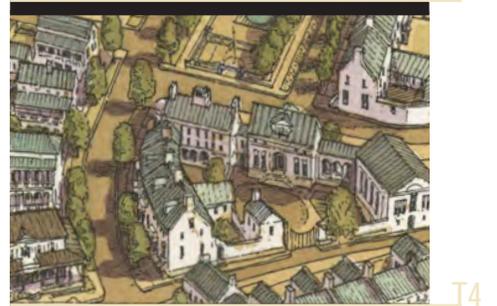


DARDENNE
PRAIRIE
SMART CODE



CITY OF
DARDENNE PRAIRIE,
MISSOURI

SMARTCODE
VERSION 9.0

About the SmartCode

This Code is a unified development ordinance that advocates and enables compact, mixed-use development.

It is intended to be precise, technical law, administered by municipal planning departments and interpreted by elected representatives of local government.

Most-loved towns of North America were either carefully planned, or they evolved delicately because of their geography and the limits of the transportation and economics of their time. However, over the past sixty years, cities and towns have grown in a completely different manner. Development has spread loosely along highways and haphazardly across the countryside, enabled by the widespread ownership of automobiles, by cheap petroleum and cheap land, and by generalized wealth.

Such growth patterns are enabled by zoning codes that advocate the separation of uses, isolating dwellings from workplaces, shops, and schools. These codes include design standards that favor the automobile over the pedestrian, and the private realm over the public realm. Applied widely across the country, these codes also have near-identical standards for places of vastly different geographies and characters, causing the landscape to succumb to the homogenizing effects of globalization. This simultaneous destruction of both towns and open space – the 20th century phenomenon known as sprawl – has been administered and encouraged by these codes.

These coding practices have produced banal housing subdivisions, business parks, strip shopping centers, big box stores, enormous parking lots, and, as a side effect, sadly gutted and abandoned historic downtowns. They have led to the proliferation of drive-by eateries and billboards, and the construction of roads wide enough to make walking or cycling unpleasant and even dangerous. In the environments built under the guidance of these codes, children, the elderly, and the poor have become utterly dependent on those who can drive, even when seeking out their ordinary, daily needs.

The form of our built environment needs a 21st century correction. But in most towns and cities, it is actually illegal to build in a traditional neighborhood pattern. The existing codes prevent it. As a result, most cities do not have a choice between sprawl and traditional urbanism, and builders and developers continue to build off the now-conventional sprawl pattern. Because codes favor the construction of sprawl and isolated residential subdivisions, it is not a level playing field.

This Code deals with this problem at the point of decisive impact – the intersection of law and design. It is a form-based code, meaning it envisions and encourages a certain physical outcome within the form of the region, community, block, and/or building. Form-based codes are fundamentally different from conventional codes that are based primarily on use and statistics – none of which envision or require any particular physical outcome.

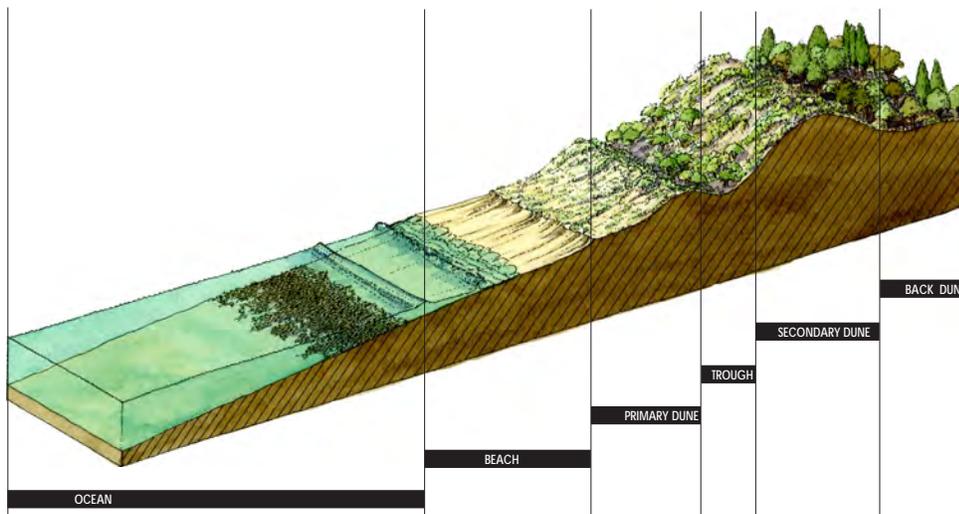
This Code guides the form of the built environment in order to create and protect development patterns that are compact, walkable, and diverse. Because the Code requires a mix of uses within walking distance of dwellings, residents aren't forced to drive everywhere. These traditional neighborhood patterns tend to be stimulating, safe, and ecologically sustainable. On a regional level, the Code also supports a connected network to relieve traffic congestion, while advocating the preservation of open land.

Transect-Based Planning

This Code is a transect-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, scientists used the transect to analyze natural ecologies, showing how different environments such as shores, wetlands, plains and uplands feature different characteristics. Each of these habitats features many contributing elements, allowing certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.

Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. Near the close of the 20th century, New Urbanist designers recognized that sprawl was eradicating the pre-war American transect of the built environment. They began to analyze the transect and extract its genetic material for replication. In this way, they extended the natural transect to include the built environment, thus establishing the basis for the SmartCode.

The rural-to-urban Transect is divided into six Transect Zones for application on zoning maps. These six habitats vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. SmartCode elements are coordinated by these T-zones at all scales of planning, from the region through the community scale down to the individual lot and building.



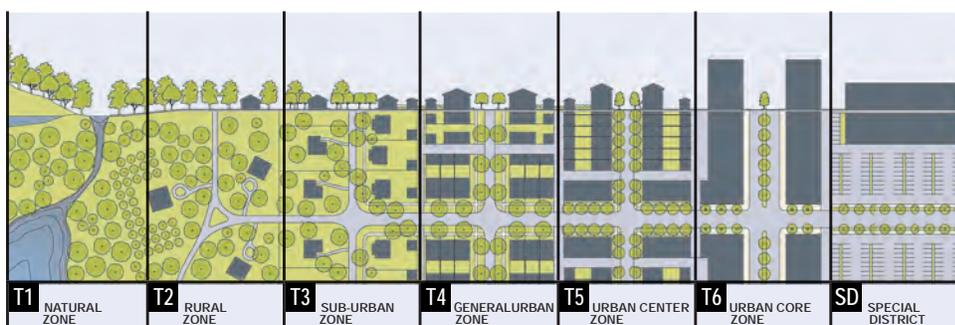
A TYPICAL NATURAL TRANSECT

One of the principles of Transect-based planning is that certain forms and elements belong in certain environments. For example, an apartment building is best suited to a more urban setting, while a ranch house is appropriate in a more rural setting. Some types of thoroughfares are urban in character, and some are rural. For example, a deep suburban street setback destroys the spatial enclosure of an urban street; it is out of context. These distinctions and rules don't limit choices; rather, they expand them. By categorizing the many elements of planning and streetscape design, the SmartCode offers an antidote to the one-size-fits-all development practice prevalent today.

The Code describes the Transect as evident in two manners. Communities can exist as characteristic of certain zones on the Transect, or they can evolve along the Transect over time. Accordingly, the six Transect Zones each display certain identifiable characteristics, based on normative American urban patterns. The Zones also increase in complexity, density and intensity over a period of years, until a "climax condition" is reached. This is a growth process analogous to succession in natural environments.

The best urbanism requires the sequential influence of many participants. Conversely, if a single designer or committee builds a town or neighborhood, there is a fundamental lack of diversity, similar to that of the vulnerable monocultures in nature. A code allows buildings to be designed and built by many hands over years, or even generations. In addition, a parametric and successional code like the SmartCode allows experience to feed back and become integrated in the built landscape, thus providing urbanism with the fourth dimension of time.

Once adopted, the Code can stay in place for years or generations, allowing urbanism to evolve and mature without losing the necessary foundation of order. The SmartCode also offers a comprehensive framework for future development, ensuring that a community will not have to scrutinize all proposed projects after the implementation of the Code, because the intentions of the citizens will have already been determined in the process of the Code's calibration and adoption.



A TYPICAL RURAL-URBAN TRANSECT, WITH TRANSECT ZONES

Summary: What the SmartCode Does

- It enables and qualifies Smart Growth community patterns that include Clustered Land Development (CLD), Traditional Neighborhood Development (TND), Regional Center Development (RCD), and Transit-Oriented Development (TOD).
- It applies building and development standards through the use of a type of zoning category that ranges systematically from the wilderness to the urban core.
- It integrates the scale of planning concern from the regional through the community scale, on down to the individual lot and, if desired, its architectural elements.
- It integrates the design process across professional disciplines.
- It integrates methods of environmental protection, open space conservation and water quality control.
- It integrates subdivision, public works and Transfer of Development Rights (TDR) standards.
- It provides a set of zoning categories common to new communities and to the infill of existing urbanized areas.
- It is compatible with architectural, environmental, signage, lighting, hazard mitigation, and visitability standards.
- It establishes parity of process for existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It encourages the efficiency of administrative approvals when appropriate, rather than decision by public hearing.
- It encourages specific outcomes through incentives, rather than through prohibitions.
- It specifies standards parametrically (by range) in order to minimize the need for variances.
- It generally increases the range of the options over those allowed by conventional zoning codes.

Conditions of Use

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"Uptown Sign Code Supplement"

NOTE:

Sections labeled "reserved" have been set aside for future activation as appropriate.

1.1 **AUTHORITY**

- 1.1.1 The action of The City of Dardenne Prairie, Missouri in the adoption of this Code is authorized under the Municipal Code of the City of Dardenne Prairie, Missouri (the "Municipal Code" and Chapter 89, RSMo.
- 1.1.2 This Code was adopted as one of the instruments of implementation of the public purposes and objectives of the City Plan adopted by the Planning and Zoning Commission. This Code is declared to be in accord with the City Plan, as required by Chapter 89, RSMo.
- 1.1.3 This Code was adopted to promote the health, safety and general welfare of the The City of Dardenne Prairie, Missouri and its citizens, including protection of the environment; conservation of land, energy and natural resources; reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.4 This Code was adopted and may be amended by the Board of Aldermen upon a recommendation of the Planning and Zoning Commission.

1.2 **APPLICABILITY**

- 1.2.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes, including, but not necessarily limited to Title II and Title V of the Municipal Code, as amended.
- 1.2.3 Title IV of the Municipal Code, as amended, (the "Existing Local Codes") shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout this Code may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.

1.3 **INTENT**

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

1.3.1 **[RESERVED]**

1.3.2 **THE COMMUNITY**

- a. That neighborhoods and Regional Centers should be compact, pedestrian-oriented and Mixed Use.
- b. That neighborhoods and Regional Centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse

- and reduce the length of automobile trips.
 - e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
 - f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.
 - g. That Civic, Institutional and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
 - h. That schools should be sized and located to enable children to walk or bicycle to them.
 - i. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.
- 1.3.3 **THE BLOCK AND THE BUILDING**
- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
 - b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
 - c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
 - d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
 - e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
 - f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
 - g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
 - h. That the preservation and renewal of historic buildings should be facilitated to affirm the continuity and evolution of society.
 - i. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.
- 1.3.4 **THE TRANSECT**
- a. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
 - b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.
- 1.4 **PROCESS**
- 1.4.1 [RESERVED]
- 1.4.2 The geographic locations of the Sectors and the standards for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 shall be approved by the Board of Aldermen, after recommendation by the Planning and Zoning Commission, pursuant to Section 89.060 RSMo., as amended. Once these determinations have been incorporated into this Code and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without public hearing.
- 1.4.3 Any person aggrieved by a decision of the Town Architect may, within fifteen (15) days from the date of the denial, appeal directly to the Board of Aldermen of the City in writing, setting forth in a concise statement the act being appealed and the grounds for its reversal. A hearing on the appeal shall be held before the Board of

Aldermen at the second regular meeting of the Board of Aldermen after receipt of the notice of appeal.

- 1.4.4 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Regulating Plan, the Planning and Zoning Commission, City Code Enforcement Officer and the City Engineer have the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure a Variance to cover the violation.

1.5 **WARRANTS AND VARIANCES**

- 1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and Variances. Whether a deviation requires a Warrant or Variance shall be determined by the Town Architect.
- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The Town Architect shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the Board of Aldermen.
- 1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with Section 89.100, RSMo., as amended.
- 1.5.4 The request for a Warrant or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.
- 1.5.5 The following standards and requirements shall not be available for Warrants or Variances:
 - a. The maximum dimensions of traffic lanes. (See Table 14A and 14B.)
 - b. The required provision of Rear Alleys and Rear Lanes.
 - c. The permission to build Accessory Buildings.
 - d. The minimum requirements for parking. (See Table 9 and 10.)
- 1.6 [RESERVED]

2.1 INSTRUCTIONS

- 2.1.1 This Article governs the preparation of Regional Scale Plans (“Regional Plans”) that allocate Sectors. For lands within The City of Dardenne Prairie that have been mapped pursuant to this Article, Sections 2.7 et seq. prescribe the Community types permitted in each Growth Sector. Articles 3 and 4 regulate the standards of those Community types.
- 2.1.2 Regional Plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.
- 2.1.3 Regional Sectors are defined in Article 2 and are comprised of Open Space and Growth Sectors. Growth areas are intended for the development of Communities, defined in Article 3 and Article 4, which in turn are comprised of Transect Zones, defined by the elements appropriate to them in Article 5 and Article 6.
- 2.1.4 Regional Plans shall be prepared by the Office of the Town Architect and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Board of Aldermen.

2.2 SEQUENCE OF SECTOR DETERMINATION

Determination of Sector designations shall be made as follows:

- 2.2.1 [RESERVED]
- 2.2.2 [RESERVED]
- 2.2.3 The areas to be designated Infill Growth Sectors (G-4) shall be mapped as described in Section 2.8. These areas may be redeveloped according to Article 4 of this Code.
- 2.2.4 All remaining areas shall be available for new development pursuant to New Community Plans submitted and approved in accordance with Article 3 of this Code.

2.3 - 2.6 [RESERVED]**2.7 (G-3) INTENDED GROWTH SECTOR**

- 2.7.1 The Intended Growth Sector shall be assigned to those locations that can support substantial Mixed Use by virtue of proximity to an existing or planned regional Thoroughfare and/or transit.
- 2.7.2 Within the Intended Growth Sector, communities in the pattern of Regional Center Developments (RCD), as well as Traditional Neighborhood Developments (TND), shall be permitted By Right.
- 2.7.3 Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as a Transit Oriented Development (TOD).

2.8 (G-4) INFILL GROWTH SECTOR

- 2.8.1 The Infill Growth Sector shall be assigned to areas already developed, having the potential to be modified, confirmed or completed in the pattern of Infill TNDs or Infill RCDs.

2.9 (SD) SPECIAL DISTRICTS

- 2.9.1 Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of a Clustered Land Development (CLD), a TND, or an RCD as set forth in Article 3.
- 2.9.2 Conditions of development for Special Districts shall be established by the Board of Aldermen after a public hearing and recommendation from the Planning and Zoning

Commission and recorded on Table 12. Alternatively, the provisions of the Existing Municipal Codes shall remain applicable to Special Districts.

3.1 INSTRUCTIONS

- 3.1.1 Within the Growth Sectors the provisions of Article 3 and this Code in general shall be available By Right, upon request by the owner or developer.
- 3.1.2 New Community Plans may be prepared in the absence of a Regional Plan or Comprehensive Plan by approval of the Board of Aldermen after a public hearing and upon a recommendation by the Planning and Zoning Commission.
- 3.1.3 Once the Town Architect or Board of Aldermen approves a New Community Plan, the parcel shall become a Community Planning Area and shall be marked as such on the land use map of The City of Dardenne Prairie. Within the Community Planning Area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.
- 3.1.4 New Community Plans submitted in accordance with the provisions of this Code, for the appropriate Sector of a Regional Plan and requiring no Variances, shall be approved administratively by the Town Architect.
- 3.1.5 New Community Plans may be prepared by an owner, a developer, or by the Town Architect.

3.2 SEQUENCE OF COMMUNITY DESIGN

- 3.2.1 New Community Plans shall structure the site using one or several Pedestrian Sheds, responding to existing conditions, adjacent developments, connecting Thoroughfares, and natural features. The site or any Community within it may be smaller than its Pedestrian Shed.
- 3.2.2 The Pedestrian Sheds determine the approximate boundaries and centers of the Community types.
- 3.2.3 New Community Plans shall allocate the Transect Zones, Civic Zones, and Densities within each Pedestrian Shed.
- 3.2.4 New Community Plans shall assign remnants of the site outside the Pedestrian Sheds to Transect Zones, Civic Space, or Special Districts by Warrant.
- 3.2.5 New Community Plans shall lay out the Thoroughfare network.
- 3.2.6 New Community Plans shall be detailed with any applicable Special Requirements.
- 3.2.7 New Community Plans shall record the numbers of any Warrants and Variances on the Regulating Plan.
- 3.2.8 New Community Plans shall include a preliminary set of typical Building Scale Plans and Lots, as derived from the standards of Article 5.

3.3 COMMUNITY TYPES

3.3.1 [RESERVED]

3.3.2 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

- a. A Traditional Neighborhood Development (TND) shall be permitted within the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector.
- b. A TND within the G-3 Intended Growth Sector shall be structured by one Standard or Linear Pedestrian Shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for Infill TND acreage requirements in the G-4 Infill Growth Sector.
- c. [RESERVED]
- d. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type. The simultane-

ous planning of adjacent parcels is encouraged.

- e. In the T-4 General Urban Zone, a minimum Residential mix of three Building Disposition types (none less than 20%) shall be required, selected from Table 5.

3.3.3 REGIONAL CENTER DEVELOPMENT (RCD)

- a. A Regional Center Development (RCD) shall be permitted within the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.
- b. An RCD within the G-3 Intended Growth Sector shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80 acres and no more than 640 acres. See Article 4 for Infill RCD acreage requirements in the G-4 Infill Growth Sector
- c. An RCD shall include Transect Zones as allocated on Table 1 and Table 12a.
- d. For larger sites, an RCD may be adjoined without buffer by one or more TNDs, each subject to the individual Transect Zone requirements for TND as allocated on Table 1 and Table 12. The simultaneous planning of adjacent parcels is encouraged.

3.3.4 TRANSIT-ORIENTED DEVELOPMENT (TOD)

- a. Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD.
- b. The use of a TOD overlay shall be approved by Variance.

3.4 TRANSECT ZONES

3.4.1 Transect Zones shall be assigned and mapped on each New Community Plan.

3.4.2 A Transect Zone may include any of the elements indicated for its T-zone number throughout this Code, in accordance with Intent described in Table 1 and the metric standards summarized in Table 12.

3.5 CIVIC ZONES

3.5.1 GENERAL

- a. Civic Zones dedicated for public use shall be required for each Community and designated on the New Community Plan as Civic Space (CS) and Civic Building (CB).
- b. Civic Space Zones are public sites permanently dedicated to Open Space.
- c. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the Board of Aldermen.
- d. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 3.6.
- e. Parking for Civic Zones shall be determined by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

3.5.2 [RESERVED]

3.5.3 CIVIC SPACE (CS) SPECIFIC TO T3-T6 ZONES

- a. Each Pedestrian Shed shall assign at least 5% of its Urbanized area to Civic Space.
- b. Civic Spaces shall be designed as generally described in Table 2, approved by Warrant, and distributed throughout Transect Zones as described in Table 12e.

- c. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the Civic Space allocation and shall conform to the Civic Space types specified in Table 2a or 2b.
- d. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Table 2b, 2c, or 2d.
- e. Within 800 feet of every Lot in Residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Table 2e.
- f. Each Civic Space shall have a minimum of 50% of its perimeter enfronting a Thoroughfare, except for playgrounds.
- g. Civic Spaces may be permitted within Special Districts by Warrant.
- h. Parks may be permitted in Transect Zones T4, T5 and T6 by Warrant.

3.5.4 **CIVIC BUILDINGS (CB) SPECIFIC TO T3-T6 ZONES**

- a. [RESERVED]
- b. [RESERVED]
- c. [RESERVED]
- d. Civic Building sites should not occupy more than 20% of the area of each Pedestrian Shed.
- e. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.
- f. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by Warrant.
- g. Civic Buildings may be permitted within Special Districts by Warrant.

3.6 **SPECIAL DISTRICTS**

- 3.6.1 Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone, or combination of zones.

3.7 [RESERVED]

3.8 **THOROUGHFARE STANDARDS**

3.8.1 **GENERAL**

- a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
- b. Thoroughfares shall generally consist of vehicular lanes and Public Frontages.
- c. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
- d. Within the more urban Transect Zones (T3 through T6) pedestrian comfort

- shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- e. The Thoroughfare network shall be designed to define Blocks of an average size prescribed in Table 12c. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Warrant.
 - f. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Warrant to accommodate specific site conditions only.
 - g. Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage.
 - h. Thoroughfares along a designated B-Grid may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Table 4.
 - i. Standards for Paths and Bicycle Trails shall be approved by Warrant.
 - j. The standards for Thoroughfares within Special Districts shall be determined by Variance.

3.8.2 VEHICULAR LANES

- a. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The approximate standards for vehicular lanes shall be as shown in Table 14a.
- b. A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should be provided throughout as defined in Article 7 Definitions of Terms and allocated as specified in Table 12. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.

