

A detailed historical map of Roswell, Georgia, showing a grid of streets, numerous small building footprints in various colors (black, grey, red, blue), and a winding river or canal. The map is the background of the entire page.

HISTORIC GATEWAY

ROSWELL, GEORGIA

DESIGN STANDARDS

JUNE 2012

A. DESIGN STANDARDS

A1. URBAN STANDARDS	4
A2. THOROUGHFARE GUIDELINES	10
A3. DEFINITION OF TERMS	25

OVERVIEW

These Standards are not a final product, but rather are provided to help guide the City's recently initiated work of creating a Unified Development Code for the area under a different contract. The Standards were developed initially by selecting areas that served as good examples of Roswell's historic fabric including residential sections of the Mill Village and Mimosa neighborhood as well as commercial portion of Canton Street. These example sections were measured and evaluated for the critical qualities that created a sense of distinct place: set backs, sidewalk details, planting strips, street width, etc. Those critical elements form the basis of the Master Plan and these Design Standards.

Currently the underlying zoning for the Historic District is a Conventional Suburban Development type. This type is characterized by segregation of uses, buffer zones to separate areas of different use, a complete reliance on setbacks rather than build-to requirements, dependence on meeting parking needs on each individual site rather than shared lots, and very deep front and side yard requirements. The current form of zoning will not be adequate to guide future development if the goal is to create an urban fabric that is compatible with the existing historic and proposed in the Master Plan, both of which require mixing of uses, shared parking, and buildings lined up to create a street wall that defines the street.

These Standards utilize a transect system of organization. The Historic Gateway District is a long corridor that should be structured around three important nodes: the Civic, Town Square, and Allenbrook centers defined in the master plan. The transect system is a sequencing devise that will guide choreograph future development to smoothly build up to higher intensity at the centers, then down again in the intervals in between. The drive up Atlanta Street from the river to City Hall should not be homogenous, but rather should be perceived as a trip through a sequence of distinct villages and the transect system would be a valuable tool in realizing this sequence.

There is currently a widespread desire to improve the state of Atlanta Street among residents, officials, and motorists who regularly commute through the area. A common complaint is that the area is fragmented and incoherent. A critical factor in revitalizing the corridor will be ensuring that all historic, land use, public works, and transportation regulations are integrated and coordinated. This means that Historic Guidelines, Historic Properties Map, land use zoning, subdivision ordinances must all be coordinated and must not either duplicate nor contradict each other. Through out this set of standards specific standards are called out that need review of the Historic Preservation Commission for a final determination of what is appropriate for the area. Other standards do not call out for Commission review, and will likely not need it. This integration and coordination between documents is essential to the successful revitalization of the Roswell Historic Gateway District.

TRANSECT ZONE ALLOCATION

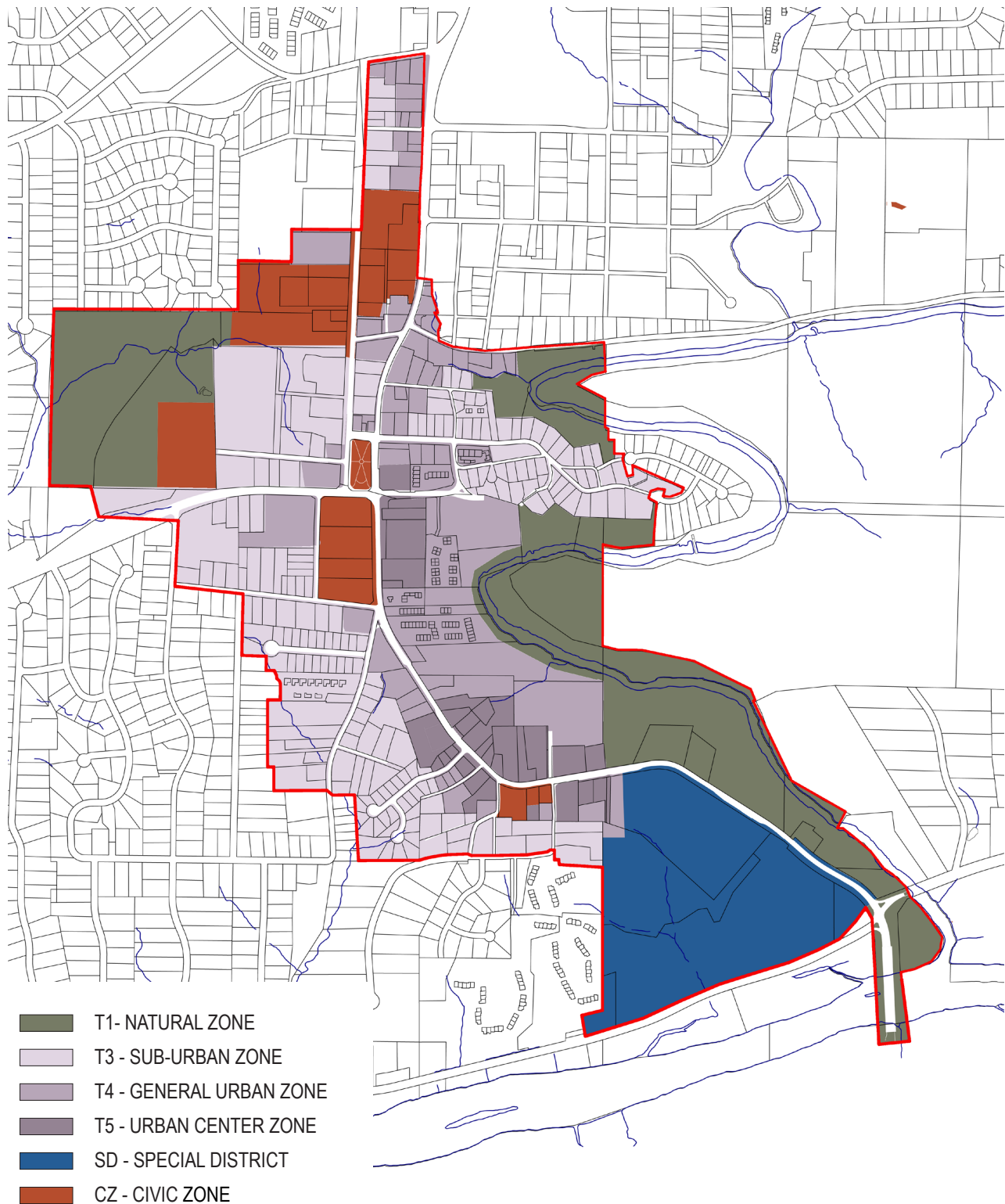

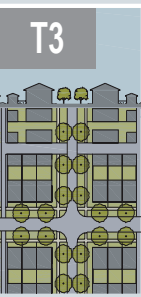
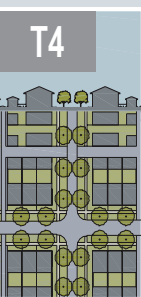
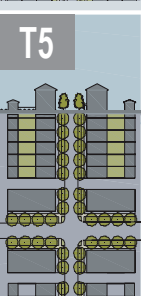
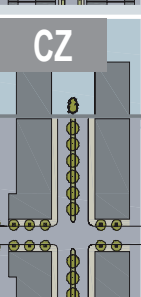

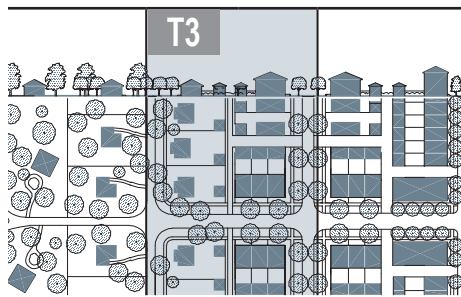


TABLE 1A. ZONING DISTRICT DESCRIPTIONS

	<p>T1 NATURAL ZONE</p> <p>This zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>
	<p>T-3 NEIGHBORHOOD GENERAL ZONE</p> <p>This zone consists of a medium to low-density mix of primarily cottages and houses with some shop fronts. Buildings are primarily one-story and accommodate housing and neighborhood services and cafes. Blocks are larger and loosely built with primarily swales, and buildings are set back from the street. Sidewalks and pedestrian paths are narrow, landscaping is naturalistic and parking is accommodated within the lot or parallel on street.</p>
	<p>T-4 NEIGHBORHOOD CENTER ZONE:</p> <p>This zone consists of medium density, primarily corner shop front and 2-story mixed-use buildings that accommodate retail, neighborhood services, offices, artisanal shops and upper story apartments. Blocks are larger but regularly built, usually with street curbs, and buildings are near the street. Sidewalks are wide, tree planting is regular and parking is predominantly in adjacent lots or on the street.</p>
	<p>T-5 TOWN CENTER ZONE</p> <p>This zone consists of higher density, minimum 2-story mixed-use buildings that accommodate larger retail, hospitality services, offices and upper story apartments. Blocks are tightly built, streets are curbed and buildings are close to the street. Sidewalks are wide, tree planting is regular and parking is in the rear.</p>
	<p>CZ CIVIC ZONE</p> <p>This zone consists of Government, Educational or Religious Institutions uses that serve the public good. The architecture and urbanism is uniquely designed.</p>
	<p>SPECIAL DISTRICTS</p> <p>This district consists of large areas that should be master planned before regulations are applied. Until a redevelopment plan is developed, these Districts should be governed by the existing codes that guided their initial development.</p>

