

AN ORDINANCE <sup>1</sup>2009-06-18-0522

**AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, OF THE CITY CODE OF SAN ANTONIO, TEXAS, BY AMENDING THE FORM BASED ZONING DISTRICT "FBZD", ADOPTING PROVISIONS FOR INFILL REGULATIONS AND ADOPTING THE FBZD AS AN OPTION AVAILABLE CITY WIDE.**

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**WHEREAS**, the City Council adopted the revised Unified Development Code on May 3, 2001 and reenacted the Unified Development Code, 2005 Edition on September 22, 2005; and

**WHEREAS**, City Council initiated in January 2005 the development and implementation of form based development; and

**WHEREAS**, on December 6, 2007 the City Council adopted the Form Based Zoning District "FBZD" for implementation within the City South area; and

**WHEREAS**, the City Council requested that staff further review the "FBZD" to strengthen and revise the language for City-wide application and to create provisions for Infill development; and

**WHEREAS**, from January 2008 thru May 2009, the code underwent intense scrutiny and revision by a technical committee consisting of representatives of city departments, schools districts, and utility purveyors to calibrate for local conditions and practices; and

**WHEREAS**, the proposed amendments to the "FBZD" will provide another option for developers responding to consumer trends preferring quality, mixed use environments, which can be applied city wide; and

**WHEREAS**, a public hearing was held regarding this amendment to the zoning regulations of the San Antonio City Code at which time parties in interest and citizens were given an opportunity to be heard; and

**WHEREAS**, the Zoning Commission has submitted a final report to the City Council regarding this amendment to the zoning regulations of the San Antonio City Code; and

**WHEREAS**, City Council authorizes amendments to the "FBZD", addition of Infill Development Regulations and adopting the "FBZD" as an option City-wide; **NOW THEREFORE**,

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:**

**SECTION 1.** The City Code of San Antonio, Texas is hereby amended by adding the language that is underlined (added) and deleting the language that is stricken (~~deleted~~) to the existing text as set forth in this Ordinance.

**SECTION 2.** Chapter 35, Article II and Article III, Sections 35-209 and 35-357 of the City Code of San Antonio, Texas are hereby amended as follows:

Chapter 35, Article II, Section 35-209 is amended as follows:

## **SECTION 35-209**

### **GOALS AND OBJECTIVES ~~SECTION STATEMENT OF PURPOSE~~**

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- (1) ~~(2)~~ APPLICABILITY
- (2) ~~(3)~~ PROCESS
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- (4) ~~(5)~~ INCENTIVES
- (5) TRAFFIC IMPACT STUDY

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- (2) TRANSFER OF DEVELOPMENT RIGHTS
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- (3) DEVELOPMENT PATTERNS
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- (5) DENSITY BONUS OPTIONS
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- ~~(5)~~ ~~SPECIALIZED DISTRICT~~

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~~(2) SPECIFIC TO T1 & T2 ZONES~~

~~(2)(3) GENERAL TO T2 T3 THROUGH T6~~

~~(3)(4) SPECIFIC TO T3 ZONES~~

~~(4)(5) SPECIFIC TO T4 ZONES~~

~~(5)(6) SPECIFIC TO T5 ZONES~~

~~(6)(7) SPECIFIC TO T6 ZONES~~

**(f) GUIDELINES FOR TRANSIT, BICYCLE PARKING, AND ELEMENTARY SCHOOLS SECTION**

**(g) DEFINITIONS SECTION**

**(h) STANDARDS AND TABLES SECTION**

## **GOALS AND OBJECTIVES STATEMENT OF PURPOSE**

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

(1) *The Regional Scale and Sector Principles*

- A. *That natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and shorelines be retained.*
- B. *That development of non-contiguous to urban areas should be organized in the pattern of hamlets, ~~neighborhoods or~~ villages, and regional centers.*
- C. *That affordable housing shall be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.*
- D. *That transportation corridors shall be planned and reserved in coordination with land use.*
- E. *That green corridors shall be used to define and connect the urbanized areas.*
- F. *That the region shall include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.*
- G. *That the region will not allow gated communities.*

(2) *The Development Pattern Plan*

- A. *That hamlets, villages, and regional centers shall be compact, pedestrian-oriented and mixed-use.*
- B. *That the simultaneous planning of adjacent parcels is a preferred development practice.*
- C.B. *That villages and regional centers shall be the preferred pattern of development and that districts specializing in single-use should be the exception.*
- D.C. *That ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.*
- E.D. *That interconnected networks of thoroughfares shall be designed to disperse and reduce the length of automobile trips.*
- F.E. *That within villages, a range of housing types and price levels shall be provided to accommodate diverse ages and incomes.*

*G.F. That building densities and land uses supportive of transit shall be provided within walking distance of transit stops and, similarly, appropriate transit options shall be available to support the intensity of land uses.*

*H.G. That civic, institutional, and commercial activity shall be mixed, not isolated in remote single-use complexes.*

*I.H. That schools shall be sized and located to enable children to walk or bicycle to them.*

*J.I. That a range of open space including parks, squares, and playgrounds shall be distributed within neighborhoods and urban center zones.*

**(3) The Block and the Building**

*A. That buildings and landscaping shall contribute to the physical definition of thoroughfares as civic places.*

*B. That development shall adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.*

*C. That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.*

*D. That architecture and landscape design shall grow from local climate, topography, history, and building practice.*

*E. That buildings shall provide their inhabitants with a clear sense of geography and climate through energy efficient methods.*

*F. That civic buildings and public gathering places shall be provided at locations that reinforce community identity and support self-government.*

*G. That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.*

*H. That the preservation and renewal of historic buildings shall be facilitated to affirm the continuity and evolution of society.*

*~~I. That the harmonious and orderly evolution of urban areas shall be secured through graphic codes that serve as guides for change.~~*

**(a) GENERAL TO ALL PLANS**

~~(1) AUTHORITY~~

~~A. Provisions of this section are adopted in the exercise of the power granted municipalities by these statutes and pursuant to the provision of Article 1, Section 3, paragraphs 9 and 13 of the Charter of the City of San Antonio.~~

~~B. These regulations are adopted as one of the instruments of implementation of the public purposes and objectives of the adopted City of San Antonio Master Plan Policies. These regulations shall be applied toward properties that have the Form Based Zoning District designation.~~

~~C. These regulations have been adopted by a vote of the City Council.~~

~~D. These regulations have been adopted to promote the health, safety and general welfare of the City of San Antonio, Texas, and its citizens, including without limitation, 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 pedestrian environment, historic preservation, education and recreation, reduction in sprawl development and improvement of the built environment and human habitat.~~

**(1) (2) APPLICABILITY**

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

~~A. Provisions of these regulations are activated by "shall" when required; and "may" when optional.~~

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

1. Edwards Recharge Zone District (ERZD) requirements

2. The River Improvement Overlay (RIO) District standards. Maximum height standards may be superceded by the form based use pattern standards provided that the project is in conformance with the RIO solar access requirements of section 35-673(a).

