

# NEIGHBORHOOD CONSERVATION CODE



A TRANSECT-BASED INFILL CODE FOR PLANNING AND ZONING

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## INTRODUCTION

### About the Neighborhood Conservation Code

The Neighborhood Conservation Code was created because many communities with walkable urban patterns are not protected by their current zoning codes. The human-scale character and safe walkability of some of our best city neighborhoods and small towns are being eroded lot by lot, by garage frontages, anti-urban setbacks, and blank walls. It is common that these frontages are actually permitted under current use-based ordinances. Many older neighborhoods were formed by a beloved small-lot pattern that cannot be replicated under current codes that mandate larger minimum lot sizes and deeper front setbacks. The Neighborhood Conservation Code provides protection for such neighborhoods.

The Neighborhood Conservation Code is based on the model SmartCode in-house Version 9.5 by DPZ & Company and the Center for Applied Transect Studies (CATS). The SmartCode is a transect-based and form-based code that incorporates Smart Growth and New Urbanism principles. The full SmartCode is a unified development ordinance for all scales of design, from regional planning on down to the building frontage. At the community scale, its zones are guided by the rural-to-urban Transect rather than separated-use zoning. These Transect Zones are thereby able to integrate a full range of environmental techniques.

The model SmartCode, like this model code, is freeware, available in editable formats from [www.transect.org](http://www.transect.org).

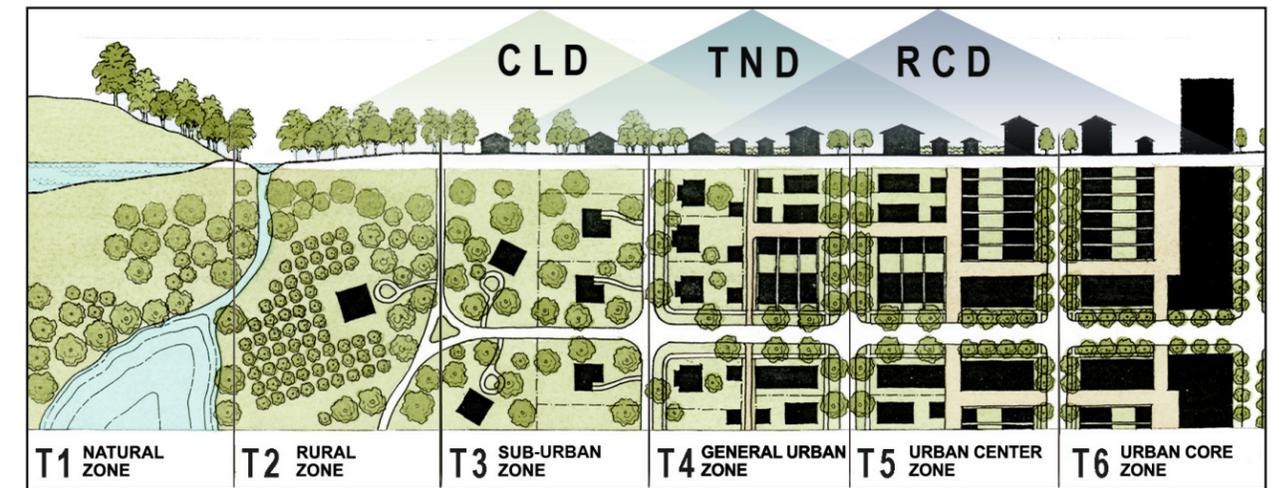
The Neighborhood Conservation Code is intended primarily for the mapping and zoning of existing urbanism. Its transect-based approach is uniquely effective in protecting and completing traditional neighborhood patterns. It may be applied to the G-4 Infill Growth Sector where a regional or municipal Sector plan has been prepared, or simply to any existing walkable neighborhoods, including walkable downtowns. Those who are familiar with the model SmartCode will note that Chapter 2 Regional Plans and Chapter 3 New Community Plans have been removed, but some portions of Chapter 3 have been formulated into a new Chapter 2 for Public Standards. This is necessary because even existing thoroughfares and civic spaces will need streetscape improvements or retrofit.

Because of the need for retrofit in many communities, a Lot and Building Retrofit table is included in the Neighborhood Conservation Code. Detailed retrofit tables for thoroughfares are available in the supplementary Sprawl Repair Module and the Bicycling Module. Numerous other supplementary Modules are available for assembling the calibrated code. Most are listed here in the Table of Contents and may be downloaded at [www.transect.org](http://www.transect.org).

The Neighborhood Conservation Code does not contain any density or parking requirements, other than Parking Location. The code's form-based standards control density, and the market controls the amount of parking.

Items to be considered for customization appear in **green text**, although other items may be customized or calibrated. The Synoptic Survey method is recommended to analyze the DNA of each neighborhood. This process identifies the particular metrics and types to be included in the final code for adoption.

### THE TRANSECT AND COMMUNITY UNITS



The full SmartCode is a unified planning ordinance that applies to three scales of regulation. The three patterns are in a nesting relationship as follows:

- A. **Regional Sectors** contain designated types of Community Units.
- B. **Community Units** contain designated ratios of Transect Zones.
- C. **Transect Zones** contain the design elements appropriate to them.

The Neighborhood Conservation Code addresses only **B** and **C**, shown in the diagram above. The Community Units are complete neighborhoods in the sense that each provides a choice of habitats, a diversity of dwelling types, and a mix of uses within a pedestrian shed (walkshed). There are no prescribed Transect Zone percentages in this code for Infill CLD, Infill TND, or Infill RCD, because pre-existing urbanism, pre-existing property rights, and market conditions affect their allocation.

However, the land area percentage ranges for new communities in the model SmartCode provide a general guide for planning balanced neighborhoods. In Version 9.2, these are as follows:

- CLD contains 50% min T1/T2, 10-30% T3, and 20-40% T4.  
(An Infill CLD need not include T1/T2, per this code.)
- TND contains 10-30% T3, 30-60% T4, and 10-30% T5.
- RCD contains 10-30% T4, 10-30% T5, and 40-80% T6.

No Special Districts and only some Civic Buildings are part of the normative Transect, but they may occupy land area to supplement these ranges to reach 100% within a Community Unit. Civic Space is correlated to its T-zone and would be included in the calculation. These are rough guidelines. Specific standards appear in the code that follows.

**Structure of the Neighborhood Conservation Code**

**Chapter 1** contains the general instructions pertaining to all other Chapters.  
**Chapter 2** prescribes standards for Thoroughfares and Civic Spaces in context with their Transect Zones. Thoroughfares consist of the Vehicular Lanes and the Public Frontage.  
**Chapter 3** prescribes the Infill requirements for areas already urbanized, including tables.  
**Chapter 4** prescribes Lot and Building standards within each Transect Zone, including tables.  
**Chapter 5** contains a Summary Table. Special District summary may be added.  
**Chapter 6** contains Definitions of terms and Definitions Illustrated.

**Responsibilities for Implementation**

The Neighborhood Conservation Code requires the preparation of plans that lay out the Community Unit and indicate lot and building placement.

- **Chapter 2 - Public Standards - Thoroughfare Plans and Civic Space Plans** are prepared on behalf of the land owner, the developer, or the Municipal Planning Department and implemented by the Public Works Department.
- **Chapter 3 - Infill Plans** are prepared by or on behalf of the Municipal Planning Department.
- **Chapter 4 - Lot & Building Plans** are prepared on behalf of a builder or property owner.

**Calibrating the Code**

This model code must be calibrated for local character and metrics. Calibration should be done in the context of a public charrette with the advice of urban designers, architects, landscape architects, planners, civil engineers and land use attorneys familiar with transect-based codes. A calibrator’s SmartCode Manual is available at [www.newurbannews.com](http://www.newurbannews.com).

**Conditions of Use**

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Modules are available at [www.transect.org](http://www.transect.org)

**1.1 AUTHORITY**

- 1.1.1 The action of the Municipality, State in the adoption of this Code is authorized under the Charter of the Municipality, Section X and Local and State Statutes, Section X.
- 1.1.2 This Code was 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 to promote the health, safety and general welfare of the \_\_\_\_\_ of \_\_\_\_\_, State and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.4 This Code was adopted and may be amended by vote of the Planning Commission and Legislative Body.

**1.2 APPLICABILITY**

- 1.2.1 Provisions of this Code are activated by “shall” when required; “should” when recommended; and “may” when optional.
- 1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes.
- 1.2.3 The existing \_\_\_\_\_ of \_\_\_\_\_, State Zoning Ordinances and the \_\_\_\_\_ of \_\_\_\_\_, State Subdivision Ordinances (the “Existing Local Codes”) shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout this Code may be defined in Chapter 6 Definitions of Terms, as are many non-capitalized terms. Chapter 6 contains regulatory language that is integral to this Code. Those terms not defined in Chapter 6 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.
- 1.2.5 The metrics of the text standards and tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines.
- 1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

**1.3 INTENT**

The intent and purpose of this Code is to enable, encourage and qualify the implementation of the following policies:

**1.3.1 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 pattern of Infill CLD, Infill TND or Infill RCD and be integrated with the existing urban pattern.

