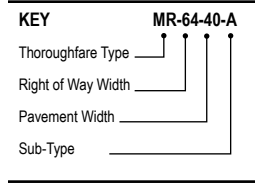
General Notes:

1. Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
2. Minimum roadway intersection angle 60 degrees.
3. Maximum cul-de-sac length 1200 ft.
4. Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
5. Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
6. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control . All landscaping shall be governed by the Landscaping Guidelines.
7. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
8. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

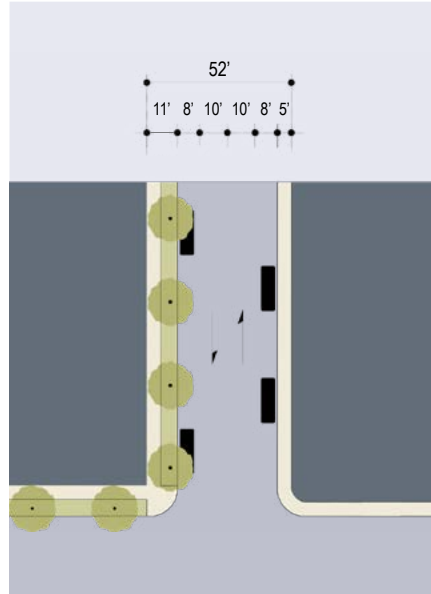
SMARTCODE

Tuxedo Farms, Orange County, New York



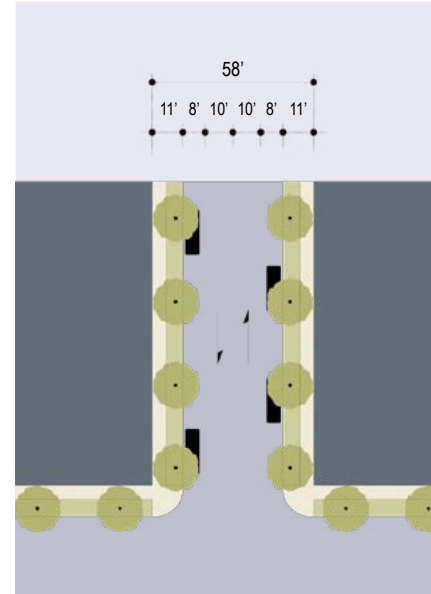
THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	AV
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA



LR-52-36

Thoroughfare Type	Local Road
Transect Zone Assignment	T4-1, T4-2, T5-1, T5-2
Right-of-Way Width	52 feet
Pavement Width	36 feet
Paving Type	40' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 10' wide
Parking Lanes	Both sides, Parallel
Horizontal Curb Radius	100 feet minimum
Walkway Type	Sidewalk both sides: 5' minimum
Curb Type	4" vertical
Grades	1% to 14%



LR-58-36

Thoroughfare Type	Local Road
Transect Zone Assignment	T4-1, T4-2, T5-1, T5-2
Right-of-Way Width	58 feet
Pavement Width	36 feet
Paving Type	40' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 10' wide
Parking Lanes	Both sides, Parallel
Horizontal Curb Radius	100 feet minimum
Walkway Type	Sidewalk both sides: 5' minimum
Curb Type	4" vertical
Grades	1% to 14%

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curb Radius	
Walkway Type	
Curb Type	
Grades	

Intersection Offset and Gradient:

Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

- When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
- Where Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

General Notes:

- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees
- Maximum cul-de-sac length 1200 ft except Winding Hill Drive which may be up to 1975 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
- The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

SMARTCODE

Tuxedo Farms, Orange County, New York

KEY		MR-64-40-A
Thoroughfare Type	_____	_____
Right of Way Width	_____	_____
Pavement Width	_____	_____
Sub-Type	_____	_____

THOROUGHFARE TYPES	
Major Road:	MR
Collector Road:	CR
Local Road:	LR
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curve Radius	
Walkway Type	
Curb Type	
Grades	

LR-50-24

Thoroughfare Type	Local Road
Transect Zone Assignment	T3-1, T3-2, T4-1, T4-2, T5-1
Right-of-Way Width	50 feet
Pavement Width	24 feet
Paving Type	24' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	None
Horizontal Curve Radius	100 feet minimum
Walkway Type	Sidewalk one side: 6' minimum
Curb Type	6" vertical or 4" splayed (Public), 4" vertical (Private)
Grades	1% to 14%

LR-50-24H

Thoroughfare Type	Local Road
Transect Zone Assignment	T3, T4
Right-of-Way Width	50 feet
Pavement Width	24 feet
Paving Type	24' asphalt
Vertical Curve Design Speed	5 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	None
Horizontal Curve Radius	100 feet minimum
Walkway Type	None
Curb Type	4" vertical
Grades	1% to 10%