3. Military Airport Overlay Zone Districts (MAOZ), Viewshed Protection Districts (VP), and Airport Hazard Overlay Districts (AHOD)

C. Terms used throughout these regulations shall take their commonly accepted meanings or as defined for the FBZD in the definitions subsection 35-209(g).

~~subsection 35-209(g)~~. In the event of conflicts between these definitions and Appendix A and those of the Unified Development Code, subsection 35-209(g) these regulations shall take precedence.

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

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

## **(2)(3)-PROCESS**

A. Sectors [defined geographically in subsection 35-209(b)] permit development patterns [defined by extent and intensity in subsection 35-209(c)], which are composed of transect zones [defined by the elements appropriate to them in subsection 35-209 (e)].

B. The City of San Antonio Department of Planning and Development Services shall include a consolidated review committee (CRC) comprised of a representative from each of the various regulatory agencies and departments that have jurisdiction over the permitting of a project. The CRC shall provide a single interface between the applicant and the agencies. The CRC shall have regularly scheduled meetings held twice per month. Applicants shall request to be placed on CRC agenda at least one week before the scheduled meeting date. The CRC Coordinator may cancel meetings when there are no outstanding applications.

C. The CRC shall be comprised of, but not limited to, one representative from each of the following:

- a. Public Works (Stormwater, Transportation);
- b. Planning & Development Services (Engineering, Trees, Land Entitlements, Zoning, and Building Review Division);
- c. SAWS;
- d. CPS Energy;
- e. Parks & Recreation;
- f. Bexar County (if applicable);
- g. VIA Metropolitan Transit;
- h. Fire Department;
- i. School Districts;
- j. Office of Environmental Policy (Bicycle Coordinator).

D. The CRC shall issue a recommendation for approval or denial of master development pattern plans, zoning site plans, plats, and building plans to the approval authority for the respective application.

E.G An applicant may appeal a decision of the CRC to the director of planning and development services. Decisions of the director of planning and development services may be appealed to by the board of adjustment [when concerning subsection 35-209(e)], or to planning commission [when concerning subsection 35-209(c)] and shall follow the procedures set forth in Chapter 35, Article IV, subsections 35-412 and 35-481.

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

### **(3) (4) VARIANCES**

A. Variances shall be granted only by the board of adjustment or planning commission. Variances to subsections 35-209 (b), 35-209 (c)(1)(F), 35-209(c)(6), 35-209 (c)(7), and 35-209 (c)(8) ~~subsection (b) and subsection (c)(1)(F), (c)(6), (c)(7), and (c)(8)~~ shall be heard by the planning commission. All other variances shall be heard by the board of adjustment.

B. The request for a variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue under consideration.

### **(4) (6) INCENTIVES**

The following incentives may be utilized in the application of these regulations:

A.-4 The application may qualify for fee relief under the city's incentive scorecard system-incentive tool kit program.

B.-2 Through utilization of the transfer of development rights option or qualification under the sustainable design option, density shall be increased to the levels indicated in table 209-18 table 18. The transfer of development rights option shall follow the procedures set forth in section 35-361 of the Unified Development Code. Receiving areas and density bonus shall follow the standards set forth in the FBZD and use pattern.

3. ~~A Traffic Study shall be required that indicates Trip Generation (Daily and Peak-Hour Volumes), Trip Distribution (Daily and Peak-Hour Volumes), and Level of Service Capacity. A Trip Generation worksheet is required at the time of Zoning. Mitigation shall not be required for Level of Service indicators reported in the Traffic Study. Mitigation may be required for other traffic engineering safety related indicators (not capacity related) including, but not limited to: parking, pedestrian facilities, bicycle facilities, and general traffic circulation.~~

### **(5) TRAFFIC STUDY**

A. A Traffic study for the master development pattern plan shall be required that indicates trip generation (daily and peak-hour volumes), trip distribution (daily and peak-hour volumes), and capacity and level of service analysis based on the latest methodologies of the Highway Capacity Manual (HCM). A trip generation worksheet

is required at the time of zoning, and the remaining requirements are due with the submittal of the master development pattern plan.

B. Mitigation shall not be required for level of service indicators reported within the boundaries of the MDPP by the traffic study.

1. Street cross sections, intersection control, and intersection configurations will be determined based on the results of the Traffic Study.

2. Intersection configurations will be determined based on the overall volume to capacity (v/c) ratio of the intersection, with a required v/c ratio  $\leq 1.0$ .

3. Mitigation shall be required for other traffic engineering safety related indicators including, but not limited to: parking, pedestrian facilities, bicycle facilities, vehicular safety, and general traffic circulation.

C. Mitigation shall be required for level of service indicators reported outside the boundaries of the MDPP by the traffic study in accordance with section 35-502.

## **(b) SECTOR ANALYSIS REPORT**

### **(1) INSTRUCTIONS**

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

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

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

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

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

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

**(2) TRANSFER OF DEVELOPMENT RIGHTS**

Development rights may be transferred from the S2 and S3 sectors to development patterns in the S3, S4, and S5 Sectors in accordance with the provisions of this chapter. Development patterns receiving transferred development rights may use the density bonus option as listed in table 209-18. Areas sending development rights, thereby become part of the preserved open space sector.

~~A. A system for the gradual Transfer of Development Rights (TDR) from the S2 (Reserved Open Space Sector) to the S4 and S5 (Growth Sectors), or other areas identified within the City of San Antonio. The TDRs are available to exceed the allocated densities of the Development Patterns [Section 209(d)(4) and Table 209-18 (Summary Table)]. The TDR sending areas, the Reserve Sector, thereby become part of the Preserve Sector.~~

**(3) (S1) PRESERVED OPEN SPACE SECTOR**

A. The preserved open space ~~preserve~~ sector shall consist of open space that is protected from development. ~~The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by transferred development rights.~~

B. The preserved open space ~~preserved~~ sector shall consist of, but not be limited to, one or more ~~the aggregate~~ of the following categories:

1. Surface Waterbodies
2. Protected Wetlands
3. Protected Habitat
4. Riparian Corridors
5. Acquired or Dedicated Open Space
6. Conservation Easements
7. ~~Transportation Corridors~~
8. ~~Residual to Hamlet~~

C. No building shall be placed or excavation shall be conducted within the preserved open space ~~Preserve~~ sector except for provided, however, that rights-of-way for trails, any streets needed to provide access to the property, and the minimum dedication requirement for easements of utilities (including, but not limited to water, sewer, electric, or cable) lines may be cleared. ~~lines~~ The preserved open space ~~Preserve~~ sector may be used for passive recreation.

