

Sec. 35-209. Form Based Development.

GOALS AND OBJECTIVES

The purpose of these regulations is to enable, encourage and qualify the implementation of the following goals and objectives:

- (1) The Regional Scale and Sector Principles.*
 - A. That natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and shorelines be retained.*
 - B. That development non-contiguous to urban areas should be organized in the pattern of hamlets, villages, and regional centers.*
 - C. That affordable housing shall be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.*
 - D. That transportation corridors shall be planned and reserved in coordination with land use.*
 - E. That green corridors shall be used to define and connect the urbanized areas.*
 - F. That the region shall include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.*
 - G. That the region will not allow gated communities.*
- (2) The Development Pattern Plan.*
 - A. That hamlets, villages, and regional centers shall be compact, pedestrian-oriented and mixed-use.*
 - B. That the simultaneous planning of adjacent parcels is a preferred development practice.*
 - C. That villages and regional centers shall be the preferred pattern of development and that districts specializing in single-use should be the exception.*
 - D. That ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.*
 - E. That interconnected networks of thoroughfares shall be designed to disperse and reduce the length of automobile trips.*
 - F. That within villages, a range of housing types and price levels shall be provided to accommodate diverse ages and incomes.*

- G. *That building densities and land uses supportive of transit shall be provided within walking distance of transit stops and, similarly, appropriate transit options shall be available to support the intensity of land uses.*
- H. *That civic, institutional, and commercial activity shall be mixed, not isolated in remote single-use complexes.*
- I. *That schools shall be sized and located to enable children to walk or bicycle to them.*
- J. *That a range of open space including parks, squares, and playgrounds shall be distributed within neighborhoods and urban center zones.*

(3) *The Block and the Building.*

- A. *That buildings and landscaping shall contribute to the physical definition of thoroughfares as civic places.*
- B. *That development shall adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.*
- C. *That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.*
- D. *That architecture and landscape design shall grow from local climate, topography, history, and building practice.*
- E. *That buildings shall provide their inhabitants with a clear sense of geography and climate through energy efficient methods.*
- F. *That civic buildings and public gathering places shall be provided at locations that reinforce community identity and support self-government.*
- G. *That civic buildings shall 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 shall be facilitated to affirm the continuity and evolution of society.*

(a) General to All Plans.

(1) Applicability.

A. This section shall be applicable to any area zoned "FBZD" (Form-Based Zoning District) or to master development pattern plans in the ETJ. c)

B. Calibration Authority. Separate rezoning actions are required to designate each calibration of the "FBZD" form based zoning district, per requirements of section 35-357 and 35-209. Adopted form based zoning district calibrations referenced herein by their title and date of adoption are:

-
1. Verano "FBZD-1", December 6, 2007.
 2. River North "FBZD-2", April 1, 2010.

CB. The Unified Development Code continues to be applicable to issues not covered by these regulations except where these would conflict with the form based use pattern, in which case the conflict shall be resolved in favor of the form based use pattern. The exceptions shall be that the FBZD and use pattern shall not supersede ~~supereede~~ the:

1. Edwards Recharge Zone District (ERZD) requirements.
2. The River Improvement Overlay (RIO) District standards with the exception of the following sections: 35-338 (c), 35-672 (b)(1), 35-672 (b)(2), 35-672 (b)(3), 35-672 (b)(4), 35-673 (f)(3), 35-673 (m), 35-674 (b)(6), and 35-674 (c). Maximum height standards are ~~may be~~ superseded by the form based use pattern standards provided that the project is in conformance with the RIO solar access requirements of subsection 35-673(a).
3. Military Airport Overlay Zone Districts (MAOZ), Viewshed Protection Districts (VP), and Airport Hazard Overlay Districts (AHOD).

DC. Terms used throughout these regulations shall take their commonly accepted meanings or as defined for the FBZD in the definitions subsection 35-209(g). In the event of conflicts between these definitions and Appendix A of the Unified Development Code, subsection 35-209(g) shall take precedence.

DE. The definitions of terms contain regulatory language that is integral to these regulations.

FE. Unless otherwise indicated, all section references in these regulations pertain to Chapter 35 of the Code of Ordinances for San Antonio, Texas.

(2) Process.

- A. Sectors [defined geographically in subsection 35-209(b)] permit development patterns [defined by extent and intensity in subsection 35-209(c)], which are composed of transect zones [defined by the elements appropriate to them in subsection 35-209(e)].
- B. The City of San Antonio Department of Planning and Development Services shall include a consolidated review committee (CRC) comprised of a representative from each of the various regulatory agencies and departments that have jurisdiction over the permitting of a project. The CRC shall provide a single interface between the applicant and the agencies. The CRC shall have regularly scheduled meetings held twice per month. Applicants shall request to be placed on CRC agenda at least one week before the scheduled meeting date. The CRC Coordinator may cancel meetings when there are no outstanding applications.
- C. The CRC shall be comprised of, but not limited to, one (1) representative from each of the following:
 - 1a. Public Works (Stormwater, Transportation);
 - 2b. Planning and Development Services (Engineering, Trees, Land Entitlements, Zoning, and Building Review Division);
 - 3e. SAWS;
 - 4d. CPS Energy;
 - 5e. Parks and Recreation;
 - 6f. Bexar County (if applicable);
 - 7g. VIA Metropolitan Transit;
 - 8h. Fire Department;
 - 9i. School Districts;
 - 10j. Office of Environmental Policy (Bicycle Coordinator).
- D. The CRC shall issue a recommendation for approval or denial of master development pattern plans, zoning site plans, plats, and building plans to the approval authority for the respective application.
- E. An applicant may appeal a decision of the CRC to the director of planning and development services. Decisions of the director of planning and development services may be appealed to the board of adjustment when concerning subsection

35-209(e)], or to planning commission when concerning subsection 35-209(c)] and shall follow the procedures set forth in Chapter 35, Article IV, subsections 35-412 and 35-481.

- F. Should a violation of an approved plan occur during construction, the director of planning and development services has the right to require the owner or applicant to stop, remove, and/or mitigate the violation, or to require the owner or applicant to secure a variance to cover the violation.

(3) Variances.

- A. Variances shall be granted only by the board of adjustment or planning commission. Variances to subsections 35-209(b), 35-209(c)(1)(F), 35-209(c)(6), 35-209(c)(7), and 35-209(c)(8) shall be heard by the planning commission. All other variances shall be heard by the board of adjustment.
- B. The request for a variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.

(4) Incentives. The following incentives may be utilized in the application of these regulations:

- A. The application may qualify for fee relief under the city's incentive scorecard system.
- B. Through utilization of the transfer of development rights option or qualification under the sustainable design option, density shall be increased to the levels indicated in table 209-18. The transfer of development rights option shall follow the procedures set forth in section 35-361 of the Unified Development Code. Receiving areas and density bonus shall follow the standards set forth in the FBZD and use pattern.

(5) Traffic Study.

- A. A traffic study for the master development pattern plan shall be required that indicates trip generation (daily and peak-hour volumes), trip distribution (daily and peak-hour volumes), and capacity and level of service analysis based on the latest methodologies of the Highway Capacity Manual (HCM). A trip generation worksheet is required at the time of zoning, and the remaining requirements are due with the submittal of the master development pattern plan.
- B. Mitigation shall not be required for level of service indicators reported within the boundaries of the MDPP by the traffic study.
 - 1. Street cross sections, intersection control, and intersection configurations will be determined based on the results of the traffic study.

2. Intersection configurations will be determined based on the overall volume to capacity (v/c) ratio of the intersection, with a required v/c ratio ≤ 1.0 .
 3. Mitigation shall be required for other traffic engineering safety related indicators including, but not limited to: parking, pedestrian facilities, bicycle facilities, vehicular safety, and general traffic circulation.
- C. Mitigation shall be required for level of service indicators reported outside the boundaries of the MDPP by the traffic study in accordance with section 35-502.

(b) Sector Analysis Report.

- (1) Instructions. The form based development use pattern is based on regional planning principles that incorporate six (6) sectors. These sectors are based on geographic characteristics (including but not limited to topography and transportation networks) of the planning area. The sectors determine the development pattern(s) that are allowed (as illustrated in table 209-1).

The first two (2) sectors are planned for little or no development and include Sector 1 (S1) Preserved Open Space, Sector 2 (S2) Reserved Open Space. The next three (3) sectors are intended for varying intensity of development in greenfield areas. They include Sector 3 (S3) Restricted Growth, Sector 4 (S4) Controlled Growth, and Sector 5 (S5) Intended Growth. The last sector, Sector 6 (S6) Infill addresses infill conditions.

A sector analysis report shall be required and utilized as one (1) criteria for the approval of a FBZD rezoning application. The sector analysis shall be prepared by the director of planning and development services in coordination with the CRC prior to presentation to the zoning commission.

The sector analysis report shall utilize the sector principles set forth in subsections 35-209(b)(3) through (b)(9).

The sector analysis shall factor existing conditions (including, but not limited to, existing land use, location, ~~lot parcel~~ size, physical geography, and the major thoroughfare plan) with respect to the development pattern requested.

The sector analysis report shall be presented to the zoning commission with the application for rezoning to the FBZD.

- (2) Transfer of Development Rights. Development rights may be transferred from the S2 and S3 sectors to development patterns in the S3, S4, and S5 Sectors in accordance with the provisions of this chapter. Development patterns receiving transferred development rights may use the density bonus option as listed in table 209-18. Areas sending development rights, thereby become part of the preserved open space sector.
- (3) (S1) Preserved Open Space Sector.
 - A. The preserved open space sector shall consist of open space that is protected from development by law or standard, as well as land acquired for conservation through purchase, by easement, or by transferred development rights.
 - B. The preserved open space sector shall consist of, but not be limited to, one (1) or more of the following categories:
 1. Surface waterbodies.

2. Protected wetlands.
 3. Protected habitat.
 4. Riparian corridors.
 5. Acquired or dedicated open space.
 6. Conservation easements.
- C. No building shall be placed or excavation shall be conducted within the preserved open space sector except for rights-of-way for trails, any streets needed to provide access to the property, and the minimum dedication requirement for easements of utilities (including, but not limited to water, sewer, electric, or cable) may be cleared. The preserved open space sector may be used for passive recreation.
- (4) (S2) Reserved Open Space Sector.
- A. The reserved open space sector shall consist of open space that may have qualities worthy of preservation (for environmental, topographical, or geological reasons or to preserve the rural character of a community), but is not yet fully protected from development by law or standard.
 - B. The reserved open space sector shall consist of, but not be limited to, one (1) or more of the following categories:
 1. Floodplain and existing buffers.
 2. Steep slopes.
 3. Land over aquifer transitional, contributing, or recharge zones.
 4. Wildlife habitat and corridors.
 5. Woodland.
 6. Viewsheds
- (5) (S3) Restricted Growth Sector.
- A. The restricted growth sector shall be appropriate to those areas that have physical conditions suitable to agricultural and agriculturally related uses. Development within these areas shall be compatible with the viability of adjacent agriculture and agriculturally related uses.
 - B. Only hamlets are permitted within the restricted growth sector. Hamlets consist of

no more than one (1) standard (1/4-mile radius) pedestrian shed with that portion of its site assigned to the T1 natural or T2 rural zones as specified in subsection 35-209(c)(3)(A).

(6) (S4) Controlled Growth Sector.

- A. The controlled growth sector shall be appropriate to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.
- B. Villages and hamlets are permitted within the controlled growth sector. Villages consist of one (1) or several standard pedestrian sheds as specified in subsection 35-209(c)(3)(B).

(7) (S5) Intended Growth Sector.

- A. The intended growth sector shall be appropriate to those locations planned for high-capacity thoroughfares (or high capacity transit corridor) that can thereby support a substantial commercial program.
- B. Regional centers and villages are permitted within the intended growth sector. Regional centers consist of one long pedestrian shed as specified in subsection 35-209(c)(3)(C). Villages may be freestanding or may adjoin a regional center without buffer requirements.

(8) (S6) Infill Sector.

- A. The infill sector shall be appropriate for existing developed areas that contain opportunities for infill of vacant lots, redevelopment of existing buildings, and/or a change in the predominant pattern of development.
- B. The infill sector shall be analyzed within a larger context of the immediate pedestrian shed as well as the larger regional environment in which it exists.
- C. Within the infill sector, there are two (2) development pattern options: the infill village and the infill regional center. A pedestrian shed analysis shall be conducted by the applicant to determine which pattern is most appropriate. Details for the submittal is outlined in (d) Infill Development.
- D. An infill village shall be assessed within the context of a standard pedestrian shed (1/4-mile radius). An infill regional center shall be assessed within the context of a long pedestrian shed (1/2-mile radius).

(c) Development Patterns.

(1) General.

- A. Development patterns shall correspond to sectors and be planned according to the provisions of these regulations.
- B. The design of the development pattern shall connect and continue thoroughfares; bicycle facilities; green corridors; and historic/archeological surveys on adjacent developments, master plans, and plats as determined by the CRC.
- C. Each development pattern, according to its type, and to existing conditions, shall be structured as one (1) or several pedestrian sheds as specified in subsection 35-209(c)(3). The pedestrian shed(s) shall determine the approximate boundaries and centers of the development pattern.
- D. Transect zones and densities shall be allocated as specified in table 209-18, while accommodating the environmental requirements as specified in subsection 35-209(d)(6).
- E. Remnants of the site outside the pedestrian sheds and within the development pattern shall be allocated as natural zones (T1), rural zones (T2), or sub-urban zones (T3). Remnants assigned T3 shall not constitute more than thirty (30) percent of the size of the pedestrian shed within the development pattern. Sites that can not be designed to meet these requirements shall instead be designed as multiple development patterns.
- F. The thoroughfare network shall be laid out according to the provisions of subsection 35-209(c)(8) and table 209-6.
- G. Civic requirements shall be provided according to subsection 35-209(c)(9).
- H. ~~Specific~~ Optional designations described in subsection 35-209(c)(10) may be designated on the master development pattern plan by the applicant.
- I. Overhead utility lines are not permitted within hamlets, villages and regional centers, unless located in the rear of lots. Infill development patterns are exempt from this clause.
- ~~J. — Public frontage streetscape trees shall avoid placement within utility easements.~~

(2) Transect Zones.

- A. Transect zones shall be constituted of the elements in tables 209-3, 209-4 and 209-18. Each development pattern requires a minimum of three (3) transects, with the exception of infill development patterns.

