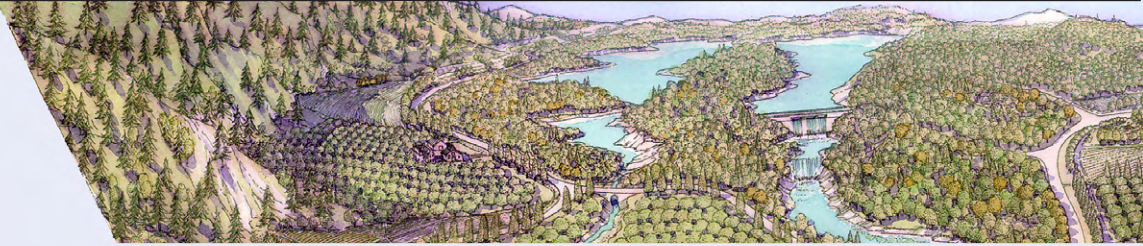


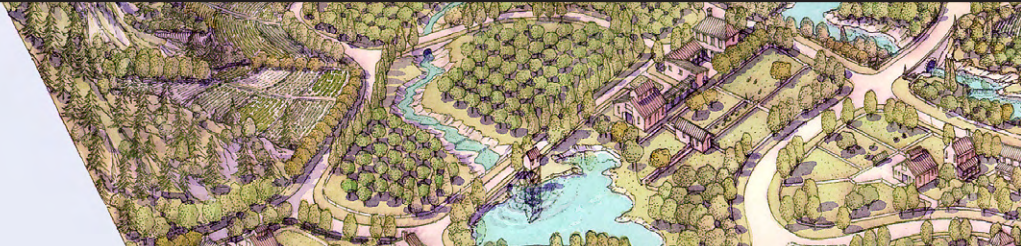
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T1



T2



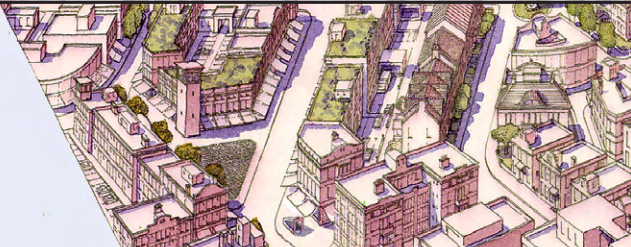
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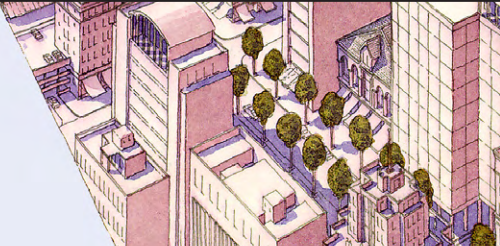
T4



T5



T6



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**DEFINITIONS OF TERMS**

**1.1 AUTHORITY**

1.1.1 The action of the [Municipality, State](#) in the adoption of this Code is authorized under:

- (a) The [Charter of the Municipality, Section X](#).
- (b) The [Local and State Statutes, Section X](#).

1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted [Municipal Comprehensive Plan](#). This Code is declared to be in accord with the [Municipal Comprehensive Plan](#), as required by the [Local Land Development Statutes](#).

1.1.3 This Code was adopted by and amended by vote of the [Legislative Body](#).

**1.2 INTENT**

The purpose of this 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 [should](#) be compact, pedestrian-oriented and mixed-use.
- b. That neighborhoods and Regional Centers [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 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 civic, 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 bicycle 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** contribute 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 civic buildings and public gathering places **should** be provided locations that reinforce community identity and support self-government.
- g. That civic 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 evolution of urban areas **should** be secured through graphic codes that serve as guides for change.

**1.3 APPLICABILITY**

- 1.3.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.3.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the **Local Health & Safety Code**.
- 1.3.3 The **Existing Local Codes** continue to be applicable to issues not covered by this Code except where these would contradict the Intent Section 1.2, in which case the conflict shall be resolved in favor of this Code.
- 1.3.4 Terms used throughout this Code shall take their commonly accepted meanings or as defined in the Definitions of Terms. In the event of conflicts between these definitions and those of the **Existing Local Codes**, those of this Code shall take precedence.
- 1.3.5 The Definitions of Terms contains regulatory language that is integral to this Code.

**1.4 PROCESS**

- 1.4.1 Sectors (defined geographically in Section 2) contain communities (defined by extent and intensity in Sections 3 and 4) which are comprised of Transect Zones (defined by the elements appropriate to them in Sections 5 and in the Standards & Tables Section).

- 1.4.2 The geographic determination of sectors and the standards for each Transect Zone **should** be determined through a process of public consultation with approval by The **Legislative Body**. Once these determinations have been incorporated into this Code and the associated plans, projects that require warrants only shall be processed administratively without further recourse to public consultation.
- 1.4.3 **The Planning Office** shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the UDC. The CRC shall expedite the permitting process by providing a single interface between the developer and the agencies.
- 1.4.4 An applicant may appeal a decision of the CRC to the **Board of Appeals**, and appeal a decision of the **Board of Appeals** to the **Legislative Body**.
- 1.4.5 Should a violation of an approved plan occur during construction, the **Board of Appeals** has the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure an Exception to cover the violation.

1.5 **VARIANCES**

- 1.5.1 There shall be two levels of variance: Warranted Variances (Warrants) and Exceptional Variances (Exceptions).
- 1.5.2 Warrants permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent (Section 1.2) or by hardship. Warrants **may** be granted administratively through the CRC.
- 1.5.3 Exceptions permit a practice that is not consistent with a provision nor the Intent of this Code (Section 1.2). Exceptions **shall** be granted only by the **Board of Appeals**.
- 1.5.4 The request for an Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.
- 1.5.5 Warrants and Exceptions shall be considered unique and shall not set precedent for others.
- 1.5.6 **The following standards and requirements shall not be available for Warrants or Exceptions:**
- a. **The allocation ratios of each Transect Zone.**
  - b. **The maximum dimensions of traffic lanes.**
  - c. **The required provision of alleys and rear lanes.**
  - d. **The minimum residential densities.**
  - e. **The permission to build ancillary apartments.**
  - f. **The requirements of parking location.**

1.6 **INCENTIVES**

- 1.6.1 To encourage the use of this Code, the **Legislative Body shall** grant the following incentives, to the extent authorized by state law:
- a. The application **shall be** processed administratively rather than through public hearing.
  - b. The application **shall be** processed with priority over others under the conventional code with prior filing dates.
  - c. Review fees **shall be** waived or reduced.
  - d. Density **may be** increased by the **subsidized** Transfer of Development Rights.

- e. The traffic impact report shall be waived.
- f. The municipality shall construct and maintain those internal thoroughfares that through-connect to adjacent sites.
- g. Payment of property taxes shall be maintained at the level prior to the approval, until such time as a certificate of occupancy has been issued for each building.
- h. First-time buyers of dwellings and newly created businesses within Zones T4, T5 and T6 shall receive tax relief.

**2.1 INSTRUCTIONS**

- 2.1.1 Sector Plans should be prepared by the [Planning Office](#) and consultants under its supervision in a process of public participation and approved by the [Legislative Body](#).
- 2.1.2 Sector Plans should integrate the largest practical geographic sector, overlapping property lines as necessary to achieve the ideal of a green infrastructure interspersed by urban communities.
- 2.1.3 [Use Geographic Information Systems \(GIS\)](#) to identify criteria listed in Section 2.3 to map the areas to be designated O-1-Preserved Open Sectors. The outline of this Sector is effectively a permanent Rural Boundary Line (RBL). All other areas may qualify for development conditional to the requirements of this Code.
- 2.1.4 [Use GIS](#) to identify criteria listed in Section 2.4 to map the areas to be designated O-2-Reserved Open Sector. Within this Sector an Urban Boundary Line (UBL) is adjustable as Community Plans are permitted.
- 2.1.5 [Use GIS](#) to identify and map the G-4-Infill Growth Sectors as described in Section 2.8. These areas may be redeveloped according to Existing Community Plans (Section 4).
- 2.1.6 All remaining areas are available for development as New Community Plans (Section 3). Factoring the existing zoning, the sector transportation plans, parcel size and other criteria (determined through a process of public participation), these areas shall be assigned to one of the three Growth Sectors (G-1, G-2 and G-3) described in Sections 2.5, 2.6 and 2.7. Within these Sectors, the corresponding Community Types of CLD, TND, and RCD, as set forth in Section 3, shall be permitted by right (while the [Existing Zoning Ordinance](#) and its permitting process remain as an option.)
- 2.1.7 Where transit service is planned or available, Regional Centers shall be re-designated a Transit-Oriented Developments (TOD).
- 2.1.8 Allocate to Specialized Districts (SD) those areas that are justified for specialized uses that cannot conform to one of the six Transect Zones. Allocate unjustified uses to SD or intended Transect Zone (Table 15).
- 2.1.9 Establish and administer a system for the gradual Transfer of Development Rights (TDR) from the O-2-Reserved Open Sectors to the G-2 and G-3 Growth Sectors. The TDRs are available to exceed the allocated densities of the New Communities (Section 3.5 and Table 14B). The TDR sending areas, the Reserve Sectors, thereby become part of the Preserve Sectors. [The TDR system may be carried out by the initiative of private-sector realtors for market-rate fees.](#) The [Planning Office](#) shall maintain a record of such transfers, updating the sector map accordingly.

**2.2 SUCCESSION**

- 2.2.1 [Twenty](#) years after the approval is granted, each Transect Zone, except the T1 Natural, shall be considered for rezoning to the successional (next higher) Transect Zone through public hearing by the [Legislative Body](#).

**2.3 (O-1) PRESERVED OPEN SECTOR**

- 2.3.1 The Preserve Sector shall consist of open space that is protected from development in perpetuity. The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by past sale of development rights.
- 2.3.2 The Preserve Sector shall consist of the aggregate of the following categories:
- a. Surface Waterbodies
  - b. Protected Wetlands
  - c. Protected Habitat
  - d. Riparian Corridors
  - e. Purchased Open Space
  - f. Conservation Easements
  - g. Transportation Corridors
  - h. Residual to Cluster Open Space (CLD)
  - i. [Other Categories](#)
- 2.3.3 Development and construction within the Preserve Sector and the specifications required to do so shall be determined on an individual project basis in public hearing of the [Legislative Body](#).
- 2.3.4 The outlines of the Preserve Sector shall be considered the permanent Rural Boundary Line (RBL).

**2.4 (O-2) RESERVED OPEN SECTOR**

- 2.4.1 The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development by the Urban Boundary Line.
- 2.4.2 The Reserve Sector consists of the aggregate of the following categories:
- a. Flood Plain
  - b. Steep Slopes
  - c. Open Space to be Acquired
  - d. Corridors to be Acquired
  - e. Buffers to be Acquired
  - f. Legacy Woodland
  - g. Legacy Farmland
  - h. Legacy Viewsheds
  - i. Other Categories
- 2.4.3 The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Communities in the four Growth Sectors. The TDRs shall be available to be used to exceed the allocated densities of the New Communities (Sections 3.4 and Table 14B). Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector.
- 2.4.4 Within the Reserve Sector, the Urban Growth Boundary (UGB) is subject to adjustment as New Community Plans are permitted.



**2.5 (G-1) RESTRICTED GROWTH SECTOR**

- 2.5.1 The Restricted Sector shall be assigned to areas that have value as open space but that are nevertheless subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.
- 2.5.2 Within the Restricted Sector, Cluster Land Development (CLD) shall be permitted by right. CLDs consist of no more than one Standard Pedestrian Shed with a high portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 3.3.1. [The term “Hamlet” may be substituted for “Cluster” or “Conservation Land Development.”](#)

**2.6 (G-2) CONTROLLED GROWTH SECTOR**

- 2.6.1 The Controlled Growth Sector shall be assigned to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.
- 2.6.2 Within the Controlled Growth Sector, Traditional Neighborhood Developments (TND) shall be permitted by right. TNDs consist of one or several Standard Pedestrian Sheds as specified in Section 3.3.2. [The term “Village” may be substituted for “Traditional Neighborhood Development \(TND\).”](#)

**2.7 (G-3) INTENDED GROWTH SECTOR**

- 2.7.1 The Intended Growth Sector shall be assigned to those locations planned by the [MPO](#) for high-capacity thoroughfares (or transit) that can thereby support a substantial commercial program.
- 2.7.2 Within the Intended Growth Sector, communities in the pattern of Regional Center Development (RCD) shall be permitted by right. Regional Centers consist of one Long Pedestrian Shed as specified in Section 3.3.3. Additional TNDs may adjoin a Regional Center without buffer requirements.
- 2.7.3 Regional Center locations that are accessible to available or planned by the [MPO](#) for bus or rail transit, shall be designated Transit-Oriented Developments (TOD).

**2.8 (G-4) INFILL GROWTH SECTOR**

- 2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of TNDs or RCDs. [Such areas may include conventional suburban developments, greyfield and brownfield sites, and historic urban areas.](#)

**2.9 (SD) SPECIALIZED DISTRICT**

- 2.9.1 District designations shall be assigned to areas that, by their intrinsic function, cannot contribute to one of the Community Types specified in this Section.
- 2.9.2 For Districts, the provisions of the [Existing Zoning Ordinance](#) remain applicable. Alternatively, the conditions of development shall be determined in public hearing of the [Legislative Body](#).
- 2.9.3 The standards determined for Specialized Districts shall be recorded on Table 15.