T3 REQUIREMENTS SUMMARY

TABLE 5B. T3 BUILDING DISPOSITION AND CONFIGURATION

**BUILDING FUNCTION**

Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use

BUILDING CONFIGURATION

Principal Building	2 stories max.
Outbuilding	2 stories max.
Structured Parking	not applicable

LOT OCCUPATION

Lot Width	60 ft min 260 ft max*
Lot Coverage	60% max*

BUILDING DISPOSITION

Edgeyard	permitted
Sidyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

SETBACKS - PRINCIPAL BUILDING

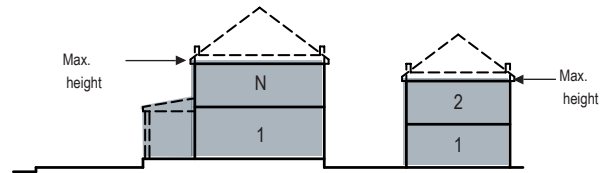
(a) Front Setback Principal	15ft*
(b) Front Setback Secondary	12 ft. min.*
(c) Side Setback	12 ft. min.*
(d) Rear Setback	12 ft. min.**
Frontage Buildout	40% min at setback

SETBACKS - OUTBUILDING

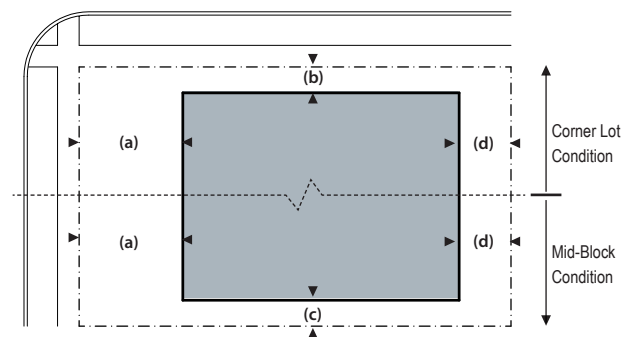
(e) Front Setback	20 ft. min. + bldg. setback
(f) Side Setback	3 ft. min. or 6 ft at corner
(g) Rear Setback	3 ft. min

* Where historic, contributing buildings exist on adjacent lots, the Historic Preservation Commission may require that a proposed building match the setbacks and metrics of adjacent buildings rather than the provisions of this Section.

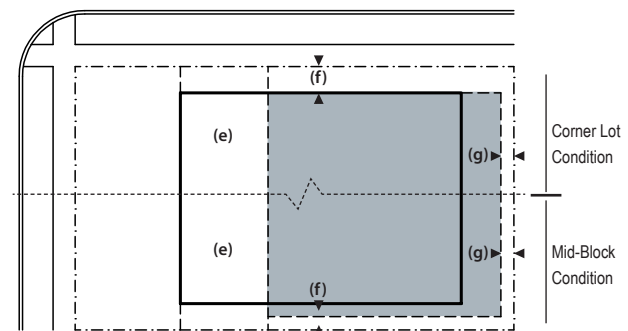
**or 15 ft. from center line of alley



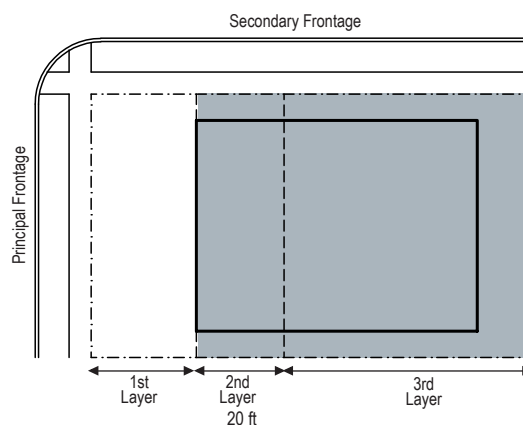
BUILDING HEIGHT - "N" stands for any Stories above those shown, up to the maximum. Refer to metrics table on the left for exact minimums and maximums



PRINCIPAL BUILDING SETBACKS



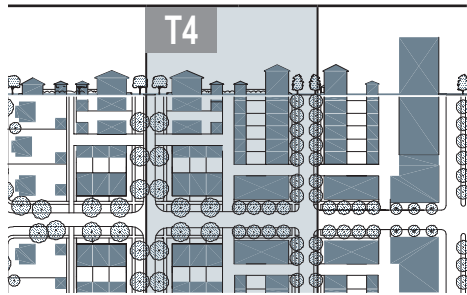
OUTBUILDING SETBACKS



LOT LAYERS

T4 REQUIREMENTS SUMMARY

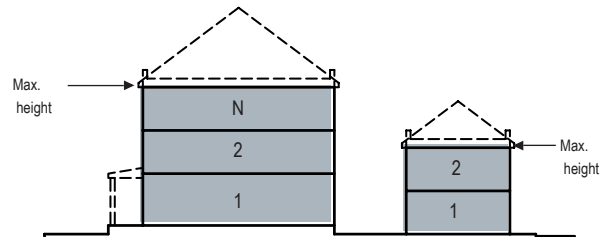
TABLE 5B. T4 BUILDING DISPOSITION AND CONFIGURATION



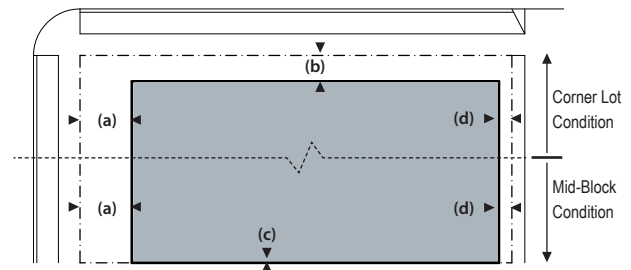
BUILDING FUNCTION	
Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use
BUILDING CONFIGURATION	
Principal Building	3 stories max.
Outbuilding	2 stories max.
Structured Parking	30 foot max.
LOT OCCUPATION	
Lot Width	18 ft min 120 ft max*
Lot Coverage	70% max*
BUILDING DISPOSITION	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted
SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback Principal	6 ft. min. 18 ft. max.*
(b) Front Setback Secondary	4 ft. min. 18 ft. max*
(c) Side Setback	0 ft. min.*
(d) Rear Setback	3 ft. min.**
Frontage Buildout	60% min at setback*
SETBACKS - OUTBUILDING	
(e) Front Setback	20 ft. min. + bldg. setback
(f) Side Setback	0 ft. min. or 3 ft at corner
(g) Rear Setback	3 ft. min

* Where historic, contributing buildings exist on adjacent lots, the Historic Preservation Commission may require that a proposed building match the setbacks and metrics of adjacent buildings rather than the provisions of this Section..

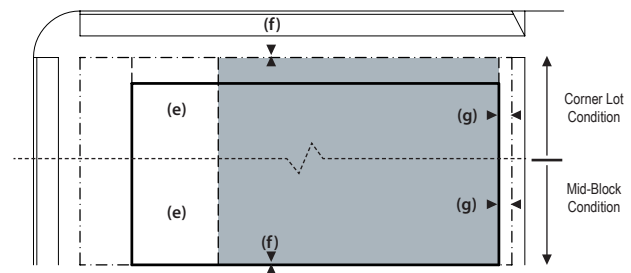
**or 15 ft. from center line of alley



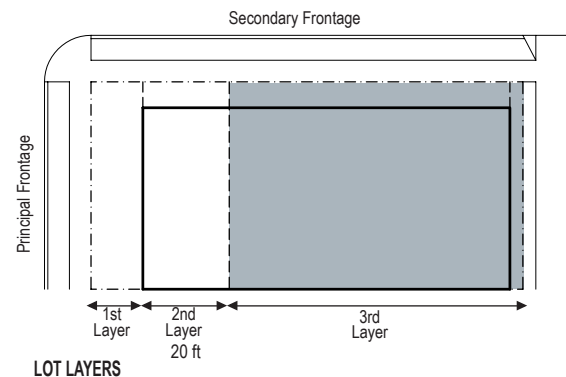
BUILDING HEIGHT -"N" stands for any Stories above those shown, up to the maximum. Refer to metrics table on the left for exact minimums and maximums



PRINCIPAL BUILDING SETBACKS



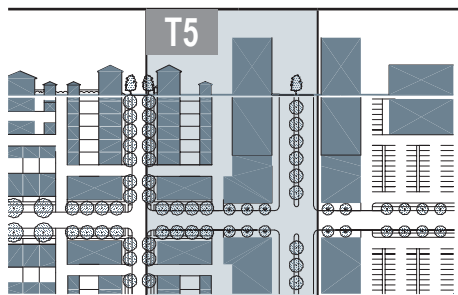
OUTBUILDING SETBACKS



LOT LAYERS

T5 REQUIREMENTS SUMMARY

TABLE 5B. T5 BUILDING DISPOSITION AND CONFIGURATION

**BUILDING FUNCTION**

Residential	open use
Lodging	open use
Office	open use
Retail	open use

BUILDING CONFIGURATION

Principal Building	5 stories max.
Outbuilding	2 stories max.
Structured Parking	60 foot max.