3.8.3 PUBLIC FRONTAGES

- a. **GENERAL TO ALL ZONES T3, T4, T5, T6**
 - i. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, Planter, Bike Lanes and Street Trees.
 - ii. Public Frontages shall be designed as shown in Table 3a and Table 3b and allocated within Transect Zones as specified in Table 12.
 - iii. Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 17. The spacing may be adjusted by Warrant to accommodate specific site conditions.
- b. **SPECIFIC TO ZONES T3**
 - i. The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory.
 - ii. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Sod shall be permitted only by Warrant.
- c. **SPECIFIC TO ZONE T4, T5, T6**
 - i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.
- d. **SPECIFIC TO ZONE T4**
 - i. The Public Frontage shall include trees planted in a regularly-spaced Allee

pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story.

e. SPECIFIC TO ZONES T5, T6

- i. The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

3.9 SPECIAL REQUIREMENTS

3.9.1 A New Community Plan shall designate any of the following applicable Special Requirements:

- a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
- b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 13)
- c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
- d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
- e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 3a) and Private Frontage (Table 4) be coordinated as a single, coherent landscape and paving design.
- f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the Town Architect.
- g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

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4.1 INSTRUCTIONS

- 4.1.1 Within the G-4 Infill Growth Sector of the Regional Plan (Article 2) the Town Architect shall prepare Infill Community Plans (“Infill Plans”) to guide further development.
- 4.1.2 Infill Plans may be prepared for developed areas in the absence of a Comprehensive Plan by approval of the Board of Aldermen after a public hearing and upon a recommendation by the Planning and Zoning Commission.
- 4.1.3 Infill Plans shall be subject to the approval by the Board of Aldermen after a public hearing and upon a recommendation by the Planning and Zoning Commission. Within any area subject to an approved Infill Plan, this Code becomes the exclusive and mandatory regulation.
- 4.1.4 Infill Plans shall identify, assign and follow the requirements of the Community types.
- 4.1.5 Infill Plans shall indicate the outline(s) of the Pedestrian Shed(s). Pedestrian Shed types include Standard, Long, and Linear as defined in Article 7 Definitions of Terms.
- 4.1.6 Infill Plans shall assign Transect Zones and Civic Zones within each Community, according to an analysis of existing conditions and future needs, done in conjunction with citizen participation.
- 4.1.7 Infill Plans shall include a Regulating Plan consisting of one or more maps, showing the Transect Zones, Civic Zones, and Special Districts for the Community and assigning the Special Requirements.
- 4.1.8 For any Infill sites of at least 40 acres, the owner or Municipality should initiate the preparation of a New Community Plan subject to the provisions of Article 3.
- 4.1.9 Within Infill Planning Areas, property owners shall be subject to the provisions of Article 5 in accordance with any Transect Zones and Special Requirements mapped in the Regulating Plan.

4.2 COMMUNITY TYPES

- 4.2.1 Infill Plans shall consist primarily of the following Community types as determined by the Town Architect and approved by the Board of Aldermen.
- 4.2.2 **INFILL TND (TRADITIONAL NEIGHBORHOOD DEVELOPMENT)**
 - a. An Infill TND shall be an Urbanized area at least 40 acres, and shall be structured as part of a Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, in relation to one or more existing or planned Common Destinations.
 - b. The edges of an Infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.
- 4.2.3 **INFILL RCD (REGIONAL CENTER DEVELOPMENT)**
 - a. An Infill RCD shall be an Urbanized area at least 40 acres, and shall be structured as part of a Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.
 - b. An Infill RCD should be the location of significant Office and Retail uses as well as government and other Civic institutions of regional importance.
 - c. The edges of an Infill RCD should blend into adjacent neighborhoods without

buffers.

4.2.4 **INFILL TOD (TRANSIT-ORIENTED DEVELOPMENT)**

- a. Any Infill TND or Infill RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD.
- b. The use of a TOD overlay shall be approved by Variance.

4.3 **TRANSECT ZONES**

- 4.3.1 Transect Zone standards for Infill Plans should be assigned to Table 12 based on a survey of exemplary conditions identified by the Community and guided by Table 1.
- 4.3.2 A Transect Zone may include any of the elements indicated by the applicable T-Zone number throughout this Code.

4.4 **CIVIC ZONES**

4.4.1 **GENERAL**

- a. Infill Plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).
- b. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 4.5.
- c. Parking for Civic Zones shall be determined by Warrant.

4.4.2 **CIVIC SPACE ZONES (CS)**

- a. Civic Spaces shall be generally designed as described in Table 2 according to the surrounding or adjacent Transect Zone.

4.4.3 **CIVIC BUILDING ZONES (CB)**

- a. Civic Buildings shall be assigned by Warrant in any Transect Zone on Civic Zones reserved for them by the Town Architect.
- b. Civic Buildings shall not be subject to the Requirements of Article 5. The particulars of their design shall be determined by Warrant.

4.5 **SPECIAL DISTRICTS**

- 4.5.1 Areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts by the Town Architect in the process of preparing an Infill Plan.
- 4.5.2 Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

4.6 **PRE-EXISTING CONDITIONS**

- 4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a Substantial Modification occurs or is requested, at which time the Town Architect shall determine the provisions of this Section that shall apply.
- 4.6.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the requirements of Chapter 500 of the Municipal Code, as amended, and when renovated may meet the standards of the ordinance[s] under which they were originally permitted. Notwithstanding the foregoing, the provisions of this section shall not exempt any person from the laws, ordinances, regulations or requirements of any other governing entity or political subdivision.

- 4.6.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.
- 4.6.4 Where buildings exist on adjacent Lots, the Town Architect may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 4.6.5 [RESERVED]
- 4.6.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 9 and 10.

4.7 SPECIAL REQUIREMENTS

- 4.7.1 An Infill Community Plan shall designate any of the following applicable Special Requirements:
- a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
 - b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire-length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table IV and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 13)
 - c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
 - d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
 - e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 3a) and Private Frontage (Table 4) be coordinated as a single, coherent landscape and paving design.
 - f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the Town Architect.
 - g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - h. [RESERVED]

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5.1 INSTRUCTIONS

- 5.1.1 Lots and buildings located within a New Community Plan or Infill Community Plan subject to this Code and previously approved by the Board of Aldermen shall be subject to the requirements of this Article.
- 5.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the office of the Town Architect.
- 5.1.3 Building and Site Plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
- a. For preliminary site and building approval:
 - Building Disposition
 - Building Configuration
 - Building Function
 - Parking Standards
 - Property Line Configuration
 - A Stormwater Management Plan Pursuant to Chapter 550 of the Municipal Code
 - b. For final approval, in addition to the above:
 - Landscape Standards
 - Signage Standards
 - Special Requirements
 - Architectural Standards

(Ord. No. 1684, Sec 5.1.3, 05.15.13)

5.2 PRE-EXISTING CONDITIONS

- 5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the office of the Town Architect shall determine the provisions of this section that shall apply.
- 5.2.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the requirements of Chapter 500 of the Municipal Code, as amended, and when renovated may meet the standards of the ordinance[s] under which they were originally permitted. Notwithstanding the foregoing, the provisions of this section shall not exempt any person from the laws, ordinances, regulations or requirements of any other governing entity or political subdivision.
- 5.2.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.
- 5.2.4 Where buildings exist on adjacent Lots, the Town Architect may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 5.2.5 [RESERVED]
- 5.2.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 9 and Table 10.

5.3 SPECIAL REQUIREMENTS

5.3.1 A New or Infill Community Plan shall designate any of the following applicable Special Requirements:

- a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
- b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 4f and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 13d.)
- c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
- d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
- e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 3a) and Private Frontage (Table 4) be coordinated as a single, coherent landscape and paving design.
- f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the Town Architect.
- g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

5.4 CIVIC ZONES**5.4.1 GENERAL**

- a. Civic Zones are designated on Community Plans as Civic Space (CS) or Civic Building (CB).
- b. Parking for Civic Zones shall be determined by Warrant.

5.4.2 CIVIC SPACE ZONES (CS)

- a. Civic Spaces shall be generally designed as described in Table 2.

5.4.3 CIVIC BUILDING ZONES (CB)

- a. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined by Warrant.

5.5 SPECIFIC TO T1 NATURAL ZONE**5.5.1 [RESERVED]**

5.6 BUILDING DISPOSITION**5.6.1 RESERVED****5.6.2 SPECIFIC TO ZONES T3, T4, T5, T6**

- a. Newly platted Lots shall be dimensioned according to Table 12f and Table 13
- b. Building Disposition types shall be as shown in Table 5.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 12g and Table 13.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 13c.
- e. Lot occupation by building shall not exceed that recorded in Table 12f and Table 13.
- f. Facades shall be built parallel to a rectilinear Principal Frontage line or to the tangent of a curved Principal Frontage line, and along a minimum percentage of the Frontage length at the Setback, as specified on Table 12g and Table 13.
- g. Setbacks for Principal Buildings shall be as shown in Table 12g and Table 13. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- h. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 12h and Table 13.
- i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.
- j. The Principal Entrance shall be on a Frontage Line.

5.7 BUILDING CONFIGURATION**5.7.1 GENERAL TO ZONES T3, T4, T5, T6**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 12(j).
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 13. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. Building Heights and Setbacks shall conform to Table 8 and Table 12.
- d. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 ft with a 16 ft. maximum. Residential first floors shall be a minimum of 9 ft in height.
- e. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads.

5.7.2 SPECIFIC TO ZONES T3, T4

- a. The minimum size of a dwelling within a Principal Building shall be approximately 600 sq ft in interior space. Outbuildings may be any size, not to exceed approximately 600 sq ft. on the ground floor and 440 sq ft. for the upper floor.
- b. Walls, fences and hedges shall be a maximum of 3.5 feet in height in the first layer and a maximum of 6 feet in the second and third layers.

- 5.7.3 **SPECIFIC TO ZONE T3**
- a. No portion of the Private Frontage may encroach the Sidewalk.
 - b. Open porches may encroach the first Layer 50% of its depth. (Table 13d)
 - c. Balconies and bay windows may encroach the First Layer 25% of its depth.
- 5.7.4 **SPECIFIC TO ZONE T4**
- a. Balconies, open porches and bay windows may encroach the first Layer 50% of its depth. (Table 13d)
- 5.7.5 **SPECIFIC TO ZONES T5, T6**
- a. Awnings, Arcades, and Galleries may encroach the Sidewalk to within two feet of the Curb but must clear the Sidewalk vertically by at least 8 feet in the case of awnings and at least 12 feet in the case of Arcades and Galleries.
 - b. Stoops, Lightwells, balconies, bay windows, and terraces may encroach the first Layer 100% of its depth. (Table 13d)
 - c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
 - d. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade.
 - e. Streetscreens should be between 3.5 and 8 feet in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
 - f. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade.
- 5.8 **BUILDING FUNCTION**
- 5.8.1 **GENERAL TO ZONES T3, T4, T5, T6**
- a. Buildings in each Transect Zone shall conform to the Functions on Table 9 and Table 10 and Table 12l. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 11.
- 5.8.2 **SPECIFIC TO ZONES T3**
- a. Accessory Functions of Restricted Lodging or Restricted Office shall be permitted within an Outbuilding. See Table 9.
- 5.8.3 **SPECIFIC TO ZONES T4, T5**
- a. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Outbuilding. See Table 9.
- 5.8.4 **SPECIFIC TO ZONES T5, T6**
- a. First Story Commercial Functions shall be permitted.
 - b. Manufacturing Functions within the first Story may be permitted by Variance.
- 5.9 **DENSITY CALCULATIONS [RESERVED]**
- 5.10 **PARKING LOCATION STANDARDS**
- 5.10.1 **GENERAL TO ZONES T3, T4, T5, T6**
- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Community Plan.

- b. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen.
 - c. For buildings on B-Grids, parking lots may be allowed on the Frontage by Warrant.
- 5.10.2 **SPECIFIC TO ZONES T3**
- a. Open parking areas shall be located at the second and third Lot Layers, except that Driveway aprons and drop-offs may be located at the first Layer. Garages shall be located at the third Layer (Table 13) or in the secondlayer as shown in Table 7B-T3.
- 5.10.3 **SPECIFIC TO ZONES T4, T5, T6**
- a. All parking areas shall be located at the third Lot Layer. (Table 13d)
 - b. The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 24 feet.
 - c. 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.
 - d. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- 5.11 **LANDSCAPE STANDARDS**
- 5.11.1 **GENERAL TO ZONES T3, T4, T5, T6**
- a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 12f.
- 5.11.2 **SPECIFIC TO ZONES T3, T4**
- a. The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 13d)
- 5.11.3 **SPECIFIC TO ZONE T3**
- a. A minimum of two trees shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 13d)
 - b. Trees may be of single or multiple species as shown on Table 18.
 - c. Trees shall be naturalistically clustered.
 - d. Lawn shall be permitted By Right.
- 5.11.4 **SPECIFIC TO ZONE T4**
- a. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 13d)
 - b. The species shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 18.
 - c. Lawn shall be permitted by Warrant.
- 5.11.5 **SPECIFIC TO ZONES T5, T6**
- a. Trees shall not be required in the first Layer.
 - b. The first Layer may be paved to match the pavement of the Public Frontage.
- 5.12 **SIGNAGE STANDARDS**
- 5.12.1 **GENERAL TO ZONES T3, T4, T5, T6**
- a. There shall be no signage permitted additional to that specified in this section.

- b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.
- 5.12.2 **SPECIFIC TO ZONES T3**
 - a. Signage shall not be illuminated.
- 5.12.3 **SPECIFIC TO ZONES T4, T5, T6**
 - a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
- 5.12.4 **SPECIFIC TO ZONES T3, T4, T5 and T6**

See attached "Uptown Sign Code Supplement"

- 5.12.5 **UPTOWN SIGN DESIGN MANUAL**

See attached "Uptown Sign Design Manual" (

- 5.13 **ARCHITECTURAL STANDARDS**
 - GENERAL TO ZONES T3, T4, T5, T6**
 - 5.13.1 **WALLS**
 - 5.13.1.1 **MATERIAL**
 - a. **Building Walls** shall be finished in stone, brick, stucco, cast stone, wood shingle and wood or fiber-cement siding. Arches and Piers shall match or be compatible with the building wall materials. Materials and colors shall be further specified by the Town Architect's approved list.
 - b. **Columns and Posts** shall be made of wood, composite, metal, brick, stone or cast stone as approved by the Town Architect.
 - c. **Frontage Walls and Stoops** shall match or be compatible with the materials of the associated buildings
 - d. **Yard Fences** (for side and rear yards) shall be made of closed wood boards, ornamental iron, decorative concrete, metal, masonry, trellis, lattice, or some combination thereof. Fences may have stucco, brick or stone bases and columns. Materials and colors shall be further specified by the Town Architect's approved list.
 - e. **Frontage Fences and Gates** shall be made of metal in a cast iron style painted black or wood pickets painted a color from the Town Architect's approved list.
 - 5.13.1.2 **CONFIGURATION**
 - a. **Building Walls** shall be finished in stone, brick, stucco, cast stone, wood shingle, wood or fiber-cement siding. Arches and Piers shall match or be compatible with the building wall materials. Materials and colors shall be further specified by the Town Architect's approved list.
 - b. **Stucco** shall be cement or synthetic and may be integral color or painted. Finish shall be smooth sand-finish. Full size samples of alternate textures shall be approved by the Town Architect.

- c. Brick shall be approved by the Town Architect and may be painted.
- d. **Wood or fiber-cement siding** shall be in the pattern of clapboard, dropsiding, shingle-style, or board-and-batten and shall be painted.
- e. Trim shall be a minimum of grade "B" lumber, smooth fiber-cement and shall not exceed 1 inch in depth or 6 inches in width at corners and around openings, except at the front entrance, which may be any size or configuration, as approved by the Town Architect.
- f. Arches and Piers of masonry shall be no less than 12 x 12 inches in plan view.
- g. Posts shall be no less than 6 x 6 inches in cross section.
- h. Intercolumniation on the ground floor shall be vertically proportioned unless approved by the Town Architect.
- i. Frontage Fences shall have different designs than adjacent lots. unless approved by the Town Architect.
- j. Colors on the building exterior shall be selected from the Town Architect's approved list.

5.13.2 ATTACHMENTS

5.13.2.1 MATERIAL

- a. Chimneys shall be brick, stone and shall be full height.
- b. Flues may be painted black or galvanized metal left natural or enclosed in the same material as the exterior walls.
- c. Decks shall be made of wood or composite material.
- d. Signs shall be made of wood, composite or metal.
- e. Awnings shall be a light metal armature stretching a non-translucent canvas membrane. Retractable awnings are preferred.
- f. Balconies and Railings shall be made of wood, composite or metal, with details approved by the Town Architect.
- g. Outbuildings shall be composed of materials to match the adjacent main building and all outbuildings shall be approved by the Town Architect.

5.13.2.2 CONFIGURATION

- a. Chimneys shall extend to the ground and have a projecting cap. Termination details shall be approved by the Town Architect.
- b. Balconies shall be visibly supported by brackets and shall not exceed 3 feet in depth.
- c. Railings shall have top and bottom rails centered on the balusters. Bottom rails shall clear the floor. Maximum railing spacing shall be 4 inches clear.
- d. Façade Signs shall be designed integrally with the storefronts, no larger than 3 feet in height (by any length), and shall not be backlit, translucent or located higher than the second floor sill.
- e. Blade Signs may be attached perpendicular to the façade extending up to 4 feet from the frontage line, not exceeding 1.5 feet in vertical dimension.
- f. Postal Numbers shall be placed on the principal building facades and on the Rear Alley and Rear Lane. Location, font, size and color shall be further specified by the Town Architect's approved list
- g. Awnings shall be sloping rectangles without side or bottom soffit panels and

have a minimum horizontal projection of 6 feet.

- h. Quoins & Keystones shall not be permitted unless appropriate for the building's style and approved by the Town Architect.
- i. Yard Equipment, including HVAC, utility meters, clotheslines, satellite dishes, play equipment, hot tubs, and the like shall not front streets, sidewalks and public spaces (excluding Alleys).
- j. Trash Containers shall be located within permanent enclosures when not within an Alley or Lane. Permanent enclosures shall be reviewed and approved by the Town Architect for materials and design.
- k. Outbuildings shall be equipped with outside lights facing the Alley.

5.13.3 ROOFS

5.13.3.1 MATERIAL

- a. Sloped Roofs shall be clad in slate, metal, concrete tile, wood shingles, architectural asphalt shingles or fiberglass shingles from samples selected from the Town Architect's approved list.
- b. Flat Roofs shall be commercial quality roofing.
- c. Gutters, downspouts and projecting drainpipes shall be made of galvanized metal, painted aluminum or copper. All roof drains shall be according to Chapter 500 of the Municipal Code.

5.13.3.2 CONFIGURATION

- a. Principal Roofs, where sloped, shall be a symmetrical gable or hip. Flat roofs shall be surrounded by a horizontal parapet wall not less than 2.5 feet higher than the roof deck's highest point.
- b. Ancillary Roofs may be sheds angled less than or equal to the principal roof slope.
- c. Overlapping Gables are permitted only when the smaller gable is associated with a balcony, porch or entrance on the façade. No more than 2 gables are allowed along the front elevation.
- d. Dormers, if provided, shall be placed a minimum of 3 feet from side building walls or flush w/ side building walls.
- e. Eaves shall be as deep and continuous as possible. Eaves which overhang less than 1 foot may have a closed soffit.
- f. Soffits and fascias shall be made of wood, fiber-cement, unless approved by the Town Architect.
- g. Gutters shall be half-round or ogee shaped.
- h. Rafter Tail details shall be approved by Town Architect and shall not exceed 6 inches in height at their ends.
- i. Roof Penetrations, including vent stacks, shall not be placed on the frontage roof slope and shall match the color of the roof. Continuous ridge vent is encouraged.
- j. Skylights shall be flat and locations shall be approved by the Town Architect. Skylight specifications shall be from Town Architect's approved list.

5.13.4 OPENINGS

5.13.4.1 MATERIAL

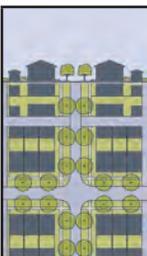
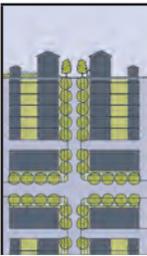
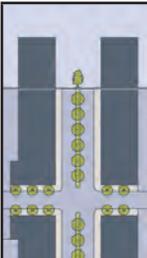
- a. **Windows** shall be made of wood, clad wood or vinyl composite and shall have clear glass. Window specifications and product series shall be from Town Architect's approved list. Stained glass shall be permitted on the sides and in the rear of the building.
- b. **Doors** shall be wood or composite. Metal doors shall be approved by the Town Architect.
- c. **Garage Doors** shall be metal, wood or composite. Insulated garage doors are encouraged.
- d. **Storefronts** shall be made of painted wood, painted fiber-cement or metal. Aluminum storefront is prohibited.
- e. **Shutters** shall be made of painted wood, PVC, or from the Town Architect's approved list. All shutters shall be operable and sized the opening geometry.

5.13.4.2 CONFIGURATION

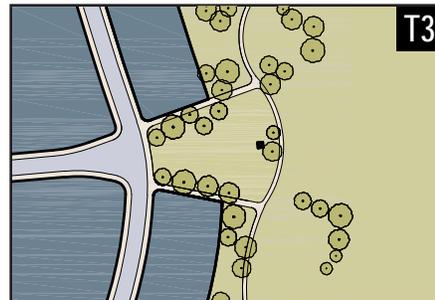
- a. **Windows** shall be single, double, triple-hung, or operable casements. Openings shall be rectangular with a vertical or square proportion. Multiple windows in the same rough opening shall be separated by a 4 inch minimum post. The centerline of the window sash shall align within the centerline of the wall (there shall be no flush mounted windows). If there is a larger proportion of openings to walls, it shall be reviewed by the Town Architect.
- b. **Bay Windows** shall extend to the floor inside and to the ground outside, or be supported by visible brackets.
- c. **Shutters** shall be either louvered or paneled, sized and shaped to match the associated openings.
- d. **Storm Windows and Screens**, if provided, shall cover the entire window area.
- e. **Doors** shall be side hinged (sliders shall not front streets, sidewalks and public spaces), unless approved by Town Architect.
- f. **Garage Doors** visible from streets, sidewalks and public spaces shall be a maximum of 9 feet wide. Alley-accessed garages may have 16 foot wide doors.
- g. **Service Doors** shall only be provided at the rear.