**3.1 INSTRUCTIONS**

- 3.1.1 Section 3 is available (as an optional overlay) by right. (The [Existing Zoning Ordinance](#) remains available by right.) This Section shall be applied in its entirety or not at all.
- 3.1.2 Incentives for the use of this overlay are listed in Section 1.6.
- 3.1.3 New Community plans may be prepared by a property owner, a developer, or by the [Planning Office](#).
- 3.1.4 New Communities of the types corresponding to their Sectors and planned according to the provisions of this Code shall be approved administratively by the Consolidated Review Committee (CRC). For Existing Community Sectors see Section 4.
- 3.1.5 The property owner or the developer may request a New Community designation other than the one that is allowed by the Sector, through rezoning by the [Legislative Body](#).
- 3.1.6 The first three Growth Sectors (described in Section 2) designate the potential geographic locations of three types of New Communities: Cluster Land Development (CLD), Traditional Neighborhood Development (TND), Regional Centers & Downtowns (RCD) or Transit-Oriented Development (TOD). These communities are prescribed in Section 3.3.
- 3.1.7 Consult surveys of existing conditions showing the site, adjacent developments, connecting thoroughfares, natural features and man-made traces. The design of the Community Plan shall respond to these existing conditions to the satisfaction of the CRC.
- 3.1.8 Each Community Plan, according to its type, and responding to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 3.3.
- 3.1.9 Allocate the Transect Zones and densities as specified in Sections 3.2 and Tables 2 and 14, while accommodating the environmental requirements as specified in Section 3.5.
- 3.1.10 Remnants of the site outside the Pedestrian Sheds may be Warranted as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3) or as Civic Space (CS).
- 3.1.11 Lay out the thoroughfare network according to the provisions of Section 3.6 and Tables 10A and B.
- 3.1.12 Allocate the Civic Functions according to Section 3.7.
- 3.1.13 Detail the plan using the special requirements described in Section 3.8.
- 3.1.14 Incorporate the incentives available according to Section 1.6.
- 3.1.15 Prepare a set of building standards based on Section 5, [to be administered by a private Community Council created for this purpose](#).

**3.2 TRANSECT ZONES**

- 3.2.1 Transect Zones shall be constituted of the elements described in Table 1 and Appendix 3, and the standards summarized in Table 14.

**3.3 COMMUNITY TYPES**

**Clustered Land Development (CLD)**

- 3.3.1 a. Clusters shall be permitted by right within the G-1, Restricted Growth Sector and by Exception within O-2 Reserved Open Sector.

- b. A Cluster shall consist of no more than one Standard Pedestrian Shed including T2, T3 and T4 Zones as specified in Table 14A. However, a minimum of 50% of the parcel shall be permanently allocated to a Natural or Rural Zone (T1 & T2).
- c. The urbanized area of a CLD shall consist of the Transect Zone requirements of a CLD as specified in Table 14A.

**3.3.2 Traditional Neighborhood Development (TND)**

- a. Neighborhoods, as well as Clusters, shall be permitted by right within G-2, the Controlled Growth Sector.
- b. The minimum developable area of a site to be planned as a TND shall be 80 acres. The simultaneous planning of adjacent parcels is encouraged.
- c. A TND shall consist of one Standard Pedestrian Shed including T3, T4 and T5 Zones as specified in Table 14A. Larger sites shall be designed and developed as multiple Pedestrian Sheds, each with the individual Transect Zone requirements of a TND as specified in Table 14A.

**3.3.3 Regional Center Development (RCD)**

- a. Regional Centers shall be permitted by right within G-3, the Intended Growth Sector.
- b. The minimum developable area of a site to be planned as an RCD shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
- c. A Regional Center shall be limited to one Long (1/2 mile radius) Pedestrian Shed including T3, T4 and T5 Zones as specified in Table 14A, and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of an RCD as specified in Table 14A.

**3.3.4 Transit-Oriented Development (TOD)**

- a. Regional Centers that are on an existing or projected transit network shall be redesignated TOD and subject to the additional density shown in Table 14A and calculated in Section 3.4.

**3.4 DENSITY CALCULATIONS**

3.4.1 The Developable Areas of the site shall be considered the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.

3.4.2 The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 14B. For purposes of density calculation, the Transect Zone Areas include the thoroughfares but not land allocated to Civic use.

3.4.3 The overall density of the community may be increased by the purchase of Development Rights up to the amount specified for each zone by Table 14B. Fifteen percent (15%) of the increase by TDR purchase shall be in the Affordable Housing range.

3.4.4 The resulting density is calculated in housing units. A percent of the housing units (as shown on Table 14B) shall be exchanged for other functions at the following rates:

- a. For Lodging: 2 bedrooms for each unit of Overall Density.
- b. For Office or Retail: 1000 square feet for each unit of Overall Density.

- c. The number of units exchanged shall be approved by Warrant.
- 3.4.5 The housing and other functions for each zone shall be further adjusted at the building scale according to Section 5.2.3.

**3.5 ENVIRONMENTAL REQUIREMENTS**

**3.5.1 General**

- a. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).
- b. There shall be three classes of Waterways: Class I Perennial, Class II Intermittent, and Class III Ephemeral, each generating a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.
- c. There shall be three classes of Wetland: Class I Connected, Class II Isolated, and Class III Xeric, each subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.

**3.5.2 Specific to Natural and Rural Zones (T1-T2)**

- a. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in Sections 2.3.2 and 2.4.2 shall be limited according to Local, State and Federal guidelines.
- b. The Riparian Corridors of Class I and II Waterways shall be 300 feet in width each side, and Class III Waterways shall be 100 feet in width each side. Riparian Corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.
- c. Class I, II and III Wetlands shall be retained and restored if in degraded condition. Additional buffers shall be maintained at 100 ft for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by Exception only.
- d. The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).
- e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.
- f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

**3.5.3 Specific to Sub-Urban Zones (T3)**

- a. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions shall be limited according to Local, State and Federal guidelines.
- b. The Riparian Corridors of Classes I and II Waterways shall be 100 feet in width. These Riparian Corridors shall be maintained free of structures, except that Thoroughfare crossings may be allowed by Warrant. Class III Waterways may be modified by Warrant.

- c. Class I, II and III Wetlands shall be retained and restored if in degraded condition. Additional buffers shall be maintained at 50 feet for Class I and II Wetlands. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Exception.
- d. The Public Frontage (Tables 4A and 14D) shall include trees of various species, naturalistically clustered, as well as low maintenance understory. Sod shall be permitted only by Warrant. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Tables 4B and 6).
- e. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 14F.
- f. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

**3.5.4 Specific to General Urban Zones (T4)**

- a. Within T4 Zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination for modification and mitigation shall be made by Warrant.
- b. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Warrant.
- d. The Public Frontage (Tables 4A and 14D) shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).
- e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 14F.
- f. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lots.

**3.5.5 Specific to Urban Center Zones (T5)**

- a. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, may be mitigated off-site. The determination shall be made by Warrant.
- b. The Riparian Corridors of all classes or Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands may be modified if mitigated off-site at a two to one ratio. Thoroughfare crossings shall be allowed by Right.
- d. The Public Frontage (Tables 4A and 14D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories, but remains predominantly clear of building frontages. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).

- e. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 14F.
- f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot.

**3.5.6 Specific to Urban Core Zones (T6)**

- a. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 2.3.2 and 2.4.2. The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made by Warrant.
- b. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.
- c. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.
- d. The Public Frontage (Tables 4A and 14D) shall include trees planted in allees of a single species with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The new landscape shall consist primarily of durable species tolerant of soil compaction (Tables 4B and 6).
- e. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 14F.
- f. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot.

**3.6 STREETSCAPE REQUIREMENTS**

**3.6.1 General**

- a. The thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.
- b. The thoroughfares consist of vehicular lanes and public frontages (Table 16A). The lanes provide the traffic and parking capacity. They consist of vehicular lanes in a variety of widths for parked and for moving vehicles. The frontages contribute to the character of the Transect Zone. They include the types of sidewalk, curbing, planter, and street tree.
- c. Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the alignment of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.
- d. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
- e. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular

and pedestrian movement shall be decided in favor of the pedestrian.

**3.6.2 Thoroughfares**

- a. The standards for vehicular lanes shall be as shown in Table 3.
- b. The thoroughfare network shall be designed to define blocks not exceeding the average size prescribed in Table 14C. The size shall be measured as the sum of lot frontage lines.
- c. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only when Warranted by natural site conditions.
- d. Lots shall enfront a vehicular Thoroughfare, except that 20% of the lots within each Transect Zone may enfront a pedestrian passage.
- e. Thoroughfares along a designated Secondary Grid (Section 3.8.1a) may be exempted from the specified frontage requirements.
- f. A bicycle network consisting of trails, routes and lanes should be provided throughout as defined in the Definitions of Terms and allocated in Table 14D. The community bicycle network should be connected to existing or proposed sector networks wherever possible.

**3.6.3 Public Frontages**

- a. Public frontages shall be designed as shown in Table 4 and allocated within Transect Zones as specified in Table 14D.
- b. Within the public frontages, the prescribed type of street trees and street lights shall be as shown in Table 4, 5 and 6. The spacing may be adjusted by Warrant to accommodate specific site conditions, such as building entrances.

**3.6.4 Specific to Districts**

- a. The standards for thoroughfares and public frontages within districts shall be determined by Warrant.

**3.7 CIVIC FUNCTIONS**

**3.7.1 General**

- a. Certain places for public use shall be required for each community and designated on the Community Plans as Civic Space (CS) and Civic Building (CB).
- b. Civic Spaces are public sites permanently dedicated to open space.
- c. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and municipal parking, or for a use approved by the [Legislative Body](#).
- d. [The ongoing construction and improvement of the required Civic Spaces and Buildings should be supported by an annual assessment dedicated to this purpose and administered by a Community Council established by the developer under State Association Law.](#)

**3.7.2 Civic Space (CS) Specific to T3-T6 Zones**

- a. Each Pedestrian Shed shall assign at least 5% of its urbanized area to Civic Space.
- b. Civic Spaces shall be designed as generally described in Table 13 and approved by the CRC and allocated to zones as described in Table 14E.
- c. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing thoroughfare alignments or

other circumstances warrant it.

- d. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided.
- e. Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare.
- f. Civic Spaces may be permitted within Districts by Warrant.
- g. Parks may be permitted in the more urban zones by Warrant (Table 14E).

**3.7.3 Civic Buildings (CB) Specific to T3-T6 Zones**

- a. The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.
- b. One Civic Building lot shall be reserved for an elementary school. Its area shall be 1 acre for each increment of 100 dwelling units provided by the Community Plan. The school site may be within any Transect Zone. The playing fields should be outside the Pedestrian Shed.
- c. One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer or the Community Council may organize, fund and construct an appropriate building as the need arises.
- d. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed.
- e. Civic Building sites should be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.
- f. Civic Buildings shall not be subject to the standards of Section 5. The particulars of the design of Civic Buildings shall be approved by Warrant by the CRC.
- g. Parking for Civic Buildings shall be adjusted by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.
- h. Civic Buildings may be permitted within Districts by Exception.

**3.7.4 Civic Functions Specific to T1 & T2 Zones**

- a. Civic buildings and spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Exception.
- b. Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Function allocation and should conform to one or more of the types specified in Table 13.

**3.8 SPECIAL REQUIREMENTS**

**3.8.1** A Community Plan may designate the following special requirements:

- a. A differentiation of the thoroughfares as a Primary-Grid and a Secondary-Grid. Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Exceptions allowing automobile-oriented standards. The frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
- b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The



- first floor shall be confined to retail use through the depth of the First Layer.
- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
  - d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
  - e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
  - f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
  - g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with [Municipal Preservation Standards and Protocols](#).

**4.1 INSTRUCTIONS**

- 4.1.1 Within the G-4 Infill Growth Sectors of the Sector Plan (Section 2) the [Planning Office](#) shall prepare or have prepared on its behalf, Community Plans to guide further development.
- 4.1.2 Community Plans shall be prepared in a process of public consultation and approved by the [Legislative Body](#). The requirements of such plans are mandatory.
- 4.1.3 For any site greater than 40 acres, the landowner or developer may initiate the preparation of a Community Plan subject to the provisions of the New Community Plans (Section 3) as approved by the [Legislative Body](#).
- 4.1.4 An Existing Community Plan shall identify and assign and follow the requirements of the community types described in Section 4.3.
- 4.1.5 An Existing Community Plan shall assign Transect Zones and Civic Functions within each community type as described in Sections 4.3 and 4.4 with detailed provisions for site and building development as described in Section 5.
- 4.1.6 Community Plans should consist of two maps: The first shows the Downtowns, the Neighborhoods and the Districts with their various Transect Zones; the second map assigns the Special Requirements as provided in Section 4.5.
- 4.1.7 [Twenty years after the approval is granted, each Transect Zone shall become the next successional \(next higher\) Transect Zone, unless denied in public hearing by the Legislative Body.](#)

**4.2 TRANSECT ZONES**

- 4.2.1 Community Plans shall consist of TNDs and RCDs composed of Transect Zones as described in Tables 1 and 14.

**4.3 COMMUNITY TYPES**

Infill Growth Sectors shall be planned according to the following Community Types as determined by the [Planning Office](#) and approved by the [Legislative Body](#).

**4.3.1 TNDs Traditional Neighborhood Development (Neighborhoods)**

- TNDs shall be urbanized areas that are primarily residential. Neighborhood Plans shall be based on conserving, completing or creating Transect-based urban structure. A Neighborhood shall be defined by a single Standard Pedestrian Shed. Its physical center should be located at an important traffic intersection associated with a civic or commercial institution. The edges of the Neighborhood should blend into an adjacent Neighborhood or Downtown without buffer.

**4.3.2 RCDs Regional Center Development (Downtowns)**

- RCDs shall be urbanized areas that are primarily mixed-use. Downtown Plans shall be based on conserving, completing or creating Transect-based urban structure. A Downtown shall be defined by a Long Pedestrian Shed, elongated to follow an important commercial corridor. Downtowns should be the location of large commercial and retail uses as well as government and other civic institutions of regional importance. The edges of a Downtown should blend into adjacent neighborhoods without buffer.