LOT OCCUPATION

Lot Width	14 ft min 180 ft max
Lot Coverage	80% max

BUILDING DISPOSITION

Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

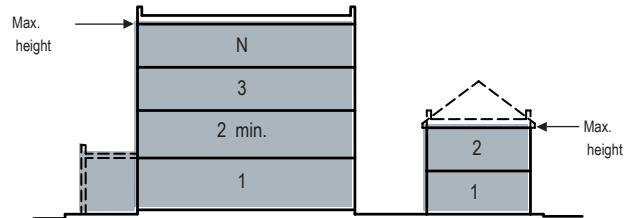
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	0 ft. min. 10 ft. max.
(b) Front Setback Secondary	0 ft. min. 10 ft. max.
(c) Side Setback	0 ft. min.
(d) Rear Setback	3 ft. min.*
Frontage Buildout	80% min. at setback

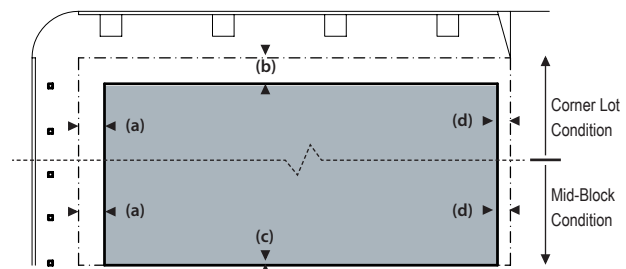
SETBACKS - OUTBUILDING

(e) Front Setback	40 ft. max. from rear prop.
(f) Side Setback	0 ft. min. or 2 ft at corner
(g) Rear Setback	3 ft. max

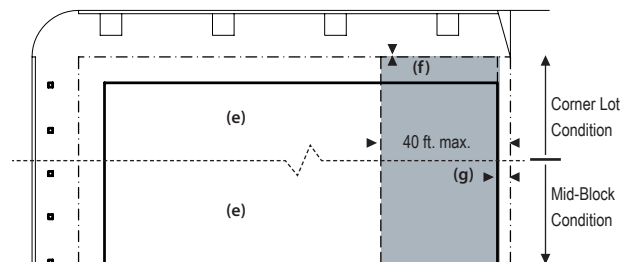
*or 15 ft. from center line of alley



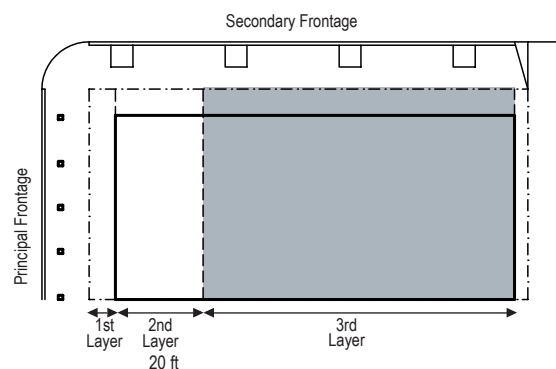
BUILDING HEIGHT - "N" stands for any Stories above those shown, up to the maximum. Refer to metrics table on the left for exact minimums and maximums



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS



LOT LAYERS

USE TABLE- GENERAL

TABLE 5D. BUILDING FUNCTION

	T3	T4	T5
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each <i>lot</i> is restricted to one within a <i>principal building</i> and one within an <i>accessory building</i> , with 1.5 parking places for each. Both dwellings shall be under single ownership.	Limited Residential: The number of dwellings on each <i>lot</i> is limited by the requirement of 1.5 parking places for each dwelling.	Limited Residential: The number of dwellings on each <i>lot</i> is limited by the requirement of 1.5 parking places for each dwelling.
b. LODGING	Restricted Lodging: The number of bedrooms available on each <i>lot</i> for <i>lodging</i> 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. The <i>lodging</i> must be owner occupied. Food service may be provided in the morning. The maximum length of stay shall not exceed ten days.	Restricted Lodging: The number of bedrooms available on each <i>lot</i> for <i>lodging</i> 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. The <i>lodging</i> must be owner occupied. Food service may be provided in the morning. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each <i>lot</i> for <i>lodging</i> is limited by the requirement of 1.0 parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The lodging must be owner occupied. Food service may be provided in the morning. The maximum length of stay shall not exceed fourteen days.
c. OFFICE	Restricted Office: The building area available for office use on each <i>lot</i> is restricted to the first <i>story</i> of the <i>principal</i> or the <i>accessory building</i> or in basements. Parking requirements and maximum number of employees and occupants shall be determined by approval of the Historic Preservation Commission.	Limited Office: The building area available for office use on each <i>lot</i> is limited to the first <i>story</i> of the <i>principal building</i> and <i>accessory building</i> , and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each <i>lot</i> is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net office space.
d. RETAIL	N/A	Limited Retail: The building area available for <i>retail</i> use is limited to the first <i>story</i> of buildings at corner locations and by the requirement of 3.0 assigned parking places per 1,000 square feet of net retail space in addition to the parking requirement of each dwelling. Food service shall be further limited to seating no more than 40 patrons.	Limited Retail: The building area available for <i>retail</i> use is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net <i>retail</i> space. <i>Retail</i> spaces under 1,500 square feet are exempt from parking requirements.
e. CIVIC	See Table 5F	See Table 5F	See Table 5F

USE TABLE-SPECIFIC

TABLE 5E. SPECIFIC FUNCTION AND USE

	T3	T4	T5	SD	C
a. RESIDENTIAL					
MIXED-USE BUILDING	☐	*	☐	☐	☐
MULTI-FAMILY RESIDENTIAL	☐	*	☐	☐	☐
SINGLE FAMILY RESIDENTIAL	*	*	☐	☐	
SENIOR HOUSING	*	*	*	☐	☐
ACCESSORY UNIT	*	*	☐		☐
b. LODGING					
HOTEL (NO ROOM LIMIT)				☐	☐
INN (UP TO 12 ROOMS)		*	☐	☐	
BED & BREAKFAST (UP TO 5 ROOMS)	*	*	☐	☐	
c. OFFICE					
OFFICE BUILDING		*	*	☐	☐
LIVE-WORK UNIT	*	*	*	*	☐
d. RETAIL					
OPEN-MARKET BUILDING	☐	*	*	*	*
RETAIL BUILDING		*	*	☐	
DISPLAY GALLERY		*	*	☐	
RESTAURANT		*	*	☐	
KIOSK		*	*	*	
PUSH CART			*	*	
e. AGRICULTURE					
GREENHOUSE	*	*		*	*
GARDEN (PRIVATE FRONTAGE)	*	*	*	*	*
BEE KEEPING	*	*	*	*	*

	T3	T4	T5	SD	C
f. OTHER: AUTOMOTIVE					
GAS STATION			☐		
f. OTHER: CIVIL SUPPORT					
CEMETERY					☐
FUNERAL HOME		*	☐		
HOSPITAL					
MEDICAL CLINIC		*	*	*	*
f. OTHER: EDUCATION					
COLLEGE		☐	☐	*	☐
HIGH SCHOOL				*	☐
TRADE SCHOOL		☐	☐	*	☐
ELEMENTARY SCHOOL	☐	☐	☐	*	*
CHILDCARE CENTER	*	*	*	*	*
f. OTHER: INDUSTRIAL					
LIGHT MANUFACTURING		☐		☐	

* BY RIGHT

☐ BY APPROVAL OF THE HISTORIC PRESERVATION COMMISSION

DETAILED DISCUSSION FOR ALL TRANSECTS

5. URBAN STANDARDS**5.1 INTENT**

- 5.1.1 Urban Standards regulate the development and modification of buildings and other elements of the built environment within the private *lot*, based on the following premises:
- a. That building regulations should equitably balance the rights of the individual and the interests of the community as a whole.
 - b. That building form individually and collectively defines and supports the public realm.
 - c. That building configuration should support walkability, safe streets, and safe public spaces, creating pedestrian friendly neighborhoods.
 - d. That building scale should define streets and public spaces as rooms, and should vary by context and intensity in coordination with neighboring properties.