**(4) (S2) RESERVED OPEN SPACE SECTOR**

- A. The reserved open space sector shall consist of open space that may have qualities worthy of preservation (for environmental, topographical, or geological reasons or to preserve the rural character of a community), but is not yet fully protected from development by law or standard.
- ~~A. The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development.~~
- B. The reserved open space reservesector shall consist of, but not be limited to, one or more the aggregate of the following categories:
1. Flood Plain and existing buffers
  2. Steep Slopes
  3. Land over aquifer transitional, contributing, or recharge zones
  - ~~3. Open Space to be Acquired~~
  4. Wildlife Habitat and Corridors
  - ~~4. Corridors to be Acquired~~
  - ~~5. Buffers to be Acquired~~
  - ~~5. Floodplain Buffers up to 300 feet~~
  - ~~5 6. Woodland~~
  - ~~7. Farmland~~
  - ~~6. 8. Viewsheds~~
- ~~C. The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Development Patterns in the three Growth Sectors or other areas identified within the City of San Antonio. The TDRs shall be available to be used to exceed the allocated densities of the Development Patterns [Section 209(d)(4) and Table 209-18]. Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector (S1).~~

**(5) (S3) RESTRICTED GROWTH SECTOR**

- A. The restricted growth sector shall be appropriate to those areas that have physical conditions suitable to agricultural and agriculturally related uses. Development within these areas shall be compatible with the viability of adjacent agriculture and agriculturally related uses.

- B. ~~Only hamlets are permitted within~~ Within the restricted growth sector. ~~Hamlets shall be appropriate permitted by right.~~ Hamlets consist of no more than one standard (1/4-mile radius) pedestrian shed with that portion of its site assigned to the T1 natural or T2 rural zones as specified in subsection 35-209(c)(3)(A).

**(6) (S4) CONTROLLED GROWTH SECTOR**

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

**(7) (S5) INTENDED GROWTH SECTOR**

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

**(8) (S6) INFILL SECTOR**

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

~~(0) (SD) SPECIALIZED DISTRICT~~

- ~~A. Specialized District designations shall be appropriate to areas within a Development Pattern Plan that, by their intrinsic function, cannot conform to one of the Development Patterns specified in this Section.~~
- ~~B. The standards determined for Specialized Districts shall be recorded on Table 209-19.~~
- ~~C. Specialized Districts shall be limited to one use and related ancillary uses.~~

**(c) DEVELOPMENT PATTERNS**

**(1) GENERAL**

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

**(2) TRANSECT ZONES**

- A. Transect zones shall be constituted of the elements described in tables table 209-3, (Transect System Illustrated), 209-4 (Transect Zone Descriptions) and 209-18 (Summary). Each development pattern requires a minimum of three transects, with the exception of infill development patterns.
- B. Transect zones in infill development patterns may be calibrated to infill context according to the requirements in subsection 35-209 (d).

**(3) DEVELOPMENT PATTERNS**

**A. Hamlets**

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

**B. Villages**

- 1. Villages are development patterns of at least 80 contiguous acres and no more than 160 contiguous acres, including rights-of-way, appropriate within the S4 Controlled Growth Sector and S5 Intended Growth Sector.
- ~~2. The simultaneous planning of adjacent parcels is encouraged.~~
- ~~2.3.~~ A village shall consist of one standard pedestrian shed (1/4-mile radius) including T3, T4 and T5 zones as specified in table 209-18. Larger sites shall be designed and developed as multiple pedestrian sheds, each with the individual transect zone requirements of a village as specified in table 209-18 (Summary).
- ~~3.4.~~ Villages shall be designated as transit-oriented Development (TOD) if they are planned for, or have access to, a high capacity transit corridor (Light Rail or Bus Rapid Transit) within 1/4 mile as measured from the geographic center of pedestrian shed. Transit-oriented villages shall TOD may reduce parking requirements by thirty (30) percent.

**C. Regional Centers**

- 1. Regional centers are development patterns appropriate within S5, the intended growth sector.
- 2. The minimum developable area of a site to be planned as a regional center shall be at least one hundred sixty (160) contiguous acres and no

more than six hundred forty (640) contiguous acres, including rights-of-way. The simultaneous planning of larger and adjacent parcels is encouraged.

3. A Regional center shall be limited to one long pedestrian shed (1/2 mile radius) including T4, T5 and T6 Zones as specified in table 209-18, and may be adjoined without buffers by one or several standard pedestrian sheds with the individual transect zone requirements of a village as specified in table 209-18 ~~(summary)~~.
4. Regional centers shall be designated as transit-oriented development (TOD) if they are planned for, or have access to, a high capacity transit corridor ~~(Light Rail or Bus Rapid Transit)~~ within 1/4 mile measured from the geographic center of the pedestrian shed. Transit-oriented regional centers shall TOD may reduce parking requirements by thirty (30) percent.

#### D. Infill Development Patterns

1. The infill village and infill regional center are development patterns appropriate within the S6, infill sector. Infill development patterns are subject to the requirements in subsection 35-209 (d).
2. ~~Infill Village~~The infill village shall be limited to one(1) within the context of a standard pedestrian shed. The minimum site that may be designated an infill village shall be ten (10) fifteen (15) acres, including rights-of-way.
3. ~~Infill Regional Center~~The infill regional center shall be limited to one(1) within the context of a long pedestrian shed. The minimum site that may be designated an infill regional center shall be twenty (20) twenty-five (25) acres, including rights-of-way.
4. ~~Transit Oriented Development Parking Reduction~~Infill villages and infill regional centers shall be designated as transit-oriented development (TOD) if they are planned for, or have access to, a high capacity transit corridor ~~(light rail or bus rapid transit)~~ within 1/4 mile. ~~TOD may reduce~~ Once this designation has been made, the parking requirements shall be reduced by thirty (30) percent.

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

#### (4) DENSITY CALCULATIONS

- A. Density shall be calculated per transect zone for all areas of a development pattern plan that are classified as T3, T4, T5, or T6. Infill development Patterns are not required to calculate density according to this section, but instead shall refer to the requirements of subsection 35-209 (d).
  1. Gross developable area. For each transect zone, the gross developable area shall be determined by calculating the acreage classified as the

specified transect zone, including thoroughfares, but excepting land allocated to civic functions and thoroughfares within civic spaces.

2. Gross Development Units. Gross development units shall be calculated for the gross developable area of each transect zone as specified by table 209-18 (B).
  - a. With density bonus. When a density bonus is utilized, the minimum densities listed in the row labeled "By Density Bonus" in table 209-18 (B) shall be used to calculate gross development units. For instance, four (4) units/acre for T3, eight (8) units/acre for T4, twelve (12) units/acre for T5, and sixteen (16) units/acre for T6. Note that while no minimum density is generally prescribed for T6, a density of 16 units/acre is used to calculate gross development units.
  - b. Without Density Bonus. When a density bonus is not utilized, the maximum densities listed in the row labeled "By Right" in table 209-18 (B) shall be used to calculate gross development units.
3. Allocation of gross development units among functions. A percentage of each transect zone's gross development units shall be allocated to non-residential functions in accordance with the percentage ranges in the row labeled "Other Functions". The remaining balance of gross development units shall be allocated to residential functions.
  - a. Non-residential functions. Gross development units allocated to non-residential functions shall be distributed among one or both of the non-residential categories listed here:
    - i. For lodging: 1-3 bedrooms for each gross development unit
    - ii. For office or retail: 750-1500 square feet for each gross development unit.
  - b. Residential functions. Gross development units allocated to residential functions shall be calculated as one (1) residential unit for each gross development unit.