**4.3.3 Specialized Districts (SD)**

- SDs shall be areas dedicated for certain uses that by virtue of size or function cannot meet the requirements for any Transect Zone or combination of Zones. Districts should be created by the [Planning Office](#) in the process of preparing a Redevelopment Plan.

**4.4 CIVIC FUNCTIONS**

**4.4.1 General**

- a. Community Plans shall designate, or allow by variance, Civic Space (CS) and Civic Building (CB).
- b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Specialized District with its own standards (see Section 2.9.2).
- c. Parking for Civic Functions shall be determined by Warrant.

**4.4.2 Civic Space (CS)**

- a. Civic Spaces may be approved by Warrant in any Transect Zone.
- b. Civic Spaces shall be generally designed as described in Table 13.

**4.4.3 Civic Building (CB)**

- a. Civic Buildings shall be approved by Exception or by Warrant in any Transect Zone on sites reserved for civic buildings.
- b. Civic buildings shall not be subject to the Requirements of Section 5. The particulars of their design shall be determined by Exception.

**4.5 SPECIAL REQUIREMENTS**

**4.5.1** A Community Plan may designate the following special requirements:

- a. A differentiation of the Thoroughfares as a Primary-Grid and a Secondary-Grid. Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Exceptions allowing automobile-oriented standards. The frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
- b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a shopfront at sidewalk level along the entire length of the frontage. The shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.
- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided

with architectural articulation of a type and character that responds to the location as approved by the CRC.

- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with [Municipal Preservation Standards and Protocols](#).

**4.6 PRE-EXISTING CONDITIONS**

- 4.6.1 Existing buildings that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this Section that shall apply.
- 4.6.2 Existing buildings that when renovated have at any time received a certificate of occupancy **shall** not require upgrade to the current [Building Code](#) and may meet the standards of the Code under which they were originally permitted.
- 4.6.3 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Section.
- 4.6.4 Where buildings exist on adjacent lots, the [Planning Office](#) may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.
- 4.6.5 Addition or modification of a building of actual or potential historic value shall be approved by Exception. The architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) of the addition or modification to the original structure shall be a condition of approval.
- 4.6.6 The restoration or rehabilitation of an existing building shall not require the provision of parking nor on-site stormwater retention/detention in addition to that existing.

**5.1 INSTRUCTIONS**

- 5.1.1 Lots and buildings located within a Community Plan subject to this Code and previously approved by the [Legislative Body](#) shall be subject to the requirements of this section.
- 5.1.2 An owner or a developer may have site and building plans prepared on their behalf.
- 5.1.3 Owners and developers following plans prepared and approved by the [Planning Office](#) require only administrative approval [by the CRC](#).
- 5.1.4 The requirements described in this Section shall control the disposition, configuration and function of buildings, as well as their architectural, landscape, parking, signage, ambient and visitability standards. Special Requirements (Section 5.9) shall be mandatory.
- 5.1.5 The plan submittals shall show the following, in compliance with the standards described in this Section:
- a. For preliminary site and building approval:
    - building disposition
    - building configuration
    - building function
    - parking standards
  - b. For final approval, in addition to the above:
    - [architectural standards](#)
    - landscape standards
    - signage standards
    - ambient standards
    - [visitability standards](#)
    - [additional requirements](#)

**5.2 GENERAL TO ALL ZONES**

**5.2.1 General Building Disposition**

- a. Newly platted lots shall be dimensioned as shown graphically on the Community Plan and platted or re-platted according to the standards of Tables 14F, G and H.
- b. One principal building at the frontage, and one outbuilding to the rear of it, may be built on each lot as shown in Table 16C.
- c. Buildings shall be disposed in relation to the boundaries of their lots according to Table 9 and Tables 14, G and H.
- d. Lot coverage by building shall not exceed that shown in Table 14F.
- e. Facades shall be built parallel to the principal frontage line or parallel to the tangent of a curved principal frontage line.
- f. Setbacks for principal buildings shall be as shown in Table 14G. In the case of an infill lot, setbacks shall match one or the other of the existing adjacent setbacks. Setbacks may be otherwise adjusted by Warrant.
- g. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the alley or rear lane easement. In the absence of rear alley or lane, the rear setback shall be as shown in Table 14G.

- h. Awnings may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a setback. Open porches and awnings may encroach up to 50% of the depth of the setback. Balconies and bay windows may encroach up to 25% of the depth of the setback.
- i. Loading docks and service areas shall be permitted on frontages only by Warrant.
- j. For Buildings on Secondary Grids parking lots may be allowed on the frontage by Warrant (see Section 5.9.1a).

**5.2.2 General Building Configuration**

- a. Private Frontage types shall be as described in Table 7 and allocated in Table 14I.
- b. Building heights shall be as described in Table 8 and allocated in Table 14J.

**5.2.3 General Building Function & Density**

- a. Buildings in each Transect Zone may be dedicated to functions described in Table 10 or 11. Functions not shown require approval by Warrant.
- b. Functions shall be limited by the Actual Parking available to meet the Required Parking (Table 12). This shall constitute the Base Density.
- c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
- d. Within the Long Pedestrian Shed of a TOD, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of **thirty percent (30%)**.

**5.2.4 General Parking Standards**

- a. Vehicular parking shall be provided as required and adjusted for mixed-use as shown in Tables 11 and 12.
- c. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
- c. Parking shall be accessed by the alley or rear lane, when such are available on the Community Plan.
- d. The required parking may be provided within **one-quarter mile** of the site that it serves by Exception. **The required parking may be purchased or leased from a Civic Parking Reserve within a one-quarter mile of the site that it serves.**
- e. Parking shall be located within Lot Layers as described in the Specific Sections 5.4 and following, and shown in Table 16.
- f. Parking lots shall be masked from the frontage by a liner building or Streetscreen as specified in Sections 5.4 and following.
- g. Within Zones T4, T5 and T6 a minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- h. Maximum Parking Ratios may be established by the CRC.

5.2.5 **General Architectural Standards**

- a. Building wall materials may be combined on each facade only horizontally, with the heavier below the lighter.
- b. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 30% permeable or articulated.
- d. All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.
- e. Openings above the first story shall not exceed 50% of the total building wall area, with each facade being calculated independently.
- f. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
- g. Doors and windows that operate as sliders are prohibited along frontages.
- h. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.
- i. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.

5.2.6 **General Environmental Standards**

Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, the natural infrastructure shall have priority in the more rural zones (T1-T3); the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.3 and following.

5.2.7 **General Landscape Standards**

- a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer Private Frontage for each 30 feet of frontage line as illustrated in Tables 4, 7 and 16D.
- b. Street trees shall be of a type illustrated in Table 6.

5.2.8 **General Signage Standards**

- a. One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
- b. One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 4 square feet unless otherwise specified in Sections 5.4 and following.
- c. Signage may be lit externally only with full-spectrum source, unless otherwise specified.

5.2.9 **General Ambient Standards**

- a. Sound levels shall not exceed: 65 decibels by day and 55 decibels after sunset in Zones T1 through T4, and 70 decibels until midnight in Zones T5 and T6.
- b. Average lighting levels measured in foot-candles at the building frontage shall not exceed 1.0 fc at T1 through T3 Zones; 2.0 fc at the T4 Zones; 5.0 fc at T5 Zones and 20 fc at T6 Zones.
- c. Streetlights shall be of a general type illustrated in Table 5.
- d. Outdoor storage shall be screened from view from any frontage by a Streetscreen in conformance with Section 5.2.5b.

- 5.2.10 **General Visitability Standards**
- a. There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.
  - b. All the first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.
  - c. There shall be a half or full bath provided on the first story of each building.
- 5.3 **SPECIFIC TO NATURAL AND RURAL ZONES (T1 & T2)**
- 5.3.1 Buildings in the T1 Zone are permitted by Exception and in the T2 Zone by Warrant. Permission to build in T1 and the standards for disposition, configuration, function, parking, architectural, environmental, ambient and visitability shall be determined concurrently as Exceptions, in public hearing of the [Legislative Body](#).
- 5.3.2 **Environmental Standards**  
The modification of the natural conditions listed in Sections 2.3.2 and 2.4.2 shall be according to Local, State and Federal guidelines.
- 5.4 **SPECIFIC TO SUB-URBAN ZONES (T3)**
- 5.4.1 **(T3) Building Disposition**
- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Tables 9, and 14F, G & H.
- 5.4.2 **(T3) Building Configuration**
- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Table 8, and summarized in Tables 14H, I & J.
- 5.4.3 **(T3) Building Function**
- a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Tables 10, 11, and 12, and summarized in Table 14K.
  - b. Agricultural uses shall be permitted by Warrant.
- 5.4.4 **(T3) Parking Standards**
- a. In addition to the general specification shown in Section 5.2.4, parking shall be provided as specified in Table 12.
  - b. Open parking areas shall be located at the Second and Third Lot Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer as illustrated in Table 16D.
  - c. Parking may be accessed from the frontage by means of a driveway.
- 5.4.5 **(T3) Architectural Standards**
- a. In addition to the general specifications shown in Section 5.2.5, specific standards shall be as follows:
  - b. [The exterior finish material on all facades shall be limited to brick, wood siding, and/or stucco.](#)
  - c. [Balconies and porches shall be made of painted wood.](#)
  - d. [Buildings shall have sloped roofs.](#)
  - e. Fences, if provided, shall be at the Frontage Line as illustrated in Table 16D. Fences at Lot Lines may be of painted wood board or chain link.



**5.4.6 (T3) Environmental Standards**

- a. In addition to the general specifications shown in Section 5.2.6, the landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- b. Impermeable surface by building shall be minimized and confined to the ratio of lot coverage by building shown in Table 14F.
- c. The management of storm water shall be primarily through retention and percolation on the individual lot or through swales in the public frontage.

**5.4.7 (T3) Landscape Standards**

- a. In addition to the general specifications in Section 5.2.7, the First Lot Layer as shown in Table 16D shall consist of trees of various species, naturalistically clustered, as well as low maintenance understory. Lawn shall be permitted by Warrant.

**5.4.8 (T3) Sign Standards**

- a. There shall be no signage permitted additional to that specified in Section 5.2.8.
- b. Signage may not be lit.

**5.5 SPECIFIC TO GENERAL URBAN ZONES (T4)**

**5.5.1 (T4) Building Disposition**

- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Tables 9, and 14F, G & H.
- b. A minimum residential housing mix of three types (none less than 20%) shall be required in the General Urban Zone, selected from Table 9.

**5.5.2 (T4) Building Configuration**

- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Table 9, and summarized in Tables 14H, I & J.

**5.5.3 (T4) Building Function**

- a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Tables 10, 11 and 12, and summarized in Table 14K.
- b. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.

**5.5.4 (T4) Parking Standards**

- a. In addition to the general specification shown in Section 5.2.4, parking shall be provided as specified in Table 12.
- b. All parking areas except for driveways shall be located at the Third Layer as illustrated in Table 16D. Garages shall be at the Third Layer.
- c. Parking shall be accessed from a rear alley or rear lane.

**5.5.5 (T4) Architectural Standards**

- a. In addition to the general specifications shown in Section 5.2.5, specific standards shall be as follows:
- b. The exterior finish materials on all facades shall be limited to brick, clapboard, siding, and/or stucco.
- c. Balconies and porches shall be made of painted wood or metal.
- d. Buildings shall have sloped roofs.
- e. Fences, if provided, shall be within the First Lot Layer as illustrated in Table 16D. Fences at other Layers may be of painted wood board or chain link.

**5.5.6 (T4) Environmental Standards**

- a. In addition to the general specifications shown in Section 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
- b. Impermeable surface shall be confined to the ratio of lot coverage by building, as shown in Table 14F.
- c. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention or detention required on the individual lot.

**5.5.7 (T4) Landscape Standards**

- a. In addition to the general specifications in Section 5.2.7 the First Lot Layer as shown in Table 16D shall be planted with trees of species matching the planting on the public frontage as shown in Table 4. Lawn shall be permitted.

**5.5.8 (T4) Sign Standards**

- a. There shall be no signage permitted additional to that specified in Section 5.2.8.

**5.6 SPECIFIC TO URBAN CENTER ZONES (T5)**

**5.6.1 (T5) Building Disposition**

- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Tables 9 and 14F, G & H.
- b. Facades shall be built parallel to the principal frontage line along a minimum of 70% of its length on the setback shown in Table 14G. In the absence of a building along the remainder of the frontage line, a Streetscreen shall be built co-planar with the facade.
- c. Buildings shall have their principal pedestrian entrances on a frontage line.

**5.6.2 (T5) Building Configuration**

- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Table 8, and summarized in Tables 14H, I & J.
- b. A first level residential or lodging function shall be raised a minimum of 2 feet from average sidewalk grade.

**5.6.3 (T5) Building Function**

- a. In addition to the general specifications of Section 5.2.3, specific building function shall be as shown in Tables 10, 11 and 12, and summarized in Table 14K.
- b. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.
- c. First story commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
- d. Manufacturing within the first story may be permitted by Exception.

**5.6.4 (T5) Parking Standards**

- a. In addition to the general specification shown in Section 5.2.4, parking shall be provided as specified in Table 12.
- b. All parking areas shall be located at the Third Lot Layer and masked by a Streetscreen or Liner Building as shown in Table 16D.
- c. Parking shall be accessed from a rear alley.
- d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.