5.2 INSTRUCTIONS

- 5.2.1 This Article sets forth the standards applicable to the development and modification of buildings and other elements of the built environment within private *lots*, and by *transect zone*.
- 5.2.2 Plans required by this Section are subject to administrative approval by the Planning and Zoning Division.
- 5.2.3 Building and site plans submitted for approval shall demonstrate compliance with:
- a. *Lot* standards (Section 5.3)
 - b. *Building disposition* (Section 5.4)
 - c. *Building configuration* (Section 5.5)
 - d. *Frontage* standards (Section 5.6)
 - e. *Building function* (Sections 5.7)
 - f. Parking standards (Section 5.8)
 - g. Landscape standards (Section 5.9)
 - h. *Nonconformities*, if any (Section 5.10)
 - i. Special requirements, if any (Section 5.11)
 - j. Building materials and configuration (Section 5.12)

5.3 LOT STANDARDS

- 5.3.1 For the purposes of this Section, each lot shall be composed of three layers according to Table 5B.
- 5.3.2 The portion of a *lot* *enfronting* a *thoroughfare* or a *passage* shall be designated its *principal frontage*. *Corner lots* shall have designated a *principal frontage* along the *thoroughfare* or *passage* of higher pedestrian importance and a *secondary frontage* along the remaining *frontage*. *Lots*, other than *corner lots*, *enfronting* more than one *thoroughfare* or *passage* shall have their frontages determined by *approval of the Historic Preservation Commission* and may be subject to more than one *principal frontage*.
- 5.3.3 Any portion of a *lot* mapped with a mandatory or recommended *infill thoroughfare* shall consider the new right-of-way as an access easement. Right-of-ways of mandatory or recommended *infill thoroughfares* may qualify as *frontages*. The planning office may determine a discretionary *thoroughfare* designation as an easement and *frontage*.
- 5.3.4 Newly platted *lots*, subdivisions of existing *lots* and newly assembled *lots* shall not exceed the following *lot* widths as measured along their *principal frontage*:

DETAILED DISCUSSION FOR ALL TRANSECTS

- 5.3.5 *Lots* assembled into one ownership within one *traverse zone* may be developed as a single *lot*.
- 5.3.6 *Lots* assembled into one ownership that encompass more than one *traverse zone* shall be developed according to the corresponding *traverse zone* regulations for each *lot*. In such cases there shall be no transfer of *density* or use between *traverse zones*.
- 5.3.7 Where *lots* are assembled into one ownership, the side or rear *setbacks* between assembled *lots* may be eliminated.
- 5.3.8 An existing *lot*, as of the effective date of this Section, that exceeds the maximum *lot* size as set forth in Section 5.3.4 may be developed as one *lot*.
- 5.3.9 An existing *lot*, as of the effective date of this Section, that has been assigned more than one *traverse zone*, may be developed as one *lot* according to the highest *traverse zone* regulation assigned. Such *lots* may be subdivided per Section 5.3 according to the corresponding *traverse zone* regulations as assigned within the *lot*.
- 5.3.10 *Lot coverage* by buildings shall not exceed the maximum percentages by *traverse zone* in Table 5B.

5.4 BUILDING DISPOSITION

- 5.4.1 Buildings shall be disposed on a *lot* as follows:
 - a. Buildings should be generally disposed by *traverse zone* according to Table 5B.
 - b. Two buildings may be built on each *lot*, one *principal building* at the *principal frontage*, and one *outbuilding*.
 - c. The *facade* of the *principal building* shall be built parallel to a rectilinear *principal frontage* line or to the tangent of a curved *principal frontage* line.
 - d. The *facade* of the *principal building* shall occupy a minimum percentage of the *principal frontage* width within the *front setback*, as specified in Table 5B as *frontage buildout*.
 - e. The *principal entrance* in T5 shall be on a *frontage line*. *Forecourts* and *recessed stoops* that recess the *principal entrance* from the *frontage line* are permitted.
- 5.4.2 Buildings shall be setback from the boundaries of their *lots* by *traverse zone* according to Table 5B.
 - a. The *rear setback* for *outbuildings* shall be a minimum of 15 feet measured from the centerline of the *alley*. In the absence of an *alley*, the *rear setback* shall be as shown in Table 5B.
 - b. *Front setback* requirements may be modified by *approval of the Historic Preservation Commission* to accommodate slopes over ten percent.

5.5 BUILDING CONFIGURATION

- 5.5.1 *Building height* shall be measured in stories for each level above ground. Upper stories may not exceed 14 feet in height. *Attics* shall not count towards *building height*.
- 5.5.2 Ground floor *commercial functions* shall have a minimum story height of 12 feet and a maximum of 25 feet. A single ground floor level exceeding 18 feet shall be counted as two (2) stories.
- 5.5.3 Ground floor *residential* or *lodging* functions should be raised a minimum of 18 inches from average sidewalk grade at the *principal frontage*, in T4, T5 and T6.
 - a. Access to *accessory units* in raised basements may be at sidewalk grade.
- 5.5.4 *Height* limits for masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads shall be determined by *approval of the Historic Preservation Commission*.

DETAILED DISCUSSION FOR ALL TRANSECTS

- 5.5.5 For free standing *parking structures*, *building height* shall be measured in feet according to Table 5B.
- 5.5.6 For *parking structures* attached to a building or buildings for at least 50% of their perimeter, *stories* may exceed the limit for *parking structure* height provided they not exceed the *eave* height of the attached building or buildings.
- 5.5.7 The habitable area of an *accessory unit* within a *principal building* or an *outbuilding* shall not exceed 600 square feet.

5.6 FRONTAGE STANDARDS**5.6.1 PRIVATE FRONTAGES GENERAL**

- a. The *first lot layer* shall contain the *private frontage*, configured by *transect zone* according to Table 5C.
- b. *Lots* *enfronting* two or more *thoroughfares* or *passages* shall have *private frontages* along each *thoroughfare*. Prescriptions for the second and third *layers* pertain only to the *principal frontage*. Prescriptions for the first *layer* pertain to all *frontages*.
- c. Balconies and bay windows may *encroach* into the *first lot layer* up to 25% of its depth in *T3*, 50% in *T4* and 100% in *T5*.
- d. Loading docks and service areas may be permitted in *T5* on *frontages* by *approval of the Historic Preservation Commission*.
- 5.6.2 In the absence of a building *facade* along any part of a *frontage line* in *T5*, a *streetscreen* shall be built coplanar with the *facade*. *Streetscreens* shall be between 4 and 8 feet in height and have openings no larger than necessary to allow automobile and pedestrian access.
- 5.6.3 a. Ground floor *commercial functions* shall provide a *shopfront frontage* at minimum. *Commercial functions* may utilize the *public frontage* for seating, serving, displays of merchandise, and other business related activities provided a minimum 6 foot contiguous clear path be maintained within the public frontage, private frontage, or a combination of both.
- 5.6.4 *Frontages* that encroach into the *public frontage* shall maintain a minimum 6 foot contiguous clear path within the *public frontage*, *private frontage*, or a combination of both.
 - a. *Multi-family* and *commercial functions* should not have stairs or ramps within the private frontage.
 - b. Ground floor entrances to *retail*, *commercial* and *lodging* functions shall be illuminated.
- 5.6.5 **COMMON YARD AND PORCH AND FENCE FRONTAGES**
 - a. Fences and hedges may be located along *frontage lines* at *porch* and *fence frontages*. Fences and hedges at *frontages* shall be limited to a maximum height of 4 feet.
 - b. *Porches* may *encroach* into the *first lot layer* up to 50% of its depth in *T3* and 100% of its depth in *T4*.
 - c. *Porches* shall be no less than 8 feet deep in *T3* and 4 feet deep in *T4*.
- 5.6.6 **TERRACE AND LIGHTWELL FRONTAGES**
 - a. *Terrace* and *lightwell frontages* may *encroach* into the *first lot layer* up to 100% of its depth.
 - b. *Terraces* should be raised a minimum of 18 inches from the average sidewalk grade at the *frontage*.
- 5.6.7 **FORECOURT FRONTAGES**

DETAILED DISCUSSION FOR ALL TRANSECTS

- a. *Forecourts* shall be combined with *terrace*, *lightwell*, *stoop*, *shopfront*, *gallery*, or *arcade frontages*.
- b. *Forecourts* may recess from the frontage line a maximum of 15 feet for pedestrian *forecourts* or a maximum of 30 feet for vehicular *forecourts*.
- c. *Driveways* within *forecourts* shall be limited to 18 feet in width. Portions of the *driveway* in the *public frontage* shall be limited to 12 feet and may be paved in stone, brick, cobble, or to match the adjacent *public frontage*.