B. Transect zones in infill development patterns may be calibrated to infill context according to the requirements in subsection 35-209(d).

C. Transect zones in non-infill development patterns may be calibrated according to the following requirements.

1. A calibrated transect zone may be developed from a non-calibrated transect zone. Non-calibrated transect zones are T1, T2, T3, T4, T5, and T6 as defined in table 209-18. Only transect zones appropriate to the development pattern in accordance with table 209-18 may be calibrated for that development pattern.

2. A calibrated transect zone shall be based on a single non-calibrated transect zone, and shall not establish standards that are outside the parameters set by that non-calibrated transect zone in table 209-18 (C) – (L), section 35-209(e)(3)(E), section 35-209(e)(4)(E), section 35-209(e)(5)(E), and/or section 35-209(e)(6)(E). For instance, a calibrated T5 shall not establish principal building heights that are taller than the principal building height prescribed by the non-calibrated T5 in table 209-18. A calibrated transect zone may restrict standards that are permitted in the non-calibrated transect zone, but shall not permit standards that are not permitted in the non-calibrated transect zone.

(3) Development Patterns.

A. Hamlets.

1. Hamlets are development patterns of at least twenty (20) contiguous acres and no more than eighty (80) contiguous acres, including rights-of-way, within the S3 restricted growth sector and S4 controlled growth sector.
2. A hamlet shall consist of no more than one (1) standard pedestrian shed (1/4-mile radius) including T1 and/or T2, T3, and T4 zones as specified in table 209-18. A minimum of fifty (50) percent of the development pattern shall be allocated to a natural or rural zone (T1 and T2), shall not be further subdivided, and shall be protected through a conservation easement held by the city, a land trust or conservancy.

B. Villages.

1. Villages are development patterns of at least eighty (80) contiguous acres and no more than one hundred sixty (160) contiguous acres, including rights-of-way, within the S4 controlled growth sector and S5 intended growth sector.

2. A village shall consist of one (1) standard pedestrian shed (1/4-mile radius) including T3, T4 and T5 zones as specified in table 209-18. Larger sites shall be designed and developed as multiple pedestrian sheds, each with the individual transect zone requirements of a village as specified in table 209-18.
3. Villages shall be designated as transit-oriented if they are planned for, or have access to, a high capacity transit corridor within 1/4 mile as measured from the geographic center of pedestrian shed. Transit-oriented villages shall reduce parking requirements by thirty (30) percent.

C. Regional Centers.

1. Regional centers are development patterns appropriate within S5, the intended growth sector.
2. The minimum developable area of a site to be planned as a regional center shall be at least one hundred sixty (160) contiguous acres and no more than six hundred forty (640) contiguous acres, including rights-of-way.
3. A Regional center shall be limited to one (1) long pedestrian shed (1/2-mile radius) including T4, T5 and T6 zones as specified in table 209-18, and may be adjoined without buffers by one (1) or several standard pedestrian sheds with the individual transect zone requirements of a village as specified in table 209-18.
4. Regional centers shall be designated as transit-oriented if they are planned for, or have access to, a high capacity transit corridor within 1/4 mile measured from the geographic center of the pedestrian shed. Transit-oriented regional centers shall reduce parking requirements by thirty (30) percent.

D. Infill Development Patterns.

1. The infill village and infill regional center are development patterns appropriate within the S6, infill sector. Infill development patterns are subject to the requirements in subsection 35-209(d).
2. The infill village shall be limited to one (1) standard pedestrian shed. The minimum site that may be designated an infill village shall be ten (10) acres, including rights-of-way.
3. The infill regional center shall be limited to one (1) long pedestrian shed. The minimum site that may be designated an infill regional center shall be twenty (20) acres, including rights-of-way.

4. Infill villages and infill regional centers shall be designated as transit-oriented if they are planned for, or have access to, a high capacity transit corridor within 1/4 mile. Once this designation has been made, the parking requirements shall be reduced by thirty (30) percent.

Proof of high capacity transit corridor may be submitted in the form of an adopted plan by VIA or other public transit agency.

(4) Density Calculations.

- A. Density shall be calculated per transect zone for all areas of a development pattern plan that are classified as T3, T4, T5, or T6. Infill development patterns are not required to calculate density according to this section, but instead shall refer to the requirements of subsection 35-209(d).
 1. Gross developable area. For each transect zone, the gross developable area shall be determined by calculating the acreage classified as the specified transect zone, including thoroughfares, but excepting land allocated to civic functions and thoroughfares within civic spaces.
 2. Gross development units. Gross development units shall be calculated for the gross developable area of each transect zone as specified by table 209-18(B).
 - a. With density bonus. When a density bonus is utilized, the minimum densities listed in the row labeled "By Density Bonus" in table 209-18(B) shall be used to calculate gross development units. For instance, four (4) units/acre for T3, eight (8) units/acre for T4, twelve (12) units/acre for T5, and sixteen (16) units/acre for T6. Note that while no minimum density is generally prescribed for T6, a density of sixteen (16) units/acre is used to calculate gross development units.
 - b. Without density bonus. When a density bonus is not utilized, the maximum densities listed in the row labeled "By Right" in table 209-18(B) shall be used to calculate gross development units.
 3. Allocation of gross development units among functions. A percentage of each transect zone's gross development units shall be allocated to nonresidential functions in accordance with the percentage ranges in the row labeled "Other Functions". The remaining balance of gross development units shall be allocated to residential functions.
 - a. Nonresidential functions. Gross development units allocated to nonresidential functions shall be distributed among one (1) or both of the nonresidential categories listed here:

- i. For lodging: 1--3 bedrooms for each gross development unit.
 - ii. For office or retail: 750--1,500 square feet for each gross development unit.
- b. Residential functions. Gross development units allocated to residential functions shall be calculated as one (1) residential unit for each gross development unit.

(5) Density Bonus Options.

- A. The overall density of the master development pattern plan may be increased by the transfer of development rights or by the exercise of the sustainable design option. When a density bonus option is used, a minimum density is established per transect zone, and maximum densities are not prescribed. If density bonus options are pursued for an adopted MDPP, such a change shall be considered a major amendment to that MDPP.
- B. Transfer of Development Rights. When development rights are transferred the density bonus shall apply to the receiving area.
- C. Sustainable Design Option.
 - 1. The sustainable design option requires compliance with two (2) components:
 - a. Housing mix requirement (table 209-5B), and
 - b. Sustainable design option point system (table 209-5A).
 - 2. When the sustainable design option is utilized the density bonus applies to the entire development pattern.
 - 3. Housing mix requirement.
 - a. From the list of residential types [table 209-5B], for each development pattern the following residential housing mix shall be required for each applicable transect:
 - i. T1--Not applicable.
 - ii. T2--Not applicable.
 - iii. T3--At least three (3) residential types (each must be at

- least five (5) percent of total units of the transect).
- iv. T4--At least four (4) residential types (each must be at least five (5) percent of total units of the transect).
 - v. T5--At least four (4) residential types (each must be at least five (5) percent of total units of the transect).
 - vi. T6--No minimum mix required.
- b. Phasing. Each submittal of the project shall include a calculation of the overall housing mix required and the percent of this requirement met by the specific submittal or phase. The information shall be shown in table format and the location of each type utilized to meet the requirement shall be illustrated on the plan submitted.
- i. Projects exercising the sustainable design option shall commence construction of the mixed housing types according to the phase or acreage indicated below. Building permits shall not be issued for projects that do not meet the thresholds below. Phases of construction shall correspond with the phasing of the master development pattern plan and plat approvals.
 - ii. In T3, the second of three (3) residential types shall be commenced by the second phase of construction, or when building permits for structures have been issued for more than twenty (20) acres under any transect zone within the development pattern, whichever occurs first. The third residential type shall be commenced by the third phase of construction, or when building permits for structures have been issued for more than forty (40) acres under any transect zone within the development pattern, whichever comes first.
 - iii. In T4 and T5, the second of four (4) residential types shall be commenced by the second phase of construction, or when building permits for structures have been issued for more than twenty (20) acres under any transect zone within the development pattern, whichever occurs first. The third and fourth residential type shall be commenced by the third phase of construction, or when building permits for structures have been issued for more than forty (40) acres under any transect zone within the development pattern, whichever comes first.

4. Sustainable development option point system. To qualify for the density bonus, a minimum number of points as defined in table 209-5A is required. The CRC shall review a development pattern for compliance with standards of tables 209-5A and 5B.

(6) Environmental and Stormwater Requirements.

A. General.

1. Transect zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1--T3); the built environment shall have priority in the more urban zones (T4--T6).
2. The regulations in section 25-209 shall be utilized for stormwater and environmental issues. In the case of conflict with Appendix F: Floodplains, Appendix F shall apply.
3. There shall be three (3) classes of waterways classified according to the size of their contributing drainage area (DA). The drainage area for class I is greater than five (5) square miles ($DA > 5 \text{ mi}^2$); class II is between 1.5 and five (5) square miles ($1.5 \text{ mi}^2 < DA < 5 \text{ mi}^2$); and class III is less than 1.5 square miles ($DA < 1.5 \text{ mi}^2$). Each waterway classification generates a streamside corridor subject to a standard for crossing and protection of its riparian condition as specified below for each transect zone.
4. Wetlands shall be subject to a standard of restoration, retention and mitigation as specified below in subsections 35-209(c)(6)(B)--(F) for each transect zone.
5. The technical guidance manual, "Complying with the Edwards Aquifer Rules: Technical Guidance on Best Management Practices" (RG-348), or the latest version of the document shall be the governing document for implementation of the recommended BMPs over the Edwards Aquifer Recharge Zone.

B. Specific to Natural and Rural Zones (T1--T2).

1. Within T1 and T2 zones the encroachment and modification of natural conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B) shall be limited according to local, state and federal guidelines.
2. The riparian corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of one hundred (100) year City of San Antonio (CoSA) ultimate floodplain, whichever is greater.

Class I waterways shall extend at one hundred fifty (150) feet from the centerline; class II shall extend one hundred (100) feet; and class III shall extend fifty (50) feet. Riparian corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by variance only.

3. Wetlands shall be retained and restored if in degraded condition. Additional buffers shall be maintained at one hundred (100) feet for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by variance only.
4. Stormwater management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

C. Specific to Sub-Urban Zones (T3).

1. Within T3 zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions shall be limited according to local, state and federal guidelines.
2. The riparian corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of one hundred (100) year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I waterways shall extend one hundred fifty (150) feet from the centerline; class II shall extend one hundred (100) feet, class III has no additional extension. These riparian corridors shall be maintained free of structures, except that thoroughfare crossings may be allowed over class I and II waterways and class III waterways may be modified upon review and approval of the floodplain administrator.
3. Wetlands in degraded condition shall be retained and restored. Buffers shall be maintained at fifty (50) feet. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by variance.
4. Stormwater management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

D. Specific to General Urban Zones (T4).

1. Within T4 zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, shall be mitigated on or off-site utilizing the best management

practice suggestions from the light imprint storm drainage (table 209-20). The determination for modification and mitigation shall be made upon review and approval of the floodplain administrator.

2. Riparian corridors of all classes of waterways may be crossed by thoroughfares as required by the thoroughfare network and approved on the master development pattern plan.
3. Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed upon review and approval of the floodplain administrator.
4. Stormwater management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. Retention or detention shall not be required on the individual lots. Detention may be required as part of the overall development.

E. Specific to Urban Center Zones (T5).

1. Within T5 zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, shall be mitigated off-site. The determination shall be made upon review and approval of the floodplain administrator.
2. The riparian corridors of all classes or waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
3. Class I and II wetlands may be modified if mitigated on- or off-site utilizing the best management practice suggestions from the light imprint storm drainage (table 209-20). Thoroughfare crossings shall be allowed by right.
4. Stormwater management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot. Detention may be required as part of the overall development.

F. Specific to Urban Core Zones (T6).

1. Within T6 zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made upon review and approval of the floodplain administrator.

2. The riparian corridors of all classes of waterways may be embanked and crossed by right or enclosed by thoroughfares as required by the thoroughfare network.
 3. Class I and II wetlands may be altered by right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by right.
 4. Stormwater management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot. Detention may be required as part of the overall development.
- (7) Tree Preservation. Tree preservation shall follow the regulations in section 35-523 and shall be applied to the entire master development pattern plan.
- (8) Thoroughfare Requirements.
- A. General.
1. All thoroughfares shall be accessible to the public including pedestrians, bicycles and automobiles as accommodated by the thoroughfare type.
 2. Thoroughfares shall be designed in context with the urban form and desired design speed of the transect zones through which they pass. Thoroughfares that pass from one transect zone to another shall adjust their public frontages accordingly or, alternatively, the transect zone may follow the trajectory of the thoroughfare to the depth of one (1) lot, retaining a single public frontage throughout its trajectory.
 3. Within the more rural zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
 4. Within the more urban transect zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.
 5. Streetscape trees shall be provided in the public right-of-way as indicated in subsections 35-209(c)(8)(D) and 35-209(c)(8)(E).
- B. Thoroughfares.
1. Thoroughfares shall be assembled according to design speed, parking lane widths, and curb radius (table 209-6A), effective turning radius (table 209-

6B), turning radius (table 209-6C), travel lanes and parking provisions (table 209-6D), and public frontages (table 209-6E and 209-6F). Examples of complete thoroughfare assemblies are illustrated in table 209-6G.

2. **Block Size.** The thoroughfare network shall be designed to define blocks not exceeding the maximum size prescribed in table 209-18. The size shall be measured as the sum of lot frontage lines.
3. **Connectivity.** All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs may be permitted only by variance and shall be justified by natural site conditions.
4. **B-Grid.** Thoroughfares along a designated B-Grid may be exempted from one (1) or more of the specified public or private frontage requirements as indicated in subsection 35-209(c)(10)(A)(1).
5. **Bicycle Network.** A bicycle network consisting of lanes, routes and multi-use paths shall be provided throughout the master development pattern plan as defined in table 209-7 and subsection 35-209(c)(8)(C). The community bicycle network shall be connected to existing or proposed sector networks in accordance with the San Antonio-Bexar County Regional Bicycle Master Plan.
6. **Transit.** The street network shall be designed to facilitate the movement of transit vehicles between centers of activity. Boulevards with a dedicated transit lane may be utilized to connect high traffic areas.
7. **School Bus.** Transit routes and/or facilities shall be coordinated with school bus routes.
8. **Alleys.**
 - a. All lots in T5 and T6 shall be accessed from an alley. Exemptions shall be made for lots in an Infill Development Pattern that do not abut a pre-existing alley, if lots meet at least one of the following conditions:
 1. Lot size is less than 40,000 sq. ft.
 2. Lot has river frontage and lot size is less than 90,000 sq. ft.
 3. Lot size is less than one-quarter of its block
 - b. Temporary driveways may be constructed through the first and second lot layers to provide access to the third lot layer prior to alley construction. Upon construction of alley, temporary driveway shall be closed to vehicular traffic.