- d. That development non-contiguous to urban areas should be organized in the pattern of CLD, TND, or RCD as regulated in the model SmartCode.
- 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.

**1.3.2 THE COMMUNITY**

- a. That neighborhoods, including downtowns, should be compact, pedestrian-oriented and mixed use.
- b. That complete neighborhoods, including complete downtowns, should be the preferred pattern of development, and that districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building densities and land uses should be provided within walking distance of transit stops.
- g. That civic, institutional, and commercial activity should be embedded in neighborhoods, including 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, including downtowns.

**1.3.3 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 areas.
- 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 as 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 by the use of this Code and its successional elements.

1.3.4 THE TRANSECT

- a. That communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- b. That the Transect Zone descriptions on Table 1A shall constitute the Intent of this Code with regard to the general character of each of these environments.

1.4 PROCESS

- 1.4.1 The geographic locations and the standards for the Transect Zones shall be determined as set forth in Table 1A, Chapter 2, Chapter 3 and Chapter 4 through a process of public consultation with approval by the Legislative Body. Once these determinations have been incorporated into this Code and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without further recourse to public consultation.

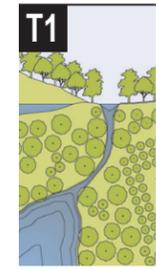
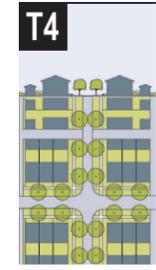
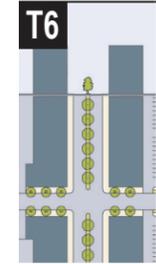
1.5 WARRANTS AND VARIANCES

- 1.5.1 There shall be two types of deviations from the requirements of this Code: a administrative Warrant and a Variance. Elements available for Warrants are marked as such in this Code and shall be processed administratively by the Local Review Committee.
- 1.5.2 A Warrant shall be granted only when justified by Intent as set forth in Section 1.3.
- 1.5.3 A Variance shall be granted only in accordance with \_\_\_\_Statutes, \_\_\_\_, as amended.

1.6 SUCCESSION

- 1.6.1 Twenty years after the approval of a Regulating Plan, each Transect Zone, except the T1 Natural Zone, T2 Rural Zone and T6 Urban Core Zone, shall be automatically rezoned to the successional (next higher) Transect Zone, unless denied in public hearing by the Legislative Body.

TABLE 1A: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone, as part of the Intent Section 1.3. The T-zones are intended for mapping within Community Units, with the exception of T-2 and T-1, which may occur inside or outside Community Units.

	<p><b>T1 NATURAL</b> T-1 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>General Character:</b> natural landscape with some agricultural use  <b>Building Placement:</b> n/a  <b>Frontage Types:</b> n/a  <b>Typical Building Height:</b> n/a  <b>Civic Space Types:</b> parks, greenways  <b>Thoroughfare Types:</b> rural roads, highways, parkways, bikeways</p>
	<p><b>T2 RURAL</b> T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.</p>	<p><b>General Character:</b> primarily agricultural with woodland &amp; wetland and scattered buildings  <b>Building Placement:</b> variable setbacks  <b>Frontage Types:</b> n/a  <b>Typical Building Height:</b> 1- to 2-story  <b>Civic Space Types:</b> parks, greenways  <b>Thoroughfare Types:</b> roads, bikeways</p>
	<p><b>T3 SUB-URBAN</b> T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are permitted. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p><b>General Character:</b> landscaped yards surrounding detached houses; pedestrians occasionally  <b>Building Placement:</b> deep and variable front and side yard setbacks  <b>Frontage Types:</b> porches, fences, naturalistic tree planting  <b>Typical Building Height:</b> 1- to 2-story with some 3-story  <b>Civic Space Types:</b> parks, greens, greenways, playgrounds  <b>Thoroughfare Types:</b> roads, streets, avenues, bikeways</p>
	<p><b>T4 GENERAL URBAN</b> T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>	<p><b>General Character:</b> mix of houses, townhouses &amp; small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians  <b>Building Placement:</b> shallow to medium front and side yard setbacks  <b>Frontage Types:</b> porches, fences, dooryards  <b>Typical Building Height:</b> 2- to 3-story with a few taller apartment buildings  <b>Civic Space Types:</b> squares and greens, pocket parks, playgrounds  <b>Thoroughfare Types:</b> streets, avenues, boulevards, bikeways</p>
	<p><b>T-5 URBAN CENTER</b> T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p><b>General Character:</b> Shops with apartments and office above; townhouses, larger apartment houses, live-works, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity, frequent retail frontages  <b>Building Placement:</b> shallow setbacks or none; buildings oriented to street defining a street wall  <b>Frontage Types:</b> stoops, shopfronts, galleries  <b>Typical Building Height:</b> 2- to 5-story with some variation  <b>Civic Space Types:</b> plazas and squares, pocket parks, playgrounds  <b>Thoroughfare Types:</b> streets, commercial streets, avenues, boulevards, bikeways</p>
	<p><b>T-6 URBAN CORE</b> T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.</p>	<p><b>General Character:</b> medium to high-density mixed use buildings, entertainment, civic and cultural uses. Attached buildings forming continuous street wall; trees within public right-of-way; highest pedestrian and transit activity  <b>Building Placement:</b> shallow setbacks or none; buildings oriented to street, defining a street wall  <b>Frontage Types:</b> stoops, dooryards, forecourts, shopfronts, galleries and arcades  <b>Typical Building Height:</b> 4-plus story with a few shorter buildings  <b>Civic Space Types:</b> plazas and squares, pocket parks, playgrounds  <b>Thoroughfare Types:</b> streets, commercial streets, avenues, boulevards, bikeways</p>

**2.1 INSTRUCTIONS**

- 2.1.1 Thoroughfares are intended for use by vehicular, bicycle and pedestrian traffic and to provide access to lots and Civic Spaces. Thoroughfares shall generally consist of Vehicular Lanes and Public Frontages.
- 2.1.2 Civic Spaces are intended primarily for use by pedestrians and bicyclists.
- 2.1.2 Thoroughfares and Civic Spaces shall be designed in context with the physical form of their Transect Zones. Thoroughfares shall be designed for the target speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another should be adjusted 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. See Table 2C.
- 2.1.3 Within the more urban zones (T3, T4, T5, T6), pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- 2.1.4 All Thoroughfares shall terminate at other Thoroughfares, forming a network. Cul-de-sacs shall be subject to approval by Warrant to accommodate specific site conditions only.
- 2.1.5 Each lot shall enfront a vehicular Thoroughfare or Civic Space, except that 20% of the lots within each Transect Zone may enfront a Passage.
- 2.1.6 Designated B Streets may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Section 4.3.1a.
- 2.1.7 Standards for Paths and Bikeways shall be approved by Warrant.
- 2.1.8 Standards for Thoroughfares and Civic Spaces within Special Districts shall be determined by Variance.
- 2.1.9 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.
- 2.1.10 Rear Lanes may be paved lightly to driveway standards. Their streetscapes shall consist of gravel or landscaped edges, have no raised curb, and be drained by percolation.

**2.2 THOROUGHFARES - VEHICULAR LANES****2.2.1 GENERAL To ALL ZONES T1, T2, T3, T4, T5, T6**

- Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 2C.
- A Bikeway network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should be provided throughout the community. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.
- Retrofit of existing lanes may be accomplished by restriping, changing one-way thoroughfares to two-way, reducing curb radii, adding onstreet parking, changing parallel parking to diagonal, and/or removing pavement width by adding bioretention areas.

**2.3 THOROUGHFARES - PUBLIC FRONTAGES****2.3.1 GENERAL To ALL ZONES T1, T2, T3, T4, T5, T6**

- The Public Frontage contributes to the character of the Transect Zone, and includes the types of sidewalks, curbs, planters, bikeways, and street trees.

- Public Frontages should be designed as shown in Table 2C and Table 2D and allocated within Transect Zones as specified in Table 5A.
- Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 2C, Table 2D, Table 2G and Table 2H. The spacing may be adjusted by Warrant to accommodate specific site conditions.
- Retrofit of existing thoroughfares may be accomplished in the Public Frontage by widening sidewalks, adding trees, and/or adding bioretention areas as medians or planting strips. See Table 2G Thoroughfare Assemblies.

**2.3.2 SPECIFIC To ZONES T1, T2, T3**

- The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory.
- The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance, and depressed planting areas that can provide rainwater infiltration.

**2.3.3 SPECIFIC To ZONES T4, T5, T6**

- The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

**2.3.4 SPECIFIC To ZONE T4**

- The Public Frontage 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 at least one story.
- Planting strips or medians, where provided, shall be depressed to facilitate rainwater infiltration.