5.6.8 STOOP FRONTAGES

- a. *Stoops* may *encroach* into the *first lot layer* up to 100% of its depth.
- b. *Stoops* may be recessed into the building *facade* where the *front setback* is less than 4 feet.

5.6.9 SHOPFRONT FRONTAGES

- a. *Shopfronts* may be freestanding or combined with *gallery* or *arcade frontages*.
- b. *Shopfronts* shall be glazed with clear glass for no less than 70% of the ground floor at *principal* and *secondary frontages*.
- c. *Awnings* may *encroach* into the *first lot layer* up to 100% of its depth and may *encroach* into the *public frontage* to within two feet of the curb.
- d. *Awnings* shall project horizontally from the *facade* a minimum of 6 feet.
- e. *Awnings* may be fixed or movable and shall span a minimum of 80% of the frontage width without gaps.

5.6.10 GALLERY FRONTAGES

- a. *Gallery frontages* should *encroach* into the *public frontage* to within two feet of the curb.
- b. *Galleries* shall provide a minimum vertical clearance of 10 feet and project horizontally from the *facade* a minimum of 10 feet.
- c. Public planting and public lighting may be omitted where *galleries encroach* into the *public frontage*.
- d. A *gallery frontage* may be combined with a shopfront.

5.7 BUILDING FUNCTION

- 5.7.1 *Buildable density* and intensity of use shall be determined by *transect zone* on a per *lot* basis by the *effective parking* provided and the *maximum density* allowable.
- 5.7.2 Building use shall be limited to the allowable *building functions* and *specific functions* by *transect zone* according to Tables 5D and 5E.
- 5.7.3 Permitted *commercial functions* other than *office* and *lodging* shall be limited to the ground floor. Units accessed by a *lightwell frontage* in T5 may be permitted a *commercial function* in the basement level in addition to the area located on the ground floor.

5.8 PARKING STANDARDS

5.8.1 Parking Requirements

- a. Parking requirements shall be determined by use and *transect zone* according to Tables 5D and 5F.
 - i. *Accessory units* shall be exempt from parking requirements.
 - ii. *Liner buildings* less than 30 feet deep and no more than two *stories* shall be exempt from parking requirements.
- b. Parking provided shall include the actual parking spaces provided within the lot and along the parking lane corresponding to lot frontages.
- c. The *required parking* may be adjusted downward according to the *shared parking*

DETAILED DISCUSSION FOR ALL TRANSECTS

table in Table 6F. *Shared parking* may be applied as follows:

- i. The *shared parking table* is available for two or more *functions* within a single *lot* or within one *block* provided a shared parking facility as designated in 5.10.1.d.
- ii. The adjusted *required parking* resulting from the *shared parking table* shall be calculated as the highest *shared parking requirement* resulting from the completed *shared parking table*.
- d. In T4, and T5, 100% of the *effective parking* may be provided by purchase or lease from a *civic parking reserve* or private parking lot or structure within 800 feet of the *lot*.

5.8.2

Parking Access

- a. Parking shall be accessed by *alleys* or *rear lanes* where available.
- b. Parking may be accessed by *driveways* from the *principal frontage* or *secondary frontage* by right in T3 and by *approval of the Historic Preservation Commission* in T4.
- c. Parking may be accessed by *driveways* from the *secondary frontage* by *approval of the Historic Preservation Commission* in T5.
- d. Parking may be accessed by *driveways* from the *principal frontage* by *approval of the Historic Preservation Commission* in T5 for lots at least 42 feet wide.
- e. *Driveways* shall be limited to 10 feet in width in the first lot layer. Portions of driveways in the first lot layer may not be used for parking.
- f. Vehicular entrances to parking *lots* and *parking structures* shall be no wider than 24 feet at the frontage.
- g. Pedestrian access to parking *lots* and *parking structures* shall be directly to a *frontage line*, not directly into a building, except for underground parking levels.

5.8.3 PARKING LOCATION

- a. Garages and parking pads shall be located at the *third lot layer*.
- b. Parking *lots* and *parking structures* shall be located in the third lot layer.
- c. Parking *lots* and *parking structures* shall be prohibited in T3.
- d. Side entry garages and parking pads may be located within the *first lot layer* by *approval of the Historic Preservation Commission*.

5.8.4 PHYSICAL REQUIREMENTS

- a. Parking *lots* shall be masked from the *frontage* by a building or *streetscreen*.
- b. *Parking structures* shall be masked by *liner buildings* at the first two *stories*.
- c. A minimum of one bicycle rack place shall be provided within the *public* or *private frontage* for every ten vehicular parking spaces.
- d. Curbing should not be installed in parking *lots*.
- e. For *lots* on *B-Grids*, open parking areas may be unmasked on the frontage and within the *first lot layer* and *second lot layer* by *approval of the Historic Preservation Commission*, except for corner lots at intersections with the *A-Grid*.

5.9 LANDSCAPE STANDARDS

- 5.9.1 All planting in the *private frontage* and private *lots* shall consist of noninvasive species.
- 5.9.2 One walkway no wider than 5 feet providing access the *principal entrance* shall be permitted at all frontages.
- 5.9.3 *Common yard* and *porch & fence frontages* shall be landscaped as follows:
 - a. A minimum of two trees shall be planted for each 30 feet of frontage line.
 - b. Native plant perennial landscapes should be used in place of turf grass.
 - c. One driveway as specified in Section 5.8.1 shall be permitted.

DETAILED DISCUSSION FOR ALL TRANSECTS

- 5.9.4 *Stoop and forecourt frontages* shall be landscaped as follows:
- Trees and shrubs shall not be required in the *private frontage*. Trees planted in the *private frontage* should match the species of trees in the *public frontage*.
 - Landscaping, where installed, shall consist of durable species tolerant of soil compaction.
 - Paving, where installed, shall match the *public frontage* except where paved with pervious materials.
 - Driveways may be permitted by *approval of the Historic Preservation Commission* at *stoop frontages* in *T4*.
- 5.9.5 *Shopfront, gallery, and arcade frontages* shall be landscaped as follows:
- Trees and shrubs shall not be required in the *private frontage*.
 - Landscaping, where installed, shall consist of durable species tolerant of soil compaction.
 - The *private frontage* shall be paved to match the *public frontage*.
- 5.9.6 Parking lots shall be landscaped as follows:
- One tree shall be planted for every 15 spaces.
 - Paving should consist of pervious materials where possible.
 - Landscaped areas should be placed lower than paving, not mounded up.
 - Parking lots consisting of less than 50 spaces shall be exempt from landscaping requirements.
- 5.10 NONCONFORMITIES**
- 5.10.1 Existing buildings and appurtenances that do not conform with the provisions of this Section may continue in such use until a *substantial modification* is requested, at which time the Planning and Zoning Division shall determine the provisions of this section that shall apply. *Substantial modifications* and *nonconformities* exclude the following:
- Alterations made within a three year period of the adoption of this Section.
 - Interior alterations to a single family residence retaining its existing use.
- 5.10.2 The temporary or illegal use of property shall not be sufficient to establish the existence of a *nonconformity* or to create rights in the continuation of a *nonconformity*.
- 5.10.3 The existence of a *nonconformity* shall not be used as a reason to add new uses, structures, or site improvements that are not allowed by the regulations of the *transect zone* in which it is located.
- 5.10.4 Where buildings exist on adjacent lots, the Historic Preservation Commission may require that a proposed building match the setbacks of adjacent buildings rather than the provisions of this Section.
- 5.10.5 Any addition to or modification of a property located on the *Historic Properties Map* shall be subject to approval by the Historic Preservation Commission prior to review by the *Planning and Zoning Division*.
- 5.10.6 The modification of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site storm water detention or retention in addition to that existing.
- 5.11 SPECIAL REQUIREMENTS**
- 5.11.1 To the extent that a *regulating plan* designates any of the following *special requirements*, standards shall be applied as follows:
- Buildings along the *B-Grid* may be more readily considered for *approval of the Historic Preservation Commissions* allowing automobile-oriented standards.
 - A *mandatory or recommended retail frontage* designation requires or advises

DETAILED DISCUSSION FOR ALL TRANSECTS

that a building provide a *shopfront* at sidewalk level along the entire length of its *private frontage*. The *shopfront* may be combined with an *awning*, *gallery*, or *arcade frontage*.