- [cb.](#) Alleys designated for emergency access must comply with additional standards set forth in the International Fire Code as amended and adopted by the City of San Antonio. Alleys designated for garbage collection must comply with additional standards set forth by the City of San Antonio Solid Waste Management Department.
 - [de.](#) Alleys designated to provide access to industrial functions shall be built to the standards listed in subsection 35-506(4)(B)(p). Pavement standards based on the expected 18-kip ESAL loading on the alley.
 - [eē.](#) In order to accommodate existing right-of-way and building conditions in infill contexts, narrower alley dimensions than those listed in tables 209-6A and 209-6D may be approved upon review of an emergency access plan and finding by the fire department that an additional access road extends to within one hundred fifty (150) feet of all buildings, as described in section 503.1.1 of the International Fire Code.
-
- [f.](#) Where lots abut pre-existing alleys, alleys shall be used to provide vehicular access to the side or rear of property, including parking, utilities, solid waste disposal, and/or emergency access.

C. Bicycle and Pedestrian Path Connectivity.

1. An overall integrated bicycle network must be established on the master development pattern plan and shall consist of bicycle lanes (permitted on standard streets, commercial streets, boulevards, and avenues); bicycle routes (permitted on rural roads and parkways); and multi-use paths on roadways where adequate separation from vehicle lanes is possible or through parks and linear creekways. The placement of bicycle facilities shall be coordinated at the master development pattern plan level with the CRC and the bicycle coordinator to provide connection to neighborhoods, schools, universities, retail, community centers, civic spaces, and existing bicycle facilities. Bicycle facilities shall be designed and construction in accordance with the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities and the Texas MUTCD (Manual on Uniform Traffic Control Devices).

D. Public Frontages.

1. Public frontages shall be designed as shown in tables (tables 209-6E, 209-6F and 209-18) and allocated within transect zones as specified in table

209-18.

2. Within the public frontages, the prescribed type of streetscape trees and street lights shall be as shown in table 209-6 (public frontage), 209-8 (street lights), 209-21 (street trees and streetscape trees) and 209-18 (summary).

3. Public frontage streetscape trees shall avoid placement within utility easements.

E. Public Frontages by Transect.

1. The public frontage in T1 and T2 (tables 209-6E, 209-6F and 209-18) shall include trees of various species as listed in table 209-21, naturalistically clustered, as well as understory. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (table 209-21).
2. The public frontage in T3 (tables 209-6E, 209-6F and 209-18) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, as well as low maintenance understory. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) linear feet lot frontage. The introduced landscape shall consist primarily of native species and shall be established by drip irrigation (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.
3. The public frontage in T4 (tables 209-6E, 209-6F and 209-18) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor awning but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet). Clustered tree wells are also an option and shall be approved on a site by site basis. The number of trees required shall be reduced by twenty (20) percent if understory is provided. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.

4. The public frontage in T5 (tables 209-6E, 209-6F and 209-18) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor, but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.
 5. The public frontage in T6 (tables 209-6E, 209-6F and 209-18) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears three (3) stories but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) linear feet lot frontage. The new landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.
- F. Specific to Specialized Districts. The standards for thoroughfares and public frontages within specialized districts shall be indicated on the zoning site plan.
- (9) Civic Requirements.
- A. General.
 1. The master development pattern plan shall designate civic spaces (CS), civic buildings (CB), and civic transit zones (CT).
 2. Civic spaces are publicly or privately owned, pedestrian oriented, outdoor spaces that are accessible to and designed for the use of the general public. Civic space types are prescribed in table 209-9A. Civic spaces shall not be dedicated to the City of San Antonio parks and recreation department unless specifically permitted by the director of parks and recreation.
 3. The ongoing construction and improvement of the required civic spaces

and buildings shall be supported by an annual assessment dedicated to this purpose and administered by a mandatory property owners association or other maintenance entity established for this purpose by the developer under the Texas Property Code.

4. Civic transit zones are sites dedicated for transit amenities including transit shelters, park and ride facilities, and transit centers.

B. Civic Spaces (CS) Specific to T3--T6 Zones.

1. Each pedestrian shed shall assign at least five (5) percent of its urbanized area (T3 through T6) to civic spaces. The calculation shall include rights-of-way.
2. Civic spaces may not occupy more than a total of twenty (20) percent of the area of each pedestrian shed. A civic space requiring more than twenty (20) percent of the pedestrian shed shall be subject to the creation of a specialized district. [See subsection 35-209(c)(11)].
3. Civic spaces shall be designed in accordance with table 209-9A and approved by the consolidated review committee and allocated to zones in accordance with table 209-18.
4. Main Civic Space. Each pedestrian shed shall contain at least one (1) main civic space. The main civic space shall be within eight hundred (800) feet of the geographic center of each pedestrian shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances justify it.
5. Playgrounds. Within eight hundred (800) feet of every lot in residential use, a civic space designed as a playground shall be provided.
6. Each civic space shall have a minimum of fifty (50) percent of its perimeter fronting a thoroughfare, except greens which may have a minimum of twenty-five (25) percent of its perimeter fronting a thoroughfare.

C. Civic Buildings (CB) Specific to T3--T6 Zones.

1. Meeting Hall. The developer shall covenant to construct a meeting hall ~~or a third place~~ in proximity to the main civic space of each pedestrian shed. Its corresponding public frontage shall be equipped with a shelter and seating for a transit stop.
2. Elementary School.

- a. Each development pattern shall reserve a site for an elementary school. Hamlets shall be exempt from this requirement. Each elementary school should follow the guidelines set forth in subsection 35-209(f). If a master development pattern plan includes more than one (1) development pattern, a shared site that serves both development patterns is permissible. A plat may not be approved for a development pattern that does not include a designated school site or reference a shared school site on an approved master development pattern plan. Although the school site may be used for civic space, it does not count toward the minimum five (5) percent per pedestrian shed.
- b. Prior to approval of the master development pattern plan, the applicant shall provide documentation outlining discussions with the school district regarding the location of the site reserved for an elementary school. After the master development pattern plan is approved, if a school district decides not to locate at the designated site, the applicant shall provide a letter from the school district indicating the proximity of the school that shall serve the development. The reserved site may then be converted to other uses through amendment of the master development pattern plan.
3. Child Care. One (1) civic building lot suitable for a childcare building shall be reserved within each pedestrian shed.
4. Civic building sites shall not occupy more than twenty (20) percent of the area of each pedestrian shed. A civic building requiring more than twenty (20) percent of the pedestrian shed shall be subject to the creation of a specialized district. [See subsection 35-209(c)(11)]
5. Civic building sites shall be located within or adjacent to civic spaces, or at the axial termination of significant thoroughfares.
6. Civic buildings shall be subject to the standards of subsection 35-209(e). The particulars of the design of civic buildings shall be subject to approval by the director of planning and development services upon review by the historic design and review commission and recommendation to issue or deny a certificate of appropriateness [in accordance with guidelines of section 35-803].
7. Parking for civic functions shall be calculated per the standards of table 526-3a and 3b of the Unified Development Code. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot. The required parking may also be provided within one-quarter mile of the site that it serves. Civic parking lots may be of pervious cover if they follow

the standards in subsection 35-526(j) and are landscaped.

8. Civic buildings do not count toward the minimum five (5) percent of civic space per pedestrian shed.

D. Civic Transit Zones (CT) Specific to T3--T6 Zones.

1. Transit. A site shall be dedicated for at least one (1) "Park and Ride", transit center, or transit shelter within each pedestrian shed. Park and ride facilities are permitted in T3 and T4. Transit centers are permitted in T5 and T6. Bus shelters are permitted in T3, T4, T5, and T6. Transit shelters shall be located within close proximity to commercial and mixed use areas. Sites for transit do not count toward the minimum five (5) percent of civic space per pedestrian shed.
2. The guidelines for transit routes and facilities can be found in subsection 35-209(f). Transit locations and facilities are subject to approval by VIA as part of the CRC approval process.

E. Civic Spaces Specific to T1 and T2 Zones.

1. Those portions of the T1 natural and T2 rural zones that occur within a village or regional center development pattern may be classified as civic space in accordance with table 209-9A. If classified as civic space, the property shall be considered urbanized for the purposes of subsection 35-209(c)(9)(B)(1) and shall count toward the requirement for civic space for the development pattern.
2. The T1 natural and T2 rural zone acreage within a hamlet, per subsection 35-209(c)(3)(A)(2), shall not apply toward the civic space requirement for a hamlet.

(10) Specific ~~Optional~~ Designations.

- A. A zoning site plan and master development pattern plan may designate one or more of the following ~~optional~~ designations:
 1. Differentiation of specific thoroughfares as B-Grid.
 - a. The frontages assigned to the B-Grid shall not exceed twenty (20) percent of the total length all frontages within a pedestrian shed.
 - b. Property fronting B-Grid streets are allowed the following exemptions to accommodate automobile-oriented uses:
 - i. Parking lots and garages are allowed in the first or second

lot layer. Street screens and liner buildings are not required to mask parking facilities. Parking lot shading and screening requirements of the Unified Development Code [subsections 35-511(c)(7) and (e)(3) shall apply].

- ii. Drive-thru facilities are permitted in certain transect zones as indicated in table 209-13B. The front building setback may be increased up to fifteen (15) feet by-right to allow for the safe flow of traffic.
 - iii. To allow for safe ingress and egress for gas stations, gas pump canopies may be used to calculate compliance with the maximum front setback requirement. The front building setback may be increased up to fifteen (15) feet by-right to accommodate the safe flow of traffic.
 - iv. Single functions may occupy an area exceeding ninety thousand (90,000) square feet on the ground floor of a building without conforming to conditions set by subsection (e)(4)(c)(2)(a) or subsection (e)(5)(c)(3)(a) or subsection (e)(6)(c)(4)(a).
2. Retail frontage designation of mandatory retail frontage requiring that buildings provide a shopfront and awning, gallery, or arcade frontage type at sidewalk level along the entire length of the frontage. The facade shall be glazed no less than seventy (70) percent on the sidewalk-level story. ~~The first floor shall be confined to retail use through the depth of the second lot layer as illustrated in table 209-10C (lot layers).~~
 3. Sidewalk Cover. Designation of mandatory gallery or arcade frontage, requiring that buildings provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery or arcade frontage may be combined with a retail frontage as shown in table 209-12 (private frontage).
 4. Common Lawn. Designation of mandatory common lawn frontage requiring that individual private lawns at frontages not be delineated with fences or hedges and thus read as a continuous lawn.
 5. Coordinated Public and Private Frontage. Designation of mandatory coordinated streetscape frontage, requiring that the public and private frontages be coordinated as a single, coherent landscape and paving design.
 6. Terminated Vista. Designation of mandatory terminated vista locations, requiring that buildings in these locations be provided with architectural

articulation that emphasizes the building's axial location at the terminus of a vista or viewshed by creating a distinctive point of interest to a viewer stationed along the vista or viewshed corridor.

- 7. Cross Block Passage. Designation of mandatory locations for pedestrian or non-motorized vehicle paths between buildings. Paths must be a minimum of eight (8) feet wide.
- 8. Stepback Frontage. A designation of mandatory stepback frontage requiring that building heights not exceed a specific height along the entire length of the frontage and through a specific depth of the building.

9. River Frontage. Designation of mandatory river frontage requiring that lots that abut the San Antonio River meet the following standards:

- a. Lots shall designate one of the rear or side lot lines that abuts the river as the river frontage lot line.
- b. A River Lot Layer shall be identified on each lot. The River Lot Layer shall extend from the River Frontage Lot Line to the rear building elevation. For lots with River Lot Layers, the Third Lot Layer shall be defined as the area between the Second Lot Layer and the River Lot Layer.
- c. Buildings shall provide a principal entrance toward the Primary Frontage, and a River Entrance toward the River Frontage.
- d. River Setbacks shall be established as prescribed by Table 18 or its specific calibration.
- e. Stoops, lightwells, balconies, bay windows, awnings, arcades, galleries and terraces may encroach 50% of the depth of the River Lot Layer.
- f. Parking, loading docks, service entrances, and service yards shall be located and accessed as specified per Transect Zone, unless the lot is a mid-block lot without access to street or alley. In such cases, access to the interior of the lot may be provided through the First Lot Layer.

Comment [r1]: Parking reduction or eliminate

10. Specific Architectural Standards. Designation of one or more of the following architectural standards as mandatory for new construction:

- a. Principal elevation features. Identification of principal elevation features.
- b. Roof design. Identification of roof design elements such as materials, pitch, and HVAC screening.

- c. Window / door design. Identification of window and door sizes, proportions, and elements.
- d. Specific frontage features. Identification of detailed private frontage elements. These elements shall conform to the frontage types in table 209-12 and shall not override the standards for those types as listed in that table.
- e. Streetscreen and fence design. Identification of detailed streetscreen and/or fence features, such as height, materials, permeability. These elements shall be more restrictive than the requirements of section 35-209 (e)(2)(E).

(11) Specialized Districts.

- A. Specialized district designations shall be appropriate to areas within a development pattern plan that, by their intrinsic function, cannot conform to one of the development patterns specified in this section.
- B. The boundaries of each specialized district shall be identified on the zoning site plan.
- C. The development standards for each specialized district shall be enumerated on the zoning site plan.
 - 1. Such standards shall be drawn from table 209-18, column "SD", and shall not establish standards that are outside the parameters set by that column.
 - 2. Table 209-18(J) (private frontages) shall not apply to specialized districts.
- D. A specialized district may be approved for any function as enumerated in table 209-13B, column "SD".
- E. Each individual function must be identified on the zoning site plan which shall be filed with the application for rezoning and be incorporated into the ordinance designating FBZD as the base zoning district and the specialized district as a sub-district. The site plan shall be reviewed by the zoning commission and approved by the city council concurrent with the approval of the zoning case.