~~A. The developable areas of the site shall be considered the net site area within transect zones T3, T4, T5, and T6. The net site area shall include thoroughfares but not land allocated to civic functions. The net site area shall be allocated to these transect zones according to the parameters specified in table 209-18 (summary).~~

~~B. The overall density shall be calculated in terms of housing units as specified for the area of each transect zone by table 209-18.~~

~~C. The overall density of the development may be increased by the purchase of development rights or exercising the sustainable design option. When a density bonus is granted, the units allowed per acre in table 209-18 become minimums. Maximum densities are not prescribed. For the purposes of calculating the exchange of residential base units to other functions, the minimum density allowed per acre shall be used. They are prescribed as follows: four (4) units/acre for T3, eight (8) units/acre for T4, twelve (12) units/acre for T5, and sixteen (16) units/acre for T6.~~

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~~D. When a density bonus is not utilized, the units per acre allowed in table 209-18 are maximums. The units in table 209-18 shall be used to calculate the exchange of residential base units to other functions.~~

~~E. The resulting density is calculated in housing units. The housing units shall be exchanged for a combination of other functions at the following rates:~~

- ~~1. For lodging: 1-3 bedrooms for each unit of overall density.~~
- ~~2. For office or retail: 750-1,500 square feet for each unit of overall density.~~

## (5) DENSITY BONUS OPTIONS

A. The overall density of the master development pattern plan may be increased by the transfer of development rights or by the exercise of the sustainable design option. When a density bonus option is used, a minimum density is established per transect zone, and maximum densities are not prescribed. If density bonus options are pursued for an adopted MDPP, such a change shall be considered a major amendment to that MDPP.

B.A. Transfer of Development Rights: When Transfer of development rights are purchased-transferred the density bonus shall apply to the receiving area.

C.B. Sustainable Design Option

1. The sustainable design option requires compliance with two components:
  - a. Housing mix requirement (table 209-5B), and
  - b. Sustainable design option point system (table 209-5A)
2. When the sustainable design option is utilized the density bonus applies to the entire development pattern.

3-C. Housing mix requirement

a.4-From the list of residential types [table 209-5B], for each development pattern the following residential housing mix shall be required for each applicable transect:

- i. a. T1 – Not applicable
- ii. b. T2 – Not Applicable
- iii. c. T3 – At least three (3) residential types (each must be at least five (5) percent of total units of the transect)
- iv. d. T4 -- At least four (4) residential types (each must be at least five (5) percent of total units of the transect)
- v. e. T5 -- At least four (4) residential types (each must be at least five (5) percent of total units of the transect)
- vi. f. T6 – No minimum mix required

b. 2.Phasing: Each submittal of the project shall include a calculation of the overall housing mix required and the percent of this requirement met by the specific submittal or phase. The information shall be shown in table format and the location of each type utilized to meet the requirement shall be illustrated on the plan submitted.

i. a. Projects exercising the sustainable design option shall commence construction of the mixed housing types according to the phase or acreage indicated below. Building permits shall not be issued for projects that do not meet the thresholds below. Phases of construction shall correspond with the phasing of the master development pattern plan and plat approvals.

ii. b. In T3, the second of three residential types shall be commenced by the second phase of construction, or when building permits for structures have been issued for more than twenty (20) acres (excluding civic space and trails) have been developed under any transect zone within the development pattern, whichever occurs first. The third residential type shall be commenced by the third phase of construction, or when building permits for structures have been issued for more than forty (40) gross acres have been developed under any transect zone within the development pattern, whichever comes first.

iii. c. In T4 and T5, the second of four residential types shall be commenced by the second phase of construction, or when building permits for structures have been issued for more than 20 acres (excluding civic space and trails) have been developed under any transect zone within the development pattern, whichever occurs first. The third and fourth residential type shall be commenced by the third phase of construction, or when building permits for structures have been issued for more than forty (40) gross acres have been developed under any transect zone within the development pattern, whichever comes first.

4. D. Sustainable development option point system. To qualify for the density bonus, a minimum of ~~sixteen nineteen (16) (19)~~ number of points as defined in table 209-5A ~~is~~ are required from the Sustainable Development Option Point System (Table 209-5). The CRC shall review determine if a development pattern for compliance with meets the standards of table 209-5A and 5B.

## (6) ENVIRONMENTAL and STORMWATER REQUIREMENTS

### A. General

1. Transect zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).
2. The regulations in section 25-209 shall be utilized for stormwater and environmental issues. In the case of conflict with Appendix F: Floodplains, Appendix F shall apply.

3.2. There shall be three (3) classes of waterways classified according to the size of their contributing drainage area (DA). The drainage area for class I is greater than five (5) square miles ( $DA > 5 \text{ mi}^2$ ); class II is between 1.5 and five (5) square miles ( $1.5 \text{ mi}^2 < DA < 5 \text{ mi}^2$ ); and class III is less than 1.5 square miles ( $DA < 1.5 \text{ mi}^2$ ). Each waterway classification generates a streamside corridor subject to a standard for crossing and protection of its riparian condition as specified below for each transect zone.

~~4.3.~~ Wetlands There shall be wetlands subject to a standard of restoration, retention and mitigation as specified below in sections 35-209(c)(6)(B)-(F) for each transect zone.

5. The technical guidance manual, "Complying with the Edwards Aquifer Rules: Technical Guidance on Best Management Practices" (RG-348), or the latest version of the document shall be the governing document for implementation of the recommended BMPs over the Edwards Aquifer Recharge Zone.

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

1. Within T1 and T2 Zones the encroachment and modification of natural conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B) shall be limited according to local, state and federal guidelines.
2. The riparian corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of one hundred (100) year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I waterways shall extend at one hundred fifty (150) feet from the centerline; class II shall extend one hundred (100) feet; and class III shall extend fifty (50) feet. Riparian corridors shall be maintained free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by variance only.
3. Wetlands shall be retained and restored if in degraded condition. Additional buffers shall be maintained at one hundred (100) feet for class I and II. Wetland buffers shall be free of structures or other modifications to the natural landscape, including agriculture. Thoroughfare crossings shall be allowed by variance only.
- ~~4. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 209-18.~~
- 4.5. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

C. Specific to Sub-Urban Zones (T3)

1. Within T3 zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in

subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions shall be limited according to local, state and federal guidelines.

2. The riparian corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of one hundred (100) year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I waterways shall extend one hundred fifty (150) feet from the centerline; class II shall extend one hundred (100) feet, class III has no additional extension. These riparian corridors shall be maintained free of structures, except that thoroughfare crossings may be allowed over class I and II waterways and class III waterways may be modified upon review and approval of the floodplain administrator.
3. Wetlands ~~shall be retained and restored~~ if in degraded condition shall be retained and restored. Buffers shall be maintained at fifty (50) feet. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by variance.
4. ~~Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 209-18.~~
- 4.5. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.