- c. A *mandatory* or *recommended gallery frontage* designation requires or advises that a building provide a *gallery frontage* along the entire length of its *private frontage*.
- d. A *mandatory* or *recommended arc frontage* designation requires or advises that a building provide a *arc frontage* along the entire length of its *private frontage*.
- e. A *mandatory* or *recommended porchfront* designation requires or advises that a building provide a *porch* in the *private frontage*.
- f. A *build-to line* requires the placement of the building *facade* along the line. *Forecourts* may recess a building entrance from the *build-to line*.
- g. A *coordinated frontage* designation requires that the *private frontage* be coordinated with the *public frontage* as a single, coherent landscape and paving design.
- h. A *cross block passage* designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.
- i. A *building of value* designation requires that the building or structure may be altered or demolished only in accordance with the Historic District Design Guidelines and Protocols.

5.12 BUILDING MATERIALS AND CONFIGURATION

- 5.12.1 Where multiple exterior materials are used on a single building, they shall only be combined on each *facade* horizontally, with the heavier material below the lighter.
- 5.12.2 Building mechanical equipment and refuse storage shall not be located along *frontages*.
- 5.12.3 Clotheslines shall not be located along *frontages*.
 - a. All openings, including *porches*, galleries, doors and windows, with the exception of *shopfronts*, shall be square or vertical in proportion.
 - b. Doors and windows that operate as sliders are prohibited along *frontages*. Doors and windows that operate as sliders at *shopfronts* may be approved by *approval of the Historic Preservation Commission*.
 - c. Glazed openings above the first story shall not exceed 50% of the total building wall area, with each *facade* being calculated independently.
 - d. Exterior shutters, if installed, shall be operable and sized to cover the entire window when closed.
- 5.12.4 Porch floors shall be of wood plank, concrete slab, or stone.
- 5.12.5 Galleries may be supported by wrought iron or metal posts.
- 5.12.6 Exterior finish may be wood or cementitious clapboard in *T4* and *T3* and stucco in *T5*. Brick may be used in all *t-zones*.
 - a. All exposed exterior wood shall be painted.
- 5.12.7 Roofs shall be symmetrically pitched with a minimum angle 6 in 12. Low-slope (flat) roofs shall be permitted in *T4* and *T5*.
 - a. Rooftop equipment shall be screened in a manner consistent with the architectural design of the building along *frontages*.
- 5.12.8 Photo voltaic (PV) systems along *frontages* shall be flexible panel type or building integrated photo voltaic (BIPV), attached directly to the roofing material, PV roofing shingles, or other conducting system that applies directly to roofing material or sheathing with less than one half inch average vertical dimension or integrated into building shading devices.

TABLE 5A. BUILDING DISPOSITION GENERAL

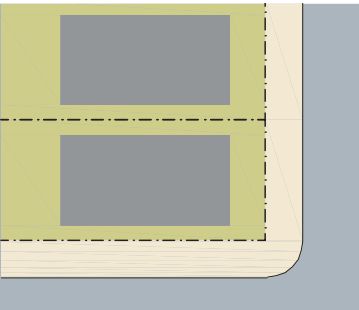

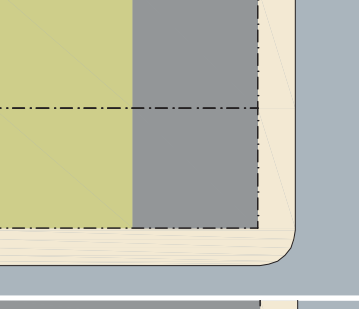
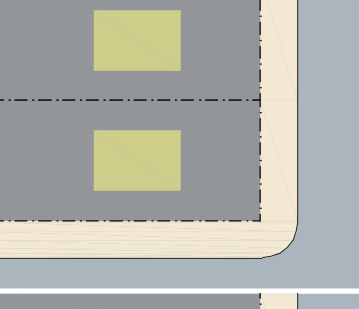
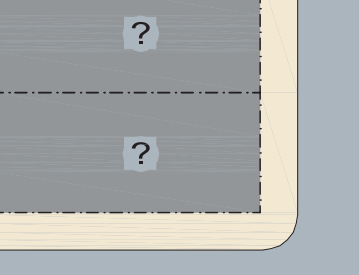
<p>T3 T4</p>	<p>a. Edgeyard: A disposition where the building occupies the center of its <i>lot</i> with <i>setbacks</i> on all sides. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed <i>backbuilding</i> and <i>outbuilding</i>.</p> <p>Building Types: Single-family detached, multi-family detached</p>	
<p>T4 T5</p>	<p>b. Sideyard: A disposition where the building occupies one side of the <i>lot</i> with the <i>setback</i> to the other side. If the adjacent building is similar with a blank side wall, the yard is quite private.</p> <p>Building Types: Single-family detached, single-family semi-detached, multi-family detached, mixed-use building.</p>	
<p>T4 T5</p>	<p>c. Rearyard: A disposition where the building occupies the full <i>frontage</i>, leaving the rear of the <i>lot</i> as the main yard.</p> <p>Building Types: Single-family attached, multi-family attached, mixed-use building.</p>	
<p>T4 T5</p>	<p>d. Courtyard: A disposition where the building occupies the boundaries of its <i>lot</i> while internally defining one or more private spaces.</p> <p>Building Types: Single-family attached, multi-family attached, mixed-use building.</p>	
<p>C</p>	<p>e. Civic: Per Planning & Zoning Review</p>	

TABLE 5C - PRIVATE FRONTAGES

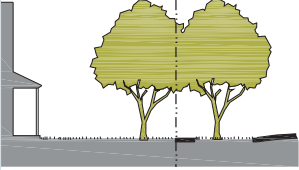
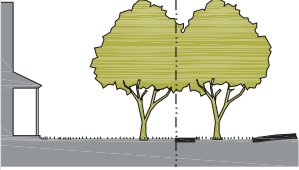
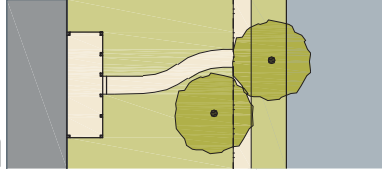
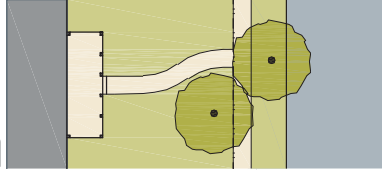
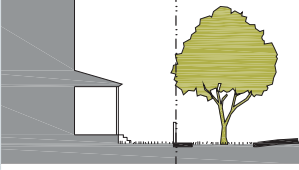
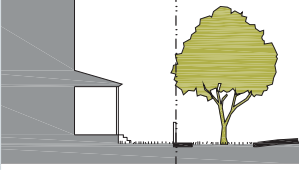
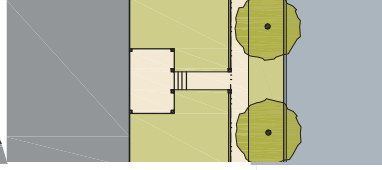
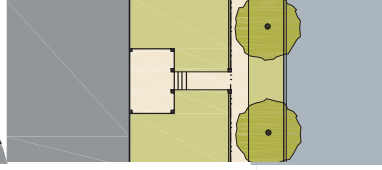
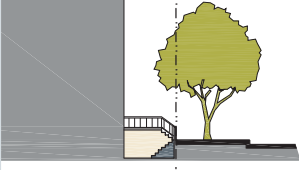
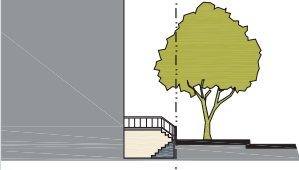
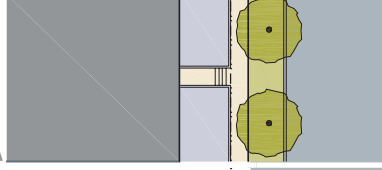
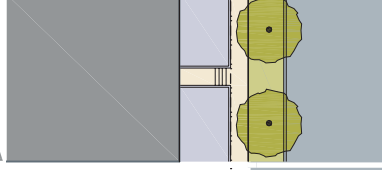


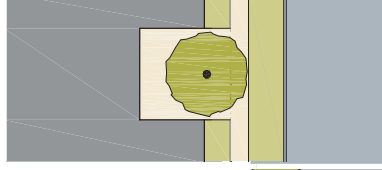
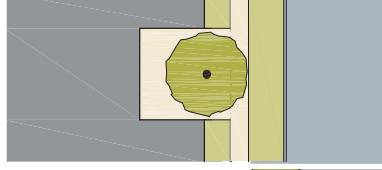
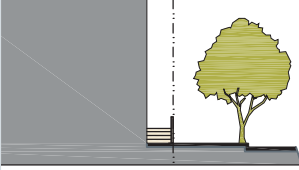
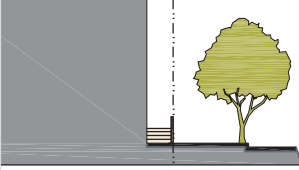