(d) Infill Development.

(1) General.

A. Intent.

1. Subsection 35-209(d) shall be appropriate for use in infill contexts where large, contiguous ~~lots parcels~~ are to be developed; or to implement large-scale city initiatives in an infill context. The FBZD is not designed for individual small vacant ~~lots parcels~~ within an actively-used urban fabric.
2. Subsection 35-209(d) includes requirements and calibration procedures that are specific to infill development and shall be applied exclusively to infill development. Requirements that are applicable to both infill and greenfield development are prescribed by all other sections of 35-209 and 35-357.

B. Definition of Infill. To be considered infill for subsection 35-209(d), the area to be rezoned to FBZD shall meet any one (1) of the following four (4) conditions. For the purpose of this analysis, a street does not constitute previously developed land; instead the status of property on the other side of the street is considered. Any fraction of the perimeter that borders waterfront other than a stream is excluded from the calculation.

1. At least seventy-five (75) percent of the boundary of the area to be rezoned to FBZD borders ~~lots parcels~~ that individually are at least fifty (50) percent previously developed, and that in aggregate are at least seventy-five (75) percent previously developed
2. The area to be rezoned to FBZD, in combination with bordering ~~lots parcels~~, forms an aggregate parcel whose boundary is seventy-five (75) percent bounded by ~~lots parcels~~ that individually are at least fifty (50) percent previously developed, and that in aggregate are at least seventy-five (75) percent previously developed.
3. At least seventy-five (75) percent of the land area, exclusive of rights-of-way, within a 1/2-mile distance from the boundary of the area to be rezoned to FBZD is previously developed.
4. The lands within a 1/2-mile distance from the boundary of the area to be rezoned to FBZD have a pre-project connectivity of at least one hundred forty (140) intersections per square mile.

C. Requirements. The following analyses and plans must be completed to apply the FBZD in an infill situation:

1. Pedestrian shed analysis.
2. Zoning site plan
3. Master development pattern plan.

(2) Pedestrian Shed Analysis.

- A. The purpose of the pedestrian shed analysis is to ensure that infill development responds appropriately to its urban context. The pedestrian shed analysis provides a snapshot of existing conditions in the vicinity of the area to be zoned FBZD, and provides for community input on proposed development.
- B. A pedestrian shed analysis shall be prepared and submitted as a report to the zoning commission with the application for rezoning to the FBZD. The pedestrian shed analysis shall be prepared by the applicant and shall be prepared in a process of public consultation.
- C. The pedestrian shed analysis shall:
 1. Describe existing conditions within a certain distance from the site being considered for rezoning. Infill villages shall describe existing conditions within one standard pedestrian shed which is defined as a geographic area with a 1/4-mile radius. Infill regional centers shall describe conditions within one long pedestrian shed which is defined as a geographic area with 1/2-mile radius.
 2. Identify the appropriate infill development pattern based on existing conditions, size of site being considered for rezoning, and vision for the pedestrian shed area.
 3. Map transect zones appropriate to existing conditions over the entirety of the analysis area.
 4. For the area to be rezoned, map the proposed transect zones.
 5. For the area to be rezoned, provide the proposed calibration of transect zone-regulated elements.
- D. The public consultation process shall include the following:
 1. A minimum of two (2) public meetings.
 2. Meeting notifications shall be sent to all property owners and registered neighborhood associations within the pedestrian shed(s) and within [two](#).

hundred (200) ~~five hundred (500)~~ feet of the pedestrian shed(s) analyzed, and to all owners of property to be rezoned to FBZD.

3. For areas with an adopted community, neighborhood, or perimeter plan, notification shall also be sent to planning team members.
4. Meeting notifications shall also be published in an official newspaper of general circulation before the fifteenth day before the date of the meeting.
5. One meeting shall present a draft of the pedestrian shed analysis and the zoning site plan. A subsequent meeting shall present a final draft of the pedestrian shed analysis and zoning site plan that takes into account public comment provided at the previous meeting.
6. The pedestrian shed analysis shall include information regarding the public consultation process including but not limited to:
 - a. A map of the pedestrian shed(s).
 - b. List with addresses of property owners and neighborhood associations to whom notices were sent.
 - c. Copy of meeting announcements mailed to property owners and neighborhood associations.
 - d. Copy of meeting announcements published in newspaper.
 - e. Sign-in sheets from meetings.
 - f. Copies of other documents distributed at the meeting.
 - g. Copies of public comments received or submitted.

- F. The CRC will provide a review of the pedestrian shed analysis submitted by the applicant to ensure consistency with the sector analysis and any community or neighborhood plans adopted for the area. The review shall occur within ten (10) days of request to the planning and development services department by the applicant and shall be submitted to the zoning case manager for inclusion in the staff recommendation to the zoning commission.

(3) Zoning Site Plan.

- A. A zoning site plan based on the pedestrian shed analysis shall be required for the infill village and infill regional center master development pattern plans.
- B. The zoning site plan for infill shall include those items identified in subsection

35-357(f)(2) including, but not limited to: location of pedestrian sheds, location of development patterns, location of transect zones, and location of street network.

(4) Master Development Pattern Plan.

- A. A master development pattern plan (MDPP) shall be submitted and approved for property rezoned to FBZD before any building permits shall be issued.
- B. The MDPP shall follow the standards set forth in subsections 35-209(c), 35-209(d), 35-209(e), and 35-209(f) and shall be in accordance with the provisions of subsection 35-357(h).

C. Thoroughfare requirements for infill conditions. If specific existing ROW is narrower than the minimum standards for thoroughfares as prescribed by Tables 209-6A, 209-6D, 209-6E and 209-6F, then narrower standards for public frontage elements, travel lanes, parking lanes, and/or other thoroughfare elements shall be permitted for those specific infill conditions.

D. In an infill context, one (1) of the following development patterns shall be required:

1. Infill Village.
 - a. Context. An infill village shall be appropriate to neighborhood areas that are predominantly residential with one (1) or more mixed use corridors or centers.
 - b. Structure. An infill village shall be mapped as at least one (1) complete standard pedestrian shed oriented around and preferably centered on the ~~lots~~ ~~parcels~~ to be rezoned to FBZD. An infill village pedestrian shed analysis shall include all applicable transect zones as prescribed in table 209-18(A). The edges of an infill village should blend into adjacent neighborhoods and/or a downtown without buffers.
 - c. Area to be rezoned. The minimum acreage for rezoning shall be ten (10) acres. The area to be rezoned FBZD shall include one (1) or more transect zones. The appropriateness of transect zones included shall be based upon the pedestrian shed analysis of the existing and proposed mix of density and intensity of uses.
 - d. Calibration of infill transect zones. Within the infill village area to be rezoned, subcategories of one (1) or more transect zones may be calibrated as specified in subsection 35-209(d)(5).
2. Infill Regional Center.

- a. Context. An infill regional center shall be appropriate to areas that include significant office and retail uses as well as government and other civic institutions of regional importance.
- b. Structure. An infill regional center shall be mapped as at least one (1) complete long pedestrian shed oriented around and preferably centered on the ~~lots~~ ~~parcels~~ to be rezoned to FBZD. An infill regional center pedestrian shed analysis shall include all applicable transect zones as prescribed in table 209-18(A). The edges of an infill regional center should blend into adjacent neighborhoods without buffers.
- c. Area to be rezoned. The minimum acreage for rezoning shall be twenty (20) acres. The area to be rezoned FBZD shall include one (1) or more transect zones. The appropriateness of transect zones included shall be based upon the pedestrian shed analysis of the existing and proposed mix of density and intensity of uses.
- d. Calibration of infill transect zones. Within the infill regional center area to be rezoned, subcategories of one (1) or more transect zones may be calibrated as specified in subsection 35-209(d)(5).

(5) Transect Zone Calibration.

- A. The area within an infill village or infill regional center to be rezoned shall use one (1) or more of the six (6) standard transect zones listed in table 209-18, one (1) or more calibrated transect zones, or combination of standard and calibrated transect zones.
- B. A calibrated transect zone shall be based on a single standard transect zone, and shall not establish standards that are outside the parameters set by that standard transect zone in table 209-18(C)--(L), subsection 35-209(e)(3)(E), subsection 35-209(e)(4)(E), subsection 35-209(e)(5)(E), and/or subsection 35-209(ef)(6)(E). For instance, a calibrated T5 shall not establish principal building heights that are taller than the principal building height prescribed by the standard T5 in table 209-18. A calibrated transect zone may restrict standards that are permitted in the standard transect zone, but shall not permit standards that are not permitted in the standard transect zone.
- C. No other sections or tables other than those listed in subsection 35-209(d)(5)(B) shall be calibrated.
- D. The density of the area to be rezoned within an infill village or infill regional center shall be controlled by the row labeled "Infill Development" in table 209-18(B).

- E. The calibrated transect zone standards shall be derived by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation prescribed in subsection 25-209(d)(2).
- F. The calibrated transect zone standards shall be documented, attached, and approved as part of the rezoning ordinance.

G. For structures designated as historic landmarks or for structures identified as having high historic integrity by the Office of Historic Preservation, the existing front setback of the designated or identified structure shall establish the minimum required front setback for that lot.

(6) Civic Requirements.

A. General.

1. Master development pattern plans for infill shall designate civic spaces (CS), civic buildings (CB), and civic transit zones (CT) within each development pattern. A minimum allocation of five (5) percent of the development pattern's urbanized area (T-3 through T-6, or the calibrated equivalents) is required. Existing civic spaces may count toward this requirement if designated as such in the MDPP.
2. A civic space, civic building, or civic transect zone shall be permitted if it does not occupy more than twenty (20) percent of a pedestrian shed; otherwise it is subject to the creation of a specialized district [See subsection 35-209(c)(11)].
3. Parking for civic functions shall be provided in accordance with the parking standards set forth in subsection 35-209(c)(9)(c)(7).

B. Civic Spaces (CS). Civic spaces shall be permitted in accordance with table 209-9.

C. Civic Buildings (CB). Civic buildings shall be approved in accordance with the standards of subsection 35-209(c)(9)(c)(6).

(e) Building-Scale Plans.

(1) Instructions.

- A. The requirements in subsection 35-209(e) and in the tables in subsection 35-209(h) shall control the disposition, configuration and function of buildings, as well as their architectural, landscape, parking, and sign standards. Specific ~~Optional~~ designations that are identified or listed on the master development pattern plan shall be mandatory.
- B. Plan submittals for the MDPP, plats, and building permits shall show adequate information to determine that each development pattern is in compliance with these regulations at each stage of permitting. The specific submittal requirements are outlined in section 35-357.

(2) General to T2--T6.

A. Building Disposition.

- 1. Newly platted lots shall be dimensioned as shown graphically on the master development pattern plan or on an addendum per subsection 35-357(h)(3) and shall be platted or re-platted according to the standards of table 209-18.
- 2. One (1) principal building, one (1) back building, and one (1) outbuilding may be built on each lot as shown in table 209-10B.
- 3. Rear setbacks for outbuildings shall be as indicated on table 209-18.
- 4. Buildings shall be disposed in relation to the boundaries of their lots according to table 209-11 and table 209-18.
- 5. Lot coverage by building shall not exceed that shown in table 209-18.
- 6. Facades shall be built parallel or tangent to the primary frontage line. For lots having two (2) frontages the one shall be designated the primary frontage. The other shall be designated the secondary frontage.
- 7. Buildings shall have their principal entrance facing the primary frontage.
- 8. Setbacks for principal buildings shall be as shown in table 209-18.
- 9. In a parking structure or garage, each level above grade counts as a single story.
- 10. Lot Orientation to Street. Lots shall front a vehicular thoroughfare (with

the exception of alleys), except that twenty-five (25) percent of the lots within each development pattern transect zone may front a pedestrian path, green civic space, or conservation area ~~provided the third place shall front a public street.~~

11. Sideyard (Zero Lot Line) Type Buildings. Buildings with Sideyard Dispositions are permitted in certain Transect Zones by Table 209-18. Such buildings are characterized by occupying at most 100% of one lot line (the “zero lot line”).

a. On corner lots, the zero lot line may be either a secondary frontage line or a lot line.

b. In the case of Sideyard Type buildings, the Side Setbacks prescribed in Table 18 refer only to the non-zero lot line setback.

12. Porte-cochères are allowed in the first lot layer for passenger drop-off and pick-up.

B. Building Configuration.

1. Private frontage types shall be as prescribed in table 209-12 and allocated in table 209-18.

2. Building heights shall be as prescribed in table 209-18.

3. Where minimum stories of two or more are prescribed by table 209-18, single story buildings are permitted if they conform to all of the following requirements:

a. the single-story buildings are no more than 40% of a linear block face

b. the single-story buildings are not located within sixty (60) feet from a street intersection

C. Building Function.

1. Buildings in each transect zone shall be dedicated to the functions listed in tables 209-13A and 209-13B.

2. Intensity of building functions shall be limited by the requirements in table 209-13A.

3. Primary functions masked by liner buildings shall provide vehicular access through an alley, and shall provide access by emergency vehicles as required by the latest adopted version of the International Fire Code.

4. Manufacturing, production, warehousing, wholesale, storage, processing, assembly, and extraction functions shall be determined to be light or heavy within the context of FBZD based on the following performance criteria. If a function conforms with all of the criteria listed in subsection (e)(2)(c)(4)(a)—~~(m)(n)~~, it shall be determined to be light industrial. If it does not conform to one (1) or more of the criteria, it shall be determined to be heavy industrial.

~~a. Less than ten thousand (10,000) square feet building ground floor area.~~

ab. The use of vehicles with two (2) or more rear axles and/or vehicles that require a Texas commercial drivers license is limited to:

- i. The hours between 6:00 a.m. and 6:00 p.m.
- ii. Fifteen (15) trips per day.

be. The commercial use of vehicles with one (1) rear axle, excluding employees' personal vehicles, is limited to:

- i. The hours between 4:00 a.m. and 10:00 p.m.
- ii. Fifteen (15) trips between 4:00 a.m. and 10:00 p.m. per day.

cd. No outdoor storage, outdoor disposal containers (unless located in a rear alley and adequately screened), outdoor operations, or outdoor loading docks.

de. Between the hours of 6:00 a.m. and 6:00 p.m., noise levels measured at the property line do not exceed:

- i. The existing background broadband sound pressure level by more than seven (7) dBA.
- ii. A broadband sound pressure level greater than sixty (60) dBA.

ef. Between the hours of 6:01 p.m. and 5:59 a.m., noise levels measured at the property line do not exceed:

- i. The existing background broadband sound pressure level by more than three (3) dBA.