Intersection Offset and Gradient:

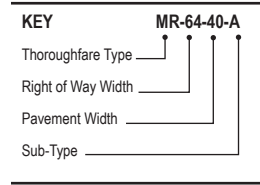
Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

- When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
- Where Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

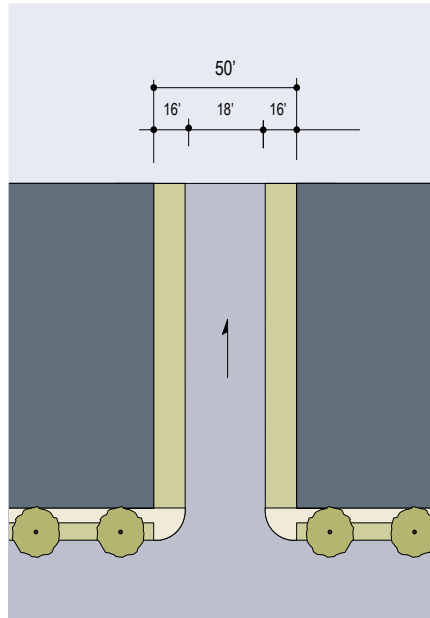
General Notes:

- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees
- Maximum cul-de-sac length 1200 ft except Winding Hill Drive which may be up to 1975 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
- The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

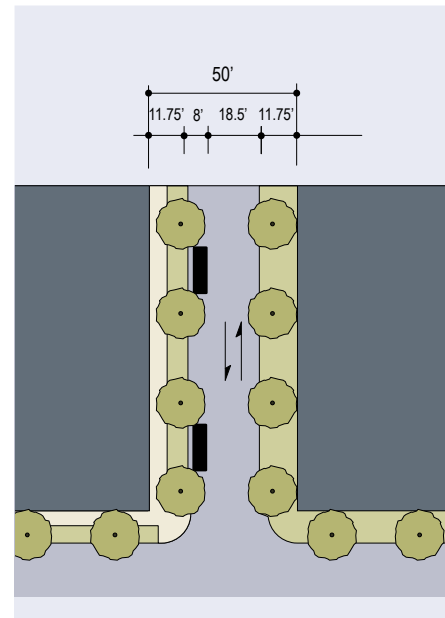


THOROUGHFARE TYPES

- Major Road: MR
- Collector Road: CR
- Local Road: LR
- Country Lane: CL
- Rear Alley: RA
- Emergency Access: EA



LR-50-18



LR-50-26.5

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curve Radius	
Walkway Type	
Curb Type	
Grades	

Local Road
T3, T4
50 feet
18 feet
18' asphalt
25 MPH
One-way, 18' wide
None
100 feet minimum
None
4" vertical
1% to 14%

Local Road
T3, T4, T5
50 feet
26.5 feet
26.5' asphalt
25 MPH
2 lanes, 9.25' wide
One side only, Parallel
100 feet minimum
Sidewalk one side: 4' minimum
6" vertical or 4" splayed (Public), 4" vertical (Private)
1% to 14%

Intersection Offset and Gradient:

Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

- When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
- Where Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

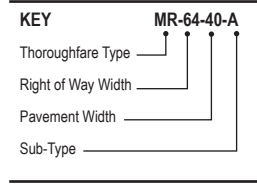
General Notes:

- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees
- Maximum cul-de-sac length 1200 ft except Vernon Road which may be up to 1900 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- In T4 NS, LR-50-26.5 has a Sidewalk on one side with 6' tree pits.
- Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
- The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

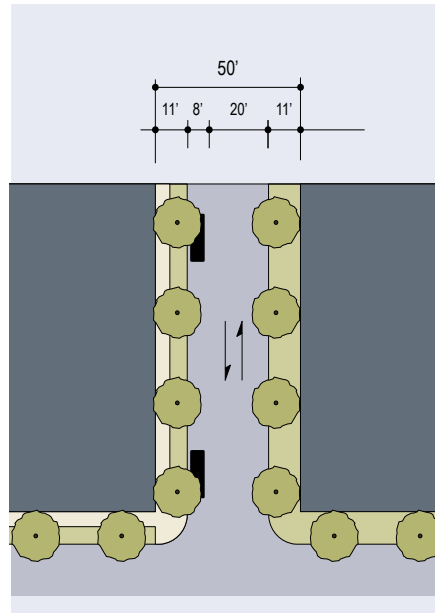
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Tuxedo Farms, Orange County, New York