**2.3.5 SPECIFIC To ZONES T5, T6**

- The Public Frontage shall include trees planted in a regularly-spaced allee pattern of single species with shade canopies of a height that, at maturity, clears at least one story. At retail frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.
- Streets with a right-of-way width of 40 feet or less shall be exempt from the tree requirement.

**2.4 CIVIC ZONES****2.4.1 GENERAL**

- Civic Zones dedicated for public use shall be required for each Community Unit and designated on the Infill Plan as Civic Space (CS), Civic Building (CB), or more generally Civic Zone (CZ).
- A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 3.5.

**2.4.2 CIVIC SPACE (CS) SPECIFIC TO T3-T6 ZONES**

- Each Pedestrian Shed shall assign at least 5% of its urbanized area to Civic Space, including existing Civic Space.
- Any new Civic Spaces shall be designed as generally described in Table 13.
- Those portions of the T1 Natural Zone available for public use that occur within a Community Unit shall be part of its Civic Space allocation and **should** conform to the Civic Space types specified in Table Xa or Xb.
- Each Pedestrian Shed **should** contain at least one Main Civic Space. The Main Civic Space **should** be within 800 feet of the geographic center of each Pedestrian

Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Table 13b, 13c, or 13d.

- e. Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided. Any new playgrounds shall conform to Table Xe.
- f. Each Civic Space **should** have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for playgrounds.
- g. Any new Civic Spaces smaller than one (1) acre shall not be proportioned narrower than 1:4.

**2.5 SPECIAL DISTRICTS**

- 2.5.1 Special District designations shall be assigned to areas that, by their intrinsic size, function, or form, cannot conform to the requirements of any Transect Zone or combination of zones.
- 2.5.2 Conditions of development for Special Districts shall be determined in public hearing of the **Legislative Body**.

**TABLE 2A. VEHICULAR LANE DIMENSIONS NEIGHBORHOOD CONSERVATION CODE**

**TABLE 2A: Vehicular Lane Dimensions.** This table assigns lane widths to Transect Zones. Target speed should be the determinant for pedestrian and multi-modal safety. 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.

TARGET 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	■	■			■	■

- BY RIGHT
- BY WARRANT

TARGET 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					■	■

TARGET 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	■	■			□	□

(See Table 6A)

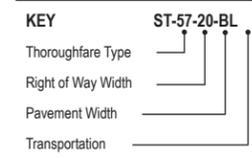
**TABLE 2B. VEHICULAR LANE & PARKING ASSEMBLIES**

**TABLE 2B: Vehicular Lane/Parking Assemblies.** Projected target speeds determine the dimensions of the vehicular lanes and turning radii assembled for thoroughfares.

	ONE WAY MOVEMENT					TWO WAY MOVEMENT					
<b>a. NO PARKING</b>	T1	T2	T3	T1	T2	T3	T1	T2	T1	T2	
Design ADT	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		
Target Speed	20 - 30 MPH		Below 20 MPH		20-25 MPH		35 MPH and above		35 MPH and above		
<b>b. YIELD PARKING</b>	T3	T4				T3	T4				
Design ADT	1,000 VPD				1,000 VPD						
Pedestrian Crossing	5 Seconds				7 Seconds						
Target Speed	Below 20 MPH				Below 20 MPH						
<b>c. PARKING ONE SIDE PARALLEL</b>	T3	T4	T3	T4	T5	T4	T5	T6	T5	T6	
Design ADT	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		
Target Speed	20-30 MPH		20-30 MPH		25-30 MPH		25-30 MPH		25-30 MPH		
<b>d. PARKING BOTH SIDES PARALLEL</b>	T4	T4	T5	T6	T4	T5	T6	T5	T6	T5	T6
Design ADT	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		
Target Speed	Below 20 MPH		25-30 MPH		25-30 MPH		25-30 MPH		35 MPH and above		
<b>e. PARKING BOTH SIDES DIAGONAL</b>	T5	T6	T5	T6	T5	T6	T5	T6	T5	T6	
Design ADT	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		
Target Speed	Below 20 MPH		20-25 MPH		20-25 MPH		25-30 MPH		25-30 MPH		
<b>f. DRIVEWAYS</b>					T3	T4	T5	T6			
Pedestrian Crossing					3 Seconds		6 Seconds				

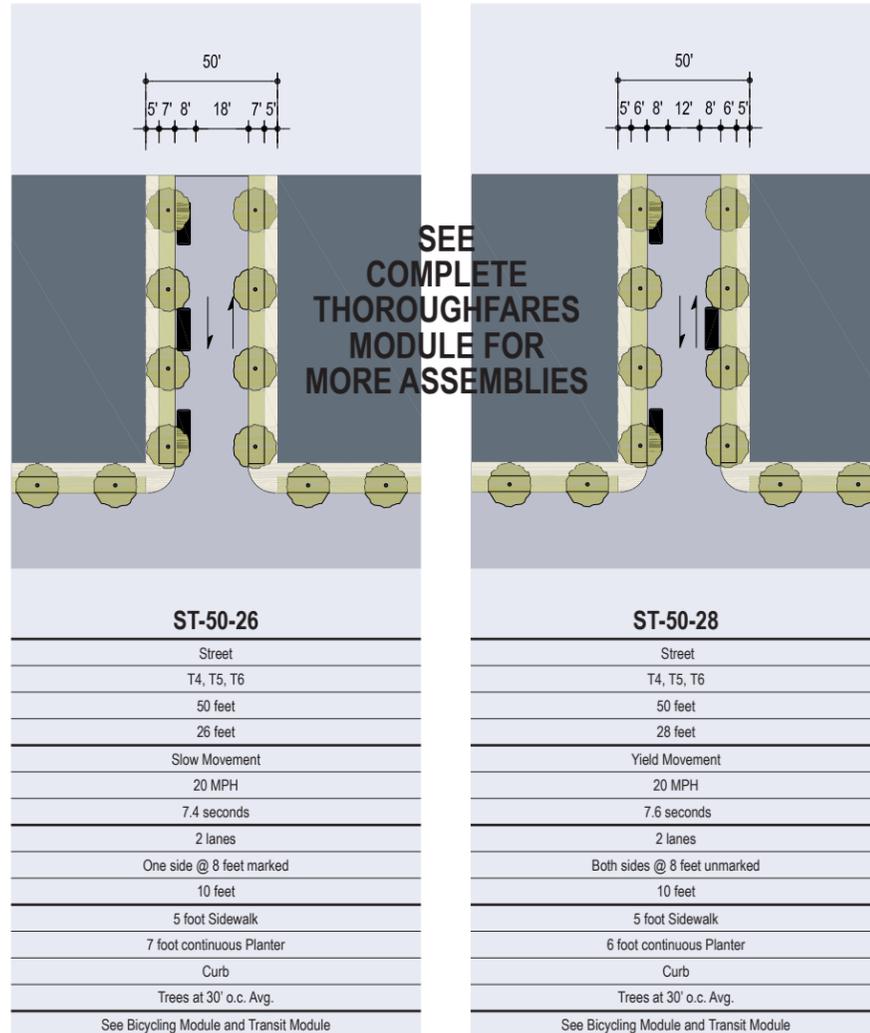


**TABLE 2E: Thoroughfare Assemblies.** Thoroughfares are assembled using this template from the elements that appear in Tables 2A and 2B and incorporate the Public Frontages of Table 2C. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



**THOROUGHFARE TYPES**

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



**TABLE 2F: Civic Space.** This table indicates the general character of public open space appropriate for each Transect Zone and some basic standards.

<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, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal greenways, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be considered for Warrant as Special Districts in all zones.</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 1/2 acre and the maximum shall be 8 acres.</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 should be located at the intersection of important thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</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 <b>should</b> be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>	
<p><b>e. Playground:</b> An open space designed and equipped for the recreation of children. A playground <b>should</b> 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>	



**3.1 INSTRUCTIONS**

- 3.1.2 Infill Plans shall map for planning purposes and **should** regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 3.2. The **Planning Office** shall determine a Community Unit type based on existing conditions and intended evolution in the plan area.
- 3.1.3 Infill Plans shall include one or more Regulating Plans or Zoning Maps showing the following:
- The outline(s) of the Pedestrian Shed(s) and the boundaries of the Community Unit(s)
  - Transect Zones and any Civic Zones within each Pedestrian Shed, assigned according to an analysis of existing conditions and future needs
  - a Thoroughfare network, existing or planned
  - any Special Districts
  - any Special Requirements (see Section 4.3)
  - a record of any Warrants or Variances.
- 3.1.4 Within any area subject to an approved Infill Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit Lot and Building Plans under Chapter 4 of this Code. **Lot and Building Plans requiring no Variances shall be approved administratively.**