- e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
  - f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.
- 5.6.5 **(T5) Architectural Standards**
- a. In addition to the general specifications shown in Section 5.2.5, specific standards shall be as follows.
  - b. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco.
  - c. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
  - d. Buildings may have flat roofs enclosed by parapets or sloped roofs.
  - e. Streetscreens shall be located coplanar with the building facade line as shown in Table 16D.
- 5.6.6 **(T5) Environmental Standards**
- a. In addition to the general specifications shown in Section 5.2.6, the landscape installed shall consist primarily of durable species tolerant of soil compaction.
  - b. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Table 14F.
  - c. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention or detention required on the individual lot.
- 5.6.7 **(T5) Landscape Standards**
- a. In addition to the general specifications in Section 5.2.7, the First Layer as shown in Table 16D shall be landscaped or paved to match the enfronting Public Frontage as shown in Table 4.
  - b. Trees shall be a species with shade canopies that, at maturity, remain clear of building frontages.
- 5.6.8 **(T5) Signage Standards**
- a. In addition to the signage permitted in Section 5.2.8, a single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
  - b. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached perpendicular to the facade.
  - c. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.
- 5.7 **SPECIFIC TO URBAN CORE ZONES (T6)**
- 5.7.1 **(T6) Building Disposition**
- a. In addition to the general specifications in Section 5.2.1, specific building disposition shall be as shown in Tables 9 and 14F, G & H.
  - b. Facades shall be built parallel to the principal frontage line along a minimum of 70% of its length on the setback shown in Table 14G. In the absence of building along the remainder of the frontage line, a streetscreen shall be built co-planar with the facade.
  - c. Buildings shall have their principal pedestrian entrances on a frontage line.

**5.7.2 (T6) Building Configuration**

- a. In addition to the general specifications of Section 5.2.2, specific building configuration shall be as shown in Table 8, and summarized in Tables 14H, I & J.
- b. A first level residential function shall be raised a minimum of 2 feet from average sidewalk grade.

**5.7.3 (T6) Building Function**

- a. In addition to the general specifications of Section 5.2.3, specific building function may be as shown in Tables 10, 11, and 12, and summarized in Table 14K.
- b. Ground floor commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.
- c. Manufacturing within the first story shall be permitted by Exception.

**5.7.4 (T6) Parking Standards**

- a. In addition to the general specification shown in Section 5.2.4, parking shall be provided as specified in Table 12.
- b. All parking areas shall be located at the Third Lot Layer and masked by a Streetscreen or Liner Building as shown in Table 16D.
- c. Parking shall be accessed from a rear alley.
- d. The required parking may be provided on sites elsewhere within the same Pedestrian Shed by Warrant.
- e. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
- f. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

**5.7.5 (T6) Architectural Standards**

- a. In addition to the general specifications shown in Section 5.2.5, specific standards shall be as follows:
- b. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco.
- c. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.
- d. Buildings may have flat roofs enclosed by parapets, or sloped roofs.
- e. Streetscreens shall be located coplanar with the facades as shown in Table 16E.

**5.7.6 (T6) Environmental Standards**

- a. In addition to the general specifications shown in Section 5.2.6, the species of landscape installed shall consist primarily of durable species tolerant of soil compaction.
- b. Impermeable surface by building shall be confined to the ratio of lot coverage by building as shown in Table 14F.
- c. Management of storm water shall be primarily off-site through underground storm drainage. There shall be no retention or detention required on the individual lot.

**5.7.7 (T6) Landscape Standards**

- a. In addition to the general specifications in Section 5.2.7, the First Layer as shown in Tables 4, 7, and 16D shall be landscaped or paved to match the public frontage as shown in Table 4.
- b. Trees shall be species with shade canopies that, at maturity, remain clear of building frontages.
- c. Trees shall not be required in the First Layer (Table 16D).

**5.7.8 (T6) Signage Standards**

- a. In addition to the signage permitted in Section 5.2.8, a single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length.
- b. Blade signs, not to exceed 6 square feet for each separate business entrance, may be attached perpendicular to the facade.
- c. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

**5.8 CIVIC FUNCTIONS**

**5.8.1 General**

- a. Community Plans shall designate, or allow by variance, Civic Space (CS) and Civic Building (CB).
- b. Civic Functions may be Warranted so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Specialized District. (See Section 2.9.2)
- c. Parking for Civic Functions shall be determined by Warrant.

**5.8.2 Civic Space (CS)**

- a. Civic Spaces may be approved by Warrant in any Transect Zone.
- b. Civic Spaces shall be generally designed as described in Table 13.

**5.8.3 Civic Building (CB)**

- a. Civic Buildings shall be approved by Exception or Warrant in any Transect Zone, on sites reserved for them.
- b. Civic Buildings shall not be subject to the Requirements of Section 5. The particulars of their design shall be determined by Exception.

**5.9 SPECIAL REQUIREMENTS**

**5.9.1** A Community Plan may designate the following special requirements:

- a. A differentiation of the Thoroughfares as a Primary-Grid and a Secondary-Grid. Buildings along the P-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the S-Grid may be more readily considered for Warrants and Exceptions allowing automobile-oriented standards. The frontages assigned to the S-Grid shall not exceed 30% of the total length within a Pedestrian Shed.
- b. A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 7. The first floor shall be confined to retail use through the depth of the First Layer.

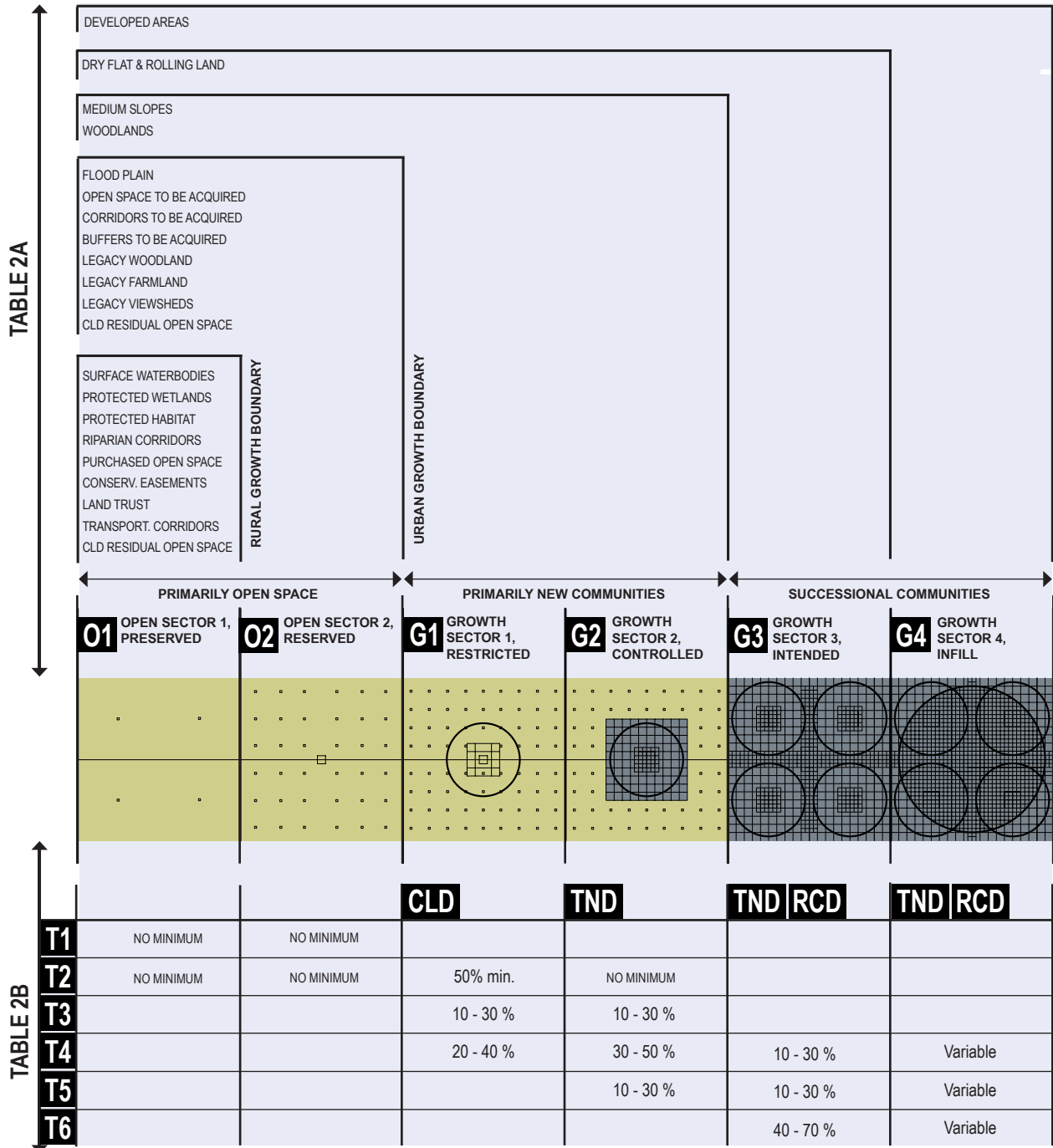
- c. A designation for mandatory or recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 7.
- d. A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
- e. A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the CRC.
- f. A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.
- g. A designation of Buildings of Value, requiring that such buildings and structures may be altered or demolished only when in accordance with [Municipal Preservation Standards and Protocols](#).

**TABLE 1:** The following are general descriptions of the character of each Transect Zone. For a precise system of analysis, see the Disect and Quadrat method described in the transect section of [www.DPZ.com](http://www.DPZ.com)

<p><b>T1</b> THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p><b>T2</b> THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These may include woodland, agricultural lands, grasslands and irrigable deserts.</p>	
<p><b>T3</b> THE SUB-URBAN ZONE, though similar to conventional low density suburban house areas, differs by allowing home occupations. Planting is naturalistic with deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p><b>T4</b> THE GENERAL URBAN ZONE is a denser and primarily residential urban fabric. Mixed-use is usually confined to corner locations. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.</p>	
<p><b>T5</b> THE URBAN CENTER ZONE is the equivalent of a main street, including building types that accommodate retail, offices, rowhouses and apartments. It is usually a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.</p>	
<p><b>T6</b> THE URBAN CORE ZONE is the equivalent of a downtown. It contains the tallest buildings, the greatest variety, and unique civic buildings in particular. It is the least naturalistic; street trees are steadily planted and sometimes absent.</p>	
<p><b>SD</b> SPECIALIZED DISTRICTS are those areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones. Typical Districts may include institutional campuses, refinery sites, airports, etc.</p>	

**TABLE 2a:** Geography, including both the natural and the infrastructure determine the areas that are suitable for development in various intensities which correspond to various typical community patterns

**TABLE 2b:** Each of the community types is comprised of different proportion of the six Transect Zones.





**TABLE 3A:** The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. The most typical assemblies are shown in Table 3B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5	T6
Below 20 mph	8 feet	■	■	■	□		
20-25 mph	9 feet	■	■	■	■	□	□
25-35 mph	10 feet	■	■	■	■	■	■
25-35 mph	11 feet	■	■			■	■
Above 35 mph	12 feet	■	■			■	■

DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T4	T5	T6
20-25 mph	(Angle) 18 feet					■	■
20-25 mph	(Parallel) 7 feet				■		
25-35 mph	(Parallel) 8 feet			■	■	■	■
Above 35 mph	(Parallel) 9 feet					■	■

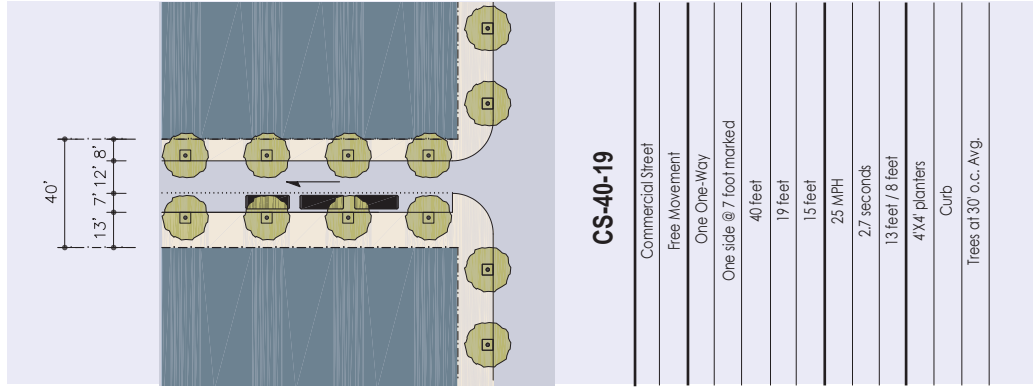
DESIGN SPEED	EFFECTIVE TURNING RADIUS	T1	T2	T3	T4	T5	T6
Below 20 mph	5-10 feet			■	■	■	■
20-25 mph	10-15 feet	■	■	■	■	■	■
25-35 mph	15-20 feet	■	■	■	■	■	■
Above 35 mph	20-30 feet	■	■			□	□

- BY RIGHT
- BY EXCEPTION

TABLE 3B: The Design ADT (Average Daily Traffic) is the determinant for each of these sections.