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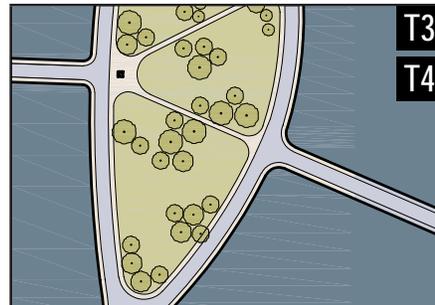
TABLE 1. TRANSECT ZONE DESCRIPTIONS

<p>T-1 NATURAL</p> <p>General Character: Natural landscape with some agricultural use</p> <p>Building Placement: Not applicable</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: Not applicable</p> <p>Type of Civic Space: Parks, Greenways, Playgrounds</p> <p style="text-align: right; color: red;">Not Applicable</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T1</p>
<p>T-2 RURAL</p> <p>General Character: Primarily agricultural with woodland & wetland and scattered buildings</p> <p>Building Placement: Variable Setbacks</p> <p>Frontage Types: Not applicable</p> <p>Typical Building Height: 1- to 2-Story</p> <p>Type of Civic Space: Parks, Greenways, Playgrounds</p> <p style="text-align: right; color: red;">Not Applicable</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T2</p>
<p>T-3 SUB-URBAN</p> <p>General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally</p> <p>Building Placement: Large and variable front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, naturalistic tree planting</p> <p>Typical Building Height: 1- to 2.5-Story</p> <p>Type of Civic Space: Parks, Greenways, Playgrounds</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T3</p>
<p>T-4 GENERAL URBAN</p> <p>General Character: Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p>Building Placement: Shallow to medium front and side yard Setbacks</p> <p>Frontage Types: Porches, fences, Dooryards</p> <p>Typical Building Height: 2- to 3-Story with a few taller Mixed Use buildings</p> <p>Type of Civic Space: Squares, Greens, Playgrounds</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T4</p>
<p>T-5 URBAN CENTER</p> <p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, Shopfronts, Galleries</p> <p>Typical Building Height: 3- to 4-Story with some variation</p> <p>Type of Civic Space: Plazas, Squares, Playgrounds</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T5</p>
<p>T-6 URBAN CORE</p> <p>General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall</p> <p>Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades</p> <p>Typical Building Height: 4- to 6-plus Story with a few shorter buildings</p> <p>Type of Civic Space: Plazas, Squares, Playgrounds</p>	 <p style="text-align: right; background-color: black; color: white; padding: 2px;">T6</p>

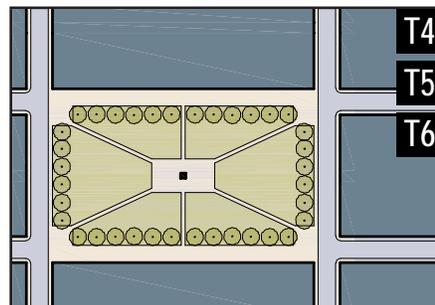
a. **Park:** A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size should be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.



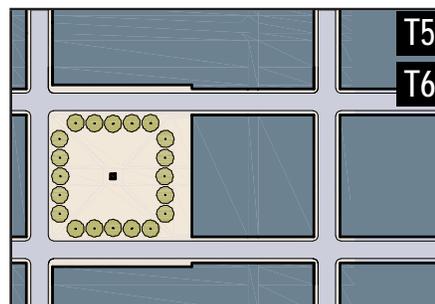
b. **Green:** An Open Space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size should be 1/2 acre and the maximum shall be 8 acres.



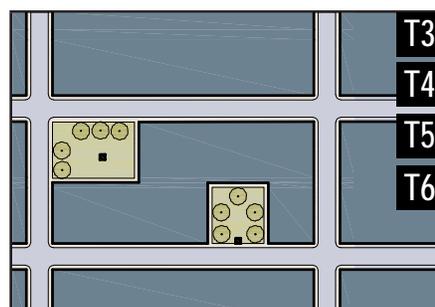
c. **Square:** An Open Space available for unstructured recreation and Civic purposes. A square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size should be 1/2 acre and the maximum should be 5 acres.



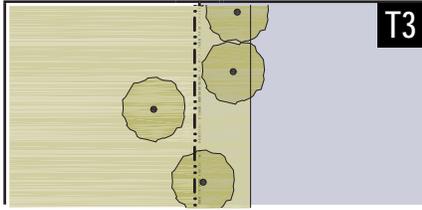
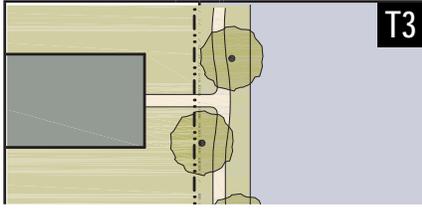
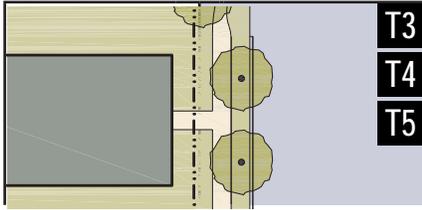
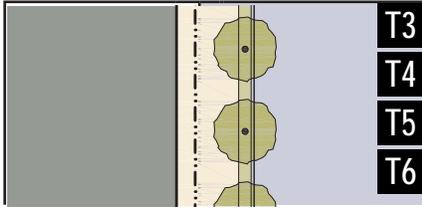
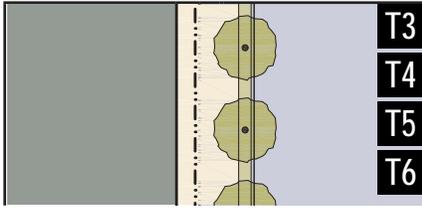
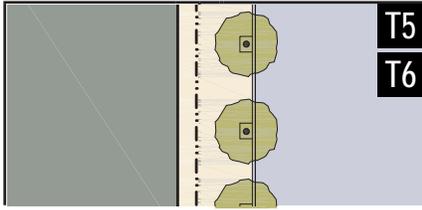
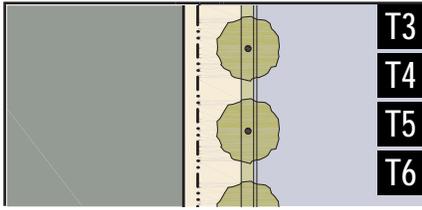
d. **Plaza:** An Open Space available for Civic purposes and Commercial activities. A plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size should be 1/2 acre and the maximum shall be 2 acres.



e. **Playground:** An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.



The Public Frontage is the area between the private Lot line and the edge of the vehicular Lanes. Dimensions are given in Table 3B.

PLAN	
LOT ▶	◀ R.O.W.
PRIVATE FRONTAGE ▶	◀ PUBLIC FRONTAGE
<p>a. (HW) Highways: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>	
<p>b. (RD) For Roads: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>	
<p>c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular Lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.</p>	
<p>d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular Lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.</p>	
<p>e. (AV) For Avenues: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular Lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.</p>	
<p>f. (CS) (AV) For Commercial Streets or Avenues: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular Lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.</p>	
<p>g. (PW) For Parkway: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular Lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.</p>	

The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE ▶ ◀ R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE ▶ ◀ R.O.W. PUBLIC FRONTAGE
<p>a. Common Yard: a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.</p>		
<p>b. Porch & Fence: a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.</p>		
<p>c. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>		
<p>d. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types.</p>		
<p>e. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.</p>		
<p>f. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the curb. Syn: Retail Frontage.</p>		
<p>g. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use.</p>		
<p>h. Arcade: a Frontage wherein the Facade is a colonnade that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line. This type is conventional for Retail use. The arcade shall be no less than 12 feet wide.</p>		

TABLE 5. BUILDING DISPOSITION

This Table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

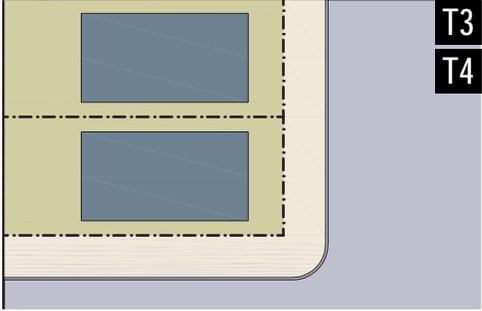
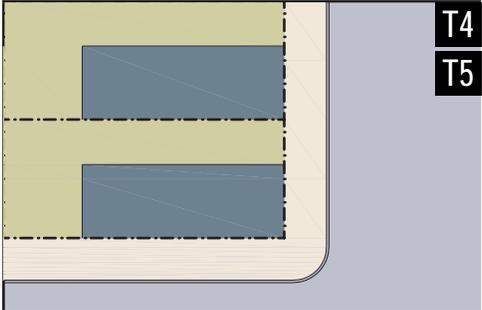
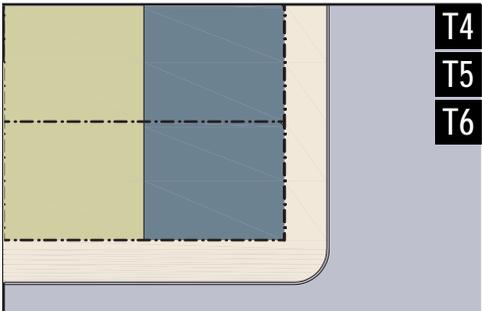
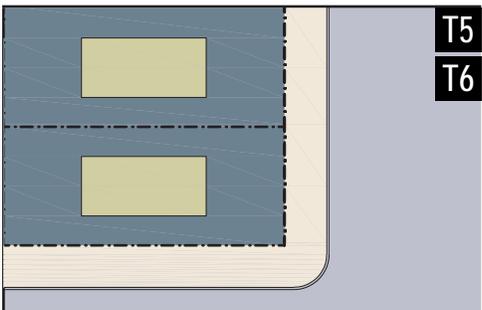
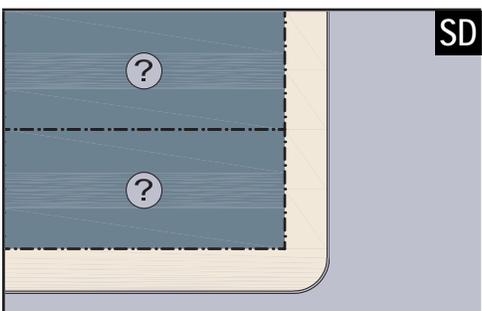
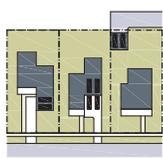
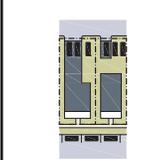
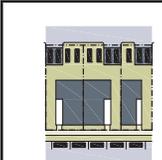
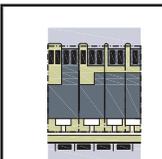
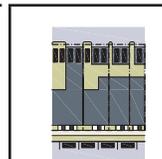
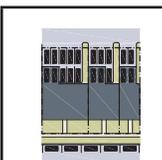
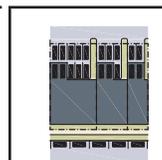
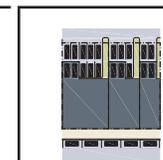
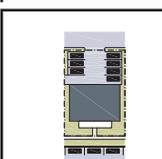
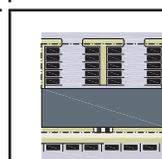
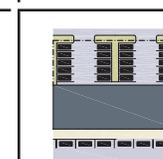
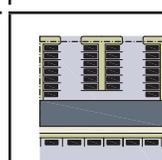
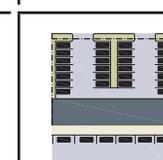
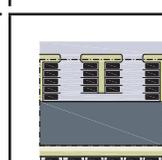
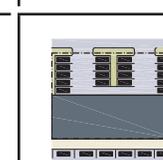
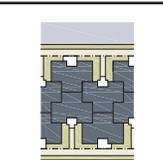
<p>a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.</p>	 <p>T3 T4</p>
<p>b. Sideyard: Specific Types - Charleston single House, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.</p>	 <p>T4 T5</p>
<p>c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	 <p>T4 T5 T6</p>
<p>d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <p>T5 T6</p>
<p>e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	 <p>SD</p>

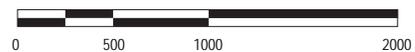
TABLE 6. BUILDING TYPES

	T3	T4	T5	T6	SD
<p>House: an edge yard building type. A single-family dwelling on a large lot, shared with an ancillary building in the rear yard. <i>Variant: Duplex</i></p>					
<p>Cottage: an edge yard building type. A single-family dwelling, on a regular lot, shared with ancillary building in the rear yard.</p>					
<p>Sideyard House: a sideyard building type. A single-family dwelling which occupies one side of the lot, with the primary yard to the other side, shared with ancillary building in the rear yard. <i>Variant: Double House</i></p>					
<p>Rowhouse: a rear yard building type. A single family dwelling with common walls on the side lot lines, the facades forming a continuous frontage line. Rowhouses are the highest density type able to provide private yards. <i>Syn.: Townhouse</i></p>					
<p>Flexhouse / Live-Work: a rear yard, fully mixed-use building type with one dwelling above or behind a commercial space. <i>Syn.: Corner Store, Shop-front.</i></p>					
<p>Apartment Building: a rear yard residential building type accommodating multiple dwellings disposed above and beside each other. <i>Variant: Loft Building</i></p>					
<p>Liner Building: a building conceived specifically to mask a parking lot or a parking structure from the frontage, without consuming any of the parking itself.</p>					
<p>Mixed-Use Block: a rear yard, flexible commercial building type. Commercial buildings have floorplates deeper than residential ones. <i>Syn.: Warehouse, Flex Building, Office Building.</i></p>					
<p>Carpet Housing: a clustered disposition of patio houses in a block intended to optimize the block's density yield while maintaining a sub-urban scale. <i>Syn.: Tapestry Housing.</i></p>					



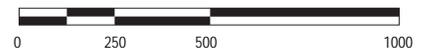
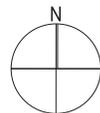
-  SD - Special District
-  T6 - Urban Core
-  T5 - Urban Center
-  T4 - General Urban
-  T3 - Sub-Urban
-  Open Space
-  Civic Space

Above, the regulating plan assigns a range of T-Zones to the plan, varying from T-3 Sub-Urban to T-6 Urban Core. Each T-Zone features different thoroughfare and frontage requirements, as well as a variety of building types, in accordance with its level of urban intensity.



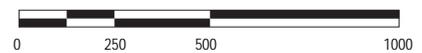
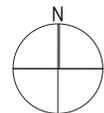


-  SD - Special District
-  T6 - Urban Core
-  T5 - Urban Center
-  T4 - General Urban
-  T3 - Sub-Urban
-  Open Space
-  Civic Space
-  Mandatory retail frontage/ recommended arcade or gallery
-  Recommended retail frontage/ recommended arcade or gallery
-  Terminated Vista





-  SD - Special District
-  T6 - Urban Core
-  T5 - Urban Center
-  T4 - General Urban
-  T3 - Sub-Urban
-  Open Space
-  Civic Space
-  Mandatory retail frontage/ recommended arcade or gallery
-  Recommended retail frontage/ recommended arcade or gallery
-  Terminated Vista



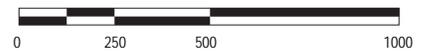
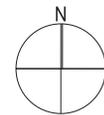


-  SD - Special District
-  T6 - Urban Core
-  T5 - Urban Center
-  T4 - General Urban
-  T3 - Sub-Urban
-  Open Space
-  Civic Space
-  Mandatory retail frontage/ recommended arcade or gallery
-  Recommended retail frontage/ recommended arcade or gallery
-  Terminated Vista





-  SD - Special District
-  T6 - Urban Core
-  T5 - Urban Center
-  T4 - General Urban
-  T3 - Sub-Urban
-  Open Space
-  Civic Space
-  Mandatory retail frontage/ recommended arcade or gallery
-  Recommended retail frontage/ recommended arcade or gallery
-  Terminated Vista



T3 SUB-URBAN



BUILDING PLACEMENT

1. Lot lines fronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

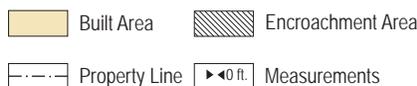
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

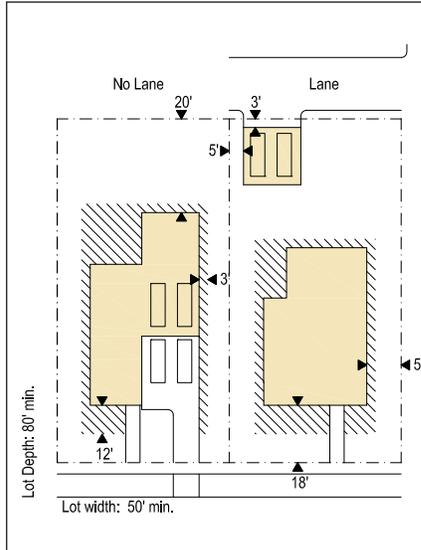
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



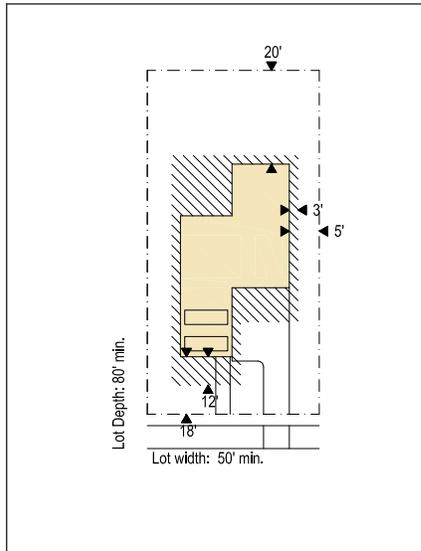
HOUSE



SPECIFICATIONS

Lot Area	4,000 sf min.
Lot Coverage	60% max.
Setbacks	
at building frontage	18 ft. min.
at building side	5 ft. min.
at building rear	20 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	5 ft. min.
Building Frontage at Setback	30% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. max.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2.5 stories max.
of outbuilding	2 stories
Building Disposition	Edgeyard
Private Frontage Type	CY, PF

HOUSE



SPECIFICATIONS

Lot Area	4,000 sf min.
Lot Coverage	60% max.
Setbacks	
at building frontage	18 ft. min.
at building side	5 ft. min.
at building rear	20 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	5 ft. min.
Building Frontage at Setback	30% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. max.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2.5 stories max.
of outbuilding	2 stories
Building Disposition	Edgeyard
Private Frontage Type	CY, PF

T4 GENERAL URBAN



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

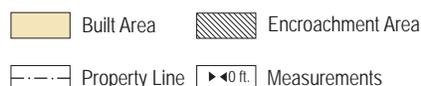
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

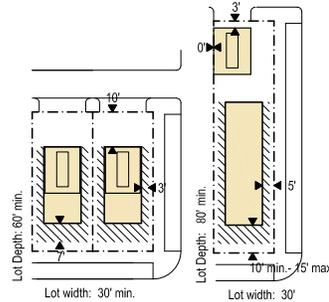
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



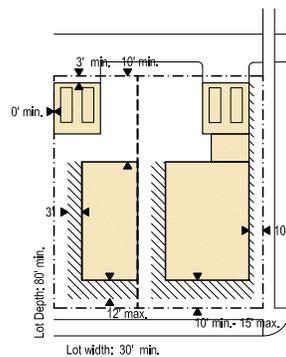
COTTAGE



SPECIFICATIONS

Lot Area	1,800 sf min.
Lot Coverage	70% max.
Setbacks	
at building frontage	10 ft. min- 15 ft. max.
at building side	5 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	60% min.
Encroachments	
at building frontage	7 ft.
at building side	3 ft.
at outbuilding rear	3 ft. min.
at outbuilding side	0' min.
Height	
of principal building	3 stories max.
of outbuilding	2 stories
Building Disposition	Edgeyard
Private Frontage Type	CY, PF, SP

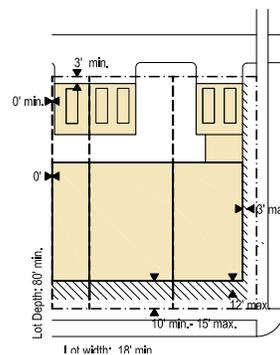
SIDEYARD HOUSE



SPECIFICATIONS

Lot Area	2,400 sf min.
Lot Coverage	70% max.
Setbacks	
at building frontage	10 ft. min- 15 ft. max.
at building side	10 ft. min. total
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	60% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. min.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories max.
of outbuilding	2 stories
Building Disposition	Sideyard
Private Frontage Type	PF, FC, SP, SF, GA

ROWHOUSE



SPECIFICATIONS

Lot Area	1,400 sf min.
Lot Coverage	70% max.
Setbacks	
at building frontage	10 ft. min- 15 ft. max.
at building side	0 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	90% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. max.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	PF, TL, FC, SP, SF, GA

T4 GENERAL URBAN



BUILDING PLACEMENT

1. Lot lines fronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

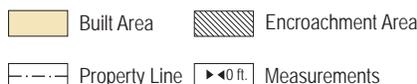
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

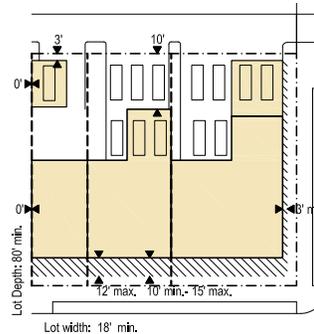
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



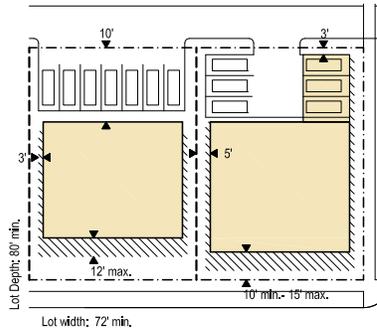
FLEXHOUSE/LIVE-WORK



SPECIFICATIONS

Lot Area	1,400 sf min.
Lot Coverage	70% max.
Setbacks	
at building frontage	10 ft. min- 15 ft. max.
at building side	0 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	90% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. max.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2 stories min. - 3 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SF, GA