**3.2 COMMUNITY UNITS**

- 3.2.1 Infill Plans shall encompass one or more of the following Community Unit types. The edges of the Community Unit should blend into adjacent neighborhoods without buffers. An area smaller than the applicable Pedestrian Shed for the Community Unit may be regulated under this Code. Minimum acreage for each Community Unit shall be determined by the Planning Office. **No Pedestrian Shed shall assign more than 50% of its area to the T-3 Zone.**
- 3.2.2 **INFILL CLD (CLUSTERED LAND DEVELOPMENT)**
- An Infill CLD consists of the T-3 Zone and the T-4 Zone, or the T-4 Zone alone. Infill CLDs are predominantly residential with small mixed-use centers. An Infill CLD shall be planned as part of a Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, that includes one or more higher T-zones. The T-1 Zone and T-2 Zone are optional.
- 3.2.3 **INFILL TND (TRADITIONAL NEIGHBORHOOD DEVELOPMENT)**
- An Infill TND consists of the T-3 Zone, T-4 Zone, and T-5 Zone or just the T-4 Zone and T-5 Zone. Infill TND **should** be assigned to neighborhoods that are predominantly residential with one or more mixed use corridors or centers. An Infill TND shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more important mixed use corridors or centers. The T-1 Zone and T-2 Zone are optional.
- 3.2.4 **INFILL RCD (REGIONAL CENTER DEVELOPMENT)**
- An Infill RCD consists of the T-4 Zone, T-5 Zone, and T-6 Zone. Infill RCD **should** be assigned to downtown neighborhoods that include significant office and retail uses as well as government and other civic institutions of regional importance. An Infill RCD shall be mapped as at least one complete Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more important mixed use corridors or centers.

**3.2.5 INFILL TOD (TRANSIT ORIENTED DEVELOPMENT)**

- Any Infill TND or Infill RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD. This Community Unit may be upzoned 30% by evolution to the next higher T-zones, or, in the case of the T6 zone, by adding **30%** more stories.
- The use of a TOD overlay shall be approved by Variance.

**3.3 TRANSECT ZONES**

- 3.3.1 Transect Zone standards for Infill Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the **Legislative Body**. Metrics shall be recorded on Table 5A.

**3.4 CIVIC ZONES****3.4.1 GENERAL**

- Infill Plans should designate existing and planned Civic Space Zones (CS) and Civic Building Zones (CB).
- Within 800 feet of every lot in residential use, a Civic Space designed and equipped as a playground shall be provided. Any new playgrounds shall conform to Table 2F.

**3.4.3 CIVIC BUILDINGS (CB)**

- Civic Buildings shall be permitted by Warrant on Civic Zones reserved in the Infill Plan.

**3.4.4 CIVIC BUILDINGS (CB) SPECIFIC TO ZONES T3, T4, T5, T6**

- Existing Civic Buildings in the plan area shall be inventoried and mapped as part of the Infill Plan. If there is no Meeting Hall or Third Place in proximity to the Main Civic Space of each Pedestrian Shed, a Civic Zone for it **should** be reserved. Its corresponding Public Frontage **should** be equipped with a shelter and bench for a transit stop.
- One Civic Building lot within each Pedestrian Shed **should** be reserved for an elementary school.
- One Civic Building lot suitable for a childcare building **shall** be reserved within each Pedestrian Shed.
- Civic Building sites **should** not occupy more than 20% of the area of each Pedestrian Shed.
- Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.

**3.5 SPECIAL DISTRICTS**

- 3.5.1 Areas that, by their size, function or form, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts by the Planning Office in the process of preparing an Infill Plan. Conditions of development for Special Districts shall be determined in public hearing of the Legislative Body.

**4.1 INSTRUCTIONS**

- 4.1.1 Lots and buildings located within an Infill Community Plan governed by this Code and previously approved by the [Legislative Body](#) shall be subject to the requirements of this Chapter.
- 4.1.2 Owners and developers may have the design plans required under this Chapter prepared on their behalf. Such plans require administrative approval [by the Local Review Committee](#).
- 4.1.3 Building and site plans submitted under this Chapter shall show the following, in compliance with the standards described in this Chapter:
- a. For preliminary site and building approval:
    - Building Placement
    - Building Form
    - Building Function
    - Parking Location Standards
  - b. For final approval, in addition to the above:
    - Landscape Standards
    - Signage Standards
    - Special Requirements, if any
    - Supplementary Modules, if any
- 4.1.4 Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.
- 4.1.5 Civic Buildings shall not be subject to the requirements of this Chapter. The particulars of their design shall be determined by Warrant.

**4.2 NON-CONFORMING PROPERTIES**

- 4.2.1 Existing buildings and appurtenances 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 [Local Review Committee](#) shall determine the provisions of this section that shall apply.
- 4.2.2 [Lots existing at \[time of adoption\] shall not be considered non-conforming with regard to lot width.](#)
- 4.2.3 [Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated may meet the standards of the code under which they were originally permitted.](#)
- 4.2.4 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.
- 4.2.5 Where buildings exist on adjacent lots, the [Local Review Committee](#) may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.
- 4.2.6 Any addition to or modification of a Building of Value that has been designated as such by the [Local Preservation Organization](#), or to a building actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the [Local Preservation Organization](#).
- 4.2.7 The restoration or rehabilitation of an existing building that does not result in a Substantial Modification shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing.
- 4.2.8 [All signage, awnings and landscaping must be brought up to the standards of this Code within seven \(7\) years.](#)

**4.3 SPECIAL REQUIREMENTS**

- 4.3.1 To the extent that a Regulating Plan for either a New Community Plan or an Infill Community Plan designates any of the following Special Requirements, standards shall be applied as follows:
- a. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards.
  - b. a Mandatory or Recommended Retail Frontage designation requires or advises that a building provide a Shopfront at sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and may be shaded by an awning overlapping the sidewalk as generally illustrated in Table 4C. [Knee walls shall be no more than \\_\\_\\_ feet high.](#)
  - c. a Mandatory or Recommended Gallery Frontage designation requires or advises that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns, as generally illustrated in Table 4C. A Gallery Frontage may be combined with a Retail Frontage.
  - d. a Mandatory or Recommended Arcade Frontage designation requires or advises that a building overlap the sidewalk such that the first floor facade is a colonnade (as generally illustrated in Table 4B and Table 4C). The Arcade Frontage may be combined with a Retail Frontage.
  - e. a Mandatory or Recommended Coordinated Frontage designation requires or advises that the Public Frontage and Private Frontage be coordinated as a single, coherent landscape and paving design.
  - f. a Mandatory or Recommended Terminated Vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the [Local Review Committee](#).
  - g. a Cross Block Passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.
  - h. a Building of Value designation requires that the building or structure may be altered or demolished only in accordance with [Municipal Preservation Standards and Protocols](#).

**4.4 BUILDING PLACEMENT**

- 4.4.1 **SPECIFIC TO ZONE T2**
- a. Building Placement shall be determined by Warrant.
- 4.4.2 **SPECIFIC TO ZONES T3, T4, T5, T6**
- a. Newly platted lots shall be dimensioned according to Table 5A.
  - b. Building Placement types shall be as shown in Table 4A.
  - c. Buildings shall be disposed in relation to the boundaries of their lots according to Table 5A and Table 6A.
  - d. One Principal Building at the frontage, and one outbuilding to the rear of the Principal Building, may be built on each lot as shown in Table 6A.
  - e. Lot coverage by building footprint shall not exceed that recorded in Table 5A.
  - f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the frontage width within the front setback range, as specified as Frontage Buildout on Table 5A.

- g. Setbacks for Principal Buildings shall be as shown in Table 5A. In the case of a single infill lot, setbacks shall match one of the existing adjacent setbacks if it conforms to the range provided for its Transect Zone. Setbacks may otherwise be adjusted by Warrant.
- h. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear setback shall be as shown in Table 5A.
- i. To accommodate slopes over ten percent, relief from front setback requirements is available by Warrant.

#### 4.4.3 SPECIFIC TO ZONES T5, T6

- a. The Principal Entrance shall be on a frontage line.

### 4.5 BUILDING FORM

#### 4.5.1 GENERAL TO ZONES T2, T3, T4, T5, T6

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 4C and Table 5A.
- b. Buildings on corner lots shall have two Private Frontages as shown in Table 6A. Prescriptions for the second and third layers pertain only to the Principal Frontage. Prescriptions for the first layer pertain to both frontages.
- c. Residential buildings shall have a habitable room and window facing the Principal Frontage.
- d. Building heights, setbacks, and extension lines shall conform to Table 4B.
- e. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.
- f. In a parking structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.
- g. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

#### 4.5.2 SPECIFIC TO ZONES T2, T3, T4, T5

- a. The habitable area of an Accessory Unit within a Principal Building or an Outbuilding shall not exceed 440 square feet, excluding the parking area.

#### 4.5.3 SPECIFIC TO ZONE T3

- a. No portion of the Private Frontage may encroach the sidewalk.
- b. Open porches may encroach the first layer 50% of its depth.
- c. Balconies and bay windows may encroach the first layer 25% of its depth except that balconies on porch roofs may encroach as does the porch.