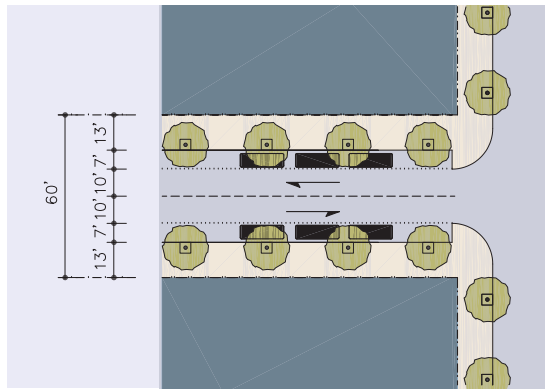
	ONE WAY MOVEMENT		TWO WAY MOVEMENT		
a. NO PARKING	<b>T1 T2 T3</b>	<b>T1 T2 T3</b>	<b>T1 T2 T3</b>	<b>T1 T2</b>	<b>T1 T2</b>
Design AADT	300 VPD	600 VPD	2,500 VPD	22,000 VPD	36,000 VPD
Pedestrian Crossing	3 Seconds	5 Seconds	5 Seconds	9 Seconds	13 Seconds
Design Speed	25-30 MPH	Below 20 MPH	20-25 MPH		35 MPH and above
b. YIELD PARKING	<b>T3 T4</b>		<b>T3 T4</b>		
Design AADT	1,000 VPD		1,000 VPD		
Pedestrian Crossing	5 Seconds		7 Seconds		
c. PARKING ONE SIDE PARALLEL	<b>T3 T4</b>	<b>T3 T4 T5</b>	<b>T4 T5</b>	<b>T5 T6</b>	<b>T5 T6</b>
Design AADT	5,000 VPD	18,000 VPD	16,000 VPD	15,000 VPD	32,000 VPD
Pedestrian Crossing	5 Seconds	8 Seconds	8 Seconds	11 Seconds	13 Seconds
Design Speed	20-25 MPH		25-30 MPH	25-30 MPH	
d. PARKING BOTH SIDES PARALLEL	<b>T4</b>	<b>T4 T5 T6</b>	<b>T4 T5 T6</b>	<b>T5 T6</b>	<b>T5 T6</b>
Design AADT	8,000 vpd	20,000 VPD	15,000 VPD	22,000 VPD	32,000 VPD
Pedestrian Crossing	7 Seconds	10 Seconds	10 Seconds	13 Seconds	15 Seconds
Design Speed	Below 20 MPH	25-30 MPH	25-30 MPH	25-30 MPH	35 MPH and above
f. PARKING BOTH SIDES DIAGONAL	<b>T5 T6</b>	<b>T5 T6</b>	<b>T5 T6</b>	<b>T5 T6</b>	<b>T5 T6</b>
Design AADT	18,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	31,000 VPD
Pedestrian Crossing	15 Seconds	17 Seconds	17 Seconds	20 Seconds	23 Seconds
Design Speed	Below 20 MPH	20-25 MPH	20-25 MPH	25-30 MPH	25-30 MPH
g. PARKING ON SLIP ROAD			<b>T4 T5 T6</b>	<b>T5 T6</b>	<b>T5 T6</b>
Design AADT			3,000 & 15,000 VPD	3,000 & 22,000 VPD	3,000 & 32,000 VPD
Pedestrian Crossing			24 Seconds	27 Seconds	31 Seconds
Design Speed			20-25 MPH & 35 MPH		20-25 MPH & 35+ MPH

M9 SAMPLE STREETSCAPE ASSEMBLIES



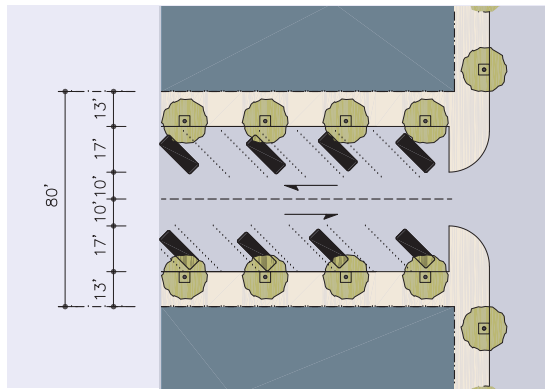
**CS-40-19**

Commercial Street
Free Movement
One One-Way
One side @ 7 foot marked
40 feet
19 feet
15 feet
25 MPH
2.7 seconds
13 feet / 8 feet
4'x4' planters
Curb
Trees at 30' o.c. Avg.



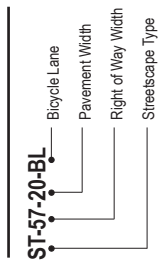
**CS-60-34**

Commercial Street
Free Movement
Two One-Ways
Both Sides @ 7 feet marked
60 feet
34 feet
15 feet
25 MPH
4.5 seconds
13 feet
4'x4' planters
Curb
Trees at 30' o.c. Avg.



**CS-80-54**

Commercial Street
Free Movement
Two One-Ways
Both Sides angled @ 17 feet marked
80 feet
54 feet
15 feet
25 MPH
4.5 seconds
13 feet
4'x4' planters
Curb
Trees at 30' o.c. Avg.



**ST-57-20-BL**

**STREETSCAPE TYPES**

- EX: Expressway
- AR: Arterial
- CO: Collector
- CN: Connector
- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- US: Urban Street
- ST: Street
- RD: Road
- AL: Rear Alley
- LA: Rear Lane
- BT: Bicycle Trail
- BL: Bicycle Lane
- BR: Bicycle Route

Type
Movement
Traffic Lanes
Parking Lanes
R.O.W. Width
Pavement Width
Curb Radius
Vehicular Design Speed
Pedestrian Crossing Time
Sidewalk Width
Planter Width
Road Edge Treatment
Planting

M10 SAMPLE STREETSCAPES I

ST-57-20-BL	US-45-19	US-60-34 or US-53-27	AV-75-19																																							
<p><b>STREETScape TYPES</b></p> <p>EX: Expressway AR: Arterial CO: Collector CN: Connector BV: Boulevard AV: Avenue CS: Commercial Street US: Urban Street ST: Street RD: Road AL: Rear Alley LA: Rear Lane BI: Bicycle Trail BL: Bicycle Lane BR: Bicycle Route</p>	<p><b>US-45-19</b></p> <table border="1"> <tr><td>Urban Street</td></tr> <tr><td>Free Movement</td></tr> <tr><td>One One-Way</td></tr> <tr><td>One Side @ 7 feet marked</td></tr> <tr><td>45 feet</td></tr> <tr><td>19 feet</td></tr> <tr><td>25 feet if Swale, 15 feet if Curb</td></tr> <tr><td>25 MPH</td></tr> <tr><td>2.6 seconds</td></tr> <tr><td>6 feet</td></tr> <tr><td>7 feet</td></tr> <tr><td>Curb or Swale *</td></tr> <tr><td>Trees at 30' o.c. Avg.</td></tr> </table>	Urban Street	Free Movement	One One-Way	One Side @ 7 feet marked	45 feet	19 feet	25 feet if Swale, 15 feet if Curb	25 MPH	2.6 seconds	6 feet	7 feet	Curb or Swale *	Trees at 30' o.c. Avg.	<p><b>US-60-34 or US-53-27</b></p> <table border="1"> <tr><td>Urban Street</td></tr> <tr><td>Free Movement</td></tr> <tr><td>Two One-Ways</td></tr> <tr><td>Both Sides or One Side @ 7 feet marked</td></tr> <tr><td>60 feet or 53 feet</td></tr> <tr><td>34 feet or 27 feet</td></tr> <tr><td>25 feet if Swale, 15 feet if Curb</td></tr> <tr><td>25 MPH</td></tr> <tr><td>4.5 seconds</td></tr> <tr><td>6 feet</td></tr> <tr><td>7 feet</td></tr> <tr><td>Curb or Swale*</td></tr> <tr><td>Trees at 30' o.c. Avg.</td></tr> </table>	Urban Street	Free Movement	Two One-Ways	Both Sides or One Side @ 7 feet marked	60 feet or 53 feet	34 feet or 27 feet	25 feet if Swale, 15 feet if Curb	25 MPH	4.5 seconds	6 feet	7 feet	Curb or Swale*	Trees at 30' o.c. Avg.	<p><b>AV-75-19</b></p> <table border="1"> <tr><td>Avenue</td></tr> <tr><td>Free Movement</td></tr> <tr><td>Two One-Ways</td></tr> <tr><td>Both Sides @ 7 feet marked</td></tr> <tr><td>75 feet</td></tr> <tr><td>19 feet and 19 feet</td></tr> <tr><td>15 feet</td></tr> <tr><td>25 MPH</td></tr> <tr><td>8 seconds</td></tr> <tr><td>6 feet</td></tr> <tr><td>7 feet</td></tr> <tr><td>Curb or Swale *</td></tr> <tr><td>Trees at 30' o.c. Avg.</td></tr> </table>	Avenue	Free Movement	Two One-Ways	Both Sides @ 7 feet marked	75 feet	19 feet and 19 feet	15 feet	25 MPH	8 seconds	6 feet	7 feet	Curb or Swale *	Trees at 30' o.c. Avg.
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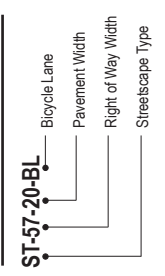
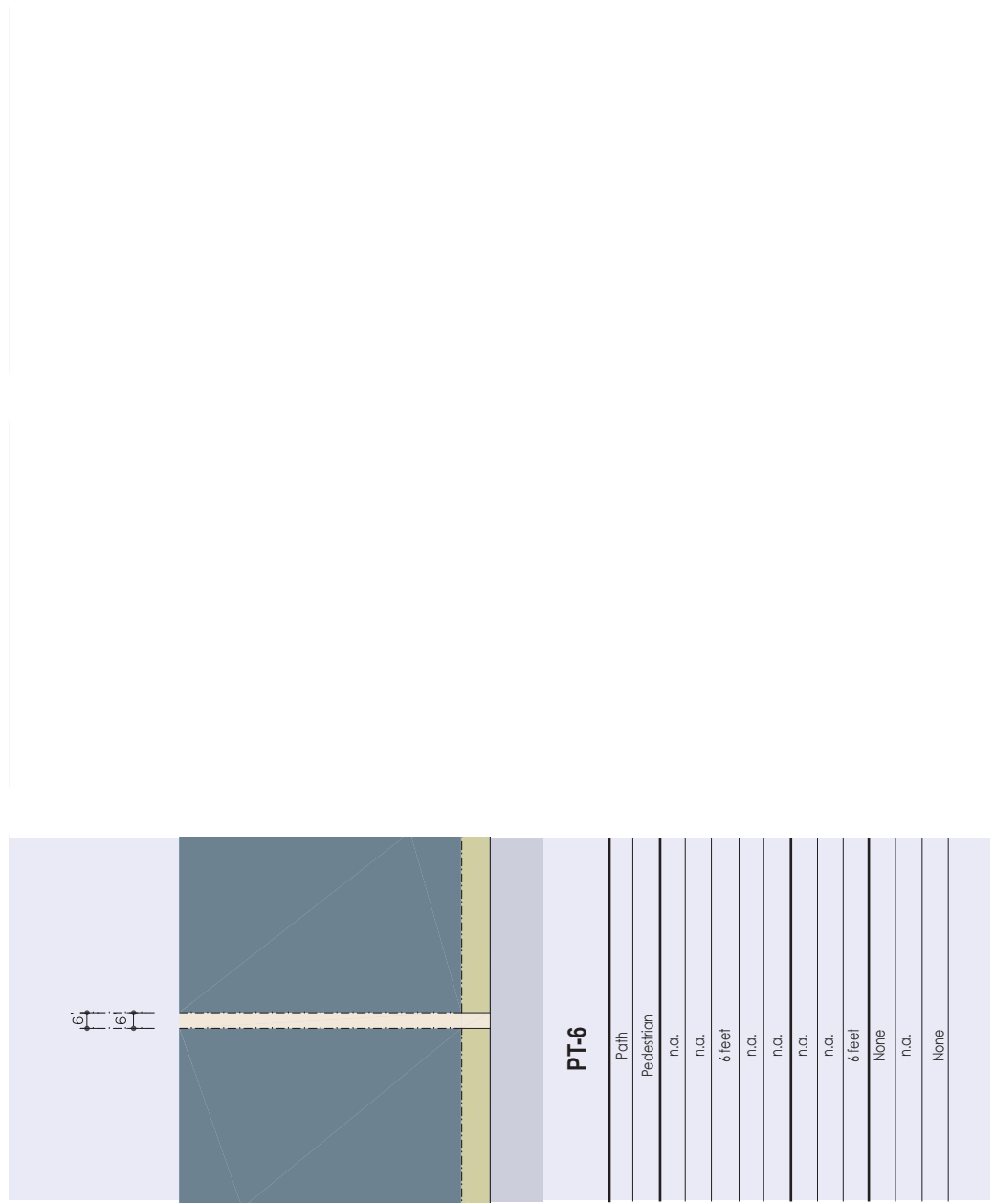
M11 SAMPLE STREETSAPES II

ST-57-20-BL	RD-47-27 or RD-42-22	ST-40-17	ST-52-30																																							
<p><b>ST-57-20-BL</b></p> <ul style="list-style-type: none"> <li>→ Bicycle Lane</li> <li>→ Pavement Width</li> <li>→ Right of Way Width</li> <li>→ Streetscape Type</li> </ul>	<p><b>RD-47-27 or RD-42-22</b></p>	<p><b>ST-40-17</b></p>	<p><b>ST-52-30</b></p>																																							
<p><b>STREETSCAPE TYPES</b></p> <p>EX: Expressway            AR: Arterial            CO: Collector            CN: Connector            BV: Boulevard            AV: Avenue            CS: Commercial Street            US: Urban Street            ST: Street            RD: Road            AL: Rear Alley            LA: Rear Lane            BT: Bicycle Trail            BL: Bicycle Lane            BR: Bicycle Route</p>																																										
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M12 SAMPLE STREETSCAPES III

ST-57-20-BL	AL-20-20 LA-20-12	PT-20	PT-18																																																																														
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M13 SAMPLE STREETSCAPES IV