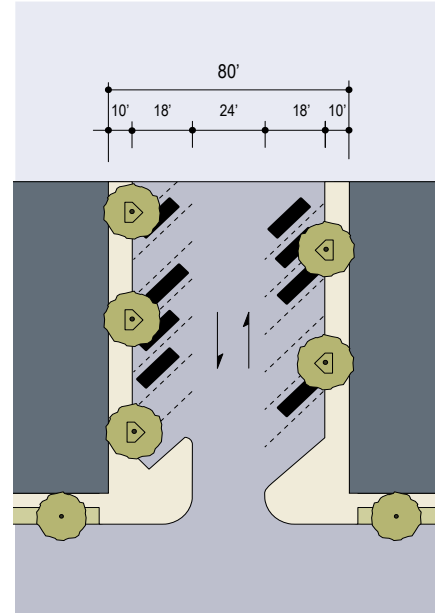
THOROUGHFARE TYPES

- Major Road: MR
- Collector Road: CR
- Local Road: LR
- Country Lane: CL
- Rear Alley: RA
- Emergency Access: EA



LR-50-28

Thoroughfare Type	Local Road
Transect Zone Assignment	T5
Right-of-Way Width	50 feet
Pavement Width	28 feet
Paving Type	28' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 10' wide
Parking Lanes	One side only, Parallel
Horizontal Curve Radius	100 feet minimum
Walkway Type	Sidewalk one side: 4' minimum
Curb Type	4" vertical
Grades	1% to 14%



LR-80-60

Local Road
T5
80 feet
60 feet
24' asphalt, 40' pervious in parking
25 MPH
2 lanes, 12' wide
18' 60-degree parking, both sides
100 feet minimum
Sidewalk both sides, 10'
4" vertical
1% to 6%

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curve Radius	
Walkway Type	
Curb Type	
Grades	

Intersection Offset and Gradient:

Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

1. When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
2. Where Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

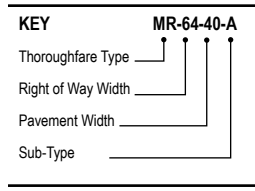
General Notes:

1. Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
2. Minimum roadway intersection angle 60 degrees
3. Maximum cul-de-sac length 1200.
4. Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
5. Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
6. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
7. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
8. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

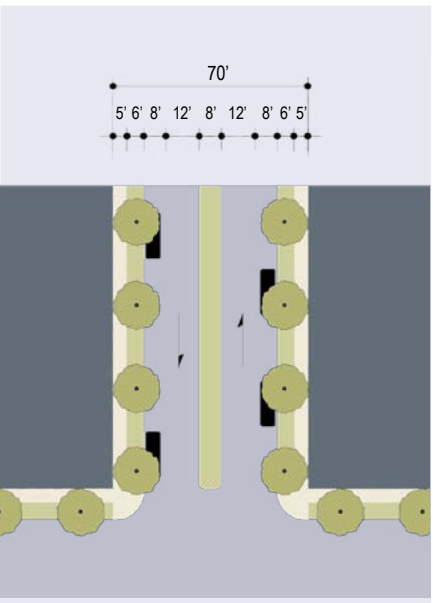
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Tuxedo Farms, Orange County, New York



THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	AV
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA



LR-70-20

Thoroughfare Type	Local Road
Transect Zone Assignment	T4, T5
Right-of-Way Width	70 feet
Pavement Width	40 feet
Paving Type	40' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	Both sides, Parallel
Horizontal Curb Radius	100 feet minimum
Walkway Type	Sidewalk both sides: 5' minimum (see General Note 6 below)
Planter Type	6' tree belt
Curb Type	4" vertical
Grades	1% to 14%

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curb Radius	
Walkway Type	
Planter Type	
Curb Type	
Grades	

Intersection Offset and Gradient:

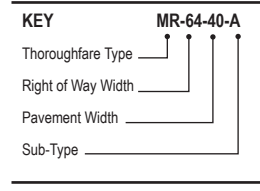
Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

- When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
- Where Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

General Notes:

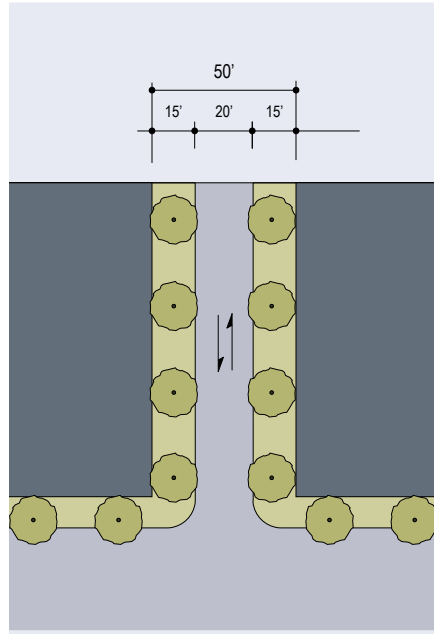
- Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
- Minimum roadway intersection angle 60 degrees
- Maximum cul-de-sac length 1200 ft except Winding Hill Drive which may be up to 1975 ft.
- Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
- Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
- Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
- The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
- Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.