#### D. Specific to General Urban Zones (T4)

1. Within T4 zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, shall ~~may~~ be mitigated on or off-site utilizing the best management practice suggestions from the light imprint storm drainage (table 209-20). The determination for modification and mitigation shall be made upon review and approval of the floodplain administrator.
2. Riparian corridors of all classes of waterways may be crossed by thoroughfares as required by the thoroughfare network and approved on the master development pattern plan.
3. Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed upon review and approval of the floodplain administrator.
4. ~~Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.~~
- 4.5. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. Retention ~~There shall be no retention or detention~~ shall not be required on the individual lots. Detention may be required as part of the overall development.

E. Specific to Urban Center Zones (T5)

1. Within T5 zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, ~~shall may~~ be mitigated off-site. The determination shall be made upon review and approval of the floodplain administrator.
2. The riparian corridors of all classes or waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
3. Class I and II wetlands may be modified if mitigated on or off-site utilizing ~~utilizing~~ the best management practice suggestions from the light imprint storm drainage (table 209-20). Thoroughfare crossings shall be allowed by right.
- ~~4. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 209-18.~~
- ~~4.5.~~ Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot. Detention may be required as part of the overall development.

F. Specific to Urban Core Zones (T6)

1. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in subsections 35-209(b)(3)(B) and (b)(4)(B). The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made upon review and approval of the floodplain administrator.
2. The riparian corridors of all classes of waterways may be embanked and crossed by right or enclosed by thoroughfares as required by the thoroughfare network.
3. Class I and II wetlands may be altered by right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by right.
- ~~4. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.~~
- ~~4.5.~~ Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot. Detention may be required as part of the overall development.

**(7) TREE PRESERVATION**

Tree preservation shall follow the regulations ~~be in accordance with~~ in section 35-523 and shall be applied to the entire master development pattern plan. ~~Whereas Section 35-523(e) designates minimum tree preservation requirements by use (35% for single family uses and 40% for multi-family and commercial uses), the Form Based Development Use Pattern shall require them by Development Pattern. The tree preservation minimum shall be 35% for Hamlets and Villages, and 40% for Regional Centers.~~

**(8) THOROUGHFARE STREETSCAPE REQUIREMENTS**

**A. General**

1. All thoroughfares shall be accessible to the public including pedestrians, bicycles and automobiles as accommodated by the thoroughfare type.
2. Thoroughfares shall be designed in context with the urban form and desired design speed of the transect zones through which they pass. Thoroughfares that pass from one transect zone to another shall adjust their public frontages accordingly or, alternatively, the transect zone may follow the trajectory of the thoroughfare to the depth of one (1) lot, retaining a single public frontage throughout its trajectory.
3. Within the more rural zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
4. Within the more urban transect zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.
5. Streetscape trees shall be provided in the public right-of-way as indicated in subsection. 35-209(c)(8)(D) and 35-209(c)(8)(E).

**B. Thoroughfares**

1. Thoroughfares shall be assembled according to design speed, parking lane widths, and curb radius (table 209-6A), effective turning curb radius (table 209-6B), turning radius (table 209-6C), travel lanes and parking provisions (table 209-6D), and public frontages (table 209-6E and 209-6F). Examples of complete thoroughfare ~~thoroughfare~~ assemblies are illustrated in table 209-6G ~~table 209-6F~~.
2. Block Size. The thoroughfare network shall be designed to define blocks not exceeding the maximum size prescribed in table 209-18. The size shall be measured as the sum of lot frontage lines.

3. Connectivity. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs may be permitted only by variance and shall be justified by natural site conditions.
- ~~4. Lot Orientation to Street. Lots shall enfront a vehicular thoroughfare, except that 25% of the lots within each Development Pattern Transect Zone may enfront a pedestrian path, green Civic Space, or conservation area provided the Third Place shall front a public street.~~
- 4.5. B-Grid. Thoroughfares along a designated B-Grid may be exempted from one or more of the specified public or private frontage requirements as indicated in subsection 35-209(c)(10)(A)(1).
- 5.6. Bicycle Network. A bicycle network consisting of lanes, routes and multi-use paths shall should be provided throughout the master development pattern plan as defined in table 209-7 and subsection 35-209(c)(8)(C). The community bicycle network shall should be connected to existing or proposed sector networks in accordance with the San Antonio-Bexar County Regional Bicycle Master Plan.
- 6.7. Transit. The street network shall be designed to facilitate the movement of transit vehicles between centers of activity. Boulevards with a dedicated transit lane may be utilized to connect high traffic areas.
- 7.8. School Bus. Transit routes and/or facilities shall be coordinated with school bus routes.

#### 8.9. Alleys

- a. All lots in T5 and T6 shall be accessed from an alley.
- b. Alleys designated for emergency access must comply with additional standards set forth in the International Fire Code as amended and adopted by the City of San Antonio. Alleys designated for garbage collection must comply with additional standards set forth by the City of San Antonio Solid Waste Management Department.
- c. Alleys designated to provide access to industrial functions shall be built to the standards listed in subsection 35-506 (4)(B)(p). Pavement standards based on the expected 18-kip ESAL loading on the alley.
- d. In order to accommodate existing right-of-way and building conditions in infill contexts, narrower alley dimensions than those listed in tables 209-6A and 209-6D may be approved upon review of an emergency access plan and finding by the Fire Department that an additional access road extends to within one hundred fifty (150) feet of all buildings, as described in section 503.1.1 of the International Fire Code.

#### C. Bicycle and Pedestrian Path Connectivity (~~Green Corridor~~).

1. An overall integrated bicycle network must be established on the master development pattern plan and shall consist of bicycle lanes (permitted on standard streets, commercial streets, boulevards, and avenues); bicycle routes (permitted on rural roads and parkways); and multi-use paths on roadways where adequate separation from vehicle lanes is possible or through parks and linear creekways. The placement of bicycle facilities lanes shall be coordinated at the master development pattern plan level with the CRC and the bicycle coordinator to provide connection to neighborhoods, schools, universities, retail, community centers, ~~and~~ civic spaces, and existing bicycle facilities. Bicycle facilities shall be designed and construction in accordance with the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities and the Texas MUTCD (Manual on Uniform Traffic Control Devices).
- ~~2. Bicycle parking shall be provided free and nearby major destinations within each Transect Zone. All bicycle parking shall be secure and visible. Short Term and Long Term Parking shall be required in T4, T5, and T6. Short Term Parking shall be adequate, prevalent, visible, and convenient to entrances. Long Term Parking shall be covered or indoors (such as under stairways, at the end of hallways, basements, or unused areas of parking structure).~~
- ~~3. The Standards for bicycle parking shall be found in Section 209(g).~~

#### D. Public Frontages

1. Public frontages shall be designed as shown in tables (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) and allocated within transect zones as specified in table 209-18.
2. Within the public frontages, the prescribed type of streetscape street trees and street lights shall be as shown in table 209-6 (public frontage), 209-8 (street lights), 209-21 (street trees and streetscape trees) and 209-18 (summary).