#### 4.5.4 SPECIFIC TO ZONE T4

- a. Balconies, open porches and bay windows may encroach the first layer 100% of its depth.

#### 4.5.5 SPECIFIC TO ZONES T5, T6

- a. Awnings, Arcades, and Galleries shall be a minimum of 3' deep. They may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 8 feet.

- b. Stoops, Lightwells, balconies, bay windows, and terraces may encroach the first layer 100% of its depth. Stoops, balconies, and bay windows may encroach the Public Frontage by Warrant.
- c. Loading docks and service areas shall be permitted on frontages only by Warrant.
- d. In the absence of a building facade along any part of a frontage line, a streetscreen shall be built co-planar with the facade.
- e. Streetscreens shall be between 3.5 and 8 feet in height. The streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- f. A first level residential or lodging function may be raised from average sidewalk grade if fully accessible from another entrance. If at grade, the building should be set back from the sidewalk for privacy.
- g. Corner buildings should be chamfered and supplied with Shopfronts on the ground floor.

### 4.6 BUILDING FUNCTION

#### 4.6.1 GENERAL TO ZONES T2, T3, T4, T5, T6

- a. Buildings in each Transect Zone shall conform to the functions on Table 4E, Table 4F and Table 5A. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 4F.

#### 4.6.2 SPECIFIC TO ZONES T2, T3

- a. Accessory functions of Restricted Lodging or Restricted Office shall be permitted within an Accessory Building. See Table 4E.

#### 4.6.3 SPECIFIC TO ZONES T4, T5

- a. Accessory functions of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 4E.

#### 4.6.4 SPECIFIC TO ZONES T5, T6

- a. First story commercial functions shall be permitted.
- b. Manufacturing may be permitted by Warrant.

### 4.7 PARKING LOCATION STANDARDS

#### 4.7.1 GENERAL TO ZONES T3, T4, T5, T6

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Infill Plan.
- b. Open parking areas shall be masked from the frontage by a building or streetscreen.
- c. For buildings on B-Grids, open parking areas may be permitted unmasked on the frontage by Warrant, except for corner lots at intersections with the A-Grid.

#### 4.7.2 SPECIFIC TO ZONE T3

- a. Open parking areas shall be located at the second and third lot layers, except that driveways may be located at the first lot layer.
- b. Garages shall be located at the third lot layer. See Table 6A.

#### 4.7.3 SPECIFIC TO ZONES T3, T4

- a. Driveways at frontages shall be no wider than 10 feet in the first layer, excepting a 12-foot apron no more than three feet deep.

#### 4.7.5 SPECIFIC TO ZONES T4, T5, T6

- a. All parking lots, garages, and parking structures shall be located at the third layer.

- b. Two-way vehicular entrances to parking lots, garages, and parking structures shall be no wider than 24 feet at the frontage. One-way entrances shall be no wider than 12 feet at the frontage.
- c. Pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- d. Parking structures on the A-Grid shall have liner buildings lining the first and second stories.
- e. A minimum of one bicycle rack place shall be provided within the Public Frontage or Private Frontage for every ten vehicular parking spaces.

**4.8 LANDSCAPE STANDARDS**

**4.8.1 SPECIFIC TO ZONES T3, T4**

- a. The first layer may not be paved, with the exception of driveways as specified in Section 4.7.3.
- b. Trees may be of single or multiple species appropriate for the bioregion.

**4.8.2 SPECIFIC TO ZONE T3**

- a. A minimum of two trees shall be planted within the first layer for each 30 feet of Frontage Line or portion thereof.
- b. Turfgrass shall be permitted only by Warrant.

**4.8.3 SPECIFIC TO ZONE T4**

- a. Where front setbacks are 12 feet or greater, a minimum of one tree shall be planted within the first layer for each 30 feet of Frontage Line or portion thereof.

**4.9 SIGNAGE STANDARDS**

**4.9.1 GENERAL TO ZONES T3, T4, T5, T6**

- a. There shall be no signage permitted additional to that specified in this section.
- b. The address number shall be no more than 6 inches high and shall be attached to the building in proximity to the Principal Entrance or at a mailbox.

**4.9.2 SPECIFIC TO ZONES T3**

- a. Signage shall not be illuminated.

**4.9.3 SPECIFIC TO ZONES T4, T5, T6**

- a. Illuminated signage shall be externally illuminated only, except that signage within shopfront glazing may be neon lit.

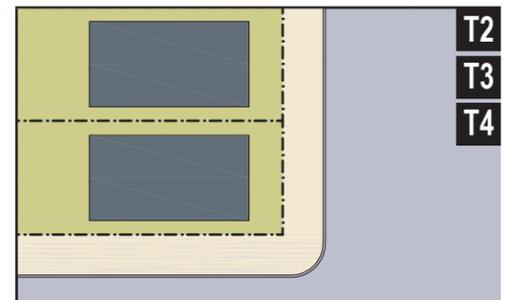
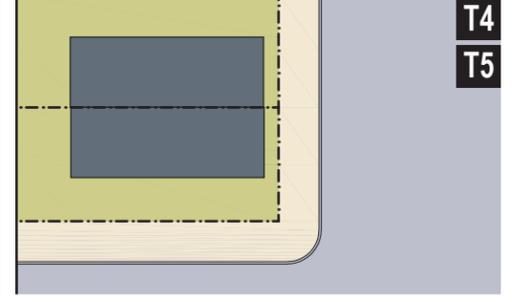
**4.9.4 SPECIFIC TO ZONES T3, T4**

- a. One blade sign for each business may be permanently installed perpendicular to the facade within the first layer. Such a sign shall not exceed 4 square feet and shall clear 8 feet above the sidewalk.
- b. One single- or double-post yard sign for each business may be permitted by Warrant, provided it is set back at least 6 feet from the Frontage Line, does not exceed 6 square feet excluding posts, and does not exceed 6 feet high measured from the yard at the post location.

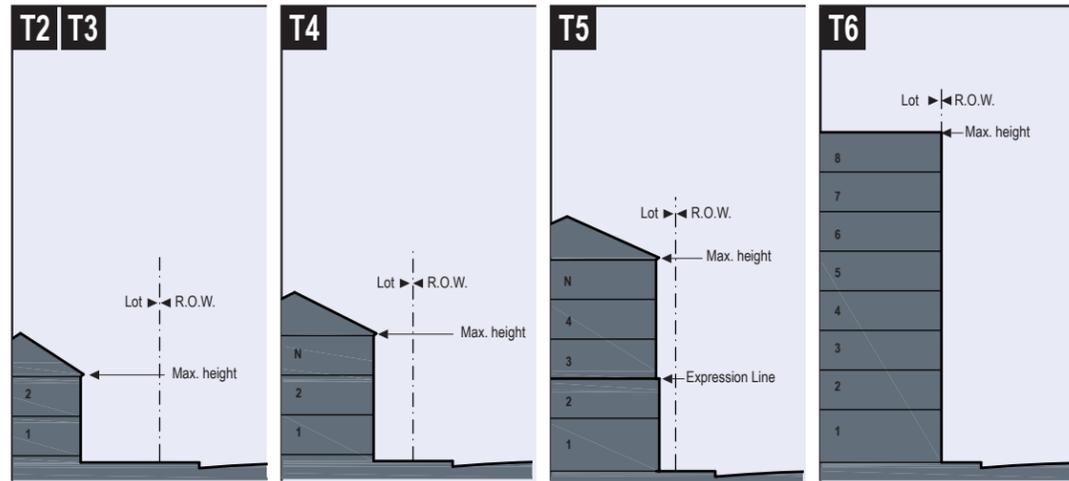
**4.9.5 SPECIFIC TO ZONES T5, T6**

- a. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear 8 feet above the sidewalk.
- b. A single external permanent sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

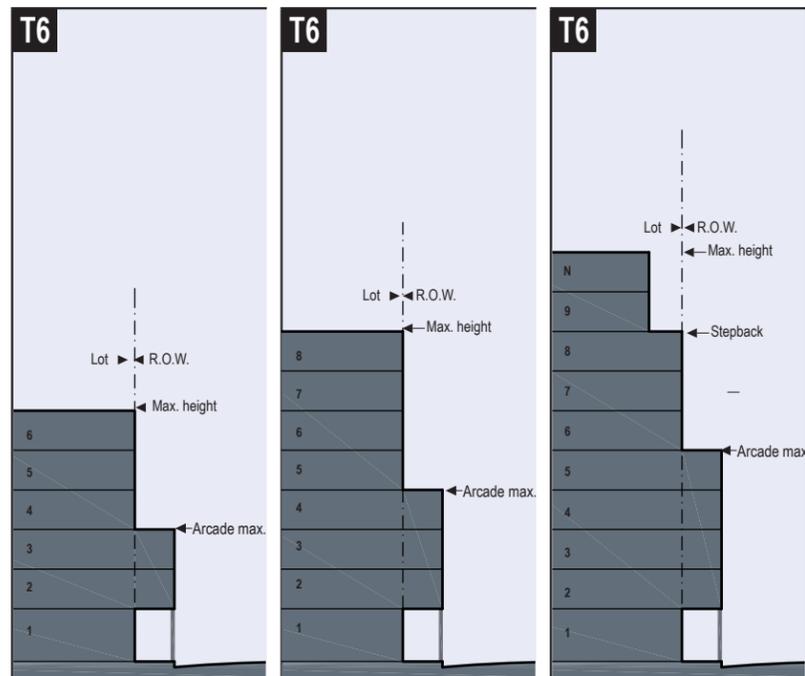
**TABLE 4A: Building Placement.** This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