APARTMENT BUILDING



SPECIFICATIONS

Lot Area	2,200 sf min.
Lot Coverage	70% max.
Setbacks	
at building frontage	10 ft. min- 15 ft. max.
at building side	5 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	60% min.
Encroachments	
at building frontage	12 ft. max.
at building side	3 ft. max.
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2 stories min. - 3 stories max.
of outbuilding	2 stories
Building Disposition	Edgeyard
Private Frontage Type	PF, TL, FC, SP, SF, GA

T5 URBAN CENTER



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

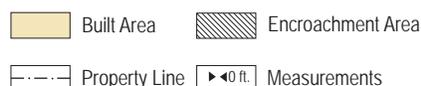
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

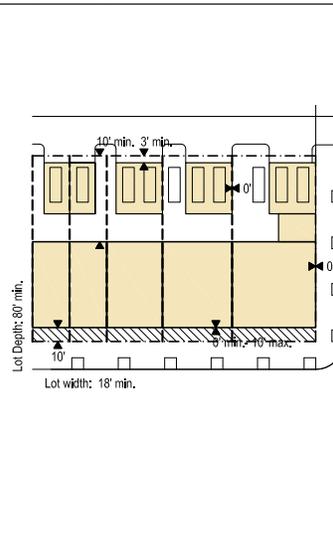
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



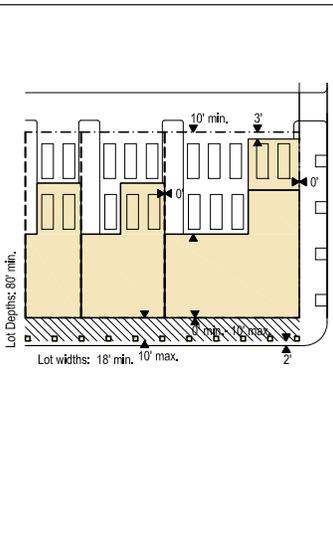
ROWHOUSE



SPECIFICATIONS

Lot Area	1,080 sf min.
Lot Coverage	80% max.
Setbacks	
at building frontage	0 ft. min- 10 ft. max.
at building side	0 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	10 ft. max.
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, GA

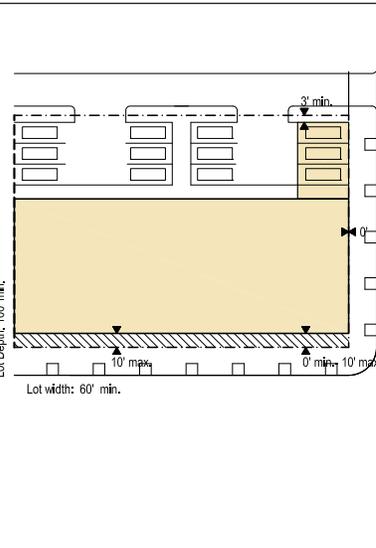
FLEXHOUSE/LIVE-WORK



SPECIFICATIONS

Lot Area	1,440 sf min.
Lot Coverage	80% max.
Setbacks	
at building frontage	0 ft. min- 10 ft. max.
at building side	0 ft.
at building rear	10' min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	10 ft. max.
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SF, GA, AR

APARTMENT BUILDING



SPECIFICATIONS

Lot Area	6,000 sf min.
Lot Coverage	80% max.
Setbacks	
at building frontage	0 ft. min- 10 ft. max.
at building side	0 ft. min.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	0 ft. min.
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	10 ft. max.
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2 stories min. - 4 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, GA

T5 URBAN CENTER



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

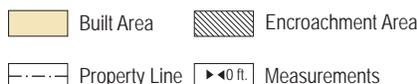
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

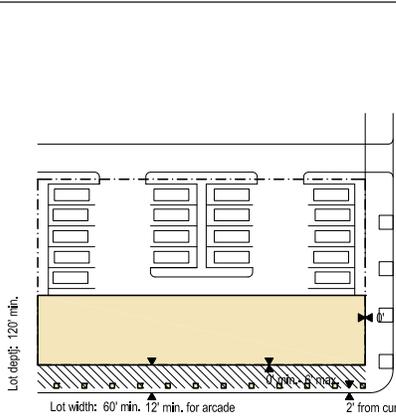
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



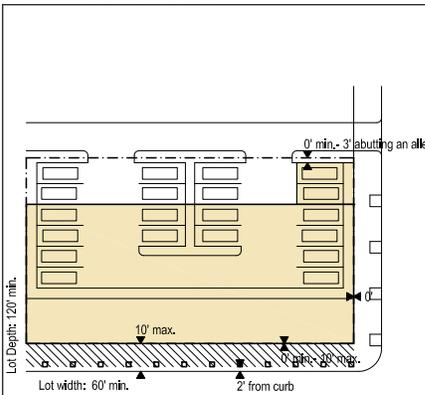
LINER BUILDING



SPECIFICATIONS

Lot Area	7,200 sf min.
Lot Coverage	80% max.
Setbacks	
at building frontage	0 ft. min- 10 ft. max./ 12 ft. arcade
at building side	0 ft. min.
at building rear	10 ft. min.
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	10 ft. max./ 12 ft. arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	Height of garage min. - 4 stories max.
of outbuilding	N/A
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, SF, GA, AR

MIXED-USE BLOCK



SPECIFICATIONS

Lot Area	7,200 sf min.
Lot Coverage	80% max.
Setbacks	
at building frontage	0 ft. min- 10 ft. max./ 12 ft. arcade
at building side	0 ft.
at building rear	10 ft. min.
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	10 ft. max./ 12 ft. arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2 stories min. - 4 stories max.
of outbuilding	2 stories
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, SF, GA, AR

T6 URBAN CORE



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

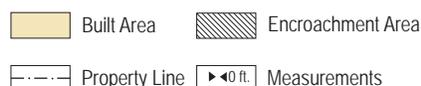
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

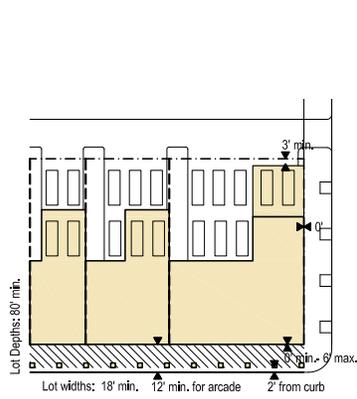
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



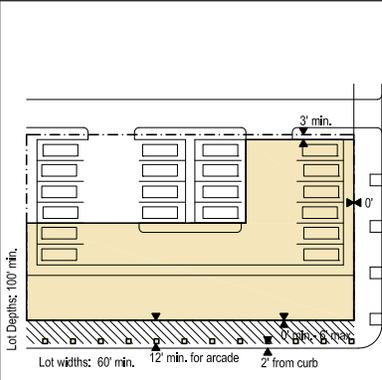
FLEXHOUSE/LIVE-WORK



SPECIFICATIONS

Lot Area	1,440 sf min.
Lot Coverage	90% max.
Setbacks	
at building frontage	0 ft. min- 6 ft. max.
at building side	0 ft.
at building rear	10 ft. min.
at outbuilding rear	3 ft. min.
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	6 ft. max./ 12 ft. for arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories min. - 4 stories max.
of outbuilding	N/A
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, SF, GA, AR

APARTMENT BUILDING



SPECIFICATIONS

Lot Area	6,000 sf min.
Lot Coverage	90% max.
Setbacks	
at building frontage	0 ft. min- 6 ft. max.
at building side	0 ft.
at building rear	3 ft. or 15 ft. from the center of the alley
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	6 ft. - 12 ft. min. for arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories min. - 6 stories max.
of outbuilding	N/A
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, SF, GA, AR

T6 URBAN CORE



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

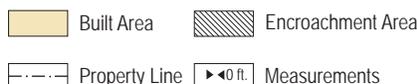
1. The number of parking places provided shall be as required by the Building Function.
2. The required off-street parking shall be placed within the layer as shown in the diagram.
3. Trash containers shall be located within the third layer shown in the diagram. (Table 13d)
4. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20' behind. The third layer is the remainder.

BUILDING HEIGHT

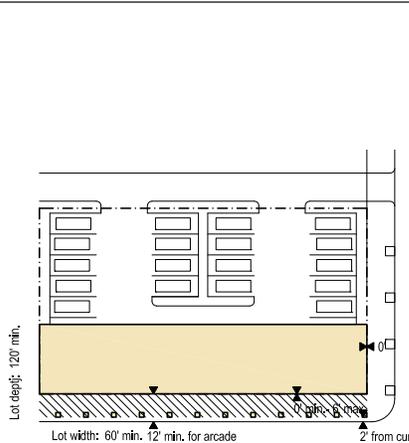
1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Private Frontage Type

- CY Common Yard
- PF Porch and Fence
- TL Terrace or Lightwell
- FC Forecourt
- SP Stoop
- SF Shopfront
- GA Gallery
- AR Arcade



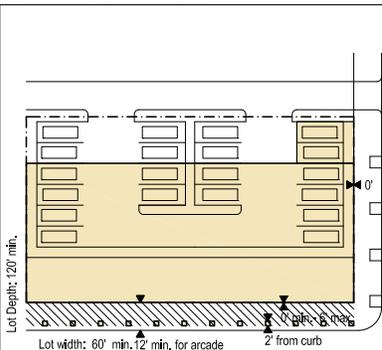
LINER BUILDING



SPECIFICATIONS

Lot Area	7,200 sf min.
Lot Coverage	90% max.
Setbacks	
at building frontage	0 ft. min- 6 ft. max.
at building side	0 ft.
at building rear	10 ft. min.
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	6 ft. max./ 12 ft. for arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	Height of garage min. - 4 stories max.
of outbuilding	N/A
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SP, SF, GA, AR

MIXED-USE BLOCK



SPECIFICATIONS

Lot Area	7,200 sf min.
Lot Coverage	90% max.
Setbacks	
at building frontage	0 ft. min- 6 ft. max.
at building side	0 ft.
at building rear	10 ft. min.
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	6 ft. max./ 12 ft. for arcade
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	3 stories min. - 6 stories max.
of outbuilding	N/A
Building Disposition	Rearyard, Courtyard
Private Frontage Type	TL, FC, SF, GA, AR

SD SPECIAL DISTRICT



BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

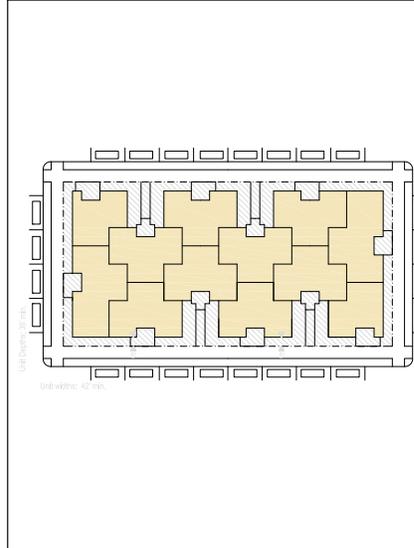
PARKING PLACEMENT

1. The number of parking places provided shall be as required by the Building Function.
2. Off-street parking shall not be required. All parking shall be provided on-street.

BUILDING HEIGHT

1. The maximum overall building height shall be measured in number of stories.
2. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

CARPET HOUSING

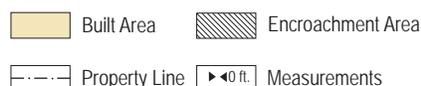


SPECIFICATIONS

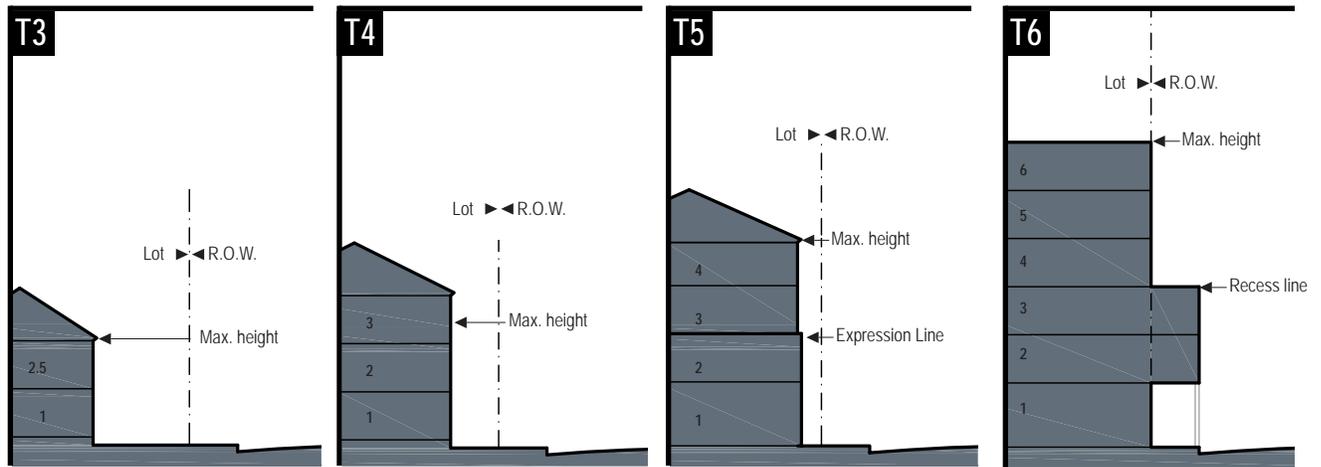
Lot Area	N/A
Lot Coverage	100% max.
Setbacks	
at building frontage	5 ft. min.
at building side	N/A
at building rear	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Building Frontage at Setback	100% max.
Encroachments	
at building frontage	5 ft.
at building side	N/A
at outbuilding rear	N/A
at outbuilding side	N/A
Height	
of principal building	2 stories max.
of outbuilding	N/A
Building Disposition	Courtyard
Private Frontage Type	FC, SP

Private Frontage Type

- | | |
|----|----------------------|
| CY | Common Yard |
| PF | Porch and Fence |
| TL | Terrace or Lightwell |
| FC | Forecourt |
| SP | Stoop |
| SF | Shopfront |
| GA | Gallery |
| AR | Arcade |



This Table shows the Configurations for different building heights for each Transect Zone. It shall be modified to show actual calibrated heights for local conditions. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 12k.



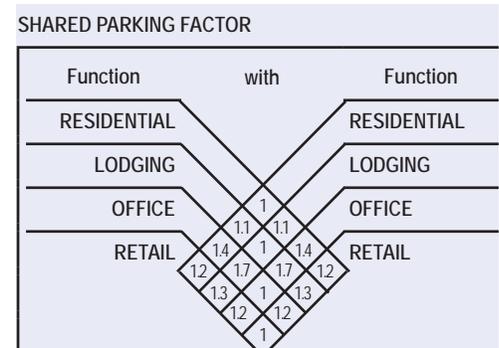
1. Building height shall be measured in number of Stories, excluding Attics and raised basements. Height limits also do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 ft with a 16 ft. maximum. Residential first floors shall be a minimum of 9 ft in height. First floor residential shall be 9 ft minimum in height.
3. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

Table 9 Building Function - General. This Table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 11.

	T3	T4	T5 T6
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each Lot is restricted to one within a principal building and one within an Accessory building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory dwelling shall not exceed 500 square feet.	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).
b. LODGING	Restricted Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging shall be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging shall be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times.
c. OFFICE	Restricted Office: The building area available for office use on each Lot is restricted to the first Story of the principal or the Accessory building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. This specific use shall be further limited to neighborhood store or food service seating of no more than 20.	Limited Retail: The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space.
e. CIVIC	See Table 11	See Table 11	See Table 11
f. OTHER	See Table 11	See Table 11	See Table 11

Table 10 Parking Calculation. The Required Parking Table summarizes the parking requirements of Table 9 for each site or, conversely, the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 10)		
	T3	T4	T5 T6
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 square. ft.	3.0 / 1000 square. ft.	2.0 / 1000 square. ft.
RETAIL	4.0 / 1000 square. ft.	4.0 / 1000 square. ft.	3.0 / 1000 square. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

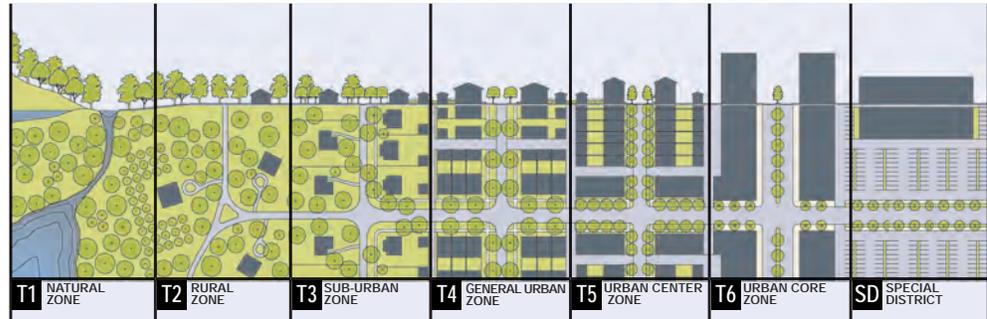


This Table expands the categories of Table 9 to delegate specific Functions and uses within Transect Zones.

	T3	T4	T5	T6	SD
a. RESIDENTIAL					
Mixed Use Block			■	■	
Flex Building		■	■	■	
Apartment Building		■	■	■	
Live/Work Unit		■	■	■	
Row House		■	■		
Duplex House					
Carpet Housing					■
Sideyard House		■			
Cottage	■	■			
House	■				
Villa					
Accessory Unit	■	■	■		
b. LODGING					
Hotel (no room limit)			■	■	
Inn (up to 12 rooms)		■	■	■	
Bed & Breakfast (up to 5 rooms)	■	■	■	■	
S.R.O. hostel	□	□	□	□	□
School Dormitory		■	■	■	■
c. OFFICE					
Office Building		■	■	■	
Live-Work Unit	■	■	■	■	■
d. RETAIL					
Open-Market Building	■	■	■	■	■
Retail Building		■	■	■	□
Display Gallery		■	■	■	□
Restaurant		■	■	■	□
Kiosk		■	■	■	□
Push Cart			□	□	
Liquor Selling Establishment			□	□	
e. CIVIC					
Bus Shelter	■	■	■	■	■
Convention Center				□	
Conference Center			□	■	
Exhibition Center				□	
Fountain or Public Art	■	■	■	■	■
Library		■	■	■	
Live Theater			■	■	
Movie Theater			■	■	
Museum			□	■	
Outdoor Auditorium	■		■	■	
Parking Structure			■	■	
Passenger Terminal			□	□	
Playground	■	■	■	■	
Sports Stadium				□	
Surface Parking Lot		□	□	□	
Religious Assembly	■	■	■	■	■

	T3	T4	T5	T6	SD
f. OTHER: AGRICULTURE					
Grain Storage					
Livestock Pen					
Greenhouse	□				□
Stable					
Kennel		□	□	□	
f. OTHER: AUTOMOTIVE					
Gasoline			□	□	
Automobile Service					
Drive -Through Facility			□	□	
Roadside Stand					
Shopping Center				□	
Shopping Mall				□	
f. OTHER: CIVIL SUPPORT					
Fire Station	■	■	■	■	■
Police Station		■	■	■	■
Cemetery	□	□			
Funeral Home		■	■	■	
Hospital			□	□	
Medical Clinic		□	■	■	
f. OTHER: EDUCATION					
College			□	□	
High School		□	□	□	
Trade School			□	□	
Elementary School	□	■	■	■	
Other- Childcare Center	■	■	■	■	■
f. OTHER: INDUSTRIAL					
Heavy Industrial Facility					
Light Industrial Facility				□	
Laboratory Facility				□	
Electric Substation					
Wireless Transmitter					□
Warehouse				□	
Utilities					□