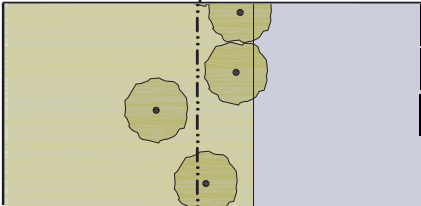
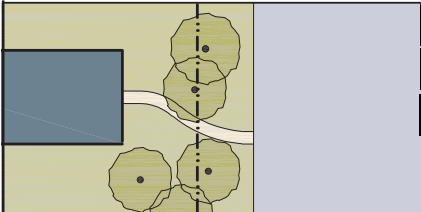
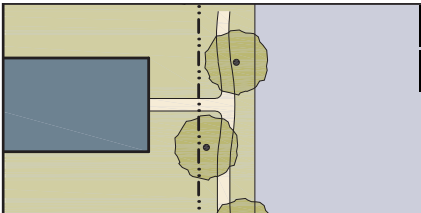
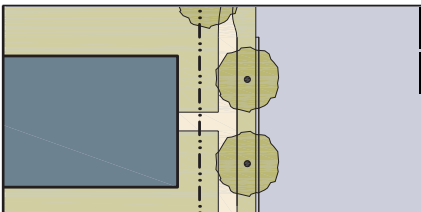
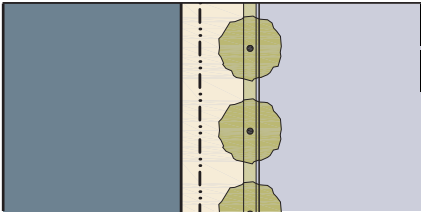
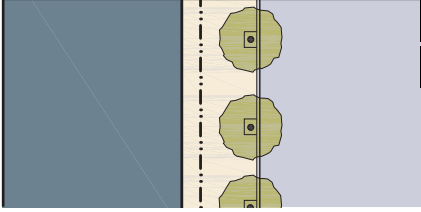
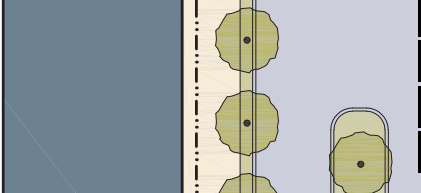


STREETSCAPE TYPES

- EX: Expressway
- AR: Arterial
- CO: Collector
- CN: Connector
- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- US: Urban Street
- ST: Street
- RD: Road
- AL: Rear Alley
- LA: Rear Lane
- BT: Bicycle Trail
- BL: Bicycle Lane
- BR: Bicycle Route

Type	Path
Movement	Pedestrian
Traffic Lanes	n.a.
Parking Lanes	n.a.
R.O.W. Width	6 feet
Pavement Width	n.a.
Curb Radius	n.a.
Vehicular Design Speed	n.a.
Pedestrian Crossing Time	n.a.
Sidewalk Width	6 feet
Planter Width	None
Road Edge Treatment	n.a.
Planting	None






**TABLE 4A:** The Public Frontage is the layer between the private lot line and the edge of the vehicular lanes. It usually includes walkways, planters, and lighting. This is a generalized description; Table 4B is a precise technical prescription giving dimensions. Note that the planting is prescribed by species in Table 4B-e.

PLAN	
LOT	R.O.W.
PRIVATE FRONTAGE	PUBLIC FRONTAGE
<p><b>a. (HW) For Highways:</b> This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T1</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T2</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T3</div> </div>
<p><b>b. (RR) For Rural Roads:</b> This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T1</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T2</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T3</div> </div>
<p><b>c. (SR) For Standard Roads:</b> This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T4</div> </div>
<p><b>d. (RS) For Residential Street:</b> This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T4</div> </div>
<p><b>e. (SS) (AV) For Standard Streets or Avenues:</b> This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T5</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T6</div> </div>
<p><b>f. (CS) (AV) For Commercial Streets or Avenues:</b> This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate treewells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T5</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T6</div> </div>
<p><b>g. (BV) For Boulevards:</b> This frontage has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>	 <div style="display: flex; align-items: center; justify-content: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T5</div> <div style="background-color: black; color: white; padding: 2px 5px; margin: 2px;">T6</div> </div>





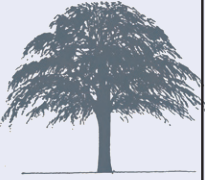





**TABLE 5:** Street Lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the Rural-to-Urban Transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company.

	T1	T2	T3	T4	T5	T6	SD	
<b>Cobra Head</b> 	■						■	
<b>Pipe</b> 	■	■	■					
<b>Post</b> 		■	■	■				
<b>Column</b> 				■	■	■		
<b>Double Column</b> 					■	■		

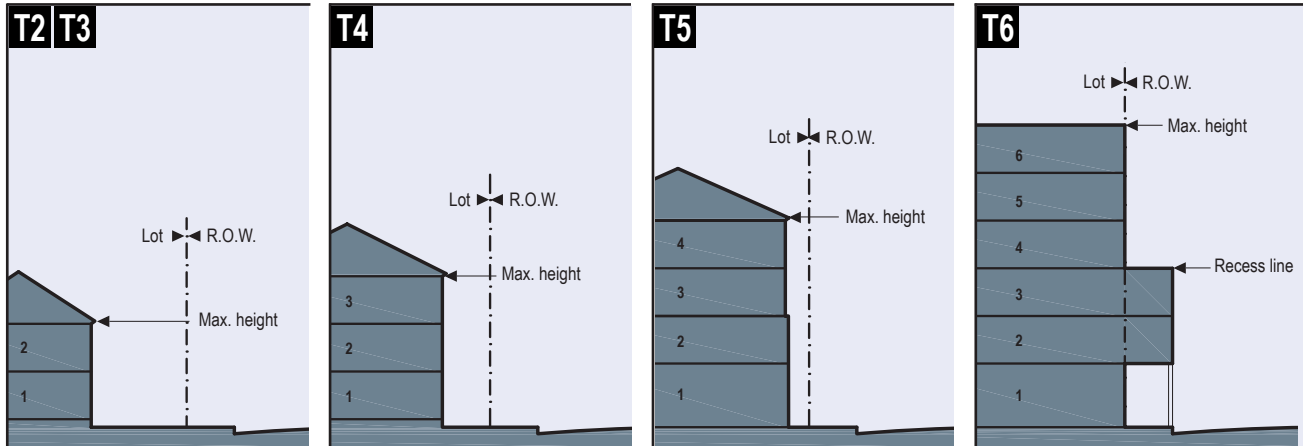
**TABLE 6:** Street Trees vary in their form and also in their suitability for urban use. The shape of the canopy must integrate with the degree of setback. In the Rural-to-Urban Transect the tree's performance regarding root pressure tolerance and other criteria would be specified by species available in the bioregion.

	T1	T2	T3	T4	T5	T6	SD	
<b>Palm</b> 	■	■	■	■	■	■		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<b>Oval</b> 	■	■	■	■	■	■		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<b>Ball</b> 	■	■	■	■	■	■		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<b>Pyramid</b> 	■	■	■	■				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<b>Umbrella</b> 	■	■	■	■				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
<b>Vase</b> 	■	■	■	■				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

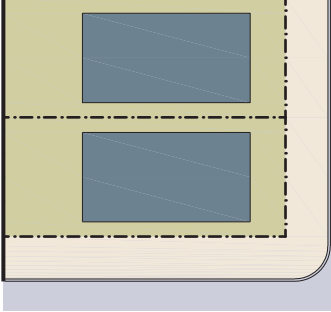
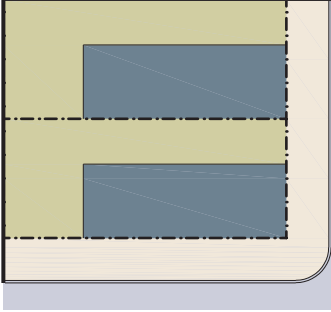

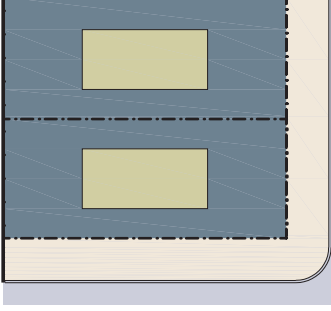
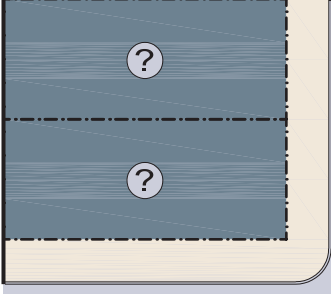
**TABLE 7:** The Private Frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 4 is diagrammed in Table 16A.

	SECTION	PLAN
	PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE	PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE
<p><b>a. Common Yard:</b> a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.</p>		 <b>T2</b> <b>T3</b>
<p><b>b. Porch &amp; Fence:</b> a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.</p>		 <b>T3</b> <b>T4</b>
<p><b>c. Terrace or Light Court:</b> a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.</p>		 <b>T4</b> <b>T5</b>
<p><b>d. Forecourt:</b> a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>		 <b>T4</b> <b>T5</b> <b>T6</b>
<p><b>e. Stoop:</b> a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>		 <b>T4</b> <b>T5</b> <b>T6</b>
<p><b>f. Shopfront and Awning:</b> a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.</p>		 <b>T4</b> <b>T5</b> <b>T6</b>
<p><b>g. Gallery:</b> a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>		 <b>T4</b> <b>T5</b> <b>T6</b>
<p><b>h. Arcade:</b> a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>		 <b>T5</b> <b>T6</b>

**TABLE 8:** The vertical extent of a building is measured by number of stories, not including a raised basement or an inhabited attic. Numerical heights are measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits do not apply to towers or lot coverage less than 400 sq ft.



**TABLE 9:** Building Disposition approximates the location of the structure relative to the boundaries of each individual lot. This provides a rough approximation of appropriate building types for each Transect Zone.

<p><b>a. Edge Yard:</b> A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding.</p>	 <p>T1 T2 T3 T4</p>
<p><b>b. Side Yard:</b> A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.</p>	 <p>T4 T5</p>
<p><b>c. Rear Yard:</b> A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>	 <p>T5 T6</p>
<p><b>d. Court Yard:</b> A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <p>T5 T6</p>
<p><b>e. Specialized:</b> A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation, such as factories or airports, are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included. Certain types, such as hospitals, may also require exemption from disposition requirements.</p>	 <p>SD</p>

	<b>T1</b>	<b>T2</b>	<b>T3</b>	<b>T4</b>	<b>T5</b>	<b>T6</b>	<b>SD</b>
<b>a. RESIDENTIAL</b>							
Apartment building				■	■	■	
Row house				■	■	■	
Duplex house				■	■		
Sideyard house			■	■	■		
Cottage			■	■			
House		■	■	■			
Estate house		■					
Accessory unit		■	■	■	■		
Manufactured house			□				□
Temporary tent	□	□	□	□	□	□	□
Live work unit			■	■	■	■	□
<b>b. LODGING</b>							
Hotel (no room limit)					■	■	□
Inn (up to 12 rooms)		□		■	■	■	
Inn (up to 5 rooms)		□	■	■	■	■	
S.R.O. hostel			□	□	□	□	□
School dormitory				■	■	■	■
<b>c. OFFICE</b>							
Office building				■	■	■	□
Live-work unit			■	■	■	■	□
<b>d. RETAIL</b>							
Open-market building		■	■	■	■	■	■
Retail building				■	■	■	□
Display gallery				■	■	■	□
Restaurant				■	■	■	□
Kiosk				■	■	■	□
Push cart					□	□	□
Liquor selling establishment					□	□	□
Adult entertainment						□	□
<b>e. CIVIC</b>							
Bus shelter			■	■	■	■	■
Convention center						□	■
Conference center					□	■	■
Exhibition center						□	■
Fountain or Public art		■	■	■	■	■	■
Library				■	■	■	■
Live theater					■	■	■
Movie theater					■	■	■
Museum					□	■	■
Outdoor auditorium		□	■		■	■	■
Parking structure					■	■	■
Passenger terminal					□	□	■
Playground		■	■	■	■	■	■
Sports stadium						□	■
Surface parking lot				□	□	□	■
Religious assembly					■	■	■

- By Right
- By Exception

	<b>T1</b>	<b>T2</b>	<b>T3</b>	<b>T4</b>	<b>T5</b>	<b>T6</b>	<b>SD</b>
<b>f. OTHER: AGRICULTURE</b>							
Grain storage	■	■					□
Livestock pen	□	□					□
Greenhouse	■	■	□				□
Stable	■	■	□				□
Kennel	■	■	□	□	□	□	□

<b>f. OTHER: AUTOMOTIVE</b>							
Gasoline station		□			□	□	■
Automobile service							■
Truck maintenance							■
Drive-through facility					□	□	■
Rest stop	■	■					□
Roadside stand	■	■					□
Billboard						□	□
Shopping center							□
Shopping mall							□

<b>f. OTHER: CIVIL SUPPORT</b>							
Fire station			■	■	■	■	■
Police station				■	■	■	■
Cemetery		■	□	□			■
Funeral home				■	■	■	■
Hospital					□	□	■
Medical clinic				□	■	■	■

<b>f. OTHER: EDUCATION</b>							
College					□	□	■
High school				□	□	□	■
Trade school					□	□	■
Elementary school			□	■	■	■	■
Other-Childcare center		■	■	■	■	■	□

<b>f. OTHER: INDUSTRIAL</b>							
Heavy industrial facility							■
Light industrial facility						□	■
Truck depot							■
Laboratory facility						□	■
Water supply facility							■
Sewer and waste facility							■
Electric substation	□	□	□	□	□	□	■
Wireless transmitter	□	□					■
Cremation Facility							■
Warehouse						□	■
Produce storage							■
Mini-storage							■





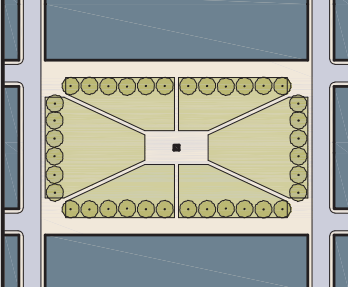
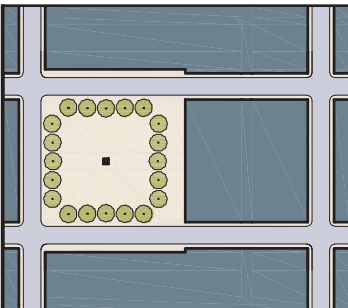
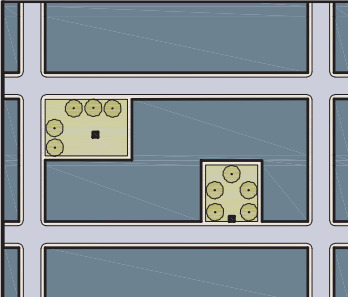
**TABLE 11:** Transect-based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all Transect Zones in the declension of Restricted, Limited, and Open. For greater precision see Table 10.