#### E. Public Frontages by Transect

1. The public frontage in T1 and T2 (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) shall include trees of various species as listed in table 209-21, naturalistically clustered, as well as understory. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (table 209-21).
2. The public frontage in T3 (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, as well as low maintenance understory. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) fifty (50) linear feet lot frontage. The introduced landscape shall

consist primarily of native species and shall be established by drip irrigation (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); Clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.

3. The public frontage in T4 (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor owning but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one (1) tree per thirty (30) ~~fifty (50)~~ linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet). Clustered tree wells are also an option and shall be approved on a site by site basis. The number of trees required shall be reduced by twenty (20) percent if understory is provided. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.
4. The public frontage in T5 (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears first floor, but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one tree per thirty (30) ~~fifty (50)~~ linear feet lot frontage. The introduced landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.
5. The public frontage in T6 (tables 209-6E, 209-6F and 209-18) (~~table 209-6 and 209-18~~) shall include trees of various species as listed in table 209-21, (no more than twenty-five (25) percent of any single species), naturalistically clustered, or regularly spaced in allee pattern with shade canopies of a height that, at maturity, clears three stories but remains predominantly clear of building frontages. The overall number of trees shall be determined by the ratio of one tree per thirty (30) ~~fifty (50)~~ linear feet lot frontage. The new landscape shall consist primarily of durable species tolerant of soil compaction (table 209-21). Single trees shall require a tree well of at least one hundred (100) square feet (e.g. five (5) feet by twenty (20) feet); clustered tree wells shall be approved on a site

by site basis. Parts of the tree well may be capped with pervious or impervious materials as permitted by approval of the city arborist.

F. Specific to specialized districts. The standards for thoroughfares and public frontages within specialized districts shall be indicated on the zoning site plan.

## (9) CIVIC REQUIREMENTS

### A. General

1. ~~Places for public use shall be required and designated on the~~ The master development pattern plan shall designate as civic spaces (CS), civic buildings (CB), and civic transit zones (CT).
2. Civic spaces are publicly or privately owned, pedestrian oriented, outdoor spaces that are accessible to and designed for the use of the general public. Civic space types are prescribed in Table 209-9A, public sites permanently dedicated as Open Space (or Civic Space). Civic spaces shall ~~may~~ not be dedicated to the City of San Antonio parks and recreation department unless specifically permitted by the director of parks and recreation.
3. ~~Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, and municipal parking, or for a use approved by the City Council.~~
- 3.4. The ongoing construction and improvement of the required civic spaces and buildings shall be supported by an annual assessment dedicated to this purpose and administered by a mandatory ~~home~~ property owners association or other maintenance entity established for this purpose by the developer under the Texas Property Code.
- 4.5 Civic transit zones are sites dedicated for transit amenities including transit bus shelters, park & ride facilities ~~rides~~, and transit centers.

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

1. Each pedestrian shed shall assign at least five (5) percent of its urbanized area (T3 through T6) ~~(T-3 through T-6)~~ to civic spaces. The calculation shall include rights-of-way.
2. Civic spaces may not occupy more than a total of twenty (20) percent of the area of each pedestrian shed. A civic space requiring more than twenty (20) percent of the pedestrian shed shall be subject to the creation of a specialized special district. [See subsection 35-209(c) (11)].
3. Civic Spaces shall be designed in accordance with as ~~generally described~~ in table 209-9A and approved by the consolidated review committee and allocated to zones in accordance with as ~~described in~~ table 209-18.

4. Main Civic Space. Each pedestrian shed shall contain at least one main civic space. The main civic space shall be within eight hundred (800) feet of the geographic center of each pedestrian shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances justify it.
5. Playgrounds. Within eight hundred (800) feet of every lot in residential use, a civic space designed as a playground shall be provided.
6. Each civic space shall have a minimum of fifty (50) percent of its perimeter fronting a Thoroughfare, except greens which may have a minimum of twenty-five (25) percent of its perimeter fronting a thoroughfare.

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

1. Meeting Hall. The developer shall covenant to construct a meeting hall or a third place in proximity to the main civic space of each pedestrian shed. Its corresponding public frontage shall be equipped with a shelter and seating bench for a transit stop.
2. Elementary School:
  - a. Each development pattern shall reserve a site for an elementary school. Hamlets shall be exempt from this requirement. Each elementary school should follow the guidelines set forth in subsection 35-209 (f) ~~subsection (f)~~. If a master development pattern plan includes more than one development pattern, a shared site that serves both development patterns is permissible. A plat may not be approved for a development pattern that does not include a designated school site or reference a shared school site on an approved master development pattern plan. Although the school site may be used for civic space, it does not count toward the minimum five (5) percent per pedestrian shed.
  - b. a. Prior to approval of the master development pattern plan, the applicant shall provide documentation outlining discussions with the school district regarding the location of the site reserved for an elementary school. After the master development pattern plan is approved, if a school district decides not to locate at the designated site, the applicant shall provide a letter from the school district indicating the proximity of the school that shall serve the development. The reserved site may then be converted to other uses through amendment of the master development pattern plan.
3. Child Care. One civic building lot suitable for a childcare building shall be reserved within each pedestrian shed. ~~The Developer or the Community Council may organize, fund and construct an appropriate building as the need arises.~~
4. Civic building sites shall not occupy more than twenty (20) percent of the area of each pedestrian shed. A civic building requiring more than twenty

(20) percent of the pedestrian shed shall be subject to the creation of a specialized special district. [See subsection 35-209(c)(11)] [~~See subsection 35-209(b)(9)~~]

5. Civic building sites shall be located within or adjacent to civic spaces, or at the axial termination of significant thoroughfares.
6. Civic buildings shall ~~not~~ be subject to the standards of subsection 35-209(e) section e. The particulars of the design of civic buildings shall be subject to approval by the director of planning and ~~community~~ development services upon review by the historic design and review commission and recommendation to issue or deny a certificate of appropriateness [in accordance with guidelines of section 35-803].
7. Parking for civic functions shall be calculated per the standards of table 526-3a and 3b of the Unified Development Code. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot. The required parking may also be provided within one-quarter mile of the site that it serves. Civic parking lots may be of pervious cover if they follow the standards in subsection 35-526(j) and are if remain unpaved if graded, compacted and landscaped.
8. Civic buildings do not count toward the minimum five (5) percent of civic space per pedestrian shed.

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

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

#### E. Civic Spaces Specific to T1 & T2 Zones

1. Those portions of the T1 natural and T2 rural zones that occur within a village or regional center development pattern may be classified as civic space in accordance with table 209-9A. If classified as civic space, the property shall be considered urbanized for the purposes of subsection 35-209(c)(9)(B)(1) and shall count toward the requirement for civic space for the development pattern.

2. The T1 natural and T2 rural zone acreage within a hamlet, per subsection 35-209(c)(3)(A)(2), shall not apply toward the civic space requirement for a hamlet.