THOROUGHFARE TYPES

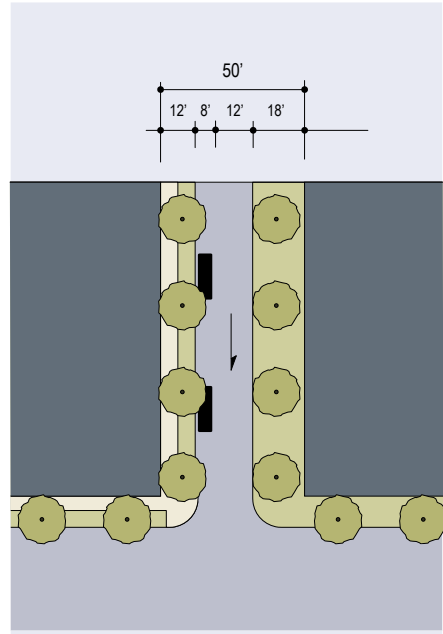
Major Road:	MR
Collector Road:	CR
Local Road:	LR
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Paving Type
Vertical Curve Design Speed
Traffic Lanes
Parking Lanes
Horizontal Curve Radius
Walkway Type
Curb Type
Grades



CL-50-20-A

Country Lane
T1, T3, T4
50 feet
20 feet
20' asphalt
25 MPH
2 lanes, 10' wide
None
100 feet minimum
None
4" vertical
1% to 14%



CL-50-20-B

Country Lane
T3, T4
50 feet
20 feet
20' asphalt
25 MPH
One-way, 12' wide
One side only, Parallel
100 feet minimum
Sidewalk one side: 4' minimum
4" vertical
1% to 14%

Intersection Offset and Gradient:

Min. 200' between intersections on Major or Collector Road

Min. 150' between intersections on Local Road or Country Lane

1. When Country Lane is minor leg of the intersection, Max 5% for Min 50 ft from cartway of main through street
2. When Local Road and Country Lanes intersect, the Max. gradient of the main through street shall be 14%

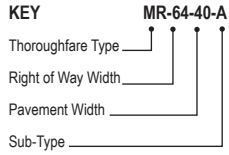
General Notes:

1. Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
2. Minimum roadway intersection angle 60 degrees
3. Maximum cul-de-sac length 1200 ft.
4. Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
5. Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
6. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
7. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
8. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

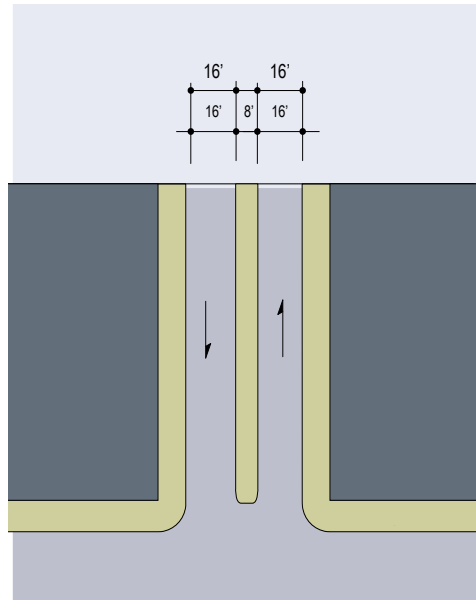
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Tuxedo Farms, Orange County, New York

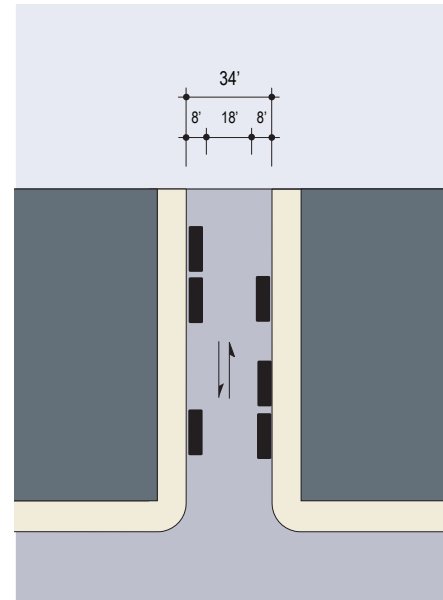


THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	LR
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA



CL-60-16



CL-34-34

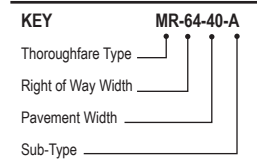
Thoroughfare Type	Country Lane
Transect Zone Assignment	T1, T3-1
Right-of-Way Width	60 feet R.O.W.
Pavement Width	32 feet
Paving Type	32' asphalt
Vertical Curve Design Speed	25 MPH
Traffic Lanes	2 lanes divided, 16' wide
Parking Lanes	None
Horizontal Curve Radius	100 feet minimum
Walkway Type	None
Curb Type	4" vertical
Grades	1% to 14%

Thoroughfare Type	Country Lane
Transect Zone Assignment	T5
Right-of-Way Width	34 feet private R.O.W.
Pavement Width	34 feet
Paving Type	34' asphalt
Vertical Curve Design Speed	15 MPH
Traffic Lanes	2 lanes, 9' wide
Parking Lanes	Both sides, Parallel
Horizontal Curve Radius	60 feet minimum
Walkway Type	None
Curb Type	4" vertical
Grades	1% to 10%

Thoroughfare Type	Country Lane
Transect Zone Assignment	T5
Right-of-Way Width	34 feet private R.O.W.
Pavement Width	34 feet
Paving Type	34' asphalt
Vertical Curve Design Speed	15 MPH
Traffic Lanes	2 lanes, 9' wide
Parking Lanes	Both sides, Parallel
Horizontal Curve Radius	60 feet minimum
Walkway Type	None
Curb Type	4" vertical
Grades	1% to 10%

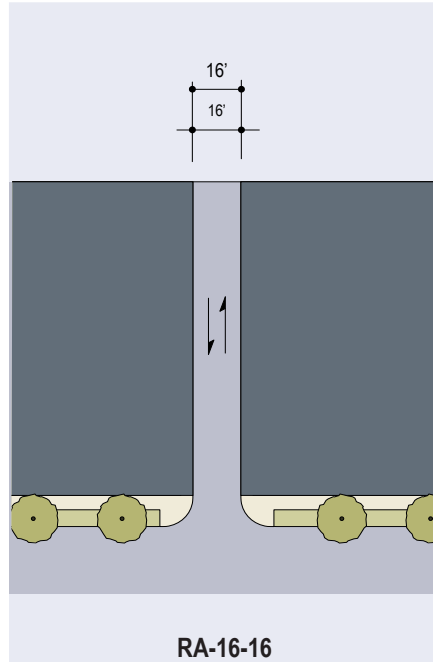
General Notes:

1. Minimum Curb return radius at street intersections shall be 15 feet. Design shall demonstrate that emergency vehicles can maneuver through intersections within the cartway. Minimum R.O.W. radius at street corners shall be 15 ft.
2. Minimum roadway intersection angle 60 degrees
3. Maximum cul-de-sac length 1200 ft.
4. Sight visibility at intersections shall be designed in accordance with AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" for intersections with stop control.
5. Sight stopping distance shall meet AASHTO Guidelines "A Policy on Geometric Design of Highways and Streets" based on Design Speeds of 30 mph for Major Road and 25 mph for Collector, Local and Country Roads.
6. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
7. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
8. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.



THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	LR
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA
Private Road:	PR



Thoroughfare Type	Rear Alley
Transect Zone Assignment	T4, T5
Right-of-Way Width	None (16 feet easement)
Pavement Width	16 feet
Paving Type	Asphalt reverse crown - Pervious trench in center where <6%
Vertical Curve Design Speed	15 MPH
Traffic Lanes	2 lanes, 8' wide
Parking Lanes	None
Horizontal Curve Radius	25 feet minimum
Walkway Type	None
Curb Type	None
Grades	1% to 14%

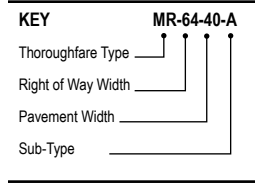
General Notes:

1. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
2. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
3. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