<p><b>a. Edgeyard:</b> Specific types - single family house, detached dwelling, cottage, villa, estate house, urban villa. 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>T2 T3 T4</p>
<p><b>b. Sideyard:</b> Specific types - Charleston single house, zero lot line house. A building that occupies one side of the lot with the setback to the other side. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank side 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. Sideyard (variant):</b> Specific types - double house, twin, duplex. If a Sideyard house abuts a neighboring Sideyard house, the type is known as a twin or double house. Energy costs, and sometimes noise, are reduced by sharing a party wall.</p>	 <p>T4 T5</p>
<p><b>d. Rearyard:</b> Specific types - townhouse, rowhouse, live-work unit, loft building, apartment house, mixed use block, flex building, perimeter block. 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>T4 T5 T6</p>
<p><b>e. Courtyard:</b> Specific types - courtyard house, courtyard apartment building, patio house. 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>T4 T5 T6</p>

**TABLE 4B: Building Form - Height.** This table shows the configurations for different building heights for each Transect Zone. It must be modified to show actual calibrated heights for local conditions. Recess Lines and Expression Lines should occur on higher buildings as shown. N = maximum height as specified in Table 5A.



**Stepbacks/Arcade Heights.** The diagrams below show Arcade frontages. Diagrams above apply to all other frontages.



**TABLE 4C: Private Frontages.** The Private Frontage is the area between the building facades and the lot lines.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE   R.O.W. PUBLIC FRONTAGE
<p><b>a. Common Yard:</b> a planted 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>		T3
<p><b>b. Porch &amp; Fence:</b> a planted frontage wherein the facade is set back from the Frontage Line with an attached porch permitted to encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.</p>		T3 T4
<p><b>c. Terrace or Lightwell:</b> a frontage wherein the facade is set back from the Frontage Line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>		T4 T5
<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>		T4 T5 T6
<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>		T4 T5 T6
<p><b>f. Shopfront:</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 may have an awning that may overlap the sidewalk to within 2 feet of the curb. Awnings shall be no less than 3 feet deep. Syn: Retail Frontage.</p>		T4 T5 T6
<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 should overlap the sidewalk to within 2 feet of the curb.</p>		T4 T5 T6
<p><b>h. Arcade:</b> a colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at or behind the Frontage Line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and should overlap the sidewalk to within 2 feet of the curb. See Table 4B.</p>		T5 T6

TABLE 4D: Lot and Building Retrofit. This table provides descriptions of the necessary tools to change sprawl building types into neighborhood building types that comport with this Code.

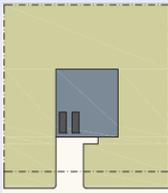
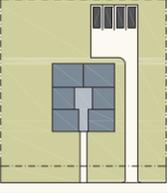
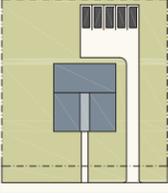
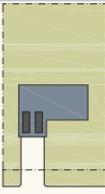
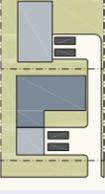
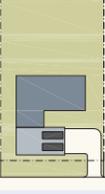
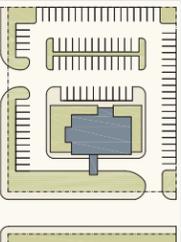
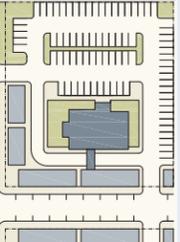
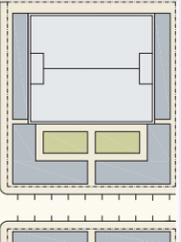
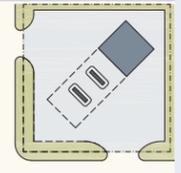
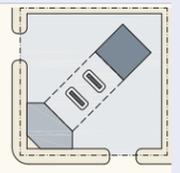
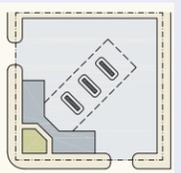
SPRAWL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES	
McMANSION		<ul style="list-style-type: none"> <li>Subdivide mansion into multiple bedrooms</li> <li>Design a common living/ dining/ entertainment area</li> <li>Subdivide mansion into three or more flats</li> <li>Organize parking behind the building</li> </ul>	<b>T3 T4</b> SENIOR / STUDENT HOUSING 	<b>T3 T4</b> APARTMENTS 
FRONT-LOADED HOUSE		<ul style="list-style-type: none"> <li>Subdivide the Lot into a duplex</li> <li>Add to the house in the front Setback, creating Live-Work, garage, family room, bedroom, etc.</li> </ul>	<b>T3 T4</b> DUPLEX 	<b>T3 T4</b> LIVE-WORK 
DRIVE-THRU		<ul style="list-style-type: none"> <li>Add liners in front of building to create a main street</li> <li>Keep drive-thru</li> <li>Replace buildings with perimeter block</li> </ul>	<b>T4 T5</b> LINERS / MAIN STREET 	<b>T5</b> NEIGHBORHOOD STORES 
GAS STATION		<ul style="list-style-type: none"> <li>Keep gas station and pumps and build a corner store at the intersection</li> <li>Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection</li> </ul>	<b>T4</b> CORNER STORE 	<b>T4 T5</b> CORNER STORES 

TABLE 4D (continued): Lot and Building Retrofit.

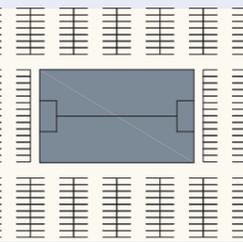
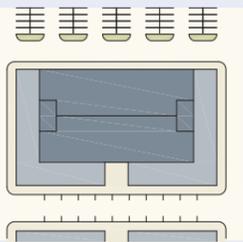
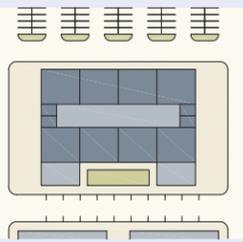
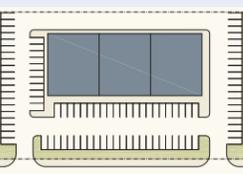
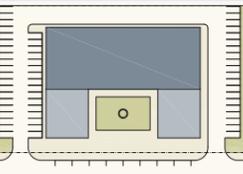
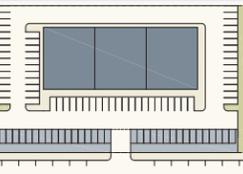
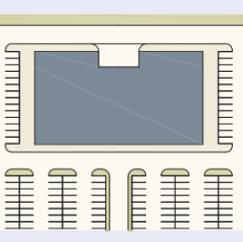
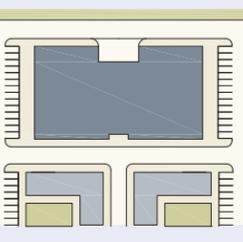
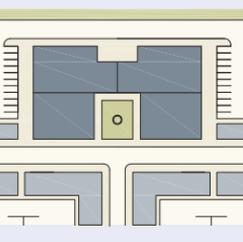
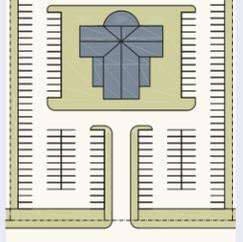
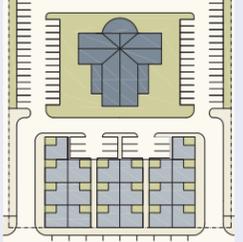
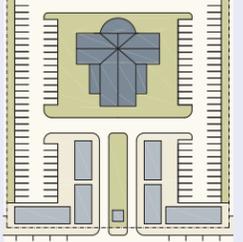
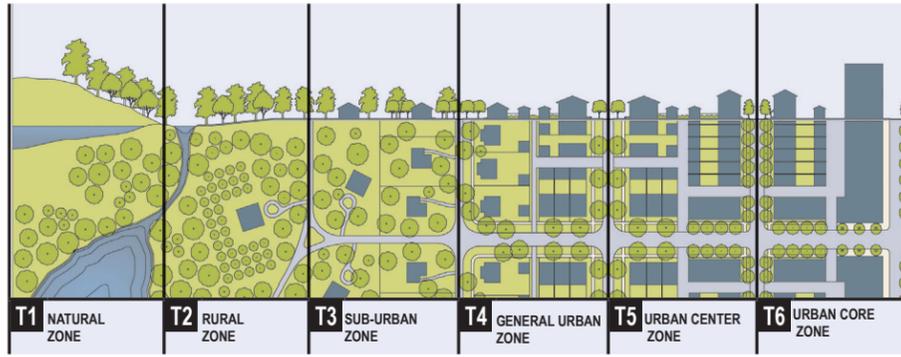
SPRAWL TYPES		TECHNIQUES	REPAIRED TYPES	
PARKING GARAGE		<ul style="list-style-type: none"> <li>Wrap the garage with a Liner Building</li> <li>Convert the garage into lofts or Offices</li> <li>Create a street</li> <li>Reorganize parking; create on-street parking</li> </ul>	<b>T5 T6</b> LINERS 	<b>T5 T6</b> LOFTS / OFFICES 
STRIP CENTER		<ul style="list-style-type: none"> <li>Convert the strip center into a recycling center</li> <li>Convert the building into Offices with liners in the front</li> </ul>	<b>T4 T5</b> RECYCLING CENTER 	<b>T4 T5</b> LINERS 
BIG BOX		<ul style="list-style-type: none"> <li>Create a main street terminating on building</li> <li>Convert building into Civic, Office, industrial</li> <li>Add lined or underground garages along the main street</li> </ul>	<b>T5 T6</b> LINERS 	<b>T5 T6</b> CIVIC INSTITUTION 
RELIGIOUS BUILDING		<ul style="list-style-type: none"> <li>Infill the parking lot in front of religious building with Senior Courtyard Housing</li> <li>Create a main street with Liner Buildings terminating on building</li> </ul>	<b>T4</b> SENIOR HOUSING CAMPUS 	<b>T4 T5</b> CIVIC GREEN AND LINERS 



