Why so many people on this street? The sign tells the story "Area Perdonale" Pedestrians only. With such simple design rules the whole character of the street changes. Imagine what this street would look like if cars were allowed. No people, no vendors, no street theatre.

Chapter 12 The Design Code

Up to this point we have been focused on the process of enabling people to participate in the design of their Village, however a Village is more than a start-up. It evolves over many decades, even centuries, and to be coherent a set of design codes need to be put into place. A design code requires a more formal approach as it implies specific language that guides not only the initial development, but also its evolution into the future. It must accompany the Design Brief process.

When tailored and completed for your Village, such codes and plans becomes part of the Village specifications. While the design brief becomes the Master Plan, these codes become the standing rules, and in addition to being adopted by the approving agency as part of the conditions for approval, they may be placed as a condition of title. In most cases, we would expect local government planners, who must recommend approval for a Village Plan, would welcome such design codes.

The codes can be explicit, to achieve social outcomes. For example, in Seaview, Florida, the code requires homes have front porches and they be close to the street. Why? Florida is warm, people sit on porches while others walk by and proximity encourages human contact. Do not be afraid to write such requirements, they are what make great places so wonderful.

In this chapter, we provide suggested language to serve as the first draft for the Village Code. The text in this chapter is released into the public domain by the author. If you wish to get a copy in computer readable form, please send an e-mail to htbv@villageforum.com. Please appreciate that different regions use very different language in setting out their planning or zoning rules. If you find that your local government or territorial authority uses different, but clear and relevant language, we invite you to secure permission to post it at www.villageforum.com so other local governments and village organising companies may borrow from it. If possible, secure release into the public domain, so it may be used without copyright concerns.

In this chapter, we also reference *A Pattern Language* by Christopher Alexander (ISBN 0-19-501919-9), and have placed excerpts from various patterns in text boxes to provide support for the recommended code language. We recommend you buy a copy of Alexander's book (try - www.patternlanguage.com) as a reference manual when writing your Village Design Codes.

Roads and Landscape Architecture

Streets and Lanes

A street includes mixed use and commercial activity, a lane has only residential frontage.

Principle – Cars and trucks are too big for human scaled, high density Villages and their primary virtues, high speed transport are inappropriate within the limited distance of the Village. Therefore, they shall be banned from within the Village walls, where instead people will walk, or use small, slow electric or compressed air vehicles the size of golf carts.

This is a fundamental principle for Village streets and lanes, and must not be weakened or waived.

Rule – The Village shall be enclosed by walls with gates, and no conventional automobiles or trucks shall be permitted within the Village walls except by special permit, for a specific purpose and a specific time.

Within the Village, lanes and streets shall be deemed private and subject to rules and regulations made by Village authority. The Village shall establish a maximum width of service vehicles and design lanes and streets accordingly. Example: width of a golf cart (1.2 m/48").

Outside the Village walls, a motorpool and carpark shall provide covered parking for conventional cars and trucks, including visitors' vehicles, and a freight depot shall provide a place for goods to be off-loaded from delivery trucks and carried within the village by small Low Speed Vehicles permitted to deliver goods within the Village.

Regional roads shall connect with Village streets at the Motorpool and Freight Depot. Regional roads shall not pass through the Village, and if a right of way is required, it shall either be placed below grade (or in a tunnel), or be walled in so it shall not interfere with Village life. If a seaport is present, a connector road may need to go through the Village – consideration may be given to placing it below grade to not impose on the pedestrian primacy of the Village.

Road types

Pedestrian streets/roads may be as narrow as several meters/yards in width. Actual width will be determined based on projected peak foot traffic.

Connector footpaths join pedestrian lanes/streets and may include steps and gates.

Access streets/roads/alleys – Each building must have direct access to a roadway of sufficient width to deliver goods and services. Each must have at least one handicap access in accordance with law. The access may either be street frontage or alleyways – and the width must provide for (a) safe parking of a standard low speed vehicle (b) safe, slow passing room for a second and (c) pedestrians walking on the access street.

Pedestrian boulevards connecting the main plazas may be substantially wider, but shall not be wider than the average adjacent building height.

The Village Parade is a single street wide enough to host a festival parade with all residents in attendance. It connects the Village Gate to the Central Plaza.

In Greece, the delightful island of Hydra prohibits cars. The barges unload goods at the port, right next to the cafes, hotels and shops. With such a design the whole infrastructure for delivery trucks – large roads, delivery bays, on-street parking and support systems – vanishes. Plan the Village as an island, the freight depot as its port

In Hydra, narrow streets are the norm, and people travel from the ends of the earth to experience them. Here the milkman has just delivered cases of milk to the local grocery. Room enough for him, his donkey and the baskets of fruits and vegetables.

Pattern 11 Local Transport Areas: "Cars are not very good for short trips inside a town, and it is on these trips that they do their greatest damage. But they are good for fairly long trips, where they cause less damage. The problem will be solved if towns are divided up into areas about one mile across, with the idea that cars may be used for trips which leave these areas, but that other, slower forms of transportation will be used for all trips inside these areas – foot [and]... a variety of low-speed, low-cost vehicles (bicycles, tricycles, scooters, golf carts...)" p. 64 *A Pattern Language*