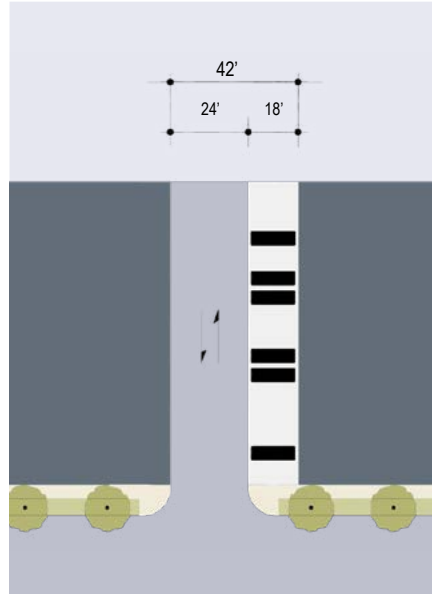
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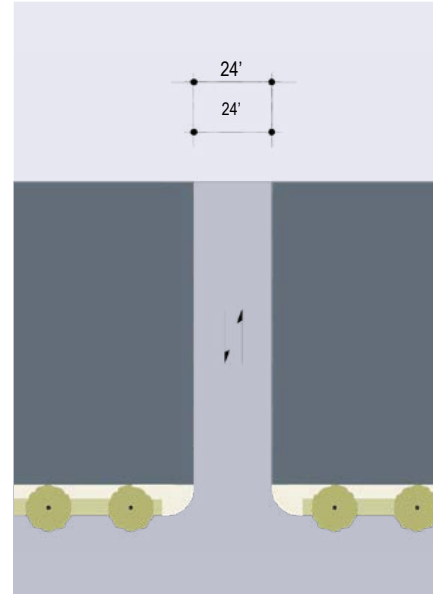


THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	AV
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA



RA-42-42	
Thoroughfare Type	Rear Alley
Transect Zone Assignment	T4, T5
Right-of-Way Width	None (42 feet easement)
Pavement Width	42 feet
Paving Type	Asphalt reverse crown - Pervious trench in center where <6%
Vertical Curve Design Speed	15 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	One side, Perpendicular
Horizontal Curb Radius	25 feet minimum
Walkway Type	None
Planter Type	None
Curb Type	None
Grades	1% to 6%



RA-24-24	
Thoroughfare Type	Rear Alley
Transect Zone Assignment	T4, T5
Right-of-Way Width	None (24 feet easement)
Pavement Width	24 feet
Paving Type	Asphalt reverse crown - Pervious trench in center where <6%
Vertical Curve Design Speed	15 MPH
Traffic Lanes	2 lanes, 12' wide
Parking Lanes	None
Horizontal Curb Radius	25 feet minimum
Walkway Type	None
Planter Type	None
Curb Type	None
Grades	1% to 14%

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Paving Type	
Vertical Curve Design Speed	
Traffic Lanes	
Parking Lanes	
Horizontal Curb Radius	
Walkway Type	
Planter Type	
Curb Type	
Grades	

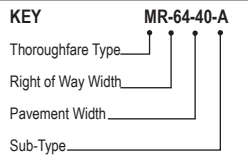
General Notes:

1. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
2. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
3. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.

TABLE 8. THOROUGHFARE ASSEMBLIES

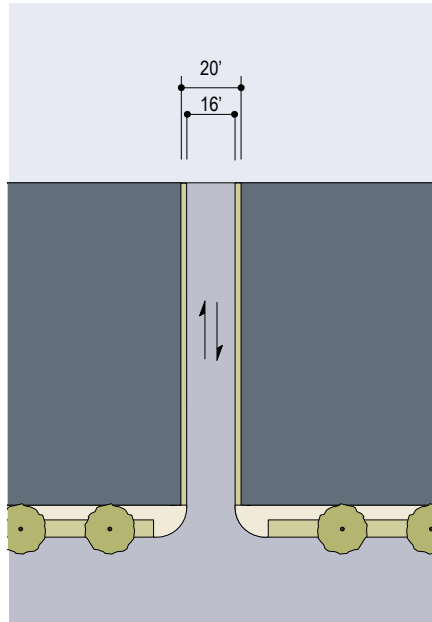
SMARTCODE

Tuxedo Farms, Orange County, New York



THOROUGHFARE TYPES

Major Road:	MR
Collector Road:	CR
Local Road:	LR
Country Lane:	CL
Rear Alley:	RA
Emergency Access:	EA
Private Road:	PR