TABLE 5A. CODE SUMMARY

NEIGHBORHOOD CONSERVATION CODE

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



THOROUGHFARES (see Chapter 2)

HW	permitted	permitted	permitted	not permitted	not permitted	not permitted
BV	not permitted	not permitted	permitted	permitted	permitted	permitted
AV	not permitted	not permitted	permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted
DR	not permitted	not permitted	permitted	permitted	permitted	permitted
ST	not permitted	not permitted	permitted	permitted	permitted	not permitted
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted
Rear Alley	not permitted	not permitted	permitted	recommended	recommended	recommended
Path	permitted	permitted	permitted	permitted	not permitted	not permitted
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted
Bicycle Trail	permitted	permitted	permitted	not permitted*	not permitted*	not permitted*
Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted

CIVIC SPACES (see Table 2F)

Park	permitted	permitted	permitted	by Warrant	by Warrant	by Warrant
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted

LOT WIDTH & LOT COVERAGE

Lot Width	n/a	by Warrant	40 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	n/a	by Warrant	60% max	70% max	80% max	90% max

SETBACKS - PRINCIPAL BUILDING

Front Setback (Principal)	n/a	by Warrant	24 ft. min	6 ft. min 18 ft. max	0ft. min 12 ft. max	0 ft. min 12 ft. max
Front Setback (Secondary)	n/a	by Warrant	12 ft. min	6 ft. min 18 ft. max	0 ft. min 12 ft. max	0 ft. min 12 ft. max
Side Setback	n/a	96 ft. min	12 ft. min	0 ft. min	0 ft. min 24 ft. max	0 ft. min 24 ft. max
Rear Setback	n/a	96 ft. min	12 ft. min	3 ft. min *	3 ft. min *	0 ft. min
Frontage Buildout	n/a	n/a	40% min	60% min	80% min	80% min

SETBACKS - OUTBUILDING

Front Setback	n/a	20 ft. min + bldg setback	20 ft. min + bldg setback	20 ft. min + bldg setback	40 ft. max from rear prop	n/a
Side Setback	n/a	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min or 3 ft.	0 ft. min	n/a
Rear Setback	n/a	3 ft. min	3 ft. min	3 ft.	3 ft. max	n/a

BUILDING PLACEMENT (see Table 4A)

Edgeward	permitted	permitted	permitted	permitted	not permitted	not permitted
Sideward	not permitted	not permitted	not permitted	permitted	permitted	not permitted
Rearward	not permitted	not permitted	not permitted	permitted	permitted	permitted
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted

BUILDING FORM - HEIGHT (see Table 4B)

Principal Building	n/a	2 stories max	2 stories max	3 stories max	5 stories max	8 stories max, 2 min
Outbuilding	n/a	2 stories max	2 stories max	2 stories max	2 stories max	n/a

BUILDING FORM - PRIVATE FRONTAGES (see Table 4C)

Common Yard	n/a	permitted	permitted	not permitted	not permitted	not permitted
Porch & Fence	n/a	not permitted	permitted	permitted	not permitted	not permitted
Terrace or Dooryard	n/a	not permitted	not permitted	permitted	permitted	not permitted
Forecourt	n/a	not permitted	not permitted	permitted	permitted	permitted
Stoop	n/a	not permitted	not permitted	permitted	permitted	permitted
Shopfront & Awning	n/a	not permitted	not permitted	permitted	permitted	permitted
Gallery	n/a	not permitted	not permitted	permitted	permitted	permitted
Arcade	n/a	not permitted	not permitted	not permitted	permitted	permitted

I. BUILDING FUNCTION (see Table 4E & Table 4F)

Residential	n/a	by Warrant	restricted use	limited use	open use	open use
Lodging	n/a	by Warrant	restricted use	limited use	open use	open use
Office	n/a	by Warrant	restricted use	limited use	open use	open use
Retail	n/a	by Warrant	restricted use	limited use	open use	open use

Chapter 4  
Chapter 2, 3

PLACEMENT

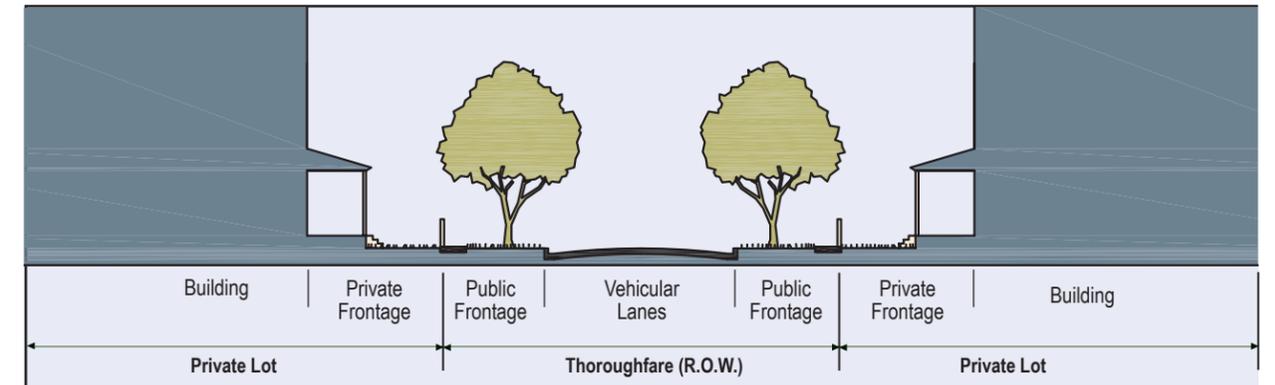
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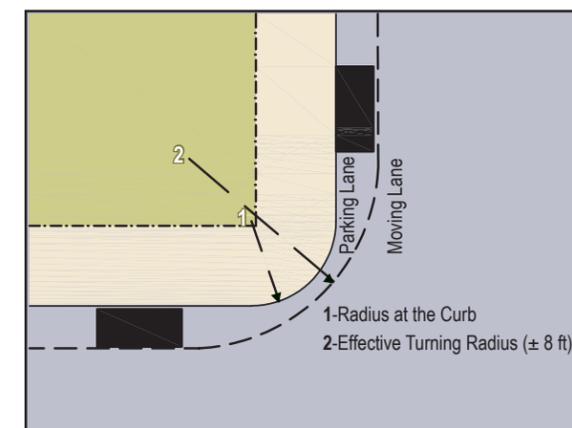
NEIGHBORHOOD CONSERVATION CODE