	<b>T3</b>	<b>T4</b>	<b>T5 T6</b>
<b>a. RESIDENTIAL</b>	<b>Restricted Residential:</b> The number of dwellings on each lot is restricted to one within a principal building and one within an ancillary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the ancillary dwelling shall not exceed 500 square feet.	<b>Limited Residential:</b> The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Section 6.5).	<b>Open Residential:</b> The number of dwellings on each lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Section 6.5).
<b>b. LODGING</b>	<b>Restricted Lodging:</b> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Limited Lodging:</b> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	<b>Open Lodging:</b> The number of bedrooms available on each lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The maximum length of stay shall not exceed ten days.
<b>c. OFFICE</b>	<b>Restricted Office:</b> The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Limited Office:</b> The building area available for office use on each lot is limited to the first story of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	<b>Open Office:</b> The building area available for office use on each lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
<b>d. RETAIL</b>	<b>Restricted Retail:</b> The building area available for retail use is restricted to one block corner location at the first story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood store or food service seating of no more than 20.	<b>Limited Retail:</b> The building area available for retail use is limited to the first story of buildings at corner locations, not more than one per block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	<b>Open Retail:</b> The building area available for retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net retail space.
<b>e. CIVIC</b>	See Table 10.	See Table 10.	See Table 10.
<b>f. OTHER</b>	See Table 10.	See Table 10.	See Table 10.

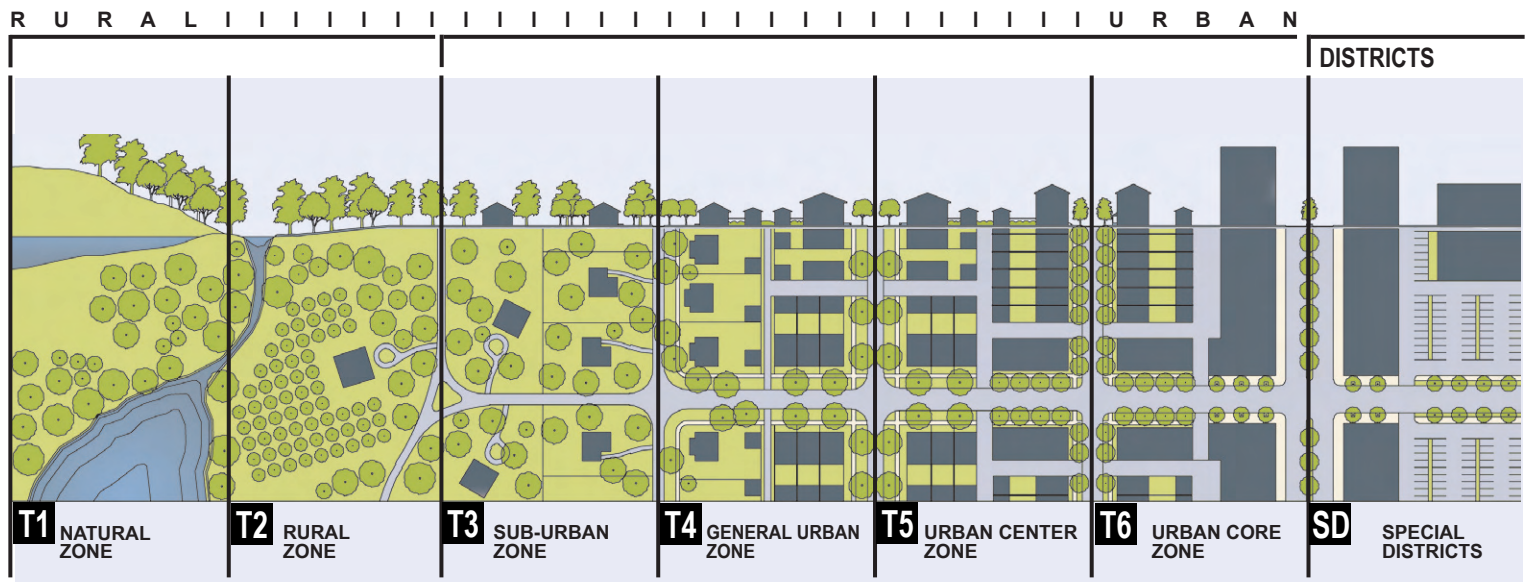
**TABLE 12:** The Parking Calculation Table is a summary of the parking requirements that appear in Table 11, along with the associated Sharing Factors. There are two ways to use a Sharing Factor. 1. Density may be determined by the amount of parking provided. Base Density may be adjusted upward by adding the Actual Parking available for each of two functions and the sum then multiplied by the corresponding Sharing Factor. The result shall be the Effective Parking available for calculating Adjusted Density for both functions. 2. Conversely: The Effective Parking required for any two functions whose density is already determined is the sum of the Required Parking divided by the Sharing Factor.

	<b>REQUIRED PARKING</b> (See Table 11)			<b>SHARING FACTOR</b> (see Section 5.2.4)			
	<b>T2 T3</b>	<b>T4</b>	<b>T5 T6</b>	Function with Function			
<b>RESIDENTIAL</b>	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling		<b>RESIDENTIAL</b>		
<b>LODGING</b>	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom			<b>LODGING</b>	
<b>OFFICE</b>	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.			<b>OFFICE</b>	
<b>RETAIL</b>	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.			<b>RETAIL</b>	
<b>CIVIC</b>	To be determined by warrant.						
<b>OTHER</b>	To be determined by warrant.						

**TABLE 13:** The intended types of civic space are diagrammed by this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.

<p><b>a. Park:</b> A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 15 acres. Larger parks may be approved by warrant as districts in all zones.</p>	 <p>T1 T2 T3</p>
<p><b>b. Green:</b> An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2 acres and the maximum shall be 15 acres.</p>	 <p>T3 T4 T5</p>
<p><b>c. Square:</b> An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1 acre and the maximum shall be 5 acres.</p>	 <p>T4 T5 T6</p>
<p><b>d. Plaza:</b> An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1 acre and the maximum shall be 2 acres.</p>	 <p>T5 T6</p>
<p><b>e. Playground:</b> An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	 <p>T1 T2 T3 T4 T5 T6</p>

Note: All requirements in this Table are subject to calibration for local context.



(SEE TABLE 15)

**A. ALLOCATION OF ZONES** (see Section 3.1 and Table 2)

CLD	no minimum	50% min.	10 - 30 %	20 - 40 %	prohibited	
TND	no minimum		10 - 30 %	30 - 60 %	10 - 30 %	prohibited
RCD	no minimum		prohibited	10 - 30 %	10 - 30 %	40 - 70 %
TOD	no minimum		prohibited	0 - 30 %	0 - 30 %	70 - 100 %

**B. BASE RESIDENTIAL DENSITY** (see Section 3.4)

By Right	1 unit / 100 ac. avg.	1 unit / 20 ac. avg.	2 unit / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross
By TDR	by exception		6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross
Other Functions	by exception		10 - 20 % min	20 - 30 % min	30 - 50 % min	50 - 70 % min

**C. BLOCK SIZE**

Block Perimeter	no maximum		3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *
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\* 3000 ft. max for blocks with parking structures

**D. PUBLIC FRONTAGES** (see Table 2)

HW & RR	permitted			prohibited		
BV	prohibited		permitted			
SR	prohibited		permitted		prohibited	
RS	prohibited		permitted		prohibited	
SS & AV	prohibited				permitted	
CS & AV	prohibited				permitted	
Rear Lane	permitted				prohibited	
Rear Alley	prohibited		permitted	required		
Path	permitted				prohibited	
Passage	prohibited		permitted			
Bicycle Trail	permitted			prohibited *		
Bicycle Lane	permitted				prohibited	
Bicycle Route	permitted					

\* permitted within Open Spaces

**E. CIVIC SPACE** (see Table 13)

Park	permitted			by warrant	by warrant	by warrant
Green	prohibited		permitted			prohibited
Square	prohibited			permitted		
Plaza	prohibited				permitted	
Playground	permitted					

**F. LOT OCCUPATION**

Lot Width	by exception	by warrant	72 ft min 120 ft max	18 ft min 96 ft max	18 ft min 180 ft max	18 ft min 700 ft max
Lot Coverage	by exception	by variance	60% max	70% max	80% max	90% max

**G. BUILDING SETBACK**

Front	by exception	48 ft. min.	24 ft. min.	6 ft. min. 18 ft. max	0 ft. min. 12 ft. max	0 ft. min. 12 ft. max
Side	by exception	96 ft. min.	12 ft. min.	0 ft. total min	0 ft. min. 24 ft. max	0 ft. min. 24 ft. max
Rear	by exception	96 ft. min.	12 ft. min.	3 ft. min.*	3 ft. min.*	0 ft. min.

\* or 15 ft. from center line of alley

**H. BUILDING DISPOSITION** (see Table 9)

Edgeyard	permitted				prohibited	
Sidyard	prohibited			permitted		prohibited
Rearyard	prohibited			permitted		

**I. PRIVATE FRONTAGES** (see Table 7)

Common Yard	not applicable	permitted			prohibited	
Porch & Fence	not applicable	prohibited	permitted		prohibited	
Terrace or L.C.	not applicable	prohibited		permitted		prohibited
Forecourt	not applicable	prohibited		permitted		
Stoop	not applicable	prohibited		permitted		
Shopfront & Awning	not applicable	prohibited		permitted		
Gallery	not applicable	prohibited		permitted		
Arcade	not applicable	prohibited			permitted	

**J. BUILDING HEIGHT** (see Table 9)

Principal Building	not applicable	3 stories max.		4 stories max., 2 min	6 stories max., 2 min..	12 stories max. 2min
Outbuilding	not applicable	2 stories max.		2 stories max.	2 stories max.	not applicable

**K. BUILDING FUNCTION** (see Tables 10 & 11)

Residential	prohibited	restricted use		limited use	open use	
Lodging	prohibited	restricted use		limited use	open use	
Office	prohibited		restricted use	limited use	open use	
Retail	prohibited		restricted use	limited use	open use	

DISPOSITION

CONFIGURATION

FUNCTION

SECTION 5

SECTIONS 2,3,4

Note: This table to be completed as each Specialized District is approved.

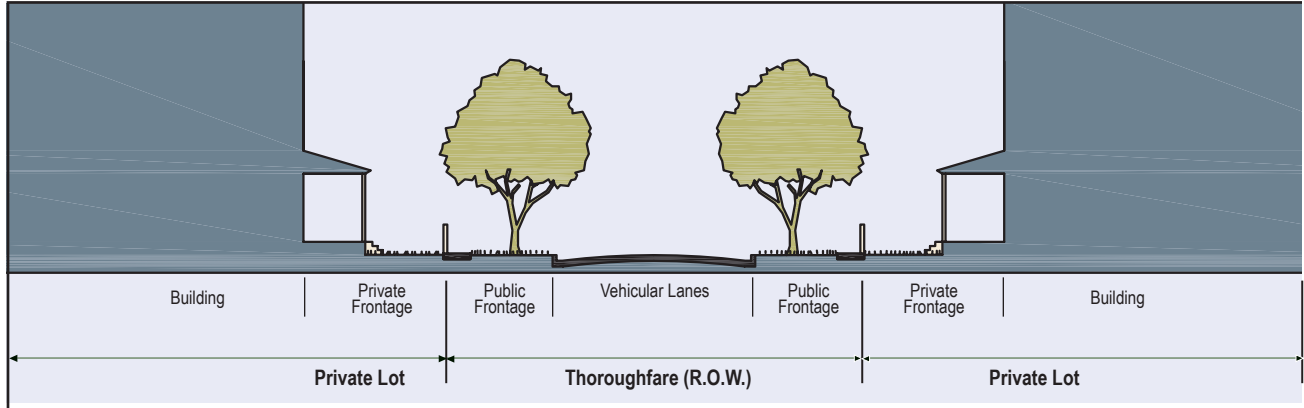
	DISTRICT <b>SD1</b>	DISTRICT <b>SD2</b>	DISTRICT <b>SD3</b>	DISTRICT <b>SD4</b>	DISTRICT <b>SD5</b>	DISTRICT <b>SD6</b>	DISTRICT <b>SD7</b>
<b>A. ALLOCATION OF ZONES</b>							
a. CLD / Cluster	X						
b. TND / Village	X						
c. TOD / Town	X						
<b>B. BASE DENSITY ALLOCATION</b>							
a. Housing By Right	X unit / X ac. avg.						
b. Housing By TDR	X						
c. Other Functions	X						
<b>C. BLOCK SIZE</b>							
a. Block Perimeter	X						
<b>D. PUBLIC FRONTAGE</b>							
a. Rural Road	X						
b. Standard Road	X						
c. Residential Road	X						
d. Residential Street	X						
e. Standard Street	X						
f. Commercial Street	X						
g. Avenue	X						
h. Boulevard	X						
h. Rear Lane	X						
i. Rear Alley	X						
j. Path	X						
k. Passage	X						
m. Bicycle Trail	X						
n. Bicycle Lane	X						
o. Bicycle Route	X						
<b>E. CIVIC SPACE</b>							
a. Park	X						
b. Green	X						
c. Square	X						
d. Plaza	X						
e. Playground	X						
<b>F. LOT OCCUPATION</b>							
a. Lot Area	X						
b. Lot Coverage	X						
<b>G. BUILDING SETBACK</b>							
a. Front	X						
b. Side	X						
c. Rear	X						
<b>H. BUILDING DISPOSITION</b>							
a. Edgeward	X						
b. Sideyard	X						
c. Rearyard	X						
d. Courtyard	X						
<b>I. PRIVATE FRONTAGE TYPE</b>							
a. Common Lawn	X						
b. Porch & Fence	X						
c. Terrace	X						
d. Forecourt	X						
e. Stoop	X						
f. Shopfront	X						
g. Gallery	X						
h. Arcade	X						
i. Parking Lot	X						
<b>J. BUILDING HEIGHT</b>							
a. Principal Building	X						
b. Outbuilding	X						
<b>K. BUILDING FUNCTION</b>							
a. Residential	X						
b. Lodging	X						
c. Office	X						
d. Retail	X						