~~C. Civic Zones Specific to T1 & T2 Zones~~

1. ~~Civic buildings and spaces related to education, recreation and culture may be erected within T1 Natural and T2 Rural Zones by Variance.~~
2. ~~Those portions of the T1 Natural and T2 Rural Zones that occur within a development parcel are an integral part of the Civic Space Zone and should conform to one or more of the types specified in Table 209-9A.~~

**(10) OPTIONAL DESIGNATIONS SPECIAL REQUIREMENTS**

A. A master development pattern plan may designate the following optional designations special requirements:

1. Differentiation of specific the thoroughfares as A-Grid and B-Grid.
  - a. ~~Streets are classified as A-Grid or B-Grid.~~ The frontages assigned to the B-Grid shall not exceed twenty (20) percent of the total length all frontages within a pedestrian shed.
  - b. Property fronting B-Grid streets are allowed allows the following exemptions to accommodate automobile-oriented uses:
    - i. Parking lots and garages are may be allowed in the first or second lot layer. Streetscreens and liner buildings are not required to mask parking facilities. Parking lot shading and screening requirements of the Unified Development Code [section 35-511(c)(7) and (e)(3) shall apply].
    - ii. Drive-thru facilities are permitted in certain transect zones as indicated in table 209-13B. The front building setback may be increased up to fifteen (15) feet by-right to allow for the safe flow of traffic.
    - iii. To allow for safe ingress and egress for gas stations, gas pump canopies may be used to calculate compliance with the maximum front setback requirement. The front building setback may be increased up to fifteen (15) feet by-right to accommodate the safe flow of traffic.
    - iv. Single functions may occupy an area exceeding 90,000 square feet on the ground floor of a building without conforming to conditions set by subsection 35-209(e)(4)(c)(2)(a) or subsection 35-209(e)(5)(c)(3)(a) or subsection 35-209(e)(6)(c)(4)(a).
2. Retail FrontageShop Fronts. ~~Designation A designation for of mandatory or Recommended~~ retail frontage requiring that a buildings building provide a shopfront & awning, gallery, or arcade frontage type at sidewalk level along the entire length of the frontage. The façade Shopfront shall be glazed no less than seventy (70) percent glazed in clear glass on the sidewalk-level story and ~~provided with an awning overlapping the sidewalk~~

~~as generally illustrated in Table 14-209-12 (Private Frontage).~~ The first floor shall be confined to retail use through the depth of the ~~First~~ second lot layer as illustrated in table 209-10C (lot layers).

3. Sidewalk Cover. ~~Designation-A designation for~~ of mandatory or Recommended gallery or arcade frontage, requiring that ~~a buildings~~ building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery or arcade frontage may be combined with a retail frontage as shown in table 209-12 (private frontage).
4. Common Lawn. ~~Designation-A designation for~~ of mandatory or Recommended common lawn frontage requiring that individual private lawns at frontages not be delineated with fences or hedges and thus read as a continuous lawn.
5. Coordinated Public and Private Frontage. ~~Designation-A designation of~~ mandatory coordinated streetscape frontage, requiring that the public and private frontages be coordinated as a single, coherent landscape and paving design.
6. Terminated Vista. ~~Designation-A designation of~~ mandatory terminated vista locations, locations requiring that ~~the buildings in these locations~~ be provided with architectural articulation of a type and character that responds emphasizes the building's axial location at the terminus of a vista or viewshed by creating a distinctive point of interest to a viewer stationed along the vista or viewshed corridor. ~~to the location as approved by the planning director.~~
7. Cross Block Pedestrian Passage. ~~Designation of mandatory locations for pedestrian or non-motorized vehicle paths between buildings. A designation for Cross-Block Passages, requiring a~~ Paths must be a minimum of eight (8) feet wide. pedestrian access be reserved between buildings.
8. Stepback Frontage. ~~A designation of mandatory stepback frontage requiring that building heights not exceed a specific height along the entire length of the frontage and through a specific depth of the building.~~

## **(11) SPECIALIZED DISTRICTS**

- A. Specialized district designations shall be appropriate to areas within a development pattern plan that, by their intrinsic function, cannot conform to one of the development patterns specified in this section.
- B. The boundaries of each specialized district shall be identified on the zoning site plan.
- C. The development standards for each specialized district shall be enumerated on the zoning site plan.

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

#### **(d) INFILL DEVELOPMENT**

##### **(1) GENERAL**

###### A. Intent

1. Subsection 35-209 (d) shall be appropriate for use in infill contexts where large, contiguous parcels are to be developed; or to implement large-scale City initiatives in an infill context. The FBZD is not designed for individual small vacant parcels within an actively-used urban fabric.
  2. Subsection 35-209(d) includes requirements and calibration procedures that are specific to infill development and shall be applied exclusively to infill development. Requirements that are applicable to both infill and greenfield development are prescribed by all other Sections of 35-209 and 35-357.
- B. Definition of Infill. To be considered infill for subsection 35-209(d), the area to be rezoned to FBZD shall meet any one of the following four conditions. For the purpose of this analysis, a street does not constitute previously developed land; instead the status of property on the other side of the street is considered. Any fraction of the perimeter that borders waterfront other than a stream is excluded from the calculation.
1. At least seventy-five (75) percent of the boundary of the area to be rezoned to FBZD borders parcels that individually are at least fifty (50) percent previously developed, and that in aggregate are at least seventy-five (75) percent previously developed
  2. The area to be rezoned to FBZD, in combination with bordering parcels, forms an aggregate parcel whose boundary is seventy-five (75) percent bounded by parcels that individually are at least fifty (50) percent previously developed, and that in aggregate are at least seventy-five (75) percent previously developed

3. At least seventy-five (75) percent of the land area, exclusive of rights-of-way, within a ½ mile distance from the boundary of the area to be rezoned to FBZD is previously developed
  4. The lands within a ½ mile distance from the boundary of the area to be rezoned to FBZD have a pre-project connectivity of at least one hundred and forty (140) intersections per square mile
- C. Requirements. The following analyses and plans must be completed to apply the FBZD in an infill situation:
1. Pedestrian Shed Analysis.
  2. Zoning Site Plan
  3. Master development pattern plan

## **(2) PEDESTRIAN SHED ANALYSIS**

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

1. A minimum of two public meetings
  2. Meeting notifications shall be sent to all property owners and registered neighborhood associations within the pedestrian shed(s) and within five hundred (500) feet of the pedestrian shed(s) analyzed, and to all owners of property to be rezoned to FBZD.
  3. For areas with an adopted community, neighborhood, or perimeter plan, notification shall also be sent to planning team members.
  4. Meeting notifications shall also be published in an official newspaper of general circulation before the 15th day before the date of the meeting.
  5. One meeting shall present a draft of the pedestrian shed analysis and the zoning site plan. A subsequent meeting shall present a final draft of the pedestrian shed analysis and zoning site plan that takes into account public comment provided at the previous meeting.
  6. The pedestrian shed analysis shall include information regarding the public consultation process including but not limited to:
    - a. A map of the pedestrian shed(s).
    - b. List with addresses of property owners and neighborhood associations to whom notices were sent.
    - c. Copy of meeting announcements mailed to property owners and neighborhood associations.
    - d. Copy of meeting announcements published in newspaper
    - e. Sign-in sheets from meetings.
    - f. Copies of other documents distributed at the meeting.
    - g. Copies of public comments received or submitted.
- F. The CRC will provide a review of the pedestrian shed analysis submitted by the applicant to ensure consistency with the sector analysis and any community or neighborhood plans adopted for the area. The review shall occur within ten (10) days of request to the planning and development services department by the applicant and shall be submitted to the zoning case manager for inclusion in the staff recommendation to the zoning commission.