- ii. A broadband sound pressure level greater than forty-five (45) dBA.

fg. Exterior lighting conforms to the following criteria:

- i. Lighting fixtures are shielded with a cutoff of less than ninety (90) degrees. All structural parts of the fixture providing the ninety (90) degree cutoff angle are permanently affixed to the general light structure.
- ii. Fixtures with a lamp or lamps rated at a total of more than one thousand eight hundred (1,800) lumens, and flood lamps rated at a total of more than nine hundred (900) lumens, do not emit any direct light above a horizontal plane through the lowest direct-light-emitting part of the fixture.
- iii. All lighting is aimed, located, designed, shielded, fitted and maintained so as not to project light into a neighboring use or property.
- iv. Flood lamps and the light source they emit are not visible from the thoroughfare.
- v. All exterior lighting and all lighting or glare resulting from industrial processes are installed and/or shielded in such a manner that the light source is obscured to prevent glare on thoroughfares and other properties.

gh. At any time and at any point on the property line, ground vibrations do not exceed the limits of displacement prescribed in table 209-16.

hi. No air contaminants (such as, but not limited to, dust, ash, vapor, carbon, pollen, or other air pollutants) are discharged into the air.

ij. No smoke is discharged into the atmosphere.

jk. No refuse is incinerated.

kl. No liquids are disposed onto the site or into adjacent drainage systems, except for sanitary waste.

lm. At the property line, odor does not exceed toxic odor thresholds established by ASTM International E679-04.

ma. The following materials are prohibited:

- i. Radioactive or fissionable materials.
- ii. Forbidden materials as defined in 49 CFR Ch. 1, § 173.21.
- iii. Forbidden explosives as defined in 49 CFR Ch. 1, § 173.54.
- iv. Materials classified as 1.1 Explosives (with a mass explosion hazard) as defined in 49 CFR Ch. 1, § 173.50.
- v. Materials classified as 1.2 Explosives (with a mass projection hazard) as defined in 49 CFR Ch. 1, § 173.50.
- vi. Materials classified as 4.2 Spontaneously combustible material as defined in 49 CFR Ch. 1, § 173.124.

D. Parking Standards.

1. Vehicular parking shall be provided as required by the minimum and maximum parking requirements in tables 209-14A and 209-14B. [Table 209-14A establishes minimum parking requirements for all parking types \(surface, structured, underground\). Table 209-14B establishes maximum parking standards for surface parking only.](#) The quantity of required parking spaces shall be adjusted for sharing in accordance with table 209-14C.
2. On-street parking [immediately](#) adjacent to the frontage lines of a lot shall count toward the parking requirement of the building on the lot.
3. The required parking may be provided within one-quarter mile of the site that it serves. A form based parking plan for the area must be provided to exercise this option.
 - a. A form based parking plan shall include the location of public or private surface or structured parking facilities. The number of automobile and bicycle spaces provided by the facility shall be indicated.
 - b. A form based parking plan shall be submitted with the master development pattern plan. The form based parking plan must be approved and the parking facilities built prior to issuance of building permits or certificates of occupancy for uses that intend to utilize the facilities to meet parking requirements.
4. Primary use parking lots shall be masked at the frontage by a liner

building or streetscreen.

5. Exemptions from required parking.

- a. Non-residential Retail. The first Retail space under one thousand five hundred (1,500) square feet of non-residential space shall be exempt from required parking calculation.
- b. Rehabilitated building. Building that has been rehabilitated or retrofitted by an investment greater than fifty (50) percent of the building's value prior to rehabilitation or retrofit. Only the rehabilitated or retrofitted square footage is eligible for the parking exemption.
- c. Small properties. Lots under 10,000 square feet in size are exempt from required parking.

6. Bicycle Parking.

- a. May be shared within the pedestrian shed if demonstrated in a form based parking plan.
- b. Shall be required in T3, T4, T5 and T6.
- c. Shall be convenient, secure and visible.
- d. Shall consist of short term and long term parking as specified in tables 209-14D and 209-14E.

7. Underground Parking. Underground structured parking is allowed in all lot layers.

E. Architectural Standards.

- 1. Streetscreens shall be made of brick, stucco, or masonry to match the facade of the principal building.
- 2. Openings above the first story shall not exceed fifty (50) percent of the total building wall area, with each facade being calculated independently.
- 3. Fences, if provided in the private frontage, shall be constructed at the frontage lines as illustrated in table 209-10C. Fences at lot lines shall be of painted wood board, ironwork, stone, block, tile, stucco, tubular steel, welded wire, or a combination of masonry and metal, cedar posts and welded wire or garden loop. Chain link may be used only in the second

and third lot layers. Chain link shall not be installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.

F. Landscape Standards.

1. A minimum of seventy (70) points are required for each development pattern per point system below:
 - a. Landscaping point system.
 - i. General Options.
 - Street trees - twenty-five (25) points
 - Parking lot screening - twenty-five (25) points
 - Preservation of existing native trees - up to forty (40) points
 - Native understory preservation - fifteen (15) points
 - Native understory installation - fifteen (15) points
 - Other non-lawn native vegetation - up to twenty (20) points
 - ii. Mandatory Landscaping.
 - Parking lot shading minimum thirty (30) percent shading
 - Public frontage streetscape trees
 - b. Tree mitigation options.
 - Landscaped roofs
 - Wildlife enhancement
 - Native landscaping along bike, pedestrian network to promote "green corridor"
 - Native landscaping in civic space or park
 - Native vegetated best management practice (bmp) for natural stormwater features

2. Street and streetscape trees shall be of a type illustrated in table 209-21.
 - a. Street trees are on private frontage at minimum ratio of one (1) per thirty (30) linear feet of lot frontage.
 - b. Streetscape trees are mandatory in public frontage at average of thirty (30) feet on center.
3. Landscaped areas shall be prepared to no more than fifty (50) percent compaction, must include no less than one (1) percent organic material, and shall be a minimum depth of twenty-four (24) inches (two (2) feet).

G. Sign Standards.

1. One (1) address number no more than six (6) inches vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
2. One (1) blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of four (4) square feet unless otherwise specified.
3. Encroachment. Freestanding signs including monument signs shall have a minimum five-foot setback from frontage lines or a fifteen-foot setback from lot lines ([see table 209-10C](#) ~~see table 209-10D~~) and shall not exceed six (6) feet in height.
4. Address Numbers. Numbers (not letters spelling numbers) shall be placed near the front door or front porch steps. Numbers shall be mounted to the door, the wall beside the door, the entablature, a porch column or the top riser.
5. Directional Signs. Parking directional signs shall not exceed four (4) square feet in area per side and three (3) feet in height.
6. Lighting.
 - a. In T1, T2, and T3, signs shall not be illuminated.
 - b. In T4, T5, and T6, signs may be illuminated. If illuminated, signs shall only be illuminated by an external lighting source that is shielded and positioned in a manner that illuminates only the sign and prevents any glare or spillover onto adjacent properties.
7. Configuration. The following sign configurations are allowed in all transect zones except T3 and T4:

- a. **Band Signs.** Band signs consist of a band of lettering across the entire width of the building. Band signs shall be a maximum of thirty-six (36) inches tall, and the bottom of the band sign shall not be installed more than twelve (12) feet or less than eight (8) feet above the sidewalk. Band signs shall be front-lit.
 - b. **Board Signs.** Board signs consist of painted or vinyl graphics on a signboard attached flush with wall.
 - c. **Window Signs.** Window signs may be neon behind the glass, or, paint or vinyl applied directly to the glass. Neither shall be mounted on opaque sign boards. The area of any window sign is limited to one-third (1/3) of the glass in the sash where the sign is installed, excluding muntins.
 - d. **Painted Wall Signs.** Painted wall signs shall be rectangular, oriented horizontally or vertically, and no larger in area than two (2) by two (2) times the building width.
 - e. **Home-Based Business Signs.** Signs advertising a home-based business shall be wood, painted, and a maximum size of four (4) square feet. Signs may have engraved, gold leaf letters and symbols. Signs may be mounted to a freestanding post, hung below a porch roof, or mounted to a building wall. Alternately, brass may be used for signs mounted to masonry building walls. One (1) sign advertising a home-based business is permitted at each frontage.
 - f. **Real Estate Sign.** One (1) real estate sign advertising a property for sale or rent may be displayed at each frontage, not to exceed six (6) square feet.
 - g. **Monument Signs.** Monument signs are permanent freestanding signs mounted on a solid base with no more than two (2) sign faces, and are limited to a landscaped area. Signs shall not exceed four (4) feet in height, including the base, four (4) feet in width, and eight (8) square feet per sign face.
8. **Exceptions.** The following signs shall be exempt from the sign standards:
- a. **Transit Stops.** Signs or markers installed by a public transit agency to designate transit stops.
 - b. **Government Signs.** Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or

vehicular traffic.

- c. Noncommercial or Political Speech Signs. Must not exceed fifteen (15) square feet of facing composed of durable material, situated wholly upon private property and securely affixed to a building, fence, or wall, and having a frame or trim not more than three (3) inches wide. Noncommercial or political speech signs may be used for a maximum of ninety (90) days.
 - d. Public Utility Signs. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities.
 - e. Temporary Signs. Temporary signs shall include: cloth banners extending over public right-of-way; A-boards and other portable sidewalk signs; emergency warning signs erected by a government agency, a public utility company or a contractor doing authorized work within the public right-of-way; and balloons less than one (1) foot in diameter. Temporary signs may be used for a maximum duration of thirty (30) days each six (6) months.
9. Prohibited Signs.
- a. Inflatable Figures/Devices. Three-dimensional wind powered or air-filled figures other than balloons one (1) foot in diameter or less.
 - b. Off-Premises Signs. A sign which is a primary use and advertises businesses, commodities, activities, services or persons which are not usually available or present upon the premises upon which such sign is located, or which directs persons to any location not on the premises. Any sign with more than ten (10) percent of the sign devoted to such use shall be deemed to be an off-premises sign.
 - c. Pole Signs. Freestanding pole signs, not including flag poles.
 - d. Roof Signs. Signs painted on or mounted on a building roof.
 - e. Signs that simulate in color, size, or design, any traffic control sign or signal or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic.
10. All signs shall comply with Chapter 28 if not expressly addressed in this section and the standards of any overlay zone and the standards of Chapter 35.

- (3) Specific to Sub-Urban Zones (T3).
- A. (T3) Building Disposition.
1. Porches may encroach up to fifty (50) percent of the depth of the first lot layer.
 2. Balconies and bay windows may encroach up to twenty-five (25) percent of the depth of the first lot layer.
- B. (T3) Building Configuration. [See subsection 35-209(e)(2)(B).
- C. (T3) Building Function. Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.
- D. (T3) Parking Standards.
1. All parking areas shall be located in the second and/or third lot layers.
 2. Garages shall be located in the third lot layer as illustrated in table [209-10D](#) & table [209-10E](#) ~~table 209-10C~~.
 3. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall be a minimum of sixty (60) feet from either street intersection, and shall be masked from the public frontage by a streetscreen.
 4. Parking may be accessed from the primary or secondary frontage by means of a driveway.
- E. (T3) Architectural Standards.
1. The facades on retail frontages shall be detailed as shopfronts.
 2. The exterior finish material on all facades shall be limited to brick, masonry, stone, wood siding, cement fiber siding, corrugated metal, composite aluminum panels and/or stucco with the exception of cast and molded metal which can be used for detailing on shopfronts.
 3. Balconies and porches shall be made of the same material as the primary structure, or made of painted wood/wood fiber composite.
 4. Principal buildings shall have sloped roofs.
 - ~~5. Fences, if provided in the private frontage, shall be at the frontage lines as~~

~~illustrated in table 209-10D. Fences at lot lines shall be of painted wood board or ironwork, with the exception that chain link may be used in the second and third layers. Chain link shall not be installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.~~

56. Disposal receptacles shall be stored in the second or third lot layer and shall not be visible from the thoroughfare.
67. Disposal receptacles that serve nonresidential functions shall be screened completely from public view at ground level.
 - a. Screening shall be a minimum of six (6) feet in height or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
 - b. Screening shall be provided by plants, a solid screen fence or wall, or a combination thereof.
 - c. Materials for walls shall conform to transect zone standards as prescribed in subsection 35-209(e)(3)(E)(2).
 - d. Fences shall consist of painted wood board.
 - e. Screening provided by plants shall follow the standards in subsection 35-511(c).

F. (T3) Landscape Standards.

1. A minimum of one (1) street tree shall be planted within the first lot layer for each thirty (30) feet of primary frontage line.
2. The first lot layer as shown in [table 209-10D & 209-10E](#) ~~table 209-10C~~ shall consist of trees of various species, naturalistically clustered, as well as low maintenance understory.
3. The landscape installed shall consist primarily of native species (eighty (80) percent) and established by drip irrigation.

G. (T3) Sign Standards.

1. Signs may not be illuminated.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows.

3. Address Numbers. Numbers shall be metal, ceramic or paint.
4. Configuration.

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of five (5) feet. The top of the blade sign shall be between nine (9) and twelve (12) feet above the sidewalk. The blade sign shall be thirty-two (32) inches tall maximum. Blade signs shall be no more than four (4) feet wide nor project more than five (5) feet from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

5. There shall be no signs permitted in T3 other than as specified in this subsection 35-209(e)(3)(G).

(4) Specific to General Urban Zones (T4).

A. (T4) Building Disposition.

1. Balconies, porches, bay windows, stoops, shopfront awnings, and galleries may encroach up to fifty (50) percent of the depth of the first lot layer.
2. Loading docks, service entrances, and service yards shall be permitted on side and rear yards.

B. (T4) Building Configuration. ~~[See subsection 35-209(e)(2)(B)].~~

1. Any building with a ground-floor area larger than ninety thousand (90,000) square feet shall meet at least one (1) of the following conditions:

a. The building shall be enclosed by a liner building.

b. Each building facade shall provide at least one (1) public entrance at the ground-floor level every seventy-five (75) linear feet. If a facade is narrower than seventy-five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.