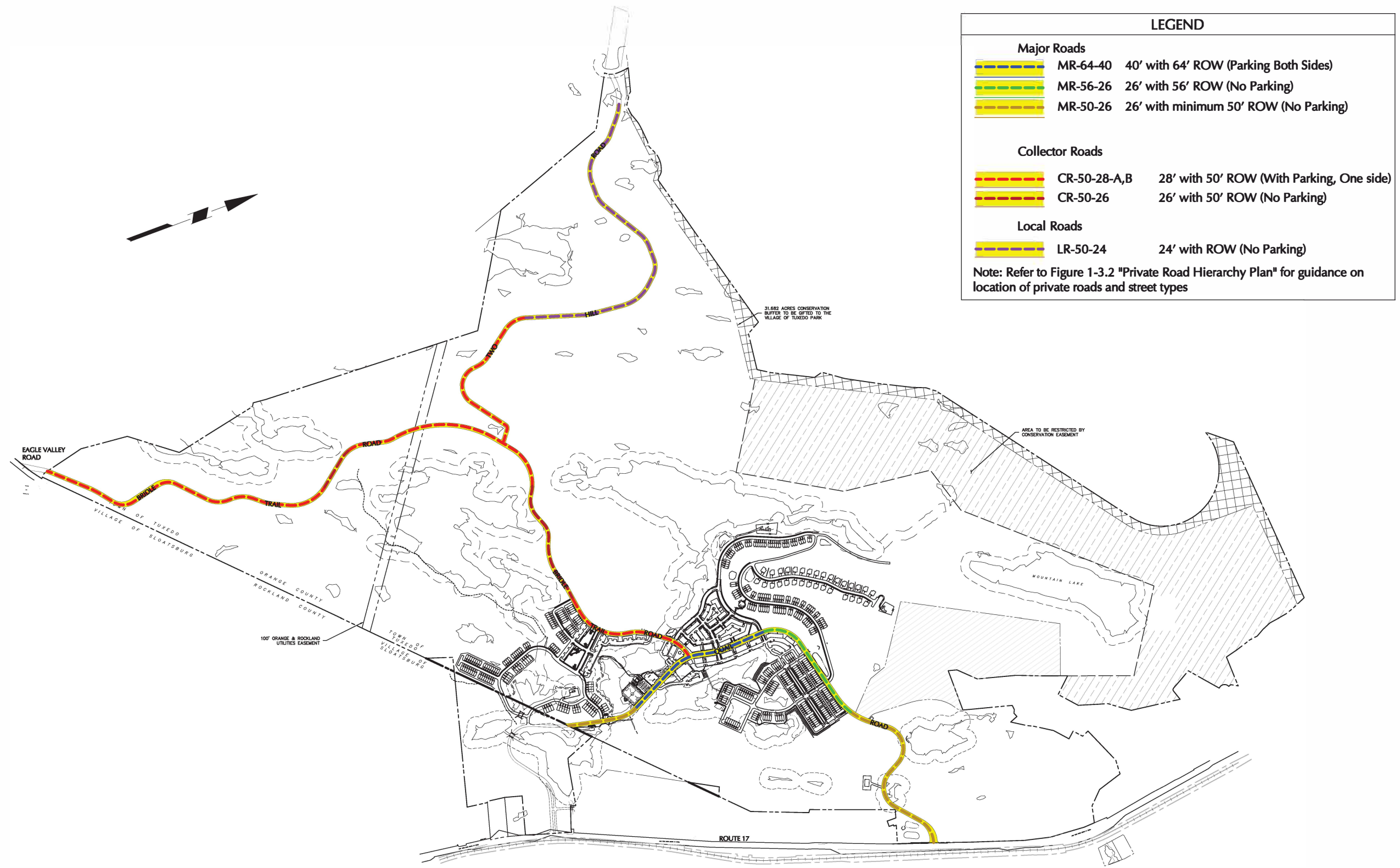


EA-20-16

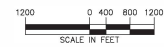
Thoroughfare Type	Emergency Access
Transect Zone Assignment	T1, T2, T3, T4, T5
Right-of-Way Width	None (20 feet Easement)
Pavement Width	16 feet minimum
Paving Type	Asphalt or pervious where <6%
Vertical Curve Design Speed	15 MPH
Traffic Lanes	N/A
Parking Lanes	None
Horizontal Curve Radius	See Note 1. below
Walkway Type	None
Curb Type	None
Grades	See Note 1. below

General Notes:

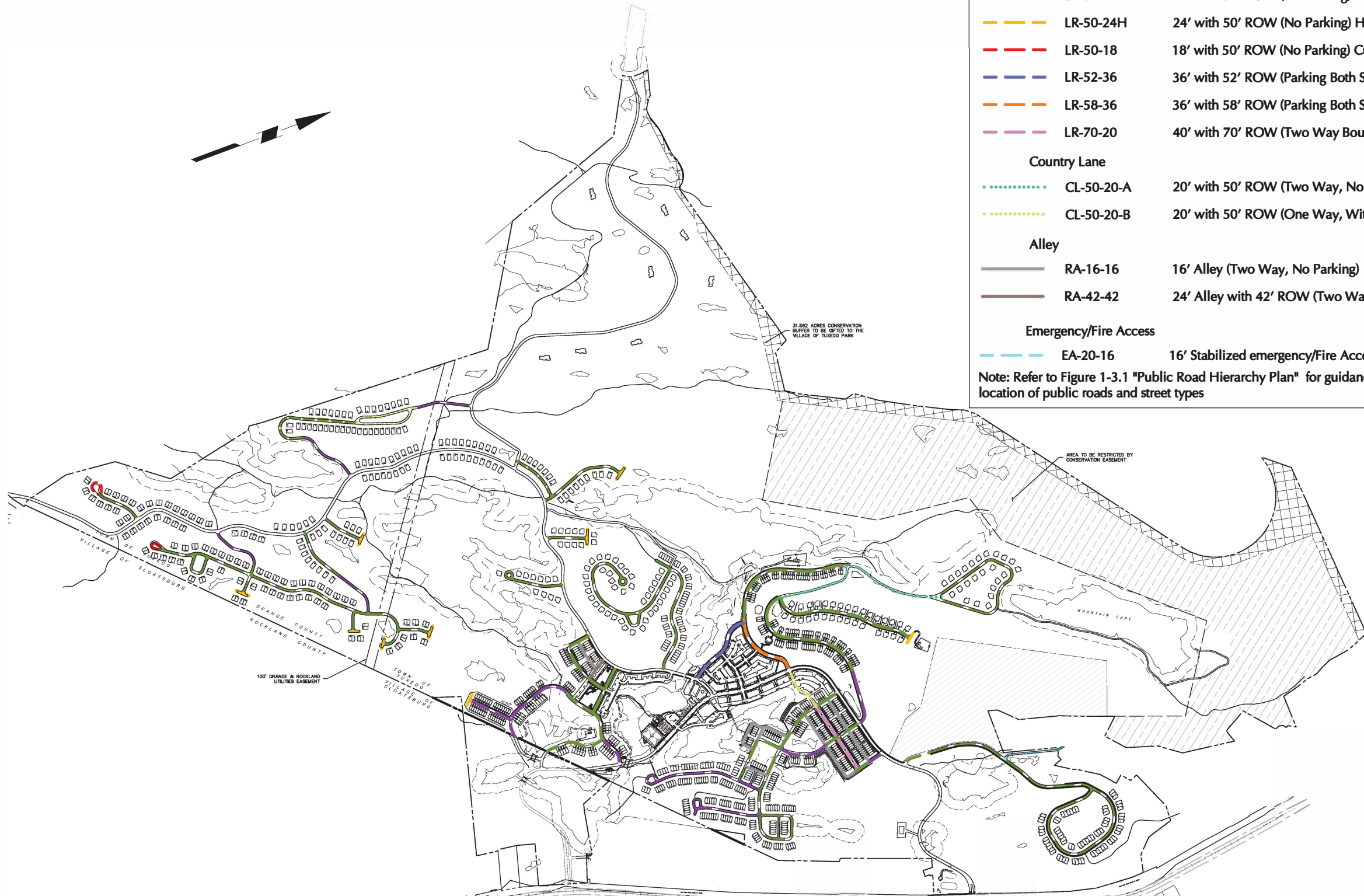
1. Provide maneuvering for emergency vehicles.
2. Table 8 shall not govern landscaping, landscaping location or landscaping size. Any references to landscaping on table 8 does not control. All landscaping shall be governed by the Landscaping Guidelines.
3. The Planning Board is hereby authorized during its site plan and/or subdivision review to waive any requirement related to the installation of a sidewalk on a case-by-case basis due to unique site considerations, accessibility, and safety, and after having studied reasonable alternatives. The Planning Board shall also factor the Town's policy to promote pedestrian connectivity when considering such waiver request.
4. Future publicly owned "Major Roads" may pass through any Transect Zone Assignment.



1 Southern Tract Proposed Public Road Hierarchy
Scale: 1" = 1200'



LEGEND	
Local Roads	
	LR-50-28 28' with 50' ROW (With Parking, One Side)
	LR-50-26.5 26.5' with 50' ROW (With Parking, One Side)
	LR-50-24 24' with 50' ROW (No Parking)
	LR-50-24H 24' with 50' ROW (No Parking) Hammerhead
	LR-50-18 18' with 50' ROW (No Parking) Cul de sac
	LR-52-36 36' with 52' ROW (Parking Both Sides)
	LR-58-36 36' with 58' ROW (Parking Both Sides)
	LR-70-20 40' with 70' ROW (Two Way Boulevard, With Parking)
Country Lane	
	CL-50-20-A 20' with 50' ROW (Two Way, No Parking)
	CL-50-20-B 20' with 50' ROW (One Way, With Parking)
Alley	
	RA-16-16 16' Alley (Two Way, No Parking)
	RA-42-42 24' Alley with 42' ROW (Two Way, Perpendicular Parking, One Side)
Emergency/Fire Access	
	EA-20-16 16' Stabilized emergency/Fire Access
Note: Refer to Figure 1-3.1 "Public Road Hierarchy Plan" for guidance on location of public roads and street types	



1 Southern Tract Proposed Private Road Hierarchy
Scale: 1" = 1200'