■ BY RIGHT
□ BY WARRANT



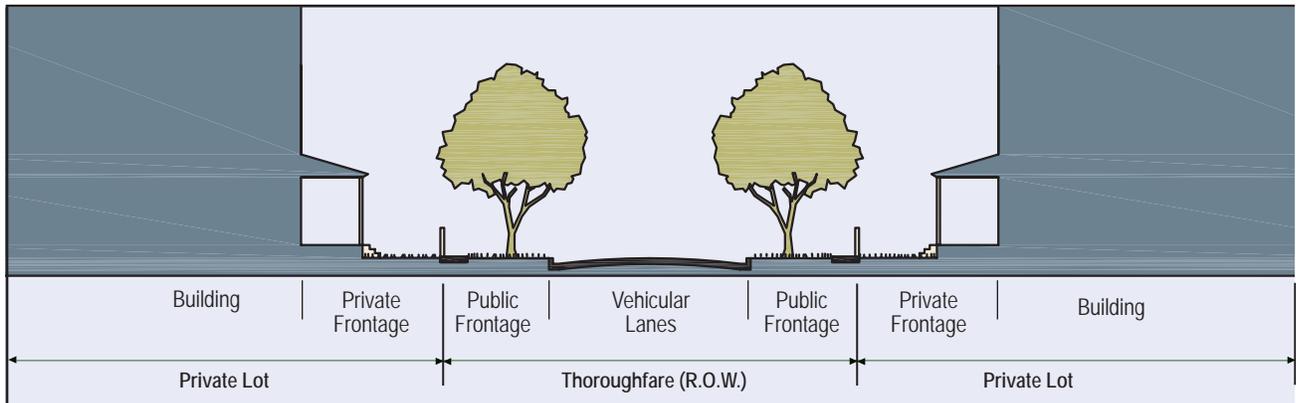
	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICT
a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							
CLD requires	N/A	N/A	10 - 30%	20 - 40%	not permitted	not permitted	
TND requires	N/A	N/A	10 - 30%	30 - 60%	10 - 30%	not permitted	
RCD requires	N/A	N/A	not permitted	10 - 30%	10 - 30%	40 - 80%	
b. RESERVED							
c. BLOCK SIZE							
Block Perimeter	N/A	N/A	4000 ft. average	2400 ft. average	2000 ft. average	2000 ft. average	2000 ft. average with parking structures
d. THOROUGHFARES (see Table 14 and Table 15)							
PW	N/A	N/A	permitted	not permitted	not permitted	not permitted	
BV	N/A	N/A	permitted	permitted	permitted	permitted	
AV	N/A	N/A	permitted	permitted	permitted	permitted	
CS/MS	N/A	N/A	not permitted	not permitted	permitted	permitted	
DR	N/A	N/A	permitted	permitted	permitted	permitted	
ST	N/A	N/A	permitted	permitted	permitted	not permitted	
RD	N/A	N/A	permitted	not permitted	not permitted	not permitted	
Rear Lane	N/A	N/A	permitted	permitted	not permitted	not permitted	
Rear Alley	N/A	N/A	permitted	required	required	required	
Path	N/A	N/A	permitted	permitted	not permitted	not permitted	
Passage	N/A	N/A	permitted	permitted	permitted	permitted	
Bicycle Trail	N/A	N/A	permitted	not permitted	not permitted	not permitted	
Bicycle Lane	N/A	N/A	permitted	permitted	not permitted	not permitted	
Bicycle Route	N/A	N/A	permitted	permitted	permitted	permitted	
e. CIVIC SPACES (see Table 2)							
Park	N/A	N/A	permitted	by Warrant	by Warrant	by Warrant	permitted within Open Spaces
Green	N/A	N/A	permitted	permitted	not permitted	not permitted	
Square	N/A	N/A	not permitted	permitted	permitted	permitted	
Plaza	N/A	N/A	not permitted	not permitted	permitted	permitted	
Playground	N/A	N/A	permitted	permitted	permitted	permitted	
f. LOT OCCUPATION							
Lot Width	N/A	N/A	50 ft. min 120 ft. max	18 ft. min 96 ft. max	18 ft. min 180 ft. max	18 ft. min 700 ft. max	
Lot Coverage	N/A	N/A	60% max	70% max	80% max	90% max	
g. SETBACKS - PRINCIPAL BUILDING							
Front Setback (Principal)	N/A	N/A	18 ft. min	10 ft. min 15 ft. max	0 ft. min 12 ft. max	0 ft. min 6 ft. max	
Side Setback	N/A	N/A	5 ft. min	0-5 ft.	0 ft.	0 ft.	
Rear Setback	N/A	N/A	20 ft. min	10 ft. min	10 ft. min.	0 ft. min	
Building Frontage	N/A	N/A	50% min	90% min	100% min	100% min	
h. SETBACKS - OUTBUILDING							
Side Setback	N/A	N/A	5 ft. min	3 ft. min	3 ft. min	not applicable	
Rear Setback	N/A	N/A	3 ft. min	0 ft. min	0 ft. max	not applicable	
i. BUILDING DISPOSITION (see Table 5)							
Edgeyard	N/A	N/A	permitted	permitted	not permitted	not permitted	
Sideyard	N/A	N/A	not permitted	permitted	not permitted	not permitted	
Rearyard	N/A	N/A	not permitted	permitted	permitted	permitted	
Courtyard	N/A	N/A	permitted	permitted	permitted	permitted	
j. PRIVATE FRONTAGES (see Table 4)							
Common Yard	N/A	N/A	permitted	not permitted	not permitted	not permitted	
Porch & Fence	N/A	N/A	permitted	permitted	not permitted	not permitted	
Terrance or L.C.	N/A	N/A	not permitted	permitted	permitted	permitted	
Forecourt	N/A	N/A	not permitted	permitted	permitted	permitted	
Stoop	N/A	N/A	not permitted	permitted	permitted	permitted	
Shopfront & Awning	N/A	N/A	not permitted	permitted	permitted	permitted	
Gallery	N/A	N/A	not permitted	permitted	permitted	permitted	
Arcade	N/A	N/A	not permitted	not permitted	permitted	permitted	
k. BUILDING CONFIGURATION (see Table 8)							
Principal Building	N/A	N/A	2.5 Stories max, 1 min.	3 Stories max, 2 min	4 Stories max, 2 min	6 Stories max, 2 min	
Outbuilding	N/A	N/A	2 Stories max	2 Stories max	2 Stories max	not applicable	
l. BUILDING FUNCTION (see Table 9 & Table 10)							
Residential	N/A	N/A	restricted use	limited use	open use	open use	
Lodging	N/A	N/A	restricted use	limited use	open use	open use	
Office	N/A	N/A	restricted use	limited use	open use	open use	
Retail	N/A	N/A	restricted use	limited use	open use	open use	

DISPOSITION

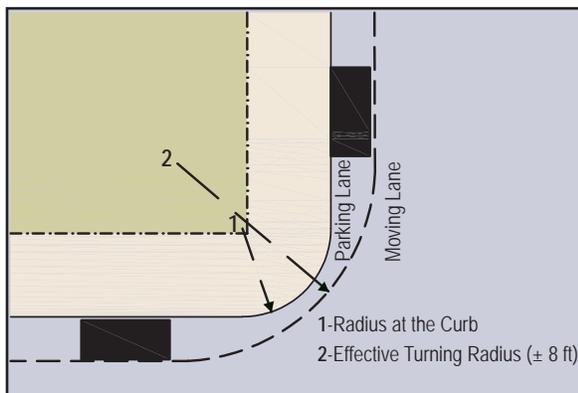
CONFIGURATION

FUNCTION

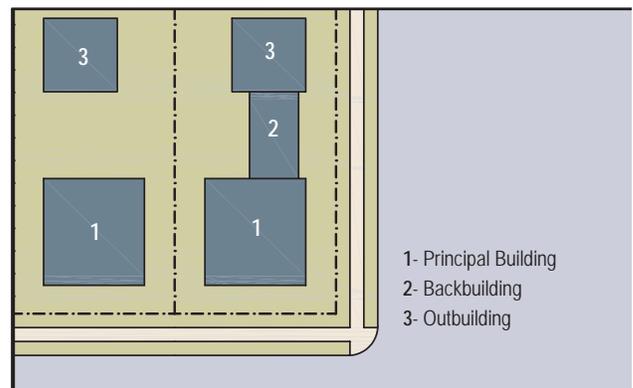
a. THOROUGHFARE & FRONTAGES



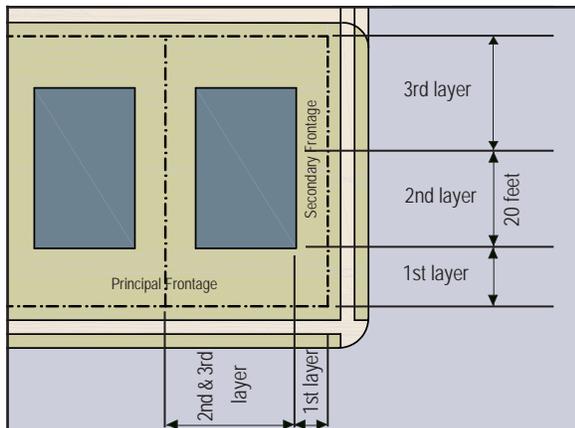
b. TURNING RADIUS



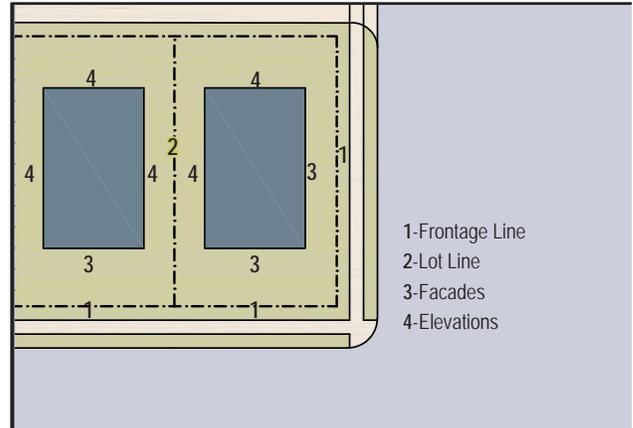
c. BUILDING DISPOSITION



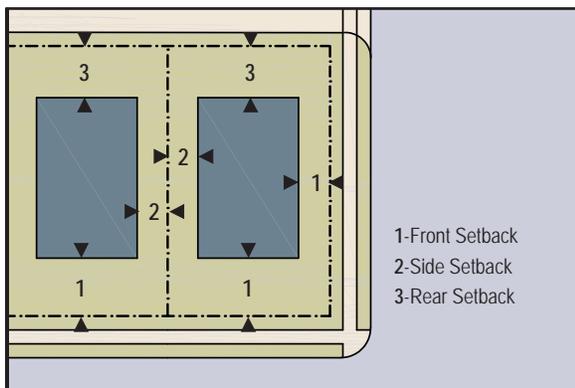
d. LOT LAYERS



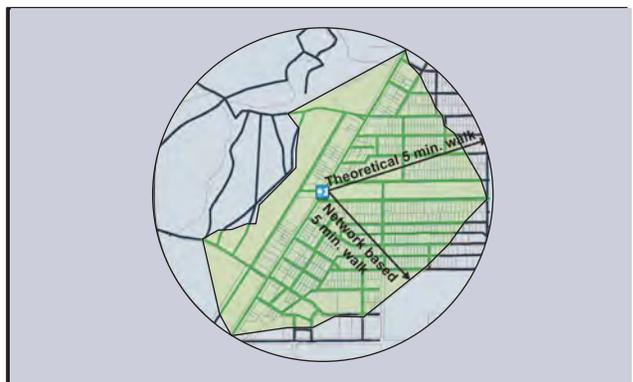
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK PEDESTRIAN SHED



ARTICLE 6. STANDARDS AND TABLES

TABLE 14A. VEHICULAR LANE DIMENSIONS

This Table assigns Lane widths to Transect Zones. The Design ADT (Average Daily Traffic) is the determinant for each of these sections. The most typical assemblies are shown in Table 14B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

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

- BY RIGHT
- BY WARRANT

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

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

(See Table 13b)

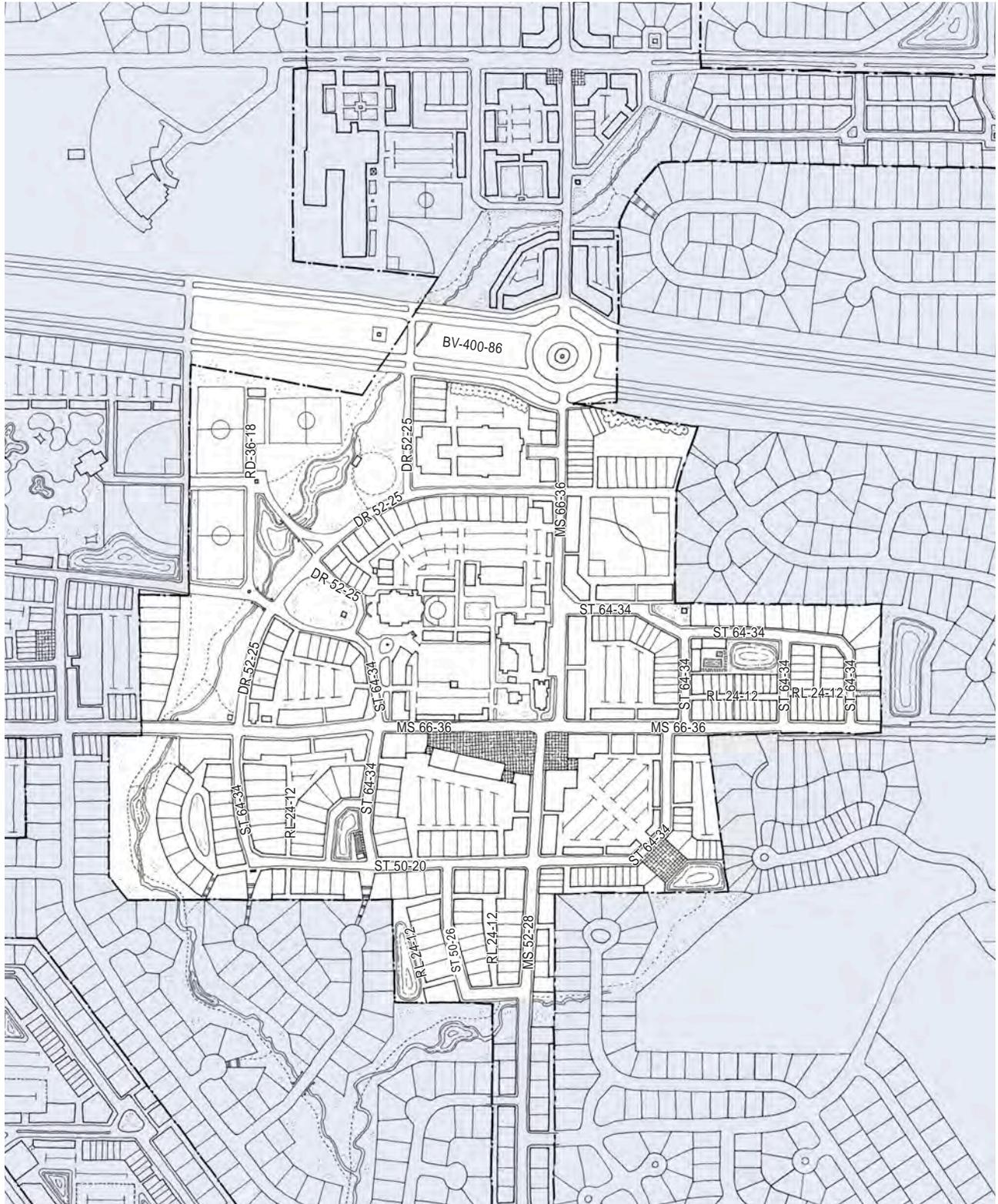
TABLE 15. VEHICULAR LANE & PARKING ASSEMBLIES

The projected design speeds determine the dimensions of the vehicular Lanes and turning radii assembled for Thoroughfares.

	ONE WAY MOVEMENT →		TWO WAY MOVEMENT →		
a. NO PARKING	T3 Design ADT: 300 VPD Pedestrian Crossing: 3 Seconds Design Speed: 20-30 MPH	T3 Design ADT: 600 VPD Pedestrian Crossing: 5 Seconds Design Speed: Below 20 MPH	T3 Design ADT: 2,500 VPD Pedestrian Crossing: 5 Seconds Design Speed: 20-25 MPH	 Design ADT: 22,000 VPD Pedestrian Crossing: 9 Seconds	 Design ADT: 36,000 VPD Pedestrian Crossing: 13 Seconds Design Speed: 35 MPH and above
b. YIELD PARKING	T3 T4 Design ADT: 1,000 VPD Pedestrian Crossing: 5 Seconds		T3 T4 Design ADT: 1,000 VPD Pedestrian Crossing: 7 Seconds		
c. PARKING ONE SIDE PARALLEL	T3 T4 Design ADT: 5,000 VPD Pedestrian Crossing: 5 Seconds Design Speed: 20-30 MPH	T3 T4 T5 Design ADT: 18,000 VPD Pedestrian Crossing: 8 Seconds	T4 T5 Design ADT: 16,000 VPD Pedestrian Crossing: 8 Seconds Design Speed: 25-30 MPH	T4 T5 T6 Design ADT: 15,000 VPD Pedestrian Crossing: 11 Seconds Design Speed: 25-30 MPH	T5 T6 Design ADT: 32,000 VPD Pedestrian Crossing: 13 Seconds
d. PARKING BOTH SIDES PARALLEL	T4 Design ADT: 8,000 VPD Pedestrian Crossing: 7 Seconds Design Speed: Below 20 MPH	T4 T5 T6 Design ADT: 20,000 VPD Pedestrian Crossing: 10 Seconds Design Speed: 25-30 MPH	T4 T5 T6 Design ADT: 15,000 VPD Pedestrian Crossing: 10 Seconds Design Speed: 25-30 MPH	T5 T6 Design ADT: 22,000 VPD Pedestrian Crossing: 13 Seconds Design Speed: 25-30 MPH	T5 T6 Design ADT: 32,000 VPD Pedestrian Crossing: 15 Seconds Design Speed: 35 MPH and above
e. PARKING BOTH SIDES DIAGONAL	T5 T6 Design ADT: 18,000 VPD Pedestrian Crossing: 15 Seconds Design Speed: Below 20 MPH	T5 T6 Design ADT: 20,000 VPD Pedestrian Crossing: 17 Seconds Design Speed: 20-25 MPH	T5 T6 Design ADT: 15,000 VPD Pedestrian Crossing: 17 Seconds Design Speed: 20-25 MPH	T5 T6 Design ADT: 22,000 VPD Pedestrian Crossing: 20 Seconds Design Speed: 25-30 MPH	T5 T6 Design ADT: 31,000 VPD Pedestrian Crossing: 23 Seconds Design Speed: 25-30 MPH
f. PARKING ACCESS			T3 T4 Design ADT: 4 Seconds	T5 T6 Design ADT: 8 Seconds	



- Streets / A-Grid
- Service / B-Grid
- Pedestrian



NOTE: Thoroughfare assignment plans are illustrative and subject to frequent calibration. Official copy maintained by the office of the Town Architect

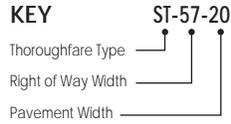


NOTE: Thoroughfare assignment plans are illustrative and subject to frequent calibration. Official copy maintained by the office of the Town Architect



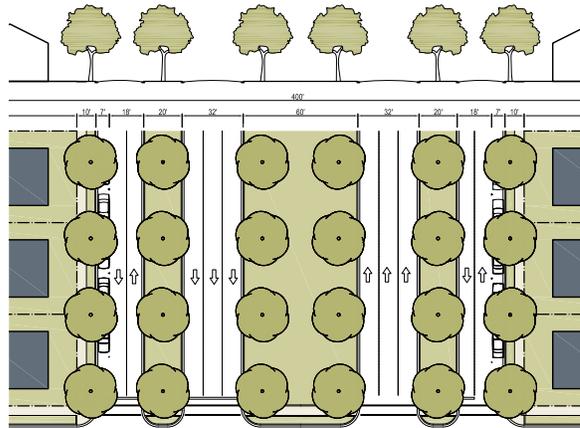
NOTE: Thoroughfare assignment plans are illustrative and subject to frequent calibration. Official copy maintained by the office of the Town Architect

These Thoroughfares are assembled from the elements that appear in Tables 14A and 14B and incorporate the Public Frontages of Table 3A. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



THOROUGHFARE TYPES

- Parkway: PW
- Boulevard: BV
- Avenue: AV
- Commercial Street/Main Street: CS/MS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



PW-400-114

Thoroughfare Type	Parkway-PW
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	400 feet
Pavement Width	25 feet - 32 feet - 32 feet - 25 feet
Movement	Free movement
Design Speed	20 MPH - 35 MPH - 20 MPH
Pedestrian Crossing Time	7 seconds - 9 seconds - 7 seconds
Traffic Lanes	2 lane; two-way slip roads - 3 lanes; two-ways - 2 lane; two-way slip roads
Parking Lanes	7 feet marked
Curb Radius	10 feet
Public Frontage Type	Common Yard/ Porch & Fence
Walkway Type	5 foot sidewalk
Planter Type	Continuous planter, median
Curb Type	Curb
Landscape Type	Trees in alley @ 30' o.c. avg.
Transportation Provision	Bicycle Route, Transit Route

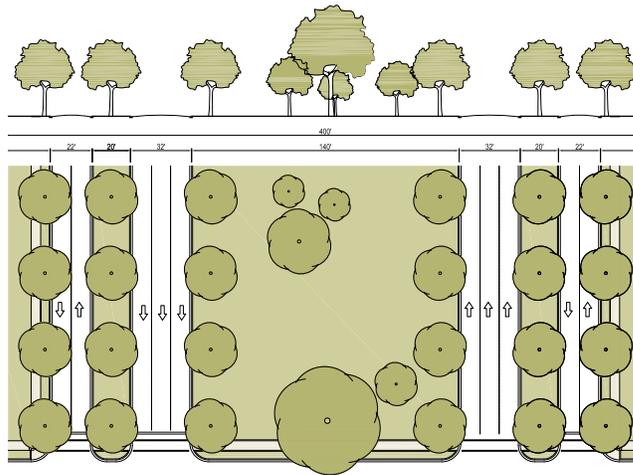
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20



THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street:	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



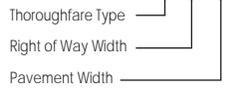
PW-400-108

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Parkway-PW
T1, T2, T3
400 feet
22 feet - 32 feet - 32 feet - 22 feet
Free movement
20 MPH - 35 MPH - 20 MPH
6 seconds - 9 seconds - 6 seconds
2 lane; two-way slip roads - 3 lanes; two-lanes - 2 lane; two-way slip roads
N/A
10 feet
Common Yard/ Porch & Fence
5 foot sidewalk
Continuous planter, median
Curb
Trees in allée @ 30' o.c. avg. / Naturalistic in Median
Bicycle Route, Transit Route

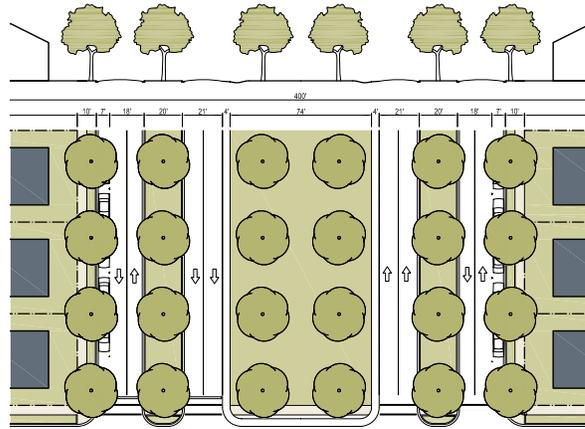
*Pavement width measurements shown are from the back-of-curb.