TABLE 6A. DEFINITIONS ILLUSTRATED

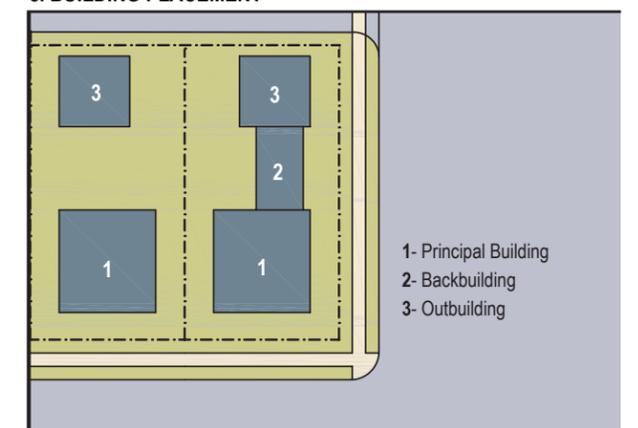
a. THOROUGHFARE & FRONTAGES



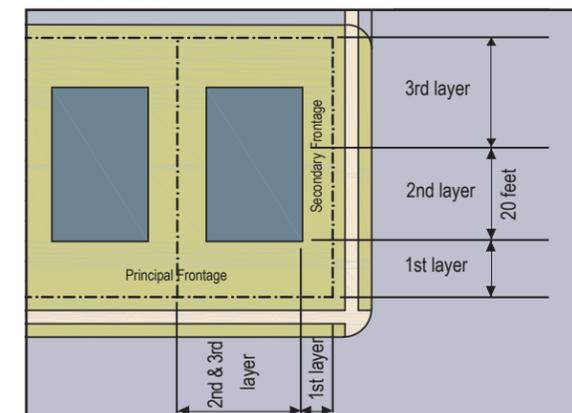
b. TURNING RADIUS



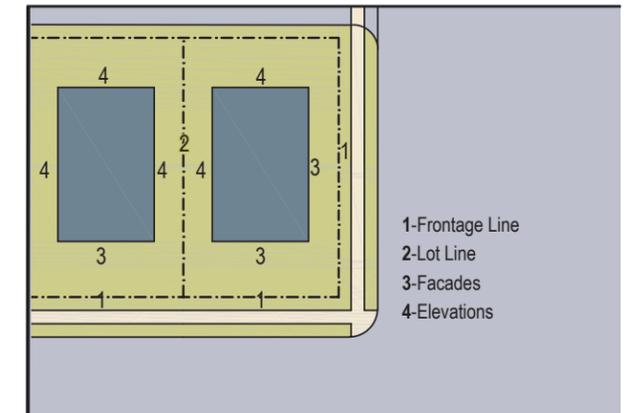
c. BUILDING PLACEMENT



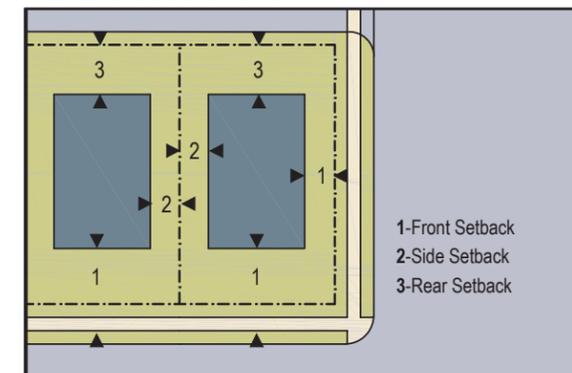
d. LOT LAYERS



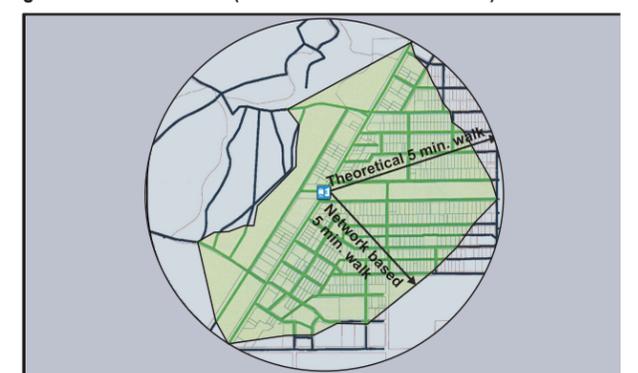
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. PEDESTRIAN SHED (STANDARD AND NETWORK)



## DEFINITIONS

This Chapter provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Chapter, then the [Local Review Committee](#) shall determine the correct definition. Terms that are capitalized within Definitions are also defined in this Chapter. Items in italics refer to Chapters, Sections, or Tables in this Code.

**Accessory Building:** an Outbuilding with an Accessory Unit.

**Accessory Unit:** an Apartment sharing ownership and utility connections with a Principal Building, either within an Outbuilding or within the Principal Building. See *Table 4E* and *Table 6A*. (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.

**Avenue (AV):** a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

**Backbuilding:** a single-story structure connecting a Principal Building to an Outbuilding. See *Table 6A*.

**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 Bikeway running independently of a vehicular Thoroughfare  
**Bikeway:** any designated Thoroughfare or part of a Thoroughfare for bicycling. See **Bicycle Lane**, **Bicycle Route**, and **Bicycle Trail**.

**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 access lanes buffering Sidewalks and buildings.

**By Right:** characterizing a proposal or component of a proposal for a plan that complies with this code and is processed and permitted administratively, without public hearing. See **Warrant** and **Variance**.

**Civic:** pertaining to 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 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. See *Table 2F*.

**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 Yard:** a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See *Table 4C*.

**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. See *Table 4A*.

**Curb:** the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See *Table 2C* and *Table 2D*.

**Dooryard:** a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See *Table 4C*. (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. See *Section 4.7* and *Table 2B-f*.

**Edgeyard Building:** a building that occupies the center of its Lot with Setbacks on all sides. See *Table 4A*.

**Effective Turning Radius:** the measurement of the inside Turning Radius taking parked cars into account. See *Table 6A*.

**Elevation:** an exterior wall of a building not along a Frontage Line. See *Table 6A*. 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:** placed along or parallel to a Frontage, as in “porches Enfront the street.”

**Facade:** the exterior wall of a building that is set along or parallel to 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. See *Table 4C*.

**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. See *Table 2C and Table 4C*.

**Frontage Buildout:** the percentage of Lot width occupied by the width of the building Facade.

**Frontage Line:** a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot lines. See *Table 6A*.

**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. See *Table 4E and Table 4F*.

**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. See *Table 4C*.

**Green:** a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See *Table 2F*.

**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. See *Table 4E*.

**House:** an Edgeyard 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. See *Table 4E*.

**Layer:** a range of depth of a Lot within which certain elements are permitted. See *Table 6A*.

**Lightwell:** A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See *Table 4C*. (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. See *Table 4E and Table 4F*.

**Lot:** a parcel of land accommodating a building or buildings of unified design.

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

**Lot Width:** the measurement of the Principal Frontage Line of a Lot.

**Main Civic Space:** the primary outdoor gathering place for a community.

**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.

**Mixed Use:** multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

**Office:** premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See *Table 4E*.

**Open Space:** land intended to remain undeveloped or adapted as 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. See *Table 6A*.

**Park:** a Civic Space type that is a natural preserve available for unstructured recreation. See *Table 2F*.

**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.

**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. See *Table 6A*.

**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 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. See *Table 4C and Table 6A*.

**Public Frontage:** the area between the outer edge of the Vehicular Lanes and the Frontage Line. See *Table 2C and Table 2D*.

**Rear Alley (RA):** a more urban vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings, and containing utility easements.

**Rear Lane (RL):** a more rural vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings, and containing utility easements.

**Rearyard Building:** a building that occupies the full Frontage Line, usually leaving the rear of the Lot as the sole yard. *See Table 4A.* (Var: Rowhouse, Townhouse, Apartment House)

**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 this code.

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

**Retail:** characterizing premises available for the sale of merchandise and food service. *See Table 4E and Table 4F.*

**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 Section 4.3.*

**Road (RD):** a Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). *See Table 2C.*

**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**)

**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. *See Table 6A.*

**Setback:** the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 4.7.* *See Table 5A.* (Var: build-to line, build-to zone.)

**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. *See Table 4C.*

**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. *See Table 4A.*

**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. *See Table 2F.*

**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. *See Table 4C.*

**Story:** a habitable level within a building, excluding an Attic or raised basement. *See Table 4B.*

**Street (ST):** a local urban Thoroughfare of low speed and capacity. *See Table 4C and Table 4D.*

**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: streetwall.) *See Section 4.7.5f.*

**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.

**Target Speed:** 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). *See Table 2A.*

**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. *See Chapter 2 and Table 6A.*

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

**Transect:** a cross-section of or path through the environment showing a range of different habitats. The rural-urban Transect of the human environment used in this code 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 this code. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. *See Table 1A.*

**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 Table 2B and Table 6A.*

**Urbanism:** collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, social, and cultural aspects.

**Urbanized:** generally, developed. Specific to this code, developed at T-3 (Sub-Urban) intensity or higher.

**Variance:** a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (*Section 1.3*). Variance requests are usually subject to a public hearing. *See Section 1.5.*

**Vehicular Lanes:** lanes intended for vehicular traffic and bicycles, whether traveling or parked. (Var: roadbed)

**Warrant:** a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by Intent as set forth in Section 1.3. See *Section 1.5*.

**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**.