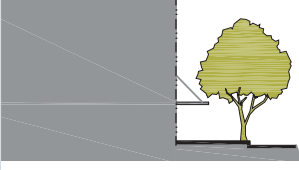
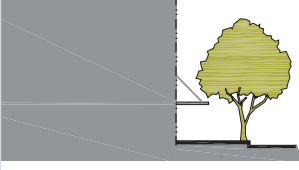


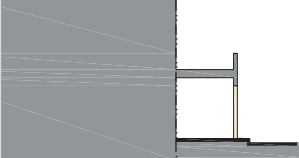
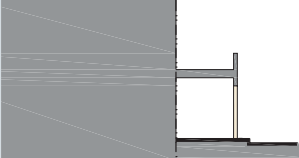


		SECTION		PLAN	
		PRIVATE FRONTAGE	PUBLIC FRONTAGE	PRIVATE FRONTAGE	PUBLIC FRONTAGE
T3	a. Common Yard: A planted <i>frontage</i> wherein the <i>facade</i> is set back substantially from the <i>frontage line</i> . The front yard created remains unfenced and may be visually continuous with adjacent yards, supporting a common landscape.				
T3 T4	b. Porch & Fence: A planted <i>frontage</i> wherein the <i>facade</i> is set back from the <i>frontage line</i> with an attached porch permitted to <i>encroach</i> . A fence at the <i>frontage line</i> maintains street spatial definition.				
T4 T5	c. Terrace or Lightwell: A <i>frontage</i> wherein the <i>facade</i> is set back from the <i>frontage line</i> by an elevated terrace or a sunken Lightwell. This type buffers residential use from urban <i>sidewalks</i> and removes the private yard from public <i>encroachment</i> .				
T4 T5	d. Forecourt: A <i>frontage</i> wherein a portion of the <i>facade</i> is close to the <i>frontage line</i> and the central portion is set back. The <i>forecourt</i> created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other <i>frontage types</i> .				
T4 T5	e. Stoop: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with the first <i>story</i> elevated from the <i>sidewalk</i> sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing but may be recessed into the volume of the building where <i>setbacks</i> are shallow.				
T4 T5	f. Shopfront: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with the building entrance at <i>sidewalk</i> grade. This type is conventional for <i>retail</i> use. It has a substantial glazing on the <i>sidewalk</i> level and an awning that may overlap the <i>sidewalk</i> .				
T4 T5	g. Gallery: A <i>frontage</i> wherein the <i>facade</i> is aligned close to the <i>frontage line</i> with an attached cantilevered shed or a lightweight colonnade overlapping the <i>sidewalk</i> .				

TABLE 5F. PARKING REQUIREMENTS AND STANDARDS

REQUIRED PARKING			
	T3	T4	T5
RESIDENTIAL *	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1,000 sq. ft.	3.0 / 1,000 sq. ft.	2.0 / 1,000 sq. ft.
RETAIL	3.0 / 1,000 sq. ft.	3.0 / 1,000 sq. ft.	2.0 / 1,000 sq. ft.
CIVIC	BY APPROVAL OF HPC		
OTHER	BY APPROVAL OF HPC		

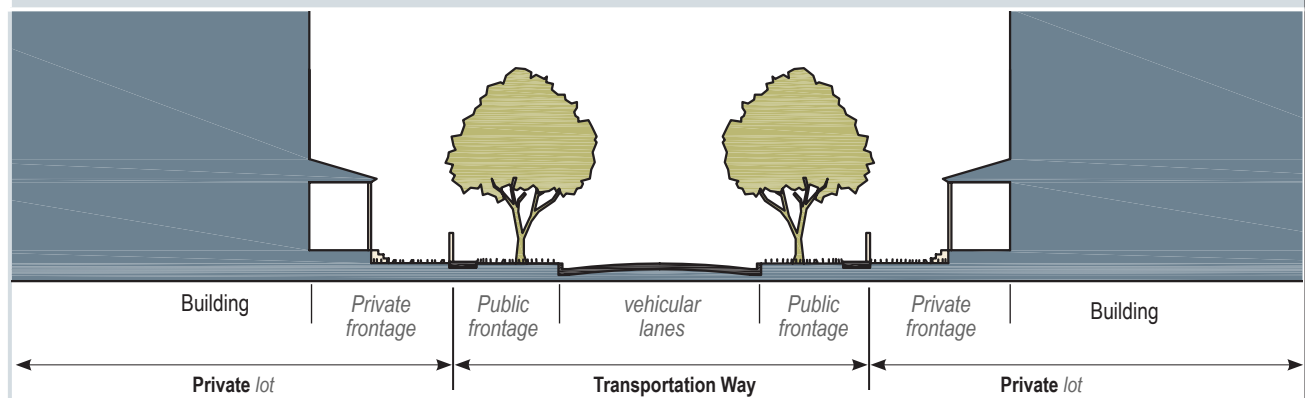
SHARED PARKING TABLE

	PEAK HOUR	M-F	M-F	M-F	Sat & Sun	Sat & Sun	Sat & Sun
USE	REQUIRED PARKING BY USE	8am - 6pm	6pm - 12am	12am - 8am	8am - 6pm	6pm - 12am	12am - 8am
RESIDENTIAL	n =	60%	100%	100%	80%	100%	100%
LODGING	n =	70%	100%	100%	70%	100%	100%
OFFICE	n =	100%	20%	5%	5%	5%	5%
RETAIL	n =	90%	80%	5%	100%	70%	5%
CIVIC (NON-CHURCH)	n =	100%	20%	5%	10%	10%	5%
CIVIC (CHURCH)	n =	20%	20%	5%	100%	50%	5%
SHARED PARKING REQUIREMENT	SUM =	SUM =	SUM =	SUM =	SUM =	SUM =	SUM =
ADJUSTED PARKING REQUIREMENT		HIGHEST SHARED PARKING REQUIREMENT USAGE =					

Note: n = Required parking by use as determined by the required parking table

TABLE 7A. DEFINITIONS ILLUSTRATED

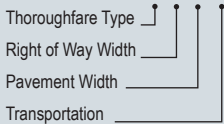
A. THOROUGHFARE AND FRONTAGES



THOROUGHFARE GUIDELINES

THOROUGHFARE ASSEMBLIES

KEY ST-57-20-BL



THOROUGHFARE TYPES

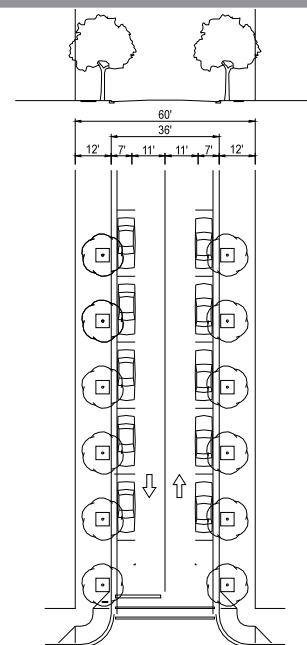
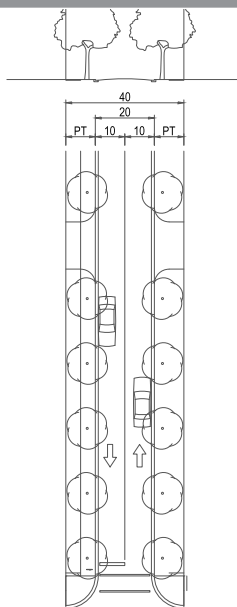
Highway:	HW
Road:	RD
Street:	ST
Drive:	DR
Avenue:	AV
Commercial Street:	CS
Boulevard:	BV
Rear Alley:	RA
Rear Lane:	RL
Path:	PT
Passage:	PS
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR

BIKEWAY TYPES

See Bicycle Module

TRANSITWAY TYPES

See Transit Module



ASSEMBLY DESIGNATION	ST-40-20	CS-60-36
Thoroughfare Type	Street	Commercial Street
Right-of-Way Width	40 feet	60 feet
Pavement Width	20 feet	36 feet
Transect Zone Assignment	T3	T4, T5, T6
PUBLIC FRONTAGE	B	F
Drainage Type	Swale	Curb
Curb Radius	10 feet	10 feet
Walkway Type	4-8 foot Path	12 foot Sidewalk
Planter Type	Swale	4 foot tree well
Landscape Type	Clustered	Trees @ 30' o.c. avg.
TRANSPORTATION WAY		
Traffic Lane Width	2 lanes @ 10 feet each (including 2 foot pan) unmarked	2 lanes @ 11 feet each
Parking Lane Width	N/A	One side @ 7 feet (including 2 foot pan) marked
Median Width	N/A	N/A
Target Speed	20 MPH	20 MPH
Pedestrian Crossing Time	5.7 seconds	10.2 seconds
BIKEWAY TYPE		See Bicycle Module
TRANSITWAY TYPE		See Transit Module
NOTES		Signalized intersections shall be outfitted with countdown displays for walk/don't walk signs. Signal timing should be calculated based on pedestrian crossing time

