



CITY OF GULFPORT
 Urban Development - Planning Division
 1410 24th Avenue
 Gulfport, MS 39501
 (228) 868-5710

SMARTCODE WARRANT APPLICATION

This form is required submission for the Warrant review process by the City of Gulfport Consolidated Review Committee (CRC)

Property Information

TAX PARCEL #

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(If necessary, use separate sheet of paper)

For Staff Use Only

Case File #: _____

Date Received: _____

Receipt #: _____

Received By: _____

Transect Zone(s)/SC Community Plan: _____

Ward: _____ Flood: _____

Size: _____

Address of Property Involved: _____

Lot(s) _____, Block(s) _____, Subdivision _____

General Location: _____

GENERAL DESCRIPTION OF REQUEST:

OWNERSHIP AND CERTIFICATION:

I hereby certify that I have read and understand this application and that all information and attachments are true and correct. I also certify that I agree to comply with all applicable city codes, ordinances and state laws. Finally, I certify that I am the owner of the property involved in this request or have authorization to act as the owner's agent for the herein described request.

OWNER

AGENT

Printed Name Of Owner

Printed Name Of Agent

Mailing Address

Mailing Address

City State Zip code

City State Zip code

Home Phone Work/Cell Phone

Home Phone Work/Cell Phone

Email

Email

Signature Of Owner

Signature Of Agent

MINIMUM REQUIREMENTS FOR REQUESTING A SMARTCODE WARRANT

A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of the Smartcode Community Plan but is justified by its Intent.

1.2 **Intent** – The purpose of the code is to enable, encourage and qualify the implementation of the following policies:

1.2.1 The Region:

- a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
- b. That growth strategies should encourage infill and redevelopment in parity with new communities.
- c. That development contiguous to urban areas should be structured in the Neighborhood pattern and be integrated with the existing urban pattern.
- d. That development non-contiguous to urban areas should be organized in the pattern of clusters, traditional Neighborhoods or Villages, and Regional Centers.
- e. That affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- f. That transportation corridors should be planned and reserved in coordination with land use.
- g. That green corridors should be used to define and connect the urbanized areas.
- h. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.2.2 The Community:

- a. That Neighborhoods and Regional Centers (downtowns) should compact, pedestrian-oriented and mixed-use.
- b. That Neighborhoods and Regional Centers (downtowns) should be the preferred pattern of development and that districts specializing in single-use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.

e. That within Neighborhoods, a range of housing Types and price levels should be provided to accommodate diverse ages and incomes.

f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.

g. That Civil, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

h. That schools should be sized and located to enable children to walk or bicycles to them.

i. That a range of open space including parks, squares, and playgrounds should be distributed within Neighborhoods and urban center zones.

1.2.3 The Block and the Building

a. That buildings and landscaping should contributed to the physical definition of Thoroughfares as Civic places.

b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.

c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.

d. That architecture and landscape design should grow from local climate, topography, history, and building practice.

e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

f. That Civil Buildings and public gathering places should be provided locations that reinforce community identity and support self-government,

g. That Civil Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.

h. That the preservation and renewal of historic buildings should be facilitated to affirm the continuity and evolution of society.

i. That the harmonious and orderly evaluation of urban areas should be secured through graphic codes that serve as guides for change.