KEY **ST-57-20**



THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



PW-400-100

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Parkway-PW
T1, T2, T3
400 feet
25 feet - 21 feet - 21 feet - 25 feet
Free movement
20 MPH - 35 MPH - 20 MPH
7 seconds - 6 seconds - 7 seconds
2 lanes: two-ways
7 feet marked
10 feet
Common Yard/ Porch & Fence
5 foot sidewalk
Continuous planter, median
Curb
Trees in alley @ 30' o.c. avg.
Bicycle Route, Transit Route

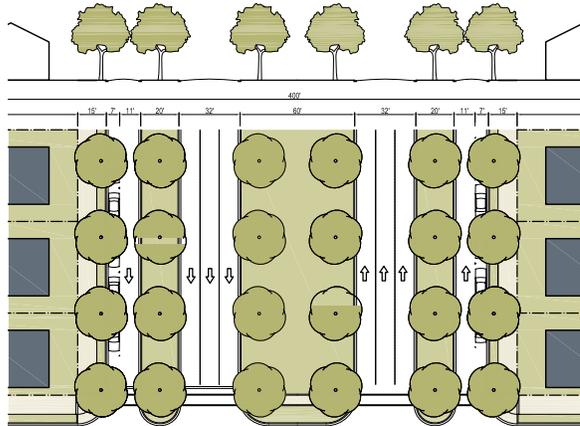
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20



THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street:	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



PW-400-100

Thoroughfare Type	Parkway-PW
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	400 feet
Pavement Width	18 feet - 32 feet - 32 feet - 18 feet
Movement	Free movement
Design Speed	20 MPH - 35 MPH - 20 MPH
Pedestrian Crossing Time	5 seconds - 9 seconds - 5 seconds
Traffic Lanes	1 lane; two-way slip roads - 3 lanes; two-ways - 1 lane; two-way slip roads
Parking Lanes	7 feet marked
Curb Radius	10 feet
Public Frontage Type	Common Yard/ Porch & Fence
Walkway Type	10 foot sidewalk
Planter Type	Continuous planter, median
Curb Type	Curb
Landscape Type	Trees in allee @ 30' o.c. avg.
Transportation Provision	Bicycle Route, Transit Route

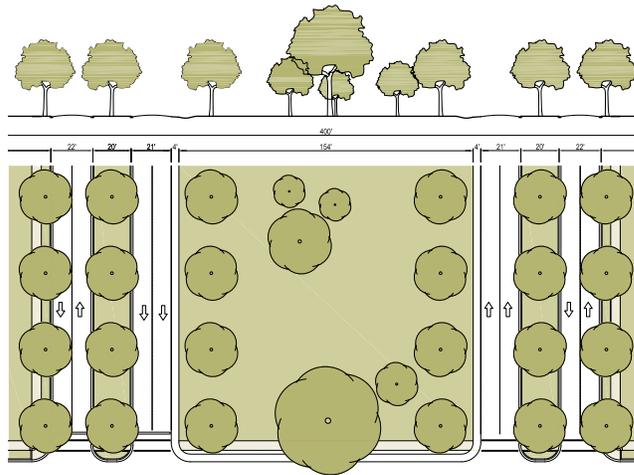
*Pavement width measurements shown are from the back-of-curb.

KEY **ST-57-20**



THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



PW-400-94

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Parkway-PW
T1, T2, T3
400 feet
22 feet - 21 feet - 21 feet - 22 feet
Free movement
20 MPH - 35 MPH - 20 MPH
6 seconds - 6 seconds - 6 seconds
2 lanes: two-ways
N/A
10 feet
Common Yard/ Porch & Fence
5 foot sidewalk
Continuous planter, median
Curb
Trees in allee @ 30' o.c. avg. / Naturalistic in Median
Bicycle Route, Transit Route

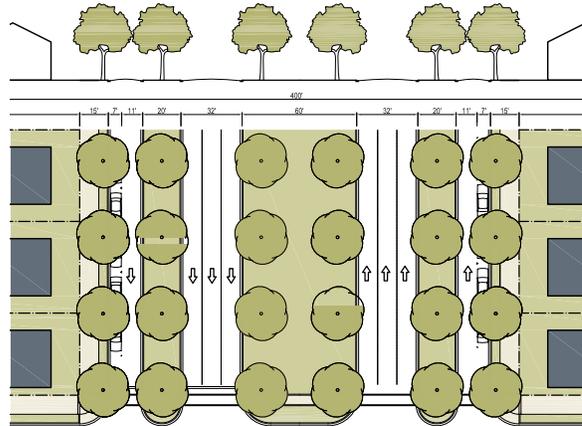
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20



THOROUGHFARE TYPES

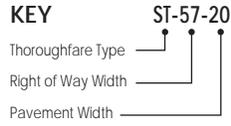
Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street:	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



PW-400-86

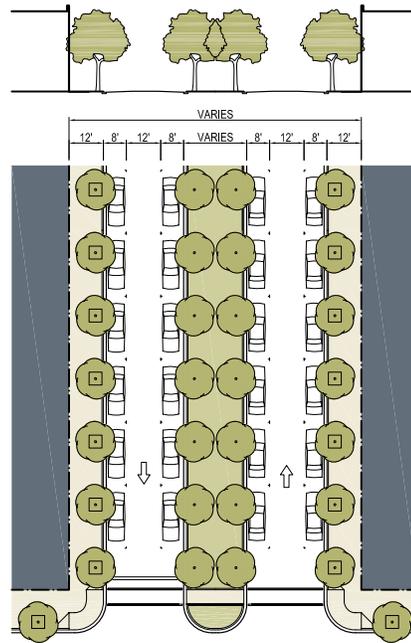
Thoroughfare Type	Parkway-PW
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	400 feet
Pavement Width	18 feet - 32 feet - 32 feet - 18 feet
Movement	Free movement
Design Speed	20 MPH - 35 MPH - 20 MPH
Pedestrian Crossing Time	5 seconds - 9 seconds - 5 seconds
Traffic Lanes	1 lane; two-way slip roads - 3 lanes; two-ways - 1 lane; two-way slip roads
Parking Lanes	7 feet marked
Curb Radius	10 feet
Public Frontage Type	Common Yard/ Porch & Fence
Walkway Type	5 foot sidewalk
Planter Type	Continuous planter, median
Curb Type	Curb
Landscape Type	Trees in allee @ 30' o.c. avg.
Transportation Provision	Bicycle Route, Transit Route

*Pavement width measurements shown are from the back-of-curb.

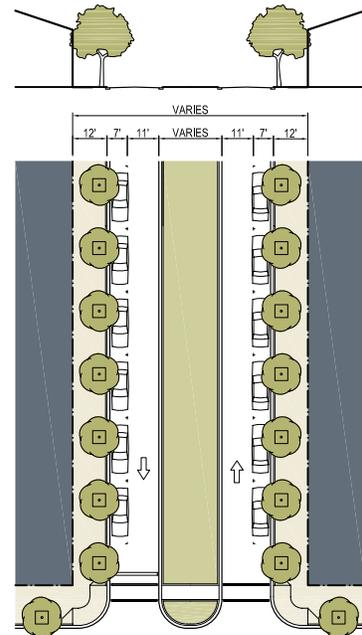


THOROUGHFARE TYPES

- Parkway: PW
- Boulevard: BV
- Avenue: AV
- Commercial Street/Main Street: CS/MS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



AV-80-56



AV-60-36

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Design Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Public Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Transportation Provision	

Avenue - AV
T5, T4, T3
80 feet
56 feet
Free movement
25 MPH
12 seconds
1 lane, two-ways
Both sides @ 8 feet marked
10 feet
Stoop, Forecourt, Terrace, Porch & Fence
12 foot sidewalk
Tree well
Curb
Trees in allee @ 30' o.c. avg.
Bicycle Route, Transit Route

Avenue - AV
T5, T4, T3
60 feet
36 feet
Free movement
25 MPH
10 seconds
1 lane, two-ways
Both sides @ 7 feet marked
10 feet
Stoop, Forecourt, Terrace, Porch & Fence
12 foot sidewalk
Tree well
Curb
Trees in allee @ 30' o.c. avg./ Grass in median
Bicycle Route, Transit Route

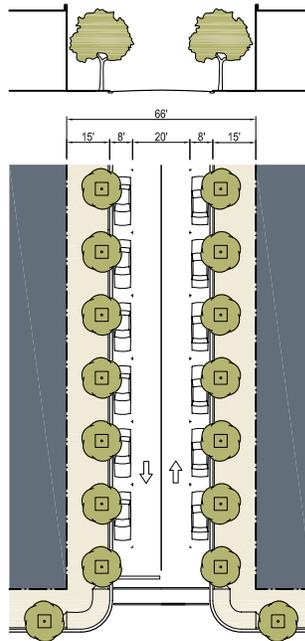
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20

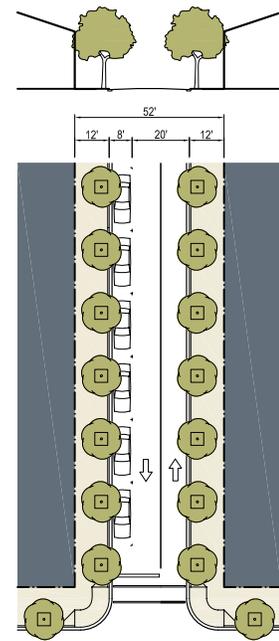


THOROUGHFARE TYPES

- Parkway: PW
- Boulevard: BV
- Avenue: AV
- Commercial Street/Main Street: CS/MS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



MS-66-36



MS-52-28

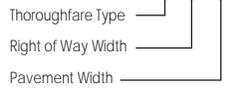
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Main Street - MS
T6, T5, T4
64 feet
34 feet
Free movement
25 MPH
10 seconds
2 lanes, two-ways
Both sides @ 8 feet marked
10 feet
Gallery, Arcade, Shopfront & Awning, Stoop, Forecourt, Terrace
15 foot sidewalk
Tree well
Curb
Trees @ 30' o.c. avg.
Bicycle Route, Transit Route

Main Street - MS
T6, T5
52 feet
28 feet
Free movement
25 MPH
8 seconds
2 lanes, two-ways
One side @ 8 feet marked
10 feet
Gallery, arcade, Shopfront & Awning, Stoop, Forecourt, Terrace
12 foot sidewalk
Tree well
Curb
Trees @ 30' o.c. avg.
Bicycle Route, Transit Route

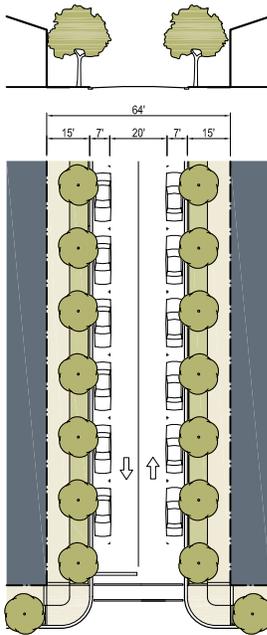
*Pavement width measurements shown are from the back-of-curb.

KEY **ST-57-20**

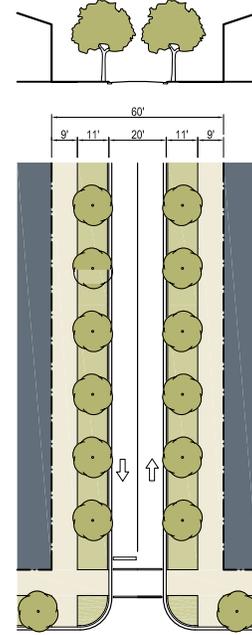


THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



ST-64-34



ST-60-20

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Street - ST
T6, T5, T4, T3
64 feet
34 feet
Free movement
25 MPH
10 seconds
2 lanes, two-ways
Both sides @ 7 feet marked
10 feet
Stoop, Forecourt, Terrace
8 foot sidewalk
Continuous planter
Curb
Trees @ 22' o.c. avg.
Bicycle Route, Transit Route

Street - ST
T6, T5, T4, T3
60 feet
20 feet
Free movement
25 MPH
8 seconds
2 lanes, two-ways
N/A
10 feet
Stoop, Forecourt, Terrace
9 foot sidewalk
Continuous planter
Curb
Trees @ 22' o.c. avg.
Bicycle Route, Transit Route

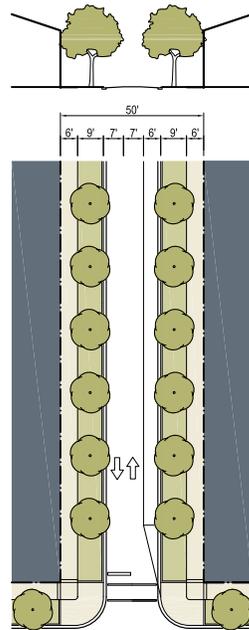
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20

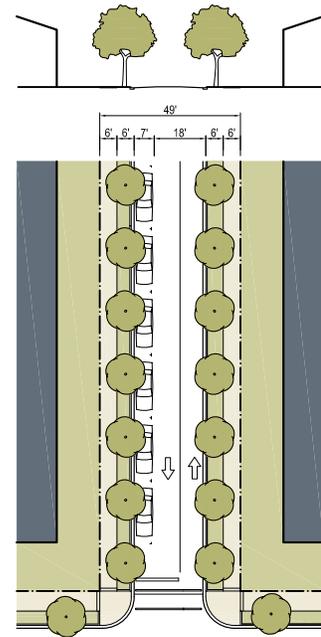


THOROUGHFARE TYPES

- Parkway: PW
- Boulevard: BV
- Avenue: AV
- Commercial Street/Main Street: CS/MS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



ST-50-20



ST-49-25

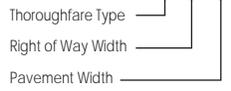
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Street - ST
T4, T3
50 feet
20 feet
Slow movement
25 MPH
5 seconds
2 lanes, two-ways
N/A
15 feet
Stoop, Forecourt, Terrace, Porch & Fence
6 foot sidewalk
Continuous planter
Curb
Trees @ 30' o.c. avg.
Bicycle Route, Transit Route

Street - ST
T4, T3
49 feet
25 feet
Free movement
25 MPH
7 seconds
2 lanes, two-ways
One side @ 7 feet marked
10 feet
Stoop, Forecourt, Terrace, Porch & Fence
6 foot sidewalk
Continuous planter
Curb
Trees @ 30' o.c. avg.
Bicycle Route, Transit Route

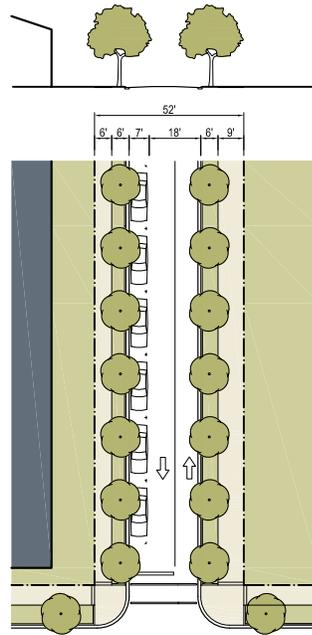
*Pavement width measurements shown are from the back-of-curb.

KEY **ST-57-20**

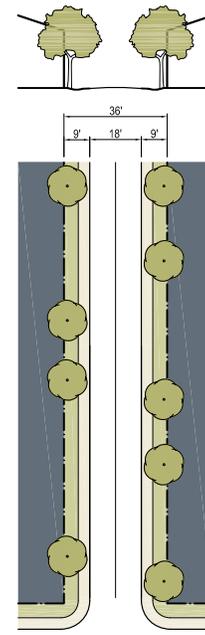


THOROUGHFARE TYPES

Parkway:	PW
Boulevard:	BV
Avenue:	AV
Commercial Street/Main Street	CS/MS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR



DR-52-25



RD-36-18

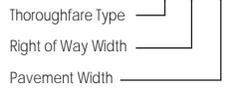
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Drive - DR
T5, T4, T3
52 feet
25 feet
Free movement
25 MPH
7 seconds
2 lanes, two-ways
One side @ 7 feet unmarked
15 feet
Stoop, Forecourt, Terrace, Porch & Fence
6 foot sidewalk
Continuous planter
Curb
Trees @ 22' o.c. avg.
Bicycle Route, Transit Route

Road - RD
T3
36 feet
18 feet
Slow movement
20 MPH
5 seconds
2 lanes, two-ways
N/A
15 feet
Terrace
5 foot sidewalk
Grass
Swale
Naturalistic
Bicycle Route, Transit Route

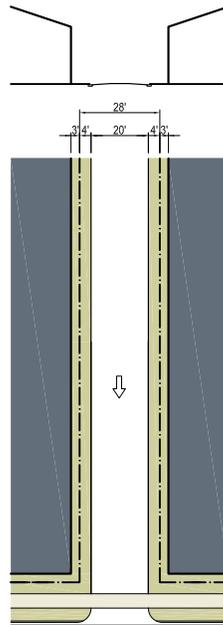
*Pavement width measurements shown are from the back-of-curb.

KEY ST-57-20

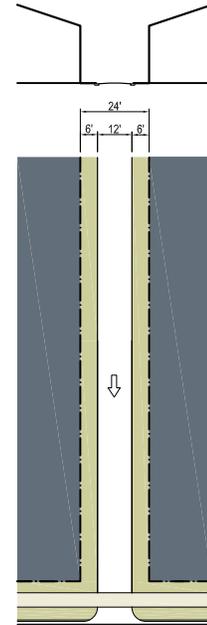


THOROUGHFARE TYPES

- Parkway: PW
- Boulevard: BV
- Avenue: AV
- Commercial Street/Main Street: CS/MS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



RA-28-20



RL-24-12

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

Rear Alley - RA
T6, T5, T4, T3
28 feet
20 feet
Yield movement
10 MPH
5 seconds
2 lanes, two-ways
N/A
10 feet
N/A
N/A
N/A
Inverted crown
Grass
N/A

Rear Lane - RL
T3, T2
24 feet
12 feet
Yield movement
10 MPH
4 seconds
2 lanes, two-ways
N/A
10 feet
N/A
N/A
N/A
Inverted crown
Grass
N/A

*Pavement width measurements shown are from the back-of-curb.

Lighting varies in brightness and also in the character of the fixture according to the Transect. The Table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company and listed on the page.

	T1	T2	T3	T4	T5	T6	SD	Specifications
Cobra Head 	■						■	Pursuant to Section 405.450 Items (d)(1) and (d)(4)
Pipe 	■	■	■					Pursuant to Section 405.450 Items (d)(1) and (d)(4)
Post 		■	■	■				Pursuant to Section 405.450 Items (d)(1) and (d)(4)
Column 			■	■	■			Pursuant to Section 405.450 Items (d)(1) and (d)(4)
Double Column 					■	■		Pursuant to Section 405.450 Items (d)(1) and (d)(4)

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Town Architect shall determine the correct definition. Items in italics refer to *Articles*, *Sections*, or *Tables* in the SmartCode.

DEFINITIONS

A-Grid: cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See **B-Grid**. (Syn: primary grid.)

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; may or may not be within an Outbuilding. See *Table 19 and Table 13*. (Syn: Ancillary Unit)

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

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

Alley: see **Rear Alley**

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

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

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

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

B-Grid: cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. Exemptions to the standards for parking on the first Layer may be more easily granted by Warrant of the Town Architect. See **A-Grid**. (Syn: secondary grid.)

BRT: see **Bus Rapid Transit**.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. See *Table 13*.

Base Density: the number of dwelling units per acre before adjustment for other Functions and/or TDR.

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

Bicycle Lane (BL): a dedicated Lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

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

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

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

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

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

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

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

By Right: characterizing a proposal for a *Building Scale Plan* or *Community Plan (Article 3, Article 4, or Article 5)* that complies with the SmartCode and may thereby be processed administratively, without public hearing. See **Warrant** and **Variance**.

CLD or Clustered Land Development: a Community type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See *Table 14*. (Syn: **Hamlet**, Conservation Land Development, cluster)

Carpet Housing: a clustered disposition of patio houses in a block intended to optimize the block's density yield while maintaining a sub-urban scale. Syn.: Tapestry housing.

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

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the Board of Aldermen. Civic Buildings shall not be subject to the requirements of *Article 5*.

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

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their Enfronting buildings. See *Table 2*.

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

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

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

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

Community: a regulatory category defining the physical form, Density, and extent of a settlement. The three Community types addressed in this Code are CLD, TND, and

RCD. The TOD Community type may be created by an overlay on TND or RCD.

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

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

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

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. *See Table 5.*

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 3A and Table 3B.*

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

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed. *See Table 14A.*

Developable Areas: lands other than those in the O-1 Preserved Open Sector.

Development and Design Center (DDC): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: the placement of a building on its Lot. *See Table 5 & Table 13.*

District: see **Special District.**

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. *See Table 4.* (Variant: **Lightwell**, light court.)

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

Driveway: a vehicular Lane within a Lot, usually leading to a garage.

Edgeward Building: a building that occupies the center of its Lot with Setbacks on all sides. *See Table 5.*

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 10.*

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. *See Table 13.*

Elevation: an exterior wall of a building not along a Frontage Line. *See Table 13.*
See: **Facade**

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

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

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

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony . *See Table 4.* (Syn: transition line.)

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

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. *See Table 4.*

Frontage: the area between a building Facade and the vehicular Lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage**. *See Table 3A and Table 4.*

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 13.*

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited, or Open*, according to the intensity of the use. *See Table 9 and Table 10.*

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 4.*

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps, which shall include, but not necessarily be limited to, the Geographic Information System prepared and developed by the Information Systems Department of the County of St. Charles, Missouri. The protocol for preparing a *Regional Plan* should be based on GIS information *See Section 2.1.*

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

Greenfield: an area that consists of open or wooded land or farmland that has not been previously developed. All property should be considered Infill unless the developer has demonstrated to the satisfaction of the Town Architect that the property is Greenfield.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

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

Growth Sector: one of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. *See Article 2.*

Hamlet: *See CLD.* (Syn: cluster, settlement.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the *Restricted Office* category. *See Table 9.*

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

Infill: land which has been previously developed. All property should be considered

Infill unless the developer has demonstrated to the satisfaction of the Town Architect that the property is Greenfield.

Infill RCD: a Community type within existing development based on a Long or Linear Pedestrian Shed and consisting of T-4, T-5, and T-6 Zones. An Infill RCD is permitted By Right in the G-4 Infill Growth Sector. See *Section 4.2.3*. (Syn: downtown.)

Infill TND: a Community type within existing development based on a Standard Pedestrian Shed and consisting of T-3, T-4, and T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector. See *Section 4.2.2*. (Syn: neighborhood.)

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See *Table 9*.