THOROUGHFARE ASSEMBLIES

KEY ST-57-20-BL

Thoroughfare Type
Right of Way Width
Pavement Width
Transportation

THOROUGHFARE TYPES

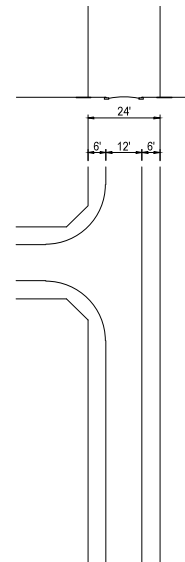
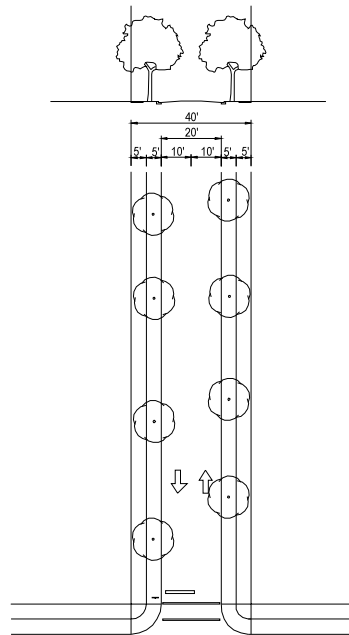
Highway: HW
Road: RD
Street: ST
Drive: DR
Avenue: AV
Commercial Street: CS
Boulevard: BV
Rear Alley: RA
Rear Lane: RL
Path: PT
Passage: PS
Bicycle Trail: BT
Bicycle Lane: BL
Bicycle Route: BR

BIKEWAY TYPES

See Bicycle Module

TRANSITWAY TYPES

See Transit Module



ASSEMBLY DESIGNATION

Thoroughfare Type

Right-of-Way Width

Pavement Width

Transect Zone Assignment

PUBLIC FRONTAGE

Drainage Type

Curb Radius

Walkway Type

Planter Type

Landscape Type

TRANSPORTATION WAY

Traffic Lane Width

Parking Lane Width

Median Width

Target Speed

Pedestrian Crossing Time

BIKEWAY TYPE

TRANSITWAY TYPE

NOTES

RD-40-20

Road

40 feet

20 feet

T3

B

Swale

10 feet

5 foot Sidewalk

5 foot

Clustered

2 lanes @ 10 feet each (including 2 foot pan) unmarked

N/A

N/A

20 MPH

5.7 seconds

See Bicycle Module

See Transit Module

RL-24-12 (Alley)

Rear Lane

24 feet

12 feet

T3, T4

N/A

swale

10 feet

N/A

N/A

N/A

2 lanes @ 6 feet unmarked

N/A

N/A

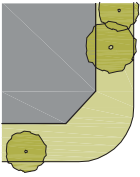
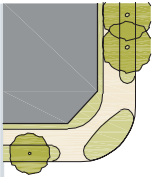
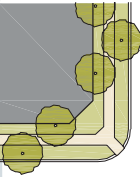
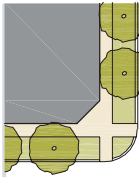
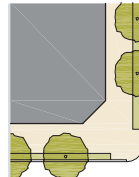
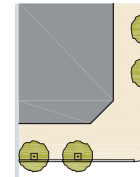
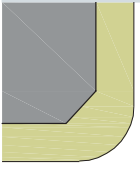
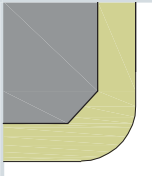
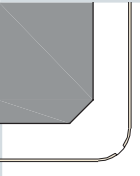
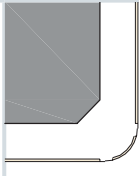
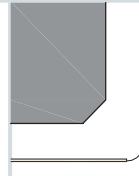
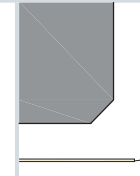
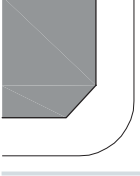
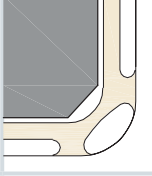
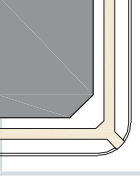
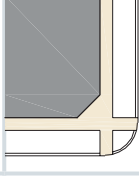
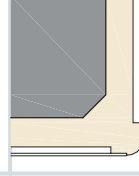
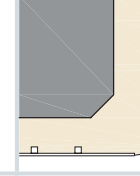
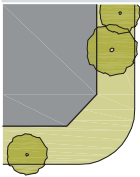
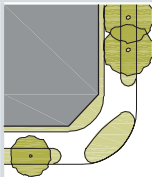
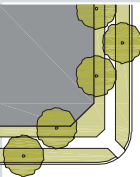
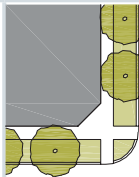

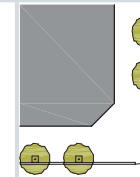
10 MPH

N/A

N/A

N/A

PUBLIC FRONTAGE ASSEMBLY TYPES

PUBLIC FRONTAGE ASSEMBLY TYPE	A	B	C	D	E	F
a. ASSEMBLY: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. DRAINAGE: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Curbing Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
c. WALKWAY: The portion of the Thoroughfare dedicated exclusively to pedestrian activity.						
Type Width	Path Optional n/a	Path 4-8 feet	Sidewalk 4-8 feet	Sidewalk 4-8 feet	Sidewalk 12-20 feet	Sidewalk 12-30 feet
d. PLANTER: The portion of the Thoroughfare accommodating street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Species	Multiple	Multiple	Alternating	Single	Single	Single
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well
Planter Width	8 feet-16 feet	8 feet-16 feet	8 feet-12 feet	8 feet-12 feet	4 feet-6 feet	4 feet-6 feet

DEFINITION OF TERMS

DEFINITIONS

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. (Syn: ancillary unit)

Affordable Housing: dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: rental or for-sale dwellings that are economically within the means 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 Path.

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

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Attic: the interior part of a building contained within a pitched roof structure.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding.

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): a dedicated lane for cycling 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 vehicular Thoroughfare.

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: the aggregate of all the building Facades on one side of a Block.

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

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

Bus Rapid Transit: a rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

By Right: characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (*Article 3, Article 4, or Article 5*) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See **Approval of the Historic Preservation Commission and Variance**.

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

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings.

Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. 7.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Corridor: a lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage: an Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

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

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system.

Density: the number of dwelling units within a standard measure of land area.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four 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.

munities and buildings based on it.

Disposition: the placement of a building on its Lot.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. 7. (Variant: **Lightwell**, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage.

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. 9.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor.

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

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

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

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in “porches Enfront the street.”

Estate House: an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. 8. (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: the exterior wall of a building that is set along a Frontage Line. See **Elevation**.

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines.

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted*, *Limited*, or *Open*, according to the intensity of the use.

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a *Regional Plan* should be based on GIS information.

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages.

Greenfield: an area that consists of open or wooded land or farmland that has not been previously developed.

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. (Variant: Grayfield.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category.

House: an Edgelyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single.)

Infill: *noun* - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. *verb* - to develop such areas.

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests.

Layer: a range of depth of a Lot within which certain elements are permitted.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. (Syn: light court.)

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See **Work-Live**. (Syn.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms.

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. See **Pedestrian Shed**.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

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

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

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

Meeting Hall: a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Approval of the Historic Preservation Commission.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

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

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

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding.

Park: a Civic Space type that is a natural preserve available for unstructured recreation.

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

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

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

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See **Frontage**.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear 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 (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has 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. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space.

Var: Extension Line.

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

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

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

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See **Special Requirements**.

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See **Rearyard Building**. (Syn: **Townhouse**)

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

Sector: a neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures.

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house.

Slip Road: an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones

where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.

Standard Pedestrian Shed: a Pedestrian Shed that is an average 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance.

Story: a habitable level within a building, excluding an Attic or raised basement.

Street (ST): a local urban Thoroughfare of low speed and capacity.

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: street-wall.)

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

Swale: a low or slightly depressed natural area for drainage.

T-zone: Transect Zone.

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 a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

Townhouse: See **Rearyard Building**. (Syn: **Rowhouse**)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height,

and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. 1.

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

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code. Variances are usually granted by the Board of Appeals in a public hearing.

Approval of the Historic Preservation Commission: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent.

Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With.)

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan**.