C. (T4) Building Function.

1. Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.

~~2. Any single function that occupies a ground floor area larger than ninety thousand (90,000) square feet shall do so only under one (1) of the following conditions:~~

~~a. The building shall be enclosed by a liner building.~~

~~b. Each building facade shall provide at least one (1) public entrance at the ground floor level every seventy five (75) linear feet. If a facade is narrower than seventy five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.~~

D. (T4) Parking Standards.

1. All parking areas shall be located in the second and/or third lot layers.
2. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall be a minimum of sixty (60) feet from either street intersection and shall be masked at the frontage by a liner building or streetscreen
3. Garages shall be located in the third lot layer as illustrated in [table 209-10D & 209-10E](#) ~~table 209-10C~~.
4. Parking may be accessed from the primary frontage by means of a driveway.

E. (T4) Architectural Standards.

1. The facades on retail frontages shall be detailed as shopfronts.
2. The exterior finish materials on all facades shall be limited to brick, masonry, stone, clapboard, cement fiber siding, corrugated metal, composite aluminum panels, and/or stucco. For accent, external insulation finishing system (EIFS), river rock, glass block, ironwork and/or tile may be used on no more than twenty-five (25) percent of each elevation.
3. Balconies and porches shall be made of the same material as the primary structure, or made of painted wood/wood composite or metal.
4. Principal buildings shall have sloped roofs.
- ~~5. Fences, if provided in the private frontage, shall be at the frontage lines as illustrated in table 209-10D. Fences at lot lines shall be of painted wood~~

~~board or ironwork, with the exception that chain link may be used in the second and third layers. Chain link shall not be installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.~~

56. Disposal receptacles shall be stored in the second or third lot layer and shall not be visible from the thoroughfare.
67. Disposal receptacles that serve nonresidential functions shall be screened completely from public view at ground level.
- a. Screening shall be a minimum of six (6) feet in height or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
 - b. Screening shall be provided by plants, a solid screen fence or wall, or a combination thereof.
 - c. Materials for walls shall conform to transect zone standards as prescribed in subsection 35-209(e)(4)(E)(2).
 - d. Fences shall consist of painted wood board.
 - e. Screening provided by plants shall follow the standards in subsection 35-511(c).
78. The maximum length of an individual wall plane that faces a street shall be fifty (50) feet, except under the following conditions:-
- a. If a building wall plane facing a street exceeds fifty (50) feet in length, at least two (2) of the following techniques shall be employed to reduce the perceived mass:
 - i. Change materials with each building module to reduce its perceived mass; or
 - ii. Change the height with each building module of a wall plane. The change in height shall be at least ten (10) percent of the vertical height; or
 - iii. Change the roof form of each building module to help express the different modules of the building mass; or
 - iv. Change the arrangement of windows and other facade articulation features, such as, columns, pilasters or strap

work, which divides large planes into smaller components.

- b. If a building wall plane facing a street exceeds one hundred fifty (150) feet in length, then massing breaks shall be employed. Massing breaks shall:
 - i. Be employed at intervals of no more than one hundred fifty (150) feet.
 - ii. Take the form of a forecourt [see table 209-12 D] or a passage connecting to an internal courtyard.
 - iii. Extend into the third lot layer and measure at least twenty-five (25) feet in width.

F. (T4) Landscape Standards.

1. A minimum of one (1) street tree shall be planted within the first lot layer for each thirty (30) feet of primary frontage line.
2. The first lot layer as shown in table [table 209-10D & 209-10E](#) ~~table 209-10C~~ shall be planted with trees. Lawn shall be permitted.
3. The landscape installed shall consist of eighty (80) percent native species that are drought tolerant and established by drip irrigation.

G. (T4) Sign Standards.

1. Signs may be illuminated. If illuminated, signs shall only be illuminated by an external lighting source that is shielded and positioned in a manner that illuminates only the sign and prevents any glare or spillover onto adjacent properties. Additionally, signs visible through a window.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows.
3. Address Numbers. Numbers shall be metal, ceramic or paint.
4. Configuration.

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of five (5) feet. The top of the blade sign shall be between nine (9) feet and twelve (12) feet above the sidewalk. The blade sign shall be thirty-two (32) inches tall maximum. Blade signs shall be no more than four (4) feet wide nor project more than five (5) feet from the wall.

Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

5. There shall be no signs permitted in T4 other than as specified in this section 35-209(e)(4)(G).

(5) Specific to Urban Center Zones (T5).

A. (T5) Building Disposition.

1. Stoops, lightwells, balconies, bay windows and terraces may encroach one hundred (100) percent of the depth of the first lot layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least eight (8) feet.
3. Loading docks, service entrances, and service yards shall be located in the third lot layer and shall only be accessed through the third lot layer or alley.
4. A minimum of seventy (70) percent of the facade shall be built parallel to the primary frontage line. In the absence of a building along the remainder of the frontage line, a streetscreen shall be built parallel to the primary frontage line.

B. (T5) Building Configuration.

1. A first level residential function shall be raised a minimum of two (2) feet from average sidewalk grade. Site design shall factor access issues to the public right-of-way. Site design shall provide an accessible pedestrian access route (PAR) and a minimum of one (1) no-step entrance as required by applicable local, state, and federal requirements.

2. Any building with a ground-floor area larger than ninety thousand (90,000) square feet shall meet at least one (1) of the following conditions:

a. The building shall be enclosed by a liner building.

b. Each building facade shall provide at least one (1) public entrance at the ground-floor level every seventy-five (75) linear feet. If a facade is narrower than seventy-five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.

C. (T5) Building Function.

1. Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.
2. First story retail shall be permitted in all buildings.
- ~~3. Any single function that occupies a ground floor area larger than ninety thousand (90,000) square feet shall do so only under one (1) of the following conditions:~~
 - ~~a. The building shall be enclosed by a liner building.~~
 - ~~b. Each building facade shall provide at least one public entrance at the ground floor level every seventy five (75) linear feet. If a facade is narrower than seventy five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.~~

D. (T5) Parking Standards.

1. All parking areas shall be located in the second and/or third lot layer as illustrated in [table 209-10D & 209-10E](#) ~~table 209-10C~~.
2. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall be a minimum of sixty (60) feet from either street intersection and shall be masked at the frontage by a liner building or streetscreen.
3. Garages shall be located in the third lot layer.
4. Parking shall be accessed from an alley.
5. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a principal building.
6. The vehicular entrance of a parking lot or garage shall be no wider than thirty (30) feet at the frontage line.
7. When a form based parking plan is provided within the long pedestrian shed of a regional center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty (30) percent without increasing parking requirements cited in table 209-14.

E. (T5) Architectural Standards.

1. The facades on retail frontages shall be detailed as shopfronts.
2. The exterior finish materials on all facades shall be limited to stone, brick, masonry, corrugated metal, composite aluminum panel, and/or stucco. Clapboard and cement fiber siding may be used, but are not permitted on the first story of the primary facade. For accent, external insulation finishing system (EIFS), river rock, glass block, ironwork and/or tile may be used on no more than twenty-five (25) percent of each elevation.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets or sloped roofs.
5. Streetscreens shall be located parallel to a frontage line as shown in table 209-10D. ~~Fences, if provided in the private frontage, shall be at the frontage lines as illustrated in table 209-10D. Fences at lot lines shall be of ironwork. Chain link may be used in second and third layers provided that chain link is not installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.~~
6. Disposal receptacles shall be stored in the second or third lot layer, and shall only be accessible from the back of the building or the alley.
7. Disposal receptacles shall be screened completely from public view at ground level.
 - a. Screening shall consist of a solid wall and be a minimum of six (6) feet in height, or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
 - b. Screening materials shall conform to transect zone standards as prescribed in subsection 35-209(e)(5)(E)(2).

8. The maximum length of an individual wall plane that faces a street shall be 50 feet, except under the following conditions:

-
- a. If a building wall plane facing a street exceeds 50 feet in length, at least two (2) of the following techniques shall be employed to reduce the perceived mass:
-

- i. Change materials with each building module to reduce its perceived mass; or
- ii. Change the height with each building module of a wall plane. The change in height shall be at least ten (10) percent of the vertical height; or
- iii. Change the roof form of each building module to help express the different modules of the building mass; or
- iv. Change the arrangement of windows and other facade articulation features, such as, columns, pilasters or strap work, which divides large planes into smaller components.

b. If a building wall plane facing a street exceeds 150 feet in length, then massing breaks shall be employed. Massing breaks shall:

- i. Be employed at intervals of no more than 150 feet
- ii. Take the form of a forecourt (see Table 209-12 (d)) or a passage connecting to an internal courtyard
- iii. Extend into the Third Lot Layer and measure at least 25 feet in width

F. (T5) Landscape Standards.

- 1. A minimum of one (1) street tree shall be planted within the first lot layer for each thirty (30) feet of primary frontage line.
- 2. The first lot layer shall be landscaped or paved to match the adjacent public frontage as shown in tables 209-6E and 209-6F.
- 3. Trees shall be a species with shade canopies that, at maturity, remain clear of building frontages.
- 4. The landscape installed shall consist of eighty (80) percent native species that are drought tolerant and established by drip irrigation.

G. (T5) Sign Standards.

- 1. Signs may be illuminated. If illuminated, signs shall only be illuminated by an external lighting source that is shielded and positioned in a manner that illuminates only the sign and prevents any glare or spillover onto adjacent properties. Additionally, signs visible through a window may be neon lit.
- 2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows.

3. Address Numbers. Numbers shall be metal, ceramic or paint.
4. Configuration. The following configurations are allowed in T5 in addition to the configurations allowed in subsection (e)(3)(G)(6).
 - a. Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of five (5) feet. The top of the blade sign shall be between nine (9) feet and twelve (12) feet above the sidewalk. The blade sign shall be thirty-two (32) inches tall maximum. Blade signs shall be no more than four (4) feet wide nor project more than five (5) feet from the wall. No blade sign shall exceed six (6) feet square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
 - b. Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one side of the building or at a forty-five (45) degree angle to the corner. Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of twelve (12) feet from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed ten (10) feet in height. Vertical corner signs shall be mounted twelve (12) feet maximum away from the exterior wall of the building and shall be a maximum of three (3) feet wide.
5. A single external sign band may be applied to the facade of each building, providing that such sign not exceed three (3) feet in height by any length.

(6) Specific to Urban Core Zones (T6).

A. (T6) Building Disposition.

1. Stoops, lightwells, balconies, and bay windows may encroach one hundred (100) percent of the depth of the first lot layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least eight (8) feet.
3. Loading docks, service entrances, and service yards shall be located in the third lot layer and shall only be accessed through the third lot layer or alley.

4. A minimum of eighty (80) percent of the facade shall be built parallel to the primary frontage line. In the absence of building along the remainder of the frontage line, a streetscreen shall be built parallel to the primary frontage line.

B. (T6) Building Configuration. ~~{See subsection 35-209(e)(2)(B)}.~~

1. Any building with a ground-floor area larger than ninety thousand (90,000) square feet shall meet at least one (1) of the following conditions:

- a. The building shall be enclosed by a liner building.
- b. Each building facade shall provide at least one (1) public entrance at the ground-floor level every seventy-five (75) linear feet. If a facade is narrower than seventy-five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.

C. (T6) Building Function.

1. Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.
2. First story retail shall be permitted in all buildings.

~~3. Any single function that occupies a ground floor area larger than ninety thousand (90,000) square feet shall do so only under one (1) of the following conditions:~~

- ~~a. The building shall be enclosed by a liner building.~~
- ~~b. Each building facade shall provide at least one (1) public entrance at the ground floor level every seventy five (75) linear feet. If a facade is narrower than seventy five (75) linear feet, one (1) entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.~~

D. (T6) Parking Standards.

1. All parking areas shall be located in the third lot layer.
2. Parking shall be accessed from an alley.

3. Pedestrian entrances to all parking lots and parking structures shall be directly accessed from a frontage line. Only underground parking structures may be entered by pedestrians directly from a principal building.
4. The vehicular entrance of a parking lot or garage shall be no wider than thirty (30) feet at the frontage line.
5. When a form based parking plan is provided within the long pedestrian shed of a regional center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty (30) percent without increasing parking requirements cited in table 209-14.

E. (T6) Architectural Standards.

1. The facades on retail frontages shall be detailed as shopfronts and glazed no less than eighty (80) percent on the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to stone, brick, masonry, composite aluminum panel, and/or stucco. Clapboard and cement fiber siding may be used, but are not permitted on the first story of the primary facade. For accent, external insulation finishing system (EIFS), river rock, glass block, ironwork and/or tile may be used on no more than twenty-five (25) percent of each elevation.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets, or sloped roofs.
5. Streetscreens shall be located parallel to a frontage line as shown in table 209-10D. ~~Fences, if provided in the private frontage, shall be at the frontage lines as illustrated in table 209-10D. Fences at lot lines shall be of ironwork. Chain link may be used in second and third layers provided that chain link is not installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.~~
6. Disposal receptacles shall be stored in the second or third lot layer, and shall only be accessible from the back of the building or the alley.
7. Disposal receptacles shall be screened completely from public view at ground level.
 - a. Screening shall consist of a solid wall and be a minimum of six (6)

feet in height, or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.

- b. Screening materials shall conform to transect zone standards as prescribed in subsection 35-209(e)(6)(E)(2).

8. The maximum length of an individual wall plane that faces a street shall be 50 feet, except under the following conditions:

a. If a building wall plane facing a street exceeds 50 feet in length, at least two (2) of the following techniques shall be employed to reduce the perceived mass:

- v. Change materials with each building module to reduce its perceived mass; or
- vi. Change the height with each building module of a wall plane. The change in height shall be at least ten (10) percent of the vertical height; or
- vii. Change the roof form of each building module to help express the different modules of the building mass; or
- viii. Change the arrangement of windows and other facade articulation features, such as, columns, pilasters or strap work, which divides large planes into smaller components.

b. If a building wall plane facing a street exceeds 150 feet in length, then massing breaks shall be employed. Massing breaks shall:

- iv. Be employed at intervals of no more than 150 feet
- v. Take the form of a forecourt (see Table 209-12 (d)) or a passage connecting to an internal courtyard
- vi. Extend into the Third Lot Layer and measure at least 25 feet in width

F. (T6) Landscape Standards.

1. The first lot layer shall be landscaped or paved to match the public frontage as shown in tables 209-6E and 6F.
2. Trees shall be species with shade canopies that, at maturity, remain clear of building frontages.
3. Trees shall not be required in the first lot layer.
4. The species of landscape installed shall consist of eighty (80) percent native species that are drought tolerant and established by drip irrigation.