Lane: see **Rear Lane**

Layer: a range of depth of a Lot within which certain elements are permitted. See *Table 13*.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See *Table 4*. (Syn: light court.)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Commercial corridor such as a main street. A Linear Pedestrian Shed is approximately 1/2 mile wide by the length of the Mixed Use main street. The resulting area is shaped like a lozenge. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Syn: elongated pedestrian shed.)

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a Frontage, that, if less than 30 feet deep and 2 Stories, shall be exempt from parking requirements.

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

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

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

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

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

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

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

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

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

Mixed Use: multiple Functions within the same building, through superimposition or adjacency, or in multiple buildings within the same area by adjacency.

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

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See *Table 13*.

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See *Table 9*.

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

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

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See *Table 13*.

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

Parking Structure: a building containing two or more Stories of parking from grade. Parking Structures shall have Liner Buildings lining the first Story or higher.

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

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

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community type. Pedestrian Sheds are applied to structure Communities. See **Standard, Long, Linear** or **Network Pedestrian Shed**. (Syn: walkshed, walkable catchment.)

Planter: the element of the Public Frontage which accommodates street trees. Planters may be continuous or individual.

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

Principal Building: the main building on a Lot, usually located toward the Frontage See *Table 13*.

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

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

Private Frontage: the privately held layer between the Frontage Line and the Principal Building Facade. See *Table 4*.

Public Frontage: the area between the Curb of the vehicular Lanes and the Front-

age Line. *See Table 3A and Table 3B.*

RCD: *see Regional Center Development.*

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

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of landscaped edges, and is drained by natural means where slopes are conducive and by the use of French drains as required in flatter-sloped areas.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 5.* (Variant: Rowhouse, Townhouse, Apartment House)

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

Regional Center: Regional Center Development *or* RCD

Regional Center Development (RCD): a Community type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. RCD takes the form of a high-density Mixed Use center connected to other centers by transit. *See Infill RCD, Table 12a.* (Syn: town center, downtown, Regional Center)

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

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

Retail: characterizing premises available for the sale of merchandise and food service. *See Table 9.*

Retail Frontage: Frontage designated on a Community Plan that requires the provision of a Shopfront, encouraging the ground level to be available for Retail use. *See Table 4.*

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). *See Table 14A.*

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

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

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

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation. This area shall be maintained clear of permanent structures with the exception

of Encroachments listed in *Section 5.7*. See *Table 12g*. (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. See *Table 10*.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See *Table 4*.

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

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See *Table 5*.

Signage: the graphic technique of imparting verbal and symbolic information, especially when applied to a building.

There are four fundamental types of signage:

1. Traffic signs and signals that are standardized by speed/perception research.
2. Highway signs that are independent of a building, especially where the building is at some distance from the traffic. This type of sign, to be effective at the speed and distances from which it must be seen, must be large, elevated and usually internally illuminated. It is often considered a visual blight and controlled by ordinance.
3. Signage that is applied directly to a building and referred to as building signs.
4. Signage that is perpendicular to a building façade, to be seen by the pedestrian passerby, also referred to as blade signs.

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

SmartCode Planning Area: parcel on a Zoning Map where the SmartCode is the exclusive and mandatory zoning regulation.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. See *Table 5*.

Special District (SD): an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the *Regional Scale* or the *Community Scale*.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: provisions of *Section 3.9*, *Section 4.7*, and *Section 5.3* of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See *Table 2*.

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

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage

Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. *See Table 4.*

Story: a habitable level within a building. *See Table 4.*

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 14B and Table 3B.*

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) *See Section 5.7.6e.*

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

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

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

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

TDR Sending Area: an area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

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

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. *See Table 14A, Table 4B and Table 13a.*

TND: Traditional Neighborhood Development, a Community type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, in the form of a medium-sized settlement near a transportation route. *See Table 12a.* (Syn: village. Variant: **Infill TND**, neighborhood.)

TOD: Transit-Oriented Development. TOD is created by an overlay on all or part of a TND or RCD, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth on *Table 12.*

Town Architect: the person or person(s) designated by the City Administrator to carry out the responsibilities established in this Code

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

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

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

including those of the private Lot and building and Public Frontage. *See Table 1.*

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

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 vehicles are forced to make turns. *See Table 13.*

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

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

Urbanized: generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with Section 89.100, RSMo., as amended. *See Section 1.5.*

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its *Intent (Section 1.3)*. Warrants are usually granted administratively by the Town Architect. *See Section 1.5.*

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

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

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

UPTOWN SIGN DESIGN MANUAL

FOR THE

CITY OF DARDENNE PRAIRIE, MISSOURI



Original Issue August 2008

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Pursuant to Ordinance No. 1333, this manual is a supplement to the Dardenne Prairie SmartCode.

5.12.4 Specific to Zones T3, T4, T5 and T6

A. Definitions. The following definitions shall apply in interpretation and enforcement of this Section, unless otherwise specifically stated:

AWNING: Any structure entirely supported by the wall to which it is attached and which has a frame covered by canvas, cloth or other similar temporary material and/or which can be retracted or rolled to the structure by which it is supported.

AWNING SIGNS: Any sign attached to or illustrated on an awning.

BANNER SIGNS: A sign of lightweight fabric, plastic or similar material mounted either with or without a frame, usually rectangular in shape, which allows slight movement by air and contains characters, letters, illustrations or ornamentation.

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 and with a total surface area of less than 4 feet.

BUILDING FACE OR WALL: All window and wall area of a building in one (1) plane or elevation.

CANOPY: Any structure attached to a building at the inner end and supported on the other end or a freestanding structure with one (1) or more supports meant to provide shelter from weather elements onto which signs may be affixed or incorporated.

CONSTRUCTION SIGN: A temporary sign used during construction of new buildings or reconstruction of or additions to existing buildings such as those identifying the project and denoting the owner, architect, engineer, contractor and/or financing institutions for the project.

COPY: The wording or graphics on a sign surface.

DIRECTIONAL SIGNS: A sign which indicates a direction for vehicular or pedestrian traffic or other movement.

FACE OF A SIGN: The entire area of a sign on which copy could be placed. The area of a sign which is visible from one (1) direction as projected on a plane.

FRONTAGE: The length of the lot along the street side. The front of a lot bordering more than one (1) street is considered separate from each street.

GOVERNMENT FLAG: Any fabric, plastic or similar material containing distinctive colors, patterns, symbols or emblems that are used to identify or designate a nation, organization of nations, State, or City.

GROUND LEVEL: Immediate surrounding grade.

GROUND SIGN: Any detached sign on the same lot or parcel as the use it advertises which has its bottom portion erected upon or supported by the ground, a ground planter box or other similar supports.

HEIGHT OF SIGN: The vertical distance measured from the surrounding grade to the highest point of sign.

INSTITUTIONAL OR GOVERNMENT SIGN: A sign identifying an institutional or governmental facility, including, but not necessarily limited to, municipal buildings and facilities, public or private schools, recreation centers, parks, churches, community theaters, etc.

MEMORIAL OR TABLET SIGNS: The permanent part of a building which denotes the name of the building, date of erection, historical significance, dedication or other similar information.

NON-CONFORMING SIGN: Any advertising structure or sign which was lawfully erected and maintained prior to such time as it came within the purview of this Section and any amendments thereto and which fails to conform to all applicable regulations and restrictions of this Section or a non-conforming sign for which a variance has been issued.

PENNANT SIGNS: A sign made of fabric, plastic or similar material which may or may not contain distinctive colors, patterns or symbols of a corporation or business, often in series and usually mounted without a frame and hung from poles and structures to allow movement by air. Such attention-getting displays not specifically defined as a flag or banner are considered pennants.

PERMANENT WINDOW SIGN: A sign that is permanently affixed to either side of the glass of an exterior door or window. For the purpose of this section, a glass block wall shall be deemed a window.

REAL ESTATE SIGNS: A sign pertaining only to the prospective rental, lease or sale of the property on which it is located. Real estate signs shall be excluded from the definition of pole signs.

RESIDENTIAL NEIGHBORHOOD IDENTIFICATION SIGN: A permanent ground sign identifying entry into a neighborhood or subdivision.

SIGN: Any identification, description, illustration or device illuminated or non-illuminated, which is visible from any public place or is located on private property and exposed to the public and which directs attention to a product, service, place, activity, person, institution, business or solicitation, including, but not limited to, any permanently installed or situated merchandise, or any emblem, painting, banner, pennant or placard designed to advertise, identify or convey information. For the purpose of removal, signs shall also include all sign structures. For the purposes of this Section, this definition shall include those signs painted directly upon a building or other structure.

SPECIAL DISPLAY OR TEMPORARY SIGNS: Any temporary sign intended for a limited or intermittent period of display intended for a specific activity or in celebration of holidays or other special events that does not meet any other definition contained within this section.

UPTOWN SIGN DESIGN MANUAL: The manual for sign design for the Uptown Zoning District prepared by the Town Architect, consistent with the requirements of this SmartCode, and on file with the City Clerk.

B. All signs shall be maintained in good repair and be properly anchored so as to be kept in a sound condition. When required, all exposed surfaces of metal or wood shall be protected from the elements and against decay or rust by periodic application of weather-coating materials, such as paint or similar surface treatment.

1. Residential Neighborhood Identification Signs shall be made out of stone, metal, cast iron or masonry, shall meet the specifications (color, size, mounting height, etc.) identified in Figure A of the Uptown Sign Design Manual, on file with the City Clerk and incorporated by reference herein, and must be located within and on the property of the development to which they pertain.

Notwithstanding the foregoing, signs made of stone, metal, cast iron or masonry that do not exceed 3 square feet per sign face, that are consistent with the intent of this SmartCode and consistent with or complimentary of the architecture of the buildings within the subdivision may be approved by the Town Architect.

2. Institutional or Government Signs shall meet the specifications (color, size, mounting height, etc.) identified in Figure B of the Uptown Sign Design Manual, on file with the City Clerk and incorporated by reference herein, and must meet the following requirements:
 - a. One (1) sign per street frontage not exceeding thirty-two (32) square feet in size per face.
 - b. No sign shall be more than six (6) feet in height from the surrounding grade to the highest point on the sign.

3. Construction Signs must be located within the development to which they pertain and must meet the following requirements:
 - a. Not more than one (1) sign per street frontage per lot not exceeding thirty-two (32) square feet in size per face.
 - b. Signs identifying mechanics, painters, architects, engineers and similar artisans and workmen which are attached to or on trailers on the site of construction shall be permitted, provided that the trailer must be removed within one (1) week upon completion of the project or upon the developer's failure to diligently pursue completion of the project for a period of ninety (90) days, whichever occurs first. These trailers shall not be located closer than fifteen (15) feet of street right-of-way and not located within the sight triangle. Signs on trailers may not be lit or otherwise illuminated.
 - c. Signs identifying mechanics, painters, architects, engineers and similar artisans and workmen attached to trailers exceeding 30 feet in length must be approved by the Board of Aldermen. Signs on trailers may not be lit or otherwise illuminated.
 - d. All such signs shall be removed when the project has received a final inspection or upon the developer's failure to diligently pursue completion of the project for a period of ninety (90) days, whichever occurs first.
4. Blade Signs.
 - a. For properties zoned T3 or T4, one blade sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the Sidewalk.
 - b. For properties zoned T5 or T6, one blade sign, not to exceed 6 square feet for each separate business entrance, may be attached to and should be perpendicular to the Facade, and shall clear 8 feet above the Sidewalk.
 - c. All blade signs shall be made of metal, polymers (except acrylic glass), finished grade wood suitable for outdoor use, etched glass or stone.
5. Property Real Estate Signs. One (1) sign per lot frontage located on the lot and not exceeding six (6) square feet per face and shall be removed within ten (10) days following the date of closing or lease initiation.
6. Special Displays and Other Temporary Signs. The following temporary signs may be approved by the Code Enforcement Officer for up to a thirty (30) day time period. Such signs may be extended beyond the thirty (30) day time period but only upon review and approval by the Board of Aldermen.
 - a. Only two (2) temporary sign permits will be issued during a calendar year to the same entity for the same purpose/location.
 - b. The following types of special displays and promotional signs are permitted subject to the following guidelines. In all cases they are to be maintained in good condition and if found otherwise, they are subject to immediate removal by order of the City Engineer, or his designee.

- i. Banners. Special displays using banners for promotional purposes will be permitted for a thirty (30) day time period per promotion. Banners must be hung from or attached to a permanent structure and any such banner may not exceed 6 feet in height and three feet in width.
 - ii. Flags in front of display homes. Will only be permitted until the home is no longer used for display purposes.
 - iii. Seasonal promotional signs. One (1) sign no greater than six (6) square feet. These signs shall be displayed only during the hours of operation of the business. The sign shall be placed inside at the close of each business day.
7. Official Government Flags. Shall meet acceptable flag etiquette pursuant to the United States "Flag Code" as found in Title 4 of the United States Code, and shall meet height limitations as set forth in the SmartCode.
8. Awnings Signs. In lieu of an attached sign, awnings advertising the business on the premises only will be permitted. Such awnings shall be in accordance with the architectural standards of the SmartCode, and awning signs must meet the following criteria:
 - a. Copy shall only be printed on the vertical face of the awning, and any text in the copy shall run parallel to the ground;
 - b. Copy shall not exceed one (1) foot in height;
 - c. Copy shall not cover more than fifty percent (50%) of the vertical face of an awning in an area measured twenty linear feet, said twenty foot area (or areas for awnings measuring in excess of 20 linear feet) being measured by drawing a straight line beginning at one end of the awning to the next, or from the beginning of the first awning to the end of last awning when multiple awnings continuously extend across any expanse of a building frontage; and
 - d. Copy shall not be neon or fluorescent in color.
9. Directional Signs shall meet the specifications (color, size, mounting height, etc.) identified in Figure C of the Uptown Sign Design Manual, on file with the City Clerk and incorporated by reference herein.
 - a. Directional signs shall not exceed two (2) square feet per face.
 - b. Directional signs shall only be permitted on the site of a developed parcel of land. The placement and number of signs shall be approved along with the plan approvals for the development of the site. The number and frequency of directional signs shall be limited to that number, as determined by the Town Architect, to be the least number of signs necessary to effectively control traffic through a given site and provide for the safety and security of the vehicles and pedestrians traveling onto, away from or on the site.
 - c. Directional signs shall not exceed thirty-two (32) inches in height.

10. Multi-story Building Signs shall be permitted on any building that is four (4) stories in height or more. No more than one (1) Multi-story Building Sign is allowed per building face. Such Multi-story Building Signs shall be in accordance with the architectural standards of the SmartCode, and shall meet the specifications (color, size, illumination, mounting height, etc.) identified in Figure D or E of the Uptown Sign Design Manual, on file with the City Clerk and incorporated by reference herein.
11. Permanent Window Signs.
 - a. No more than one permanent window sign shall be allowed for each separate business.
 - b. Shall not cover more than twenty percent (20%) of the total window area or door to which they are applied.
 - c. Decals, numerals, names, addresses, hours, credit information, etc., attached door or windows and all of which occupy a total area of one (1) square foot or less are excluded from this provision.
 - d. Such signs may be attached to either the interior or exterior of a Window or glass door and shall be maintained in good repair.
12. Recessed or Demountable Menu Boards shall meet the specifications (color, size, mounting height, etc.) identified in Figure F or G of the Uptown Sign Design Manual, on file with the City Clerk and incorporated by reference herein, respectively, and shall meet the following requirements:
 - a. Two (2) signs are allowed per site.
 - b. All menu items, promotions, pictures, or other displays related to the menu sign(s) must be contained within the permanent structure of the menu sign(s).
 - c. Shall not exceed six (6) square feet per sign face.
 - d. The bottom of any recessed menu board shall be no less than forty-eight (48) inches above ground level.

5.12.5 Uptown Design Manual

The Town Architect be and is hereby authorized and directed to create and establish the Uptown Sign Design Manual consistent with the requirements of Article 5 of the SmartCode. A copy of the Uptown Sign Design Manual shall be kept in the office of the City Clerk. The Uptown Sign Design Manual, upon approval by the Board of Aldermen, shall be incorporated within Article 5 of the SmartCode as though fully set forth therein.

5.12.6 Miscellaneous Sign Regulations

A. Non-Conforming Signs

Any sign legally existing prior to enactment of this Section, but which shall violate any provision of this Section, may continue to be maintained and used after passage of this Section subject to the following provisions:

1. **Enlargement.** No non-conforming sign shall be enlarged, expanded or extended to occupy a greater square footage or height than was occupied on the date of adoption or amendment of this Section of the SmartCode.
2. **Relocation.** No non-conforming sign shall be moved in whole or in part to any other portion of the lot, parcel or building not so occupied on the date of adoption of this Section, except that any such sign which is hereafter required to be moved by a governmental body for the purpose of construction, relocation, widening or improvement of a street, highway or other public purpose may be relocated once and allowed to be maintained and used as before.
3. **Discontinuance.** If the business or service advertised or identified by a non-conforming sign ceases to be conducted for a period exceeding thirty (30) calendar days, the non-conforming sign shall be classified as "abandoned sign" and removed by the owner, agent or person having beneficial use of the premises or lot upon which the sign is located within ten (10) days following written notice by the Town Architect concerning its removal.
4. **Destruction.** Should any non-conforming sign be destroyed by any means to an extent of up to fifty percent (50%) of its surface area or structure, it shall not be reconstructed, except in conformance with the requirements of this Section.

B. Signs Exempt from Permit Requirements. The following types of signs are exempt from the permit requirements of this Section:

1. Memorial signs or tablets, names of buildings and date of erection when cut into any masonry surface or when constructed of bronze or other incombustible materials.
2. Traffic or other municipal signs, legal notices, railroad crossing signs, danger and such temporary, emergency or non-advertising signs as may be approved by the Board of Aldermen.
3. Political signs.
4. Signs erected inside a building and not visible through windows.

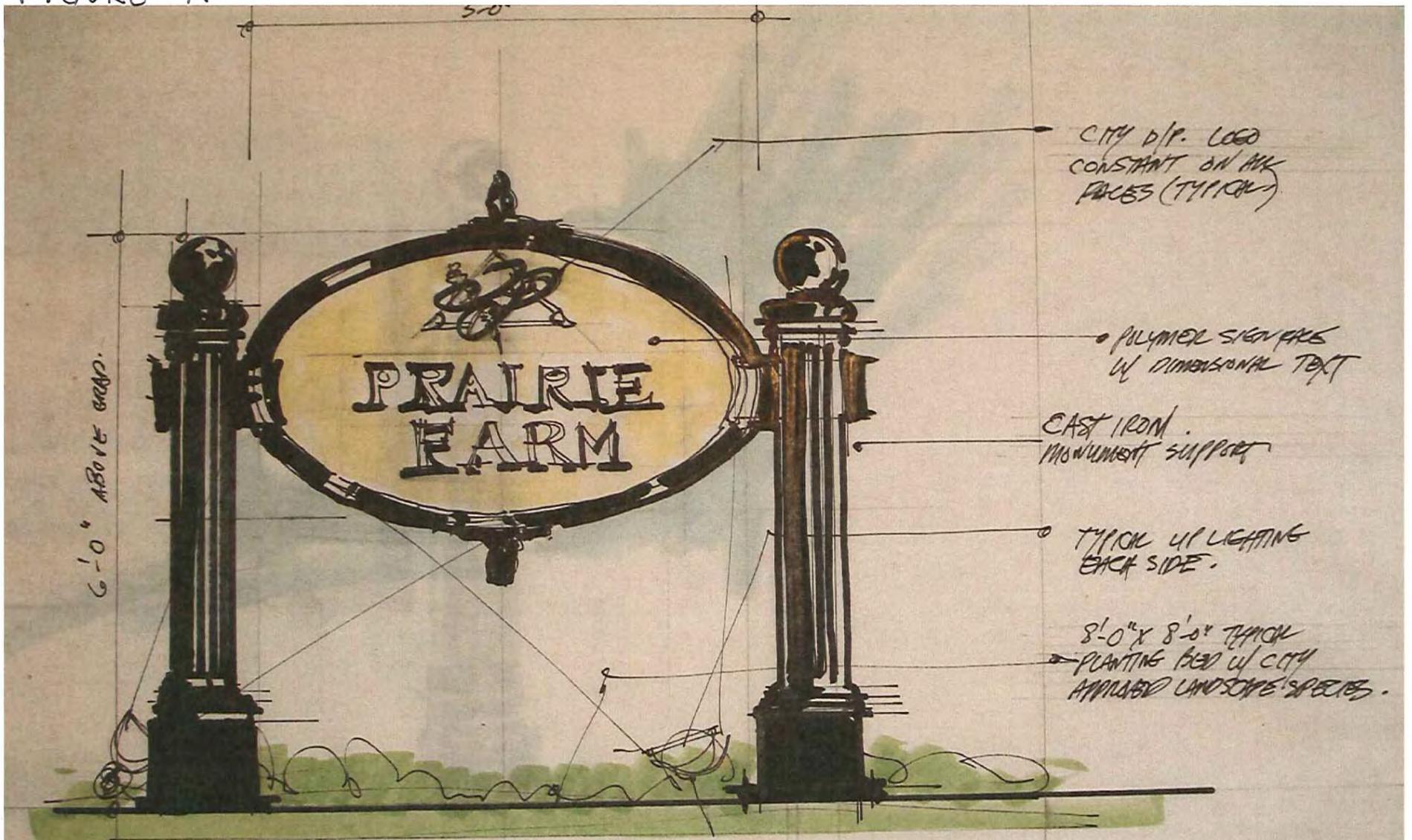
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FIGURES

- A. Residential Neighborhood Sign
- B. Church, Public, Semi-Public Buildings Sign
- C. Directional Sign
- D. Highway Sign – 4 to 6 Story Building (Type A)
- E. Highway Sign – 4 to 6 Story Building (Type A)
- F. Menu Board at Shop Sign
- G. Menu Board – Removable Sign

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FIGURE A



RESIDENTIAL NEIGHBORHOOD SIGNAGE. PROTOTYPE.