DISPOSITION

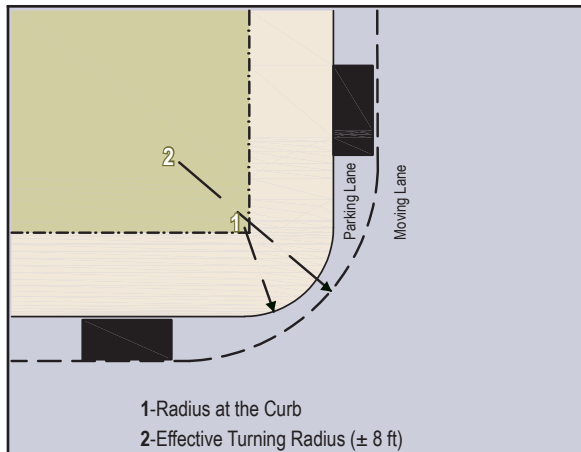
CONFIGURATION

FUNCTION

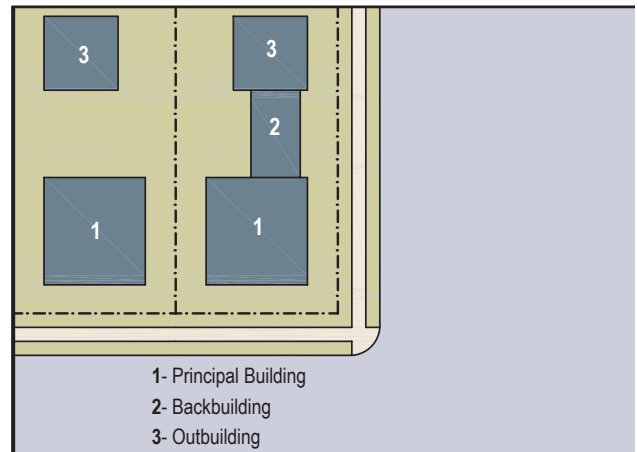
**a. THOROUGHFARE & FRONTAGES**



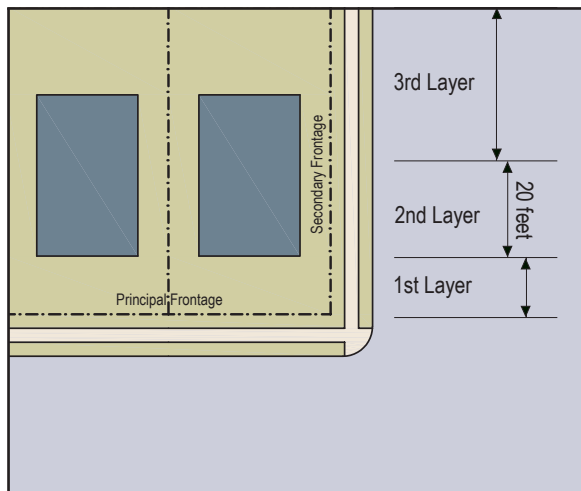
**b. TURNING RADIUS**



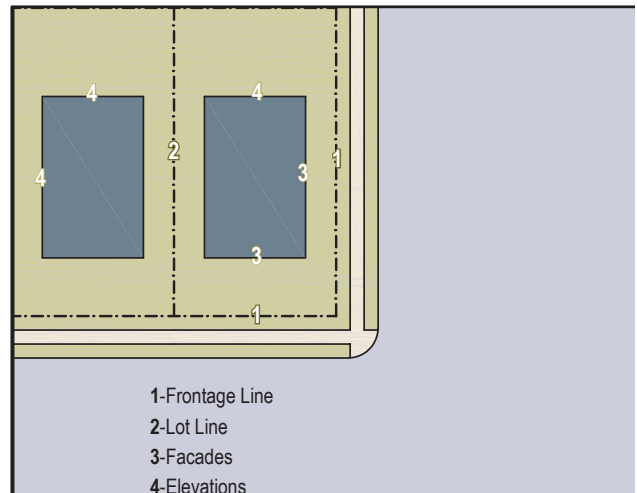
**c. BUILDING DISPOSITION**



**d. LOT LAYERS**



**e. FRONTAGE & LOT LINES**



**DEFINITIONS**

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

**Allee:** a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

**Ancillary Unit:** an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 16 and 12).

**Apartment:** a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

**Avenue (AV):** a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

**Backbuilding:** a single-story structure connecting a principal building to an outbuilding (see Table 16).

**Bicycle Lane (BL):** a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

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

**Bicycle Trail (BT):** a bicycle way running independently of a high-speed vehicular thoroughfare.

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

**Block Face:** the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

**Boulevard (BV):** a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

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

**Building Disposition:** the placement of a building on its lot (see Table 9).

**Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 10 & 11).

**Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Table 8).

**Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

**By Right Permit:** a proposal for a building or community plan that complies with this code and may thereby be processed administratively, without public hearing

(see **Variance**).

**CLD:** Conservation Land Development, Clustered Land Development. An incomplete neighborhood, standing free in the countryside. Because of a location away from transportation, CLD has a weak commercial center. This is the only Community type permitted by Right in the Restricted Growth Sector. (Syn: Hamlet, Cluster)

**Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

**Civic Building:** a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particulars of their design shall be determined by Exception.

**Civic Parking Reserve:** parking structure or lot within a quarter-mile of the site that it serves. Space may be leased or bought from this Reserve to satisfy parking requirements.

**Civic Space:** an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 13.

**Commercial:** the term collectively defining workplace, office and retail functions.

**Community Pattern:** the physical form of a settlement. Variations are due to the particulars of the site, density, spatial definition program, transportation and implementation. Transect-based Community Patterns are socially and functionally variegated; they are walkable, and they manifest a gradient from urban to rural.

**Consolidated Review Committee (CRC):** Usually part of the Planning Office, a CRC is composed of one representative from each of the regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Urban Design Center (see **UDC**).

**Context:** surroundings made up of the particular combination of elements that create specific habitat.

**Corridor:** a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

**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 detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 4).

**Density:** the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.4).

**Design Speed:** is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

**Developable areas:** residual to the Preserved Open Sector.

**District:** see **Specialized District**.

**Driveway:** a vehicular lane within a lot, usually leading to a garage. A Driveway in

the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of a parking lot.

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

**Elevation:** an exterior wall of a building not along a Frontage Line. See: **Facade** (Table 16)

**Enfront:** to place an element along a frontage line, as in “porches enfront the street.”

**Entrance, Principal:** the main point of access of pedestrians into a building.

**Exception:** a variance that permits a practice that is not consistent with a provision or Intent of this Code. Exceptions are usually granted only by the Board of Appeals.

**Facade:** the exterior wall of a building that is set along a Frontage Line (see **Elevation**; **Frontage Line**).

**Frontage Line:** those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 16).

**GIS (Geographic Information System):** a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases. The protocol for preparing a Sector Plan should be based on GIS information (Section 2.1).

**Greenfield:** a project planned for an undeveloped area outside the existing urban fabric. See **Infill**.

**Greenway:** an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

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

**Growth Sector:** one of the three Sectors for New Communities or the Infill Sector, where development is permitted by right.

**Hamlet:** See **CLD**.

**Independent Building:** a building designed by a different architect from the adjacent buildings.

**Infill:** a project within existing urban fabric.

**Inside 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. (See Tables 3 and 16)

**Layer:** a range of depth of a lot within which certain elements are permitted (see Table 16).

**Liner Building:** a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

**Live-Work:** a dwelling unit that contains, to a limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with the commercial



component limited to the ground level. (Syn.: Flexhouse.) (See **Work-Live.**)

**Lodging:** premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

**Lot Line:** the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 16 and 14G).

**Lot Width:** the length of the principal Frontage Line of a lot.

**Manufacturing:** premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

**Meeting Hall:** a building available for gatherings, including conferences. It should accommodate at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. A Meeting Hall shall be completed upon the sale of 75% of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75% of the dwelling units, at which time control of its use shall be given to the [Community Council].

**Neighborhood:** a mostly residential area, often with a recognizable edge. For the purposes of this SmartCode, a “complete neighborhood” is further defined as consisting of one pedestrian shed (1/2 mile diameter) with a mixed-use center.

**Net Developable Area, Net Site Area:** the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 14A.

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

**Open Sector:** One of the two Sectors where development is not permitted.

**Outbuilding:** an accessory building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Table 16).

**Parking Structure:** a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

**Passage (PS):** a pedestrian connector passing between buildings, providing short-cuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.

**Path (PT):** a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

**Pedestrian Shed:** an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of a half-mile or 2640 feet. Pedestrian Sheds are oriented toward a central destination containing one

or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called walkshed or walkable catchment.

**Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

**Primary-Secondary Grid:** thoroughfare designations appearing on the Regulating Plan. Buildings on the P-Grid are subject to all of the provisions of this Code. Buildings on the S-Grid are exempt from certain provisions, allowing for Warranted open parking lots, unlined parking decks, drive-throughs and hermetic building fronts.

**Principal Building:** the main building on a lot, usually located toward the frontage (see Table 16).

**Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Table 7).

**Public Frontage:** the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 4).

**Rear Alley (AL):** a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

**Rear Lane (LA):** a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

**Rearyard Building:** a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. For its residential function, this type yields a rowhouse. For its commercial function, the rear yard can accommodate substantial parking.

**RCD:** Regional Center Development. A Community Type consisting of one Long Pedestrian Shed with a strong Town Center. This type is permitted by right within the Intended Growth Sector (G3) (see Section 3.3.3).

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

**Retail:** premises available for the sale of merchandise and food service.

**Retail Frontage Line:** Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

**Road (RD):** a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

**Rural Boundary Line:** the extent of potential urban growth as determined by existing geographical determinants. The rural boundary is permanent.

**Secondary Grid:** see **Primary-Secondary Grid**.

**Sector:** a neutral term for a geographic area. In the SmartCode there are six specific Sectors that establish the legal boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve) and the other four are Urban Growth Sectors of varying intensity (Restricted, Controlled, Intended and Infill Growth Sectors). Sectors address the legal status of place at the regional scale while Transect Zones address the physical character of communities. Sectors contain Community Types (CLD, TND, RCD, TOD), which contain Transect Zones, which contain design standards appropriate to those T-Zones.

**Service Boundary Line:** the extent of potential or feasible urban growth as determined by the extension of infrastructure, principally sewer.

**Setback:** the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback. (See Section 5.2.1 and Table 14G)

**Shared Parking Policy:** an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see Tables 11 and 12).

**Sideyard Building:** a building that occupies one side of the lot with a setback to the other side.

**Sidewalk:** the paved layer of the public frontage dedicated exclusively to pedestrian activity.

**Specialized Building:** a building that is not subject to Residential, Commercial, or Lodging classification. Most specialized buildings are dedicated to manufacturing and transportation, and are distorted by the trajectories of machinery.

**Specialized District (SD):** Specialized District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or four Community Types specified by this Code. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc.

**Story:** a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

**Streamside Corridor:** the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

**Street (ST):** a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

**Streetscape:** the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

**Streetscreen:** sometimes called Streetwall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens [should] be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over [4 feet] high should be [30%] permeable or articulated to avoid blank walls.

**Substantial Modification:** alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

**TDR - Transfer of Development Rights:** a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

**TDR Receiving Area:** an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

**TDR Sending Area:** an area previously zoned for development within the designated Reserved Open Sector (O2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserved Open Sector (O1)

**Terminated Vista:** a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

**Third Place:** a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafés, and corner stores.

**Thoroughfare:** a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Tables 3 and 16).

**Tier:** synonym for Sector.

**TND:** Traditional Neighborhood Development. A Community Type consisting of one or more pedestrian sheds plus a mixed-use center or corridor. (Syn.: Village, Urban Village). TND is permitted by Right in the Controlled and Intended Growth Sectors.

**TOD:** Transit-Oriented Development. TOD is Regional Center Development (RCD) with transit available or proposed. This Community Type is permitted by right within the Intended Growth Sector.

**Town Center:** the mixed-use center or main commercial corridor of a community. A town center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A town center for RCD or TOD communities may be a substantial downtown commercial area, often connected to other town centers by transit.

**Transect:** a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

**Transect Zone (T-Zone):** 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 the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core. (See Table 1)

**Transition Line:** a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

**Type:** a form category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. See also: **Building Type**.

**UDC (Urban Design Center):** A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the communities and buildings based on it.

**Urban Growth Boundary:** the extent of potential urban growth as determined by the projected demographic needs of a region. The urban boundary may be adjusted from time to time.

**Urban Village:** A TND Community Type within an urbanized area. See: **TND**.

**Variance:** an administrative technique granting relief from the provisions of a code. There are two types of variances: Warrants and Exceptions (see Section 1.5).

**Village:** A Village is usually a TND Community Type standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor. See: **TND**.

**Warrant:** a type of variance that permits a practice that is not consistent with a specific provision of this Code, but is justified by its Intent or by hardship. Warrants are usually granted administratively through the CRC.

**Work-Live:** a dwelling unit that contains a commercial component. A Work-Live Unit is a fee-simple unit on a lot with the commercial component anywhere within the unit. (Syn.: Live-With.) (See **Live-Work**.)