G. (T6) Sign Standards.

1. Signs may be illuminated. If illuminated, signs shall only be illuminated by an external lighting source that is shielded and positioned in a manner that illuminates only the sign and prevents any glare or spillover onto adjacent properties. Additionally, signs visible through a window may be neon lit.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows.
3. Address Numbers. Numbers shall be metal, ceramic or paint.
4. Configuration. The following configurations are allowed in T5 in addition to the configurations allowed in subsection 35-209(e)(3)(G)(6):
 - a. Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of five (5) feet. The top of the blade sign shall be between nine (9) feet and twelve (12) feet above the sidewalk. The blade sign shall be thirty-two (32) inches tall maximum. Blade signs shall be no more than four (4) feet wide nor project more than five (5) feet from the wall. No blade sign shall exceed eight (8) square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
 - b. Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one (1) side of the building or at a forty-five (45) degree angle to the corner. Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of twelve (12) feet from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed ten (10) feet in height. Vertical corner signs shall be mounted twelve (12) feet maximum away from the exterior wall of the building and shall be a maximum of three (3) feet wide.
5. A single external sign band may be applied to the facade of each building, provided that such sign not exceed three (3) feet in height by any length.

(f) Guidelines for Transit Facilities, Bicycle Parking, and Schools.

(1) Transit Guidelines.

- A. Transit amenities shall be provided as indicated in table 209-9B.
- B. Bus service to suburban and rural areas shall not create street networks that prohibit the feasibility of future transit options.
- C. Where suburban or rural bus routes pass through nonresidential areas or areas of limited development for a distance of a mile or longer, the distance standard may be altered or waived for these areas only, at the discretion of bus operations. Where the sum of boardings and lightings is less than four (4) per vehicle mile in the peak hour for a distance of one (1) mile or longer, a courtesy stop zone may be created by the bus operations.
- D. No more than six (6) and no less than four (4) bus stops per route mile will be provided along all line service routes, except express and limited stop routes outside the CBD (Central Business District).
- E. The application of this standard is subject to the availability of suitable sites that provide safe access for passengers. The location of bus stops should also consider the future placement of passenger shelters or benches, and compliance with ADA regulations. A bus stop should be provided at all sites where transfers are possible.
- F. Park and ride facilities may be provided at any suitable location which can be shown to attract two hundred (200) autos per day within three (3) years, if express service is offered, and one hundred fifty (150) automobiles per day within three (3) years, if limited stop service is offered.
- G. Transit facilities designed to facilitate transfer activity and support primary origin-destination trip service can be provided by exception. Transit facilities may vary in form from an on-street transit stop with a shelter to an elaborate multi-modal facility. Limited automobile parking or waiting areas for passenger pick-ups may be provided. Selection of a site will be based on an evaluation of the impact on traffic and pedestrian operations in the area, the ability of the site to accommodate a design that provides good circulation, and access for transit vehicles and transit patrons and the potential for joint development.

(2) Bicycle Parking Guidelines.

- A. Short term bicycle parking shall be free, prevalent, visible, well lit, and convenient to building entrances. This type of parking is intended for customers, visitors and messengers [who generally park for two hours or less](#), and is typically in the form of a bicycle rack.

B. Long term bicycle parking [provides a secure and weather-protected place to park bicycles](#). [Parking](#) shall be covered or indoors, and may be located in space such as under stairways, at the end of hallways, basements, or in unused areas of parking structures. This type of parking is intended for employees, students, residents and commuters [who generally stay at a site for several hours](#) and may be access controlled by the user. Bicycle lockers or enclosed cages are typical.

C. Bicycle parking requirements are referenced in tables 209-14C and 14D.

(3) Elementary School Guidelines.

A. It shall be anticipated that each public school shall require between ten (10) and sixteen (16) acres of land. Each public school shall be expected to serve between six hundred (600) and eight hundred (800) students. Smaller public and private schools that are compatible with an urban environment are permissible.

B. Per subsection 35-209(c)(8)(B)(7) transit routes and/or facilities shall be coordinated with school bus routes.

(g) Definitions. The definitions in this subsection 35-209(g) are specific to subsections 35-209 and 35-357.

Acquired or Dedicated Open Space: Open space that is protected from development by law or standard, as well as land acquired for conservation through purchase, by easement, or by transferred development rights.

Allee: a regularly spaced and aligned row of trees usually planted along a thoroughfare or pedestrian path.

Alley: a public or private thoroughfare dedicated to providing vehicular access to the side or rear of property, including access to parking, utilities solid waste disposal, and/or emergency access.

Alley Apron: the portion of the alley within the public right-of-way, from the curb line of the roadway to the front edge of the property line that provides ingress and egress between private property and the public right-of-way.

Alley - Fire Access: any alleyway designated as the primary access point for the fire department in case of emergency. Additional standards apply, see the International Fire Code Sections 503.2.1 through 503.2.7, Appendix D and any other applicable sections.

Alley - Garbage Collection: any alleyway designated and designed for garbage and recycling collection.

Accessory Unit: an apartment not greater than six hundred (600) square feet sharing ownership and utility connections with a principal building. An accessory unit may or may not be within an outbuilding. Accessory units do not count toward maximum density calculations.

Ancillary Function: a function that is incidental and subordinate to the principal function of a lot or the main building thereon and located on the same lot as the principal function or building.

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

Arcade: a private frontage wherein the facade is a colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line.

Artisan/Craft Manufacturing: an establishment for the preparation, display and sale of individually crafted, visual forms of artwork including but not limited to: sculpture, painting, jewelry, furniture and hand woven articles.

B-Grid Street: a secondary street usually located on the periphery of a development where non-pedestrian-oriented uses are allowed and where vehicular traffic, not pedestrian traffic, takes precedence.

Backbuilding: a single-story structure connecting a principal building to an outbuilding (see table 209-10B ~~see table 209-10~~).

Bicycle Facility: Reference table 209-7.

Bicycle Parking: See subsections (e)(3)(D) and (f)(2).

Blade Sign: a sign located below a marquee or awning and attached to a wall, marquee, or awning with the exposed face of the sign in a plane perpendicular to the plane of the building wall.

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

Block Face: one (1) side of a block. A "block face" includes the portion of a block that abuts a street up to the nearest intersecting street.

Brownfield: an area previously used primarily as an industrial site as defined by the U.S. Environmental Protection Agency.

Building Disposition: The placement of a building on its lot (see table 209-11).

Building Function: the uses accommodated by a building and its lot. Functions are categorized as restricted, limited, or open, according to the intensity of the use (see table 209-13).

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

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. For example, a rowhouse is a type, not a style.

Bungalow Court: a group of three (3) or more detached one-story, one-family or two-family dwellings located on a single lot arranged around one (1), two (2) or three (3) sides of a courtyard that opens to a street. Each dwelling unit has a separate entrance on the ground floor.

Bus Rapid Transit: A high capacity rubber tire transit system that emulates rail transit modes in speed, frequency, and comfort, serving high capacity transit corridors with limited stops.

Bus Turnouts: a recessed curb area located adjacent to the traffic lanes where buses pull into and out of without impeding traffic.

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education,

recreation, government, and transit.

Civic Building: a building owned, leased, maintained, or occupied by an organization that is dedicated to culture, education, or government and is accessible to and for the use of the general public.

Civic Space: a public or privately owned, pedestrian oriented, outdoor space that is accessible to and for the use by the general public. See table 209-9A.

Civic Transit Zone: area reserved for transit facilities.

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

Common Destination: an area designed for community interaction, usually defining the approximate center of a pedestrian shed. It may include with out limitation one (1) or more of the following: a civic space, a civic building, a commercial center or a transit facility and may act as the social center of a neighborhood.

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

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban transect zone.

Cottage: a single-family dwelling, edge yard building type no more than one and one-half (1 1/2) stories tall and between seven hundred (700) and one thousand five hundred (1,500) square feet total floor area.

Courtyard: an open, unoccupied, unobstructed space other than a front-, side-, or rear yard, on the same lot as a building or group of related buildings, used primarily for supplying access, light and air to abutting buildings.

Courtyard Building: a building or group of related buildings on one (1) lot surrounding a courtyard on two (2) or more sides.

Cross Block Passage: a pedestrian passage through one (1) or a group of structures that connects the principal frontage to the rear lot line or alley and is a minimum of eight (8) feet wide.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The curb usually incorporates the drainage system (see table 209-6).

Degraded Wetland: manmade or natural occurring wetlands which are impaired as it relates to size, function (reducing stormwater amount improving water quality, etc.) vegetational diversity, and vegetational composition, as defined by the EPA in accordance with the Clean Water Act (33 US Code Part 1344) and determined by the US Corp of Engineers. A restoration

or rehabilitation effort would need to address each of the areas deemed as impaired.

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre [see subsection 35-209(c)(4)].

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three (3) ranges of speed: Very low: (below 20 MPH); Low: (20--25 miles per hour); Moderate: (25--35 miles per hour); High: (above 35 miles per hour). Lane width is determined by desired design speed.

Detached House: a dwelling unit not attached to any other primary use structure that is on a forty-five- to one hundred twenty-foot wide lot.

Developable areas: residual to the preserved open space sector.

Developable area of the site: see net developable area or net site area.

Development Pattern: the physical form of a settlement. Variations are due to the particulars of the site, density, spatial definition program, transportation and implementation. Transect-based development patterns are socially and functionally variegated; they are walkable, and they manifest a gradient from urban to rural. (see master development pattern plan.)

District: see specialized district.

Driveway: a vehicular lane within a lot, usually leading to a garage. A driveway in the first lot layer may be used for parking if it is no more than eighteen (18) feet wide, thereby becoming subject to the constraints of a parking lot.

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

Effective Turning Radius: the measurement of the inside turning radius taking into account an on-street parking lane.

Elevation: the exterior walls of a building not along a frontage line. See facade ([table 209-10C](#) ~~table 209-10D~~).

Emergency/Transitional Center: a residential facility for the homeless integrated with food preparation facilities, social services and counseling programs to assist in the transition to self-sufficiency and independent living.

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

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

Estate House: a single-family dwelling, edge yard building type constructed on a lot at

least seven hundred twenty (720) feet wide along the frontage, of rural character, often shared by one (1) or more accessory buildings.

Facade: the exterior wall of a building that is set along a frontage line (see elevation; frontage line).

Farm Land: any land within which agriculture and farming operations occur year-around.

Fence: a barrier enclosing space or separating lots.

Free Movement: vehicular movement on dedicated, striped travel lanes.

Frontage Buildout: ~~The percentage of a building facade that is built within the parameters of the required setbacks.~~ The percentage of a building facade that is required to be located between the minimum and maximum setbacks, measured as a proportion of the lot's width. Squares, plazas, forecourts and pedestrian breezeways shall be considered as buildings for the calculation of frontage buildout.

Frontage Line: the lot line that separates the public frontage from the private frontage. (see [table 209-10C](#) ~~see table 209-10D~~)

FIPS: Federal Information Processing Standards. A standardized set of numeric or alphabetic codes issued by the National Institute of Standards and Technology (NIST) to ensure uniform identification of geographic entities through all federal government agencies.

Function: the use that is imposed or applied to on or for which land or a building is arranged, designed, or intended, or for which land or a building is or may be occupied, including all accessory uses.

Garage: an outbuilding or back building used as storage of not more than four (4) motor vehicles or boats. No commercial vehicles or vehicles having capacity in excess of one (1) ton shall be stored in the space nor shall any spaces be rented out.

Gallery: a private frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk.

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

Glazing: transparent glass with a reflectance of no more than twenty (20) percent.

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

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

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

Gross Acres: the total amount of acres within a specified area.

Hamlet: an incomplete village, standing free in the countryside. Because of a location away from transportation, a hamlet has a weak commercial center.

High Capacity Thoroughfare: a major street with vehicular traffic levels above twenty thousand (20,000) vehicles per day.

High Capacity Transit Corridor: corridor with the potential to serve a total of at least eight thousand (8,000) daily riders. Determination of the appropriate mode or modes is done through a formal alternatives analysis on a corridor-by-corridor basis.

Home Occupation: any activity carried out for gain by a resident conducted as an accessory use on the resident's dwelling unit. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding. For additional regulations, see section 35-378 of the UDC.

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

Industrial, Heavy: a medium- to large-scale industrial use that is capable of producing byproducts discernable from outside the building and property. The function should not be located near civic, lodging, residential, service, or retail functions due to its inability to blend into the surrounding functions and its capacity to cause detrimental consequences to nearby properties.

Industrial, Light: a small-scale industrial use that can be located adjacent to civic, lodging, residential, service, and retail functions without disturbing its neighbors or causing detrimental effects.

Infill: development within existing urban fabric. See subsection 35-209 (d)(1)(b).

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. (See table 209-6)

Light Court: a private frontage parallel to the sidewalk that provides direct access to levels below grade in patio or walkway form.

Liner Building: a functional ancillary building with a minimum depth of ~~twenty (20)~~ [twenty-five \(25\)](#) feet, specifically designed to mask the primary use of a single function over ninety thousand (90,000) square feet on the ground floor, a primary function parking lot, or a parking structure from a frontage using a mix of residential, office and/or commercial functions. The building shall cover the entirety of the frontage line(s). Pedestrian and vehicular access shall be allowed as stated in subsection 35-209(f).

Linear Corridor: a civic space, park, green, square or plaza, minimum two (2) blocks in length, that is longer than it is wide and follows the trajectories of natural corridors or the built environment.

Live/Work: a dwelling unit that contains a commercial component. A live/work unit is a fee-simple unit on a lot with the commercial component anywhere within the unit.

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

Lot Layer: a range of depth of a lot within which certain elements are permitted ([see table 209-10D & 209-10E](#) ~~see table 209-10D~~). The first lot layer is measured from the property line to the front building facade. The second layer extends twenty (20) feet behind the first layer. The third layer extends from the rear of the second layer to the rear lot line.

Lot Line: the line demarcating the division between one property and another.

Lot Width: the length of the primary frontage line of a lot.

Low Maintenance Understory: mostly native, drought tolerant, disease and pest free plant material requiring no mowing and minimal irrigation.