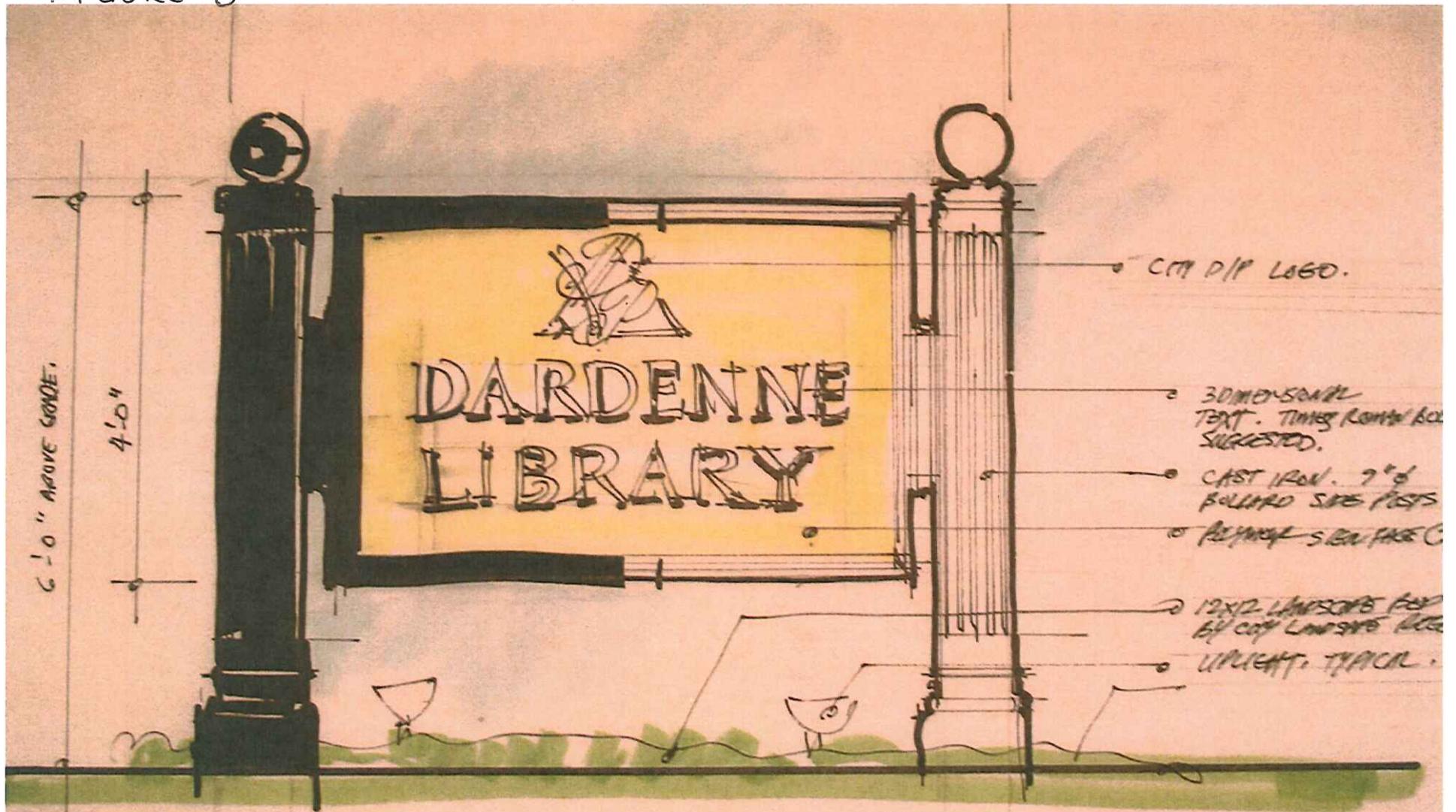
NOTE: ALL SUBDIVISIONS USE STANDARD W/ TEXT CHANGES ONLY.

1" = 1'-0"

PP. CITY ARCHITECT. 2008 © 108

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FIGURE B



CHURCH, PUBLIC, SEMI-PUBLIC BUILDINGS.

NOTE: THIS FRAMEWORK IS CONSTANT ACROSS ALL CIVIC BLDGS.

1/20/04

D.P. CITY ARCHITECT 1-2005 RTSEA ©

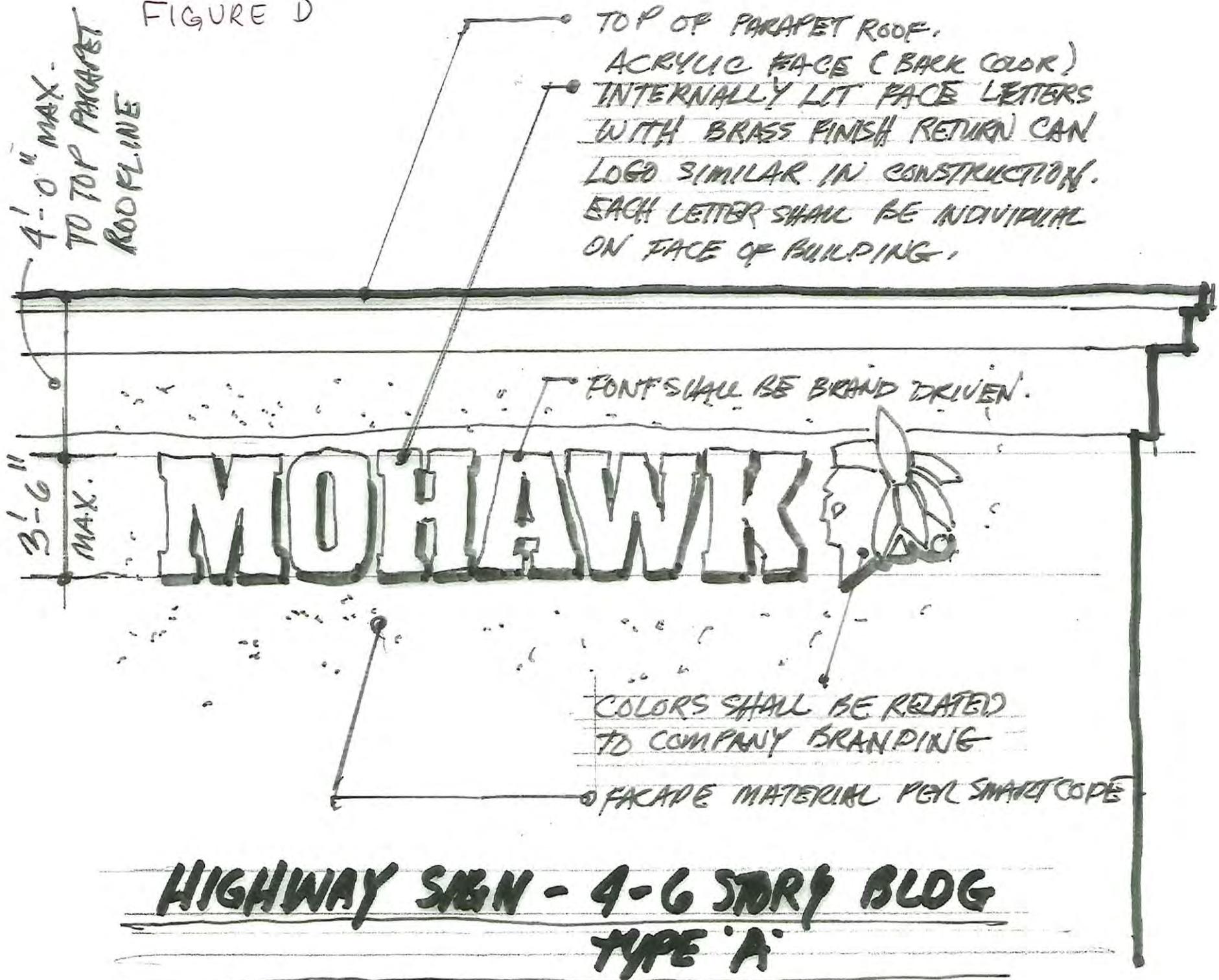
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FIGURE C

Reserved

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FIGURE D



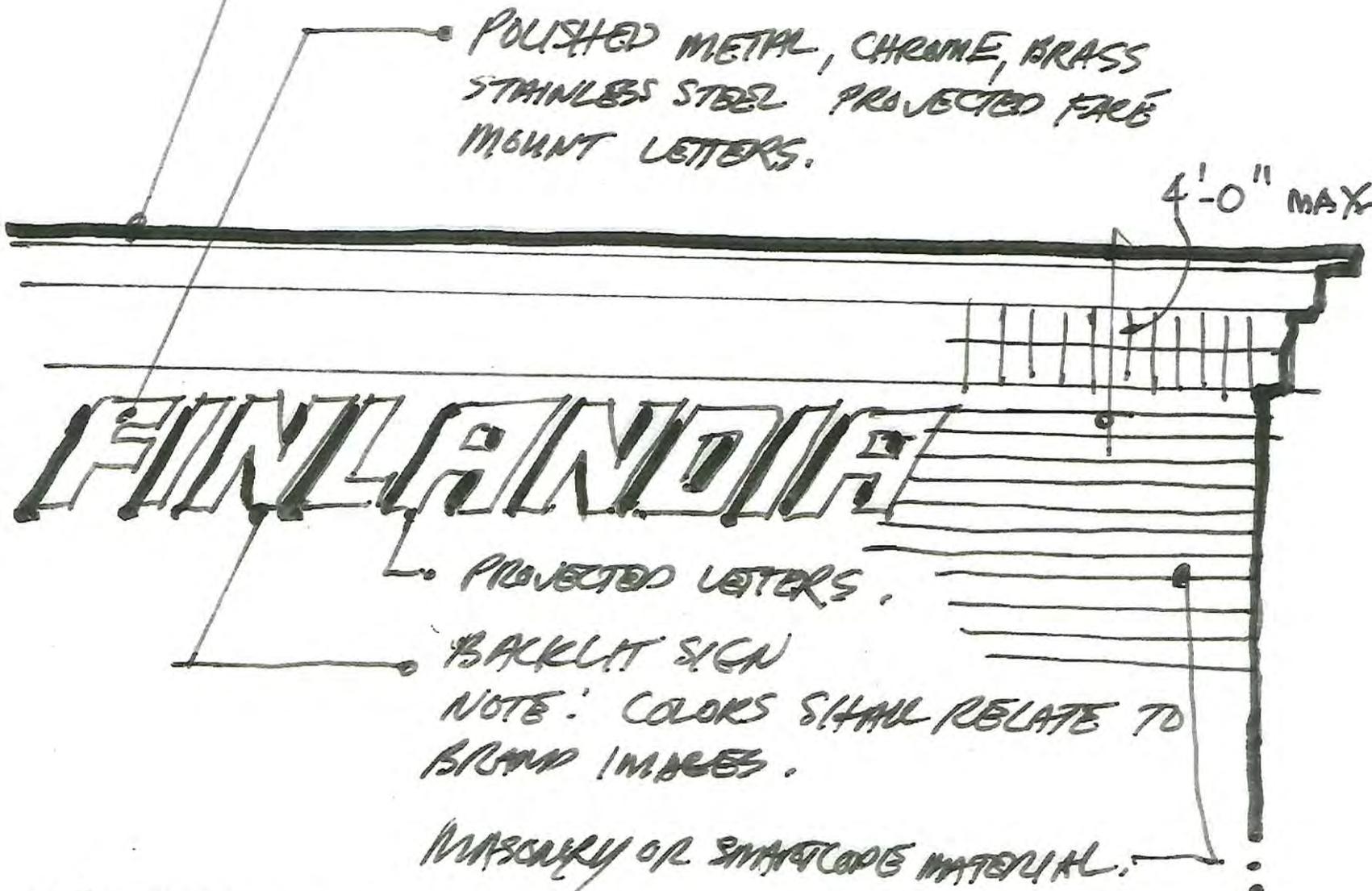
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FIGURE E

TOP OF BLDG. PARAPET.

3'-6" MAX.

4'-0" MAX



POLISHED METAL, CHROME, BRASS
STAINLESS STEEL PROJECTED FACE
MOUNT LETTERS.

PROJECTED LETTERS.

BACKLIT SIGN

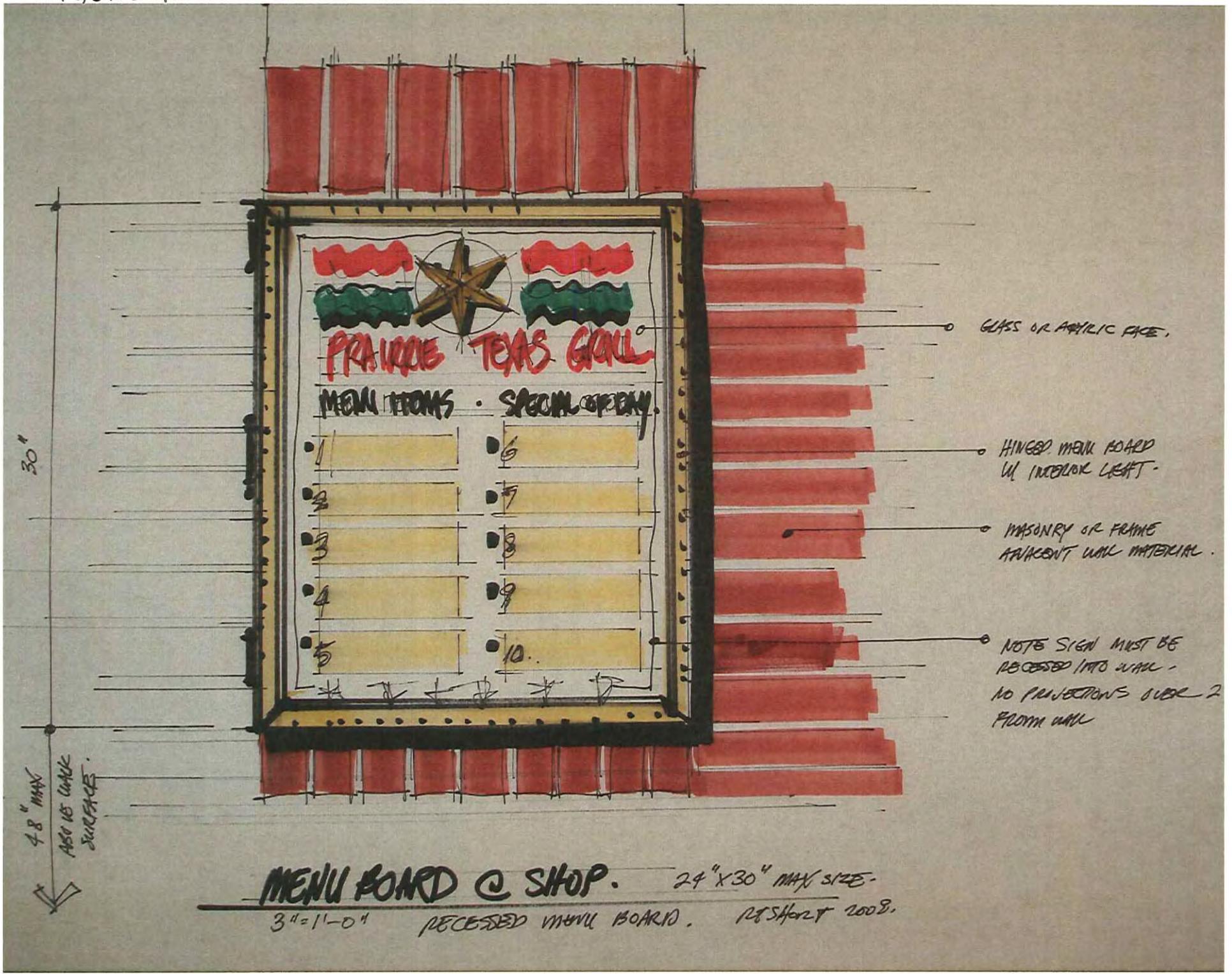
NOTE: COLORS SHALL RELATE TO
BRAND IMAGES.

MASCANY OR SIMILAR MATERIAL.

**HIGHWAY SIGN 4-6 STORY BLDG.
TYPE 'B'**

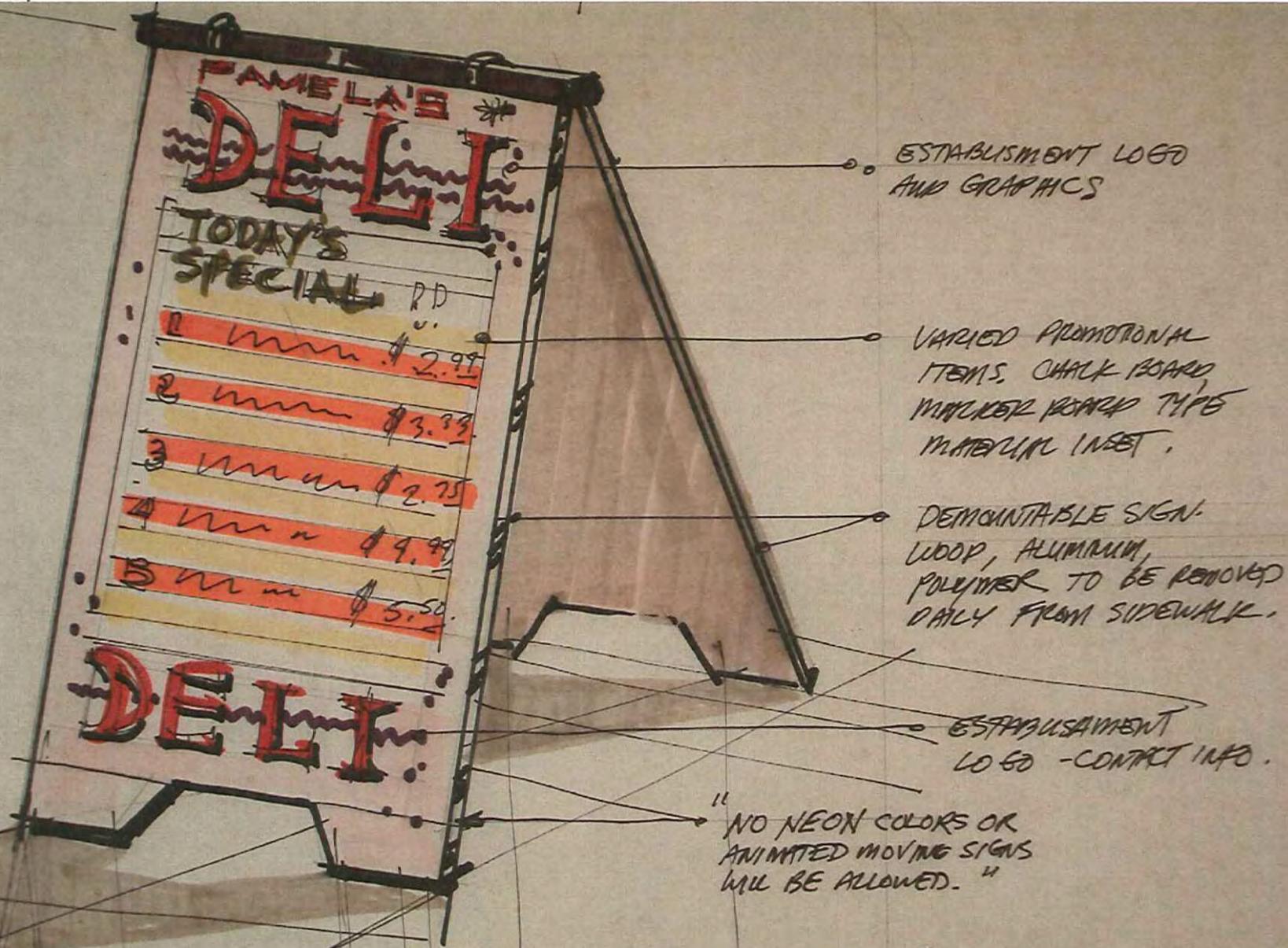
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FIGURE F



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FIGURE 6



MENU BOARD - DEMOUNTABLE SIGN.

6 SQ. FT. SIDEWALK SIGN. (TO BE MOVABLE) . PROMOTIONAL SIGN.
 DARDEN'S PRAIRIE, MD. R.T. SHORT DPCT. 1.2008.

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Permit No. _____

City Hall
2032 Hanley Road
Dardenne Prairie, MO 63368
Phone 636.561.1718
Fax 636.625.0077

UPTOWN ZONING DISTRICT - SIGN PERMIT APPLICATION

CITY OF DARDENNE PRAIRIE, MISSOURI

www.DardennePrairie.org

To the Town Architect:

Application for permit to erect sign at: _____

Location of property

Surface Area: _____ Application Fee: _____

Type of Sign:

- | | |
|--|--|
| <input type="checkbox"/> Residential Neighborhood Sign | <input type="checkbox"/> Highway Sign – 4 to 6 Story Building (Type A) |
| <input type="checkbox"/> Church, Public, Semi-Public Buildings Sign | <input type="checkbox"/> Menu Board at Shop Sign |
| <input type="checkbox"/> Directional Sign | <input type="checkbox"/> Menu Board – Removable Sign |
| <input type="checkbox"/> Highway Sign – 4 to 6 Story Building (Type A) | <input type="checkbox"/> Non-Conforming Sign |

Business Name of Erector of Sign: _____

Structural Information: _____ Height of Top above Ground: _____

Electrical Information: _____ Surface Area: _____

OWNER

APPLICANT

Authorized Signature _____ Date _____

Authorized Signature _____ Date _____

Printed Name _____

Printed Name, Title _____

Street Address _____

Street Address _____

City/State/Zip Code _____

City/State/Zip Code _____

Telephone _____ Facsimile _____

Telephone _____ Facsimile _____

Email Address _____

Email Address _____

Provide a sketch of the proposed sign showing dimensions and proposed materials and a site plan showing the proposed location of the sign on the property.

NOTE: By affixing signatures to this application form, the Applicant and Owner hereby verify that: they have reviewed the applicable sign and zoning regulations; they are familiar with the specific requirements relative to this application; and they take full responsibility for this application. The above signatures further indicate that the information provided on this form and on any additional data attached hereto is true, complete, and accurate.

This permit to erect a sign expires 6 months after approval date unless otherwise extended. A building permit may need to be obtained from the City of Dardenne Prairie before construction of the sign begins. Any business occupying the site requires approval of a Business License.

- Approved Disapproved By Town Architect

Name

Date