Mandatory Streets: for zoning site plan, includes avenues, boulevards, commercial streets, and standard streets that provide connectivity between development patterns and/or provide connectivity to major regional arterials.

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

Master development pattern plan: master development plan submittal that contains one (1) or more development patterns per the requirements of section 35-357.

Media Production: the creation and manufacturing of any form of communication, including newspaper, television, radio and/or magazine.

Meeting Hall: a building available for gatherings, including conferences. It should accommodate at least one (1) room equivalent to a minimum of ten (10) square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located.

Mezzanine: a small story between two (2) main floors, usually the ground and first floors.

Mixed Use Building: a building containing a mixture of residential and commercial activities, planned as a unified complementary whole, and functionally integrated into the use of shared access points from the street level.

Mixed Use Corridor: the integration of two (2) or more dissimilar but compatible functions within a specific corridor.

Monument Sign: a permanent, freestanding sign set onto a solid base or other supports where the bottom of the sign face is located within three (3) feet of ground level.

Muntins: a strip of wood or metal separating and holding panes of glass in a window.

NAD: North American Datum: the official reference ellipsoid used for the primary geodetic network in North America to define spatial relations in Geographic Information Systems.

Neighborhood Market: an establishment primarily engaged in the provision of frequently or recurrently needed goods for household consumption. Does not include fuel pumps or the selling of fuel for motor vehicles.

Net Developable Area, Net Site Area: the developable areas of a site. The net site area shall be allocated to the various transect zones according to the parameters in table 209-18.

Non-Native Invasive Tree Species: includes Chinese Pistache (*Pistacia chinensis*), Chinaberry (*Melia azedarach*), Chinese Tallow (*Sapium sebiferum*), Tree of Heaven (*Ailanthus Altissima*), and Salt Cedar (*Taxodium species*). Non-native invasive tree species are not protected and will be omitted from the tree survey.

Office: a function where the primary activities are administrative, executive, professional and where no merchandise is on the premises.

Open-Market Building: a business that sells, stores, and displays merchandise outdoors, other than automobiles, tractors, trailers, logging equipment, or other agricultural equipment.

Outbuilding: an building, usually located towards the rear of the same lot as a principal building. It is sometimes connected to the principal building by a backbuilding. Outbuildings shall not exceed six hundred (600) square feet of habitable space, excluding parking areas (see table 209-10B).

Park and Ride Facility (Transit): a facility used for parking by transit riders while they use transit agency services. Park-and-ride facilities are generally established as collector sites for transit service. Park-and-ride facilities may also serve as collector sites for vanpools and carpools, and as transit facilities. The facility may have limited passenger amenities such as

shelters, seating and posted route and schedule information.

Parking Lot: a ~~lot parcel of land~~ or portion thereof used for the temporary storage of motorized or non-motorized vehicles.

Parking Structure: a building containing two (2) or more stories of parking. Parking structures shall have liner buildings of two (2) stories or more on the primary and secondary frontages.

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

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

Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a development pattern. A standard pedestrian shed is one-quarter (1/4) of a mile radius or one thousand three hundred twenty (1,320) feet. With transit available or proposed, a long pedestrian shed has an average walking distance of a half-mile (1/2) or two thousand six hundred forty (2,640) feet. Pedestrian sheds are oriented toward a central destination containing one (1) or more important intersections, meeting places, civic spaces, civic buildings.

Personal Services: an establishment primarily engaged in providing individual services generally related to non-medical personal needs such as a tailor, beauty shop, or photographic studio. These uses may also include accessory retail sales of products related to the services provided.

Planter: the element of the public frontage that which accommodates street trees and other landscaping.

Planting Strip: a vegetated area with dimensions no less than twenty (20) inches in length. Planting strips are located at grade of walkway areas and may accommodate some pedestrian access through the vegetated area.

Potable Water: water suitable for drinking or cooking purposes.

Primary Frontage: the frontage designated to bear the street address, along which minimum lot width is measured, and containing the principal entrance to the building.

Primary Use Parking Lot: an off-street, at grade, open area for the temporary storage of motorized and non-motorized vehicles. A "primary use parking lot" does not include an area used exclusively for the display of motor vehicles for sale as part of an automobile dealership.

Principal Building: the main building on a lot, usually located toward the frontage (See

table 209-10B).

Principal Entrance: the primary entrance to a structure that determines the addressing.

Private Dormitory: a privately owned and operated residential structure specifically designed for students of a college, university or non-profit organization for the purpose of providing rooms for sleeping purposes. Common kitchens and common rooms may also be provided.

Private Frontage: the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the private frontage may be held to specific standards. The variables of private frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (See tables 209-10A and 209-12).

Protected Wetlands: wetland ecosystems regulated by the United States Army Corps of Engineers (USACE), as outlined in Section 404 of the Clean Water Act.

Protected Habitat: geographic areas within which rare or endangered flora and fauna exist as listed by the United States Fish and Wildlife Service.

Public Frontage: the area between the curb of the vehicular lanes of a thoroughfare, (excluding alleys), and the frontage line. Elements of the public frontage include the type of curb, walk, planter, streetscape tree and streetlight (see table 209-6 209-10D).

Public Utility Structure or Facility: buildings, structures and facilities that provide a public utility service deemed necessary for the public health, safety and welfare of the city.

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

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

Recess Line: [a line prescribed for the full width of a facade, above which there is a setback of a minimum distance, such that the height to this line \(not the overall building height\) effectively defines the enclosure of the enfronting public space.](#)

Regional Center: a development pattern consisting of one long pedestrian shed with a strong retail core.

Remnant: the amount of land within a development pattern that is outside the pedestrian

shed.

Research and Development: applied and developmental research, where product testing, environmental analysis, evaluation, and marketing research is permitted. No hazardous materials or on-site manufacturing shall be permitted.

Residential: includes single-family and multifamily.

Residential Care Facility: a residential complex containing multifamily dwellings designed for and principally occupied by senior citizens and physically and mentally disabled persons. Such a structure focuses on providing medical and social support services for the residents.

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

Riparian Corridors: area that includes the waterway and floodplain, as well as the fertile soils on either side. Riparian corridors are typically capable of supporting a greater diversity of vegetation and wildlife than the drier uplands.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one (1) or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural transect zones (T1--T3).

Secondary Frontage Line: only found on corner lots, the frontage facing a right-of-way that does not bear the address of the property and is not used to measure the lot width. Also known as a reverse frontage ([See Table 209-10C](#) ~~See Table 209-10D~~).

Sector: a neutral term for a geographic area. In the form-based development use pattern there are six (6) specific sectors that establish the boundaries for several kinds of development. Two (2) sectors represent unbuildable open space (preserve and reserve) and the other four (4) are urban growth sectors of varying intensity (restricted, controlled, and intended growth sectors, and the infill sector). Sectors address the regional scale while transect zones address the physical character of communities. Sectors contain development patterns (hamlet, village, and regional center) which contain prescribed transect zones, which contain design standards appropriate to those T-zones.

Service: Labor which does not in itself produce a tangible commodity.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the setback as permitted by each transect. [See subsection (e)(3)(~~A~~) and table [209-18G](#) ~~209-17G~~).

Shared Parking Policy: an accounting for parking spaces that are available to more than

one function. The requirement is reduced by a factor, shown as a calculation. The shared parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (See table 209-14C).

Shopping Center: a structure with one (1) owner that is strictly retail and includes three (3) or more businesses within the same building.

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

Sideyard Building: a residential building where the structure occupies at most one hundred (100) percent of one (1) lot line.

Sloped Roof: a roof with a rise (height) to span (width) ratio of at least 5:12.

Slow Movement: vehicular movement on roadway that does not include striped, dedicated lanes of travel but includes enough width for cars to pass each other comfortably at a slow speed.

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

Specialized District (SD): specialized district shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the normative transect zones or development patterns. Typical districts may include large parks, institutional campuses, refinery sites, airports, etc.

Storefront: a retail frontage with seventy (70) percent of the primary facade glazed no less than seventy (70) percent in clear glass on the sidewalk-level story and an awning overlapping the sidewalk.

Story: a habitable level within a building of no more than fourteen (14) feet in height from finished floor to finished ceiling; with the exception of a first story commercial function which shall be a minimum of eleven (11) feet and maximum of twenty-five (25) feet. A single commercial story that exceeds fourteen (14) feet shall be counted as two (2) stories. A mezzanine that extends beyond thirty-three (33) percent of the floor area shall be counted as an additional story. Attics and raised basements are not considered stories for the purposes of determining building height.

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

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

frontages (streetscape trees and plantings, benches, streetlights, etc.).

Streetscape Tree: required tree in public frontage.

Street Tree: tree on private frontage.

Streetscreen: a freestanding wall built along the frontage line, or parallel to a frontage line, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens should be between three and one-half (3.5) and eight (8) feet in height and constructed of a material matching the adjacent building facade. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over four (4) feet high should be thirty (30) percent permeable or articulated to avoid blank walls.

Substantial Modification: alterations to a building that are valued at more than fifty (50) percent of the replacement cost of the entire building, if new.

Surface Waterbodies: lakes, bays, ponds, impounding reservoirs, springs, rivers, streams, creeks, estuaries, marshes, inlets, canals, the Gulf of Mexico inside the territorial limits of the state, and all other bodies of surface water, natural or artificial, inland or coastal, fresh or salt, navigable or non-navigable, and including the beds and banks of all watercourses and bodies of surface water, that are wholly or partially inside or bordering the state or inside the jurisdiction of the state (from TCEQ).

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

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

TDR Sending Area: an area previously zoned for development within the designated reserve shed (S2). The development rights assigned to this land may be purchased for TDR receiving areas. The sending areas, voided of their development rights, are re-allocated to the preserve shed (S1).

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a terminated vista designated on a master development pattern plan is required to be designed in response to the axis.

Terrace: a private frontage wherein the facade is set back from the primary frontage line by an elevated, level, landscaped and/or surfaced area directly adjacent to a principal building uncovered by a permanent roof.

~~Third Place: a private building that includes a space conducive to unstructured social gathering. Third places are usually bars, cafes, and corner stores.~~

Thoroughfare: thoroughfares describe all of the elements required within the

transportation right-of-way. This includes, but is not limited to, vehicular lanes, parking lanes, curbs, plantings, and sidewalks.

Tower on Podium: a multi-level building organized around a central core with the first five (5) floors expressed as a podium building.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The form-based development use pattern is based upon six (6) transect zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone: transect zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core. (See tables 209-3 and 209-4)

Transit: a mass transportation system available to the general public.

Transit Boulevard: a multi-functional and multi-modal arterial designed to match the mixed-use centers it supports. Like traditional boulevards, it has a central area for through traffic and transit, along with small-scale parallel access roads, similar to frontage roads, to support local activities and pedestrian environment at the edges. It is a place where cafes, small businesses, apartments, transit, parking, and through traffic safely mingle.

Transit Center: a fixed location where passengers transfer from one (1) transit route to another. A transit center often includes a waiting room, seating areas, restrooms, sales outlet, ticket or pass vending machines, and/or waiting areas for passenger pick-ups.

Transit Oriented Infill Village: an infill village with a transit oriented development overlay.

Transit Oriented Infill Regional Center: an infill regional center with a transit oriented development overlay.

Transit Park-and-Ride Facility: a facility used for parking by transit riders, while they use transit agency services. Park-and-ride facilities are generally established as collector sites for transit service. Park-and-ride facilities may also serve as collector sites for vanpools and carpools, and as transit facilities. The facility may have limited passenger amenities such as shelters and seating.

Transit Shelter: a roofed structure located on or adjacent to the right-of-way of a street, designed to be used primarily for the protection and convenience of waiting transit passengers.

Transition Line: a horizontal line spanning the full width of a facade, expressed by a

material change or by a continuous horizontal articulation such as a cornice or a balcony.

Transportation Corridor: a combination of discrete, adjacent surface transportation networks (e.g., freeway, arterial, rail networks) that link the same major origins and destinations.

Tree Well: area, below post development grade, that is created for the preservation of existing and newly planted trees and vegetation consisting of drainage and a root aeration system around the tree and root zone. The area is created at existing grade before grade changes (fill) is completed.

Village: a development pattern structured by a short pedestrian shed (1/4-mile radius) containing a mixed use center and having a minimum developable area of eighty (80) acres.

Wildlife corridors: a continuous strip of habitat connecting wildlife populations separated by human activities (such as roads, development, or logging).

Yield Movement: two-way vehicular movement on a single, shared travel lane.

[\(h\)](#) ~~(g)~~ Standards and Tables.

Overview:

Table 209-1 Outline of the Code

Development Patterns:

Table 209-2 Sector Analysis

Table 209-3A Transect System Illustration

Table 209-3B Infill Transect Zones

Table 209-4 Transect Zone Descriptions

Table 209-5A Sustainable Design Option Point System

Table 209-5B Residential Types For Sustainable Design Option

Table 209-6A Thoroughfare Design: Design Speed, Parking Lane Widths and Curb Radius

Table 209-6B Thoroughfare Design: Effective Turning Radius

Table 209-6C Thoroughfare Design: Turning Radius

Table 209-6D Thoroughfare Design: Travel Lanes and Parking Provisions

Table 209-6E Thoroughfare Design: Public Frontages - General

Table 209-6F Thoroughfare Design: Public Frontages - Specific

Table 209-6G Thoroughfare Design: Complete Assemblies

Table 209-7 Bicycle Facility Design Guide

Table 209-8 Street Lighting Design Requirements

Table 209-9A Civic Space Types

Table 209-9B Allowable Public Transit Facilities

Table 209-10 Explanatory Diagrams

Building-Scale Plans:

Table 209-11 Building Disposition

Table 209-12 Private Frontages

Table 209-13A General Function

Table 209-13B Specific Function

Table 209-14A Parking Standards: Required Parking

Table 209-14B Parking Standards: Sharing Factor

Table 209-14C Parking Standards: Minimum Required Bicycle Parking

Table 209-14D Parking Standards: Minimum Required Long Term Bicycle Parking

Table 209-15 Residential Building Types

(Tables 209-16--209-17 Reserved)

Summary:

Table 209-18 Transect Zone Summary

Table 209-19 Reserved

Table 209-20 Light Imprint Storm Drainage Summary

(Ord. No. 2009-06-18-0522, § 2, 6-18-09)