### **(3) ZONING SITE PLAN**

- A. A zoning site plan based on the pedestrian shed analysis shall be required for the infill village and infill regional center master development pattern plans.
- B. The zoning site plan for infill shall include those items identified in subsection 35-357(f)(2) [including, but not limited to: location of pedestrian sheds, location of development patterns, location of transect zones, and location of street network].

#### **(4) MASTER DEVELOPMENT PATTERN PLAN**

- A. A master development pattern plan (MDPP) shall be submitted and approved for property rezoned to FBZD before any building permits shall be issued.
- B. The MDPP shall follow the standards set forth in subsections 35-209(c), 35-209(d), 35-209(e), and 35-209(f) and shall be in accordance with the provisions of subsection 35-357(h).
- C. In an infill context, one of the following development patterns shall be required.
  - 1. Infill Village
    - a. Context. An infill village shall be appropriate to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers.
    - b. Structure. An infill village shall be mapped as at least one complete standard pedestrian shed oriented around and preferably centered on the parcels to be rezoned to FBZD. An infill village pedestrian shed analysis shall include all applicable transect zones as prescribed in table 209-18 (A). The edges of an infill village should blend into adjacent neighborhoods and/or a downtown without buffers.
    - c. Area to be rezoned. The minimum acreage for rezoning shall be ten (10) acres. The area to be rezoned FBZD shall include one or more transect zones. The appropriateness of transect zones included shall be based upon the pedestrian shed analysis of the existing and proposed mix of density and intensity of uses.
    - d. Calibration of infill transect zones. Within the infill village area to be rezoned, subcategories of one or more transect zones may be calibrated as specified in subsection 35-209 (d)(5).
  - 2. Infill Regional Center
    - a. Context. An infill regional center shall be appropriate to areas that include significant office and retail uses as well as government and other civic institutions of regional importance.
    - b. Structure. An infill regional center shall be mapped as at least one complete long pedestrian shed oriented around and preferably centered on the parcels to be rezoned to FBZD. An infill regional center pedestrian shed analysis shall include all applicable transect zones as prescribed in table 209-18 (A). The edges of an infill regional center should blend into adjacent neighborhoods without buffers.
    - c. Area to be rezoned. The minimum acreage for rezoning shall be twenty (20) acres. The area to be rezoned FBZD shall include one or more transect zones. The appropriateness of transect zones included shall be based upon the pedestrian shed analysis of the existing and proposed mix of density and intensity of uses.

- d. Calibration of infill transect zones. Within the the infill regional center area to be rezoned, subcategories of one or more transect zones may be calibrated as specified in subsection 35-209 (d)(5).

**(5) TRANSECT ZONE CALIBRATION**

- A. The area within an infill village or infill regional center to be rezoned shall use one or more of the six standard transect zones listed in table 209-18, one or more calibrated transect zones, or combination of standard and calibrated transect zones.
- B. A calibrated transect zone shall be based on a single standard transect zone, and shall not establish standards that are outside the parameters set by that standard transect zone in table 209-18 (C) – (L), subsection 35-209(e)(3)(E), subsection 35-209(e)(4)(E), subsection 35-209(e)(5)(E), and/or subsection 35-209(e)(6)(E). For instance, a calibrated T5 shall not establish principal building heights that are taller than the principal building height prescribed by the standard T5 in table 209-18. A calibrated transect zone may restrict standards that are permitted in the standard transect zone, but shall not permit standards that are not permitted in the standard transect zone.
- C. No other sections or tables other than those listed in subsection 35-209 (d)(5)(B) shall be calibrated.
- D. The density of the area to be rezoned within an infill village or infill regional center shall be controlled by the row labeled "Infill Development" in table 209-18(B).
- E. The calibrated transect zone standards shall be derived by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation prescribed in subsection 25-209 (d)(2).
- F. The calibrated transect zone standards shall be documented, attached, and approved as part of the rezoning ordinance.

**(6) CIVIC REQUIREMENTS**

**A. General**

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

3. Parking for civic functions shall be provided in accordance with the parking standards set forth in section 35-209(c) (9) (c) (7).

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

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

~~(d) Infill Development.~~

~~(1) General.~~

~~A. A zoning site plan for infill shall be required for the infill village and infill regional center development pattern plans.~~

~~B. A pedestrian shed analysis shall be prepared and submitted as a report to the zoning commission with the application for rezoning to the form-based development district. The pedestrian shed analysis shall be prepared by the applicant or the director of planning and community development and shall be prepared in a process of public consultation.~~

~~C. The pedestrian shed analysis shall identify the development pattern appropriate based on existing conditions and intended evolution of the pedestrian shed area.~~

~~D. The zoning site plan for infill shall include those items identified in subsection 35-357(e)(2) [including, but not limited to: location of pedestrian sheds, location of development patterns, location of transect zones, and location of street network].~~

~~(2) Development Patterns.~~

~~A. Infill Village.~~

~~1. An infill village shall be assigned to neighborhood areas that are predominantly residential with one or more mixed-use corridors or centers. An infill village shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network, oriented around one (1) or more existing or planned common destinations.~~

~~2. The edges of an infill village should blend into adjacent neighborhoods and/or a downtown without buffers.~~

~~3. An infill village shall include T3, T4, and T5 zones.~~

~~B. Infill Regional Center.~~

~~1. An infill regional center shall be assigned to downtown areas that include significant office and retail uses as well as government and other civic institutions of regional importance. An infill regional center shall be mapped as at least one (1) complete long or linear pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around an important mixed-use corridor or center.~~

~~2. The edges of an infill regional center should blend into adjacent neighborhoods without buffers.~~

~~3. An infill regional center shall include T4, T5, and T6 zones.~~

~~(3) Transect Zones.~~

~~A. The transect zone standards for infill development shall be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation.~~

~~B. The calibration of transect zone standards and building scale standards to reflect existing or intended conditions shall be documented, attached, and approved as part of the rezoning as table 18B and subsection (e)(8).~~

~~Table 18B shall be limited to:~~

Item # 21 Corrected

~~1. Allocation of zones~~

~~2. Base residential density~~

~~3. Block size~~

~~4. Public frontages~~

~~5. Civic space~~

~~6. Lot occupation~~

~~7. Setbacks~~

~~8. Building disposition~~

~~9. Private frontages~~

~~10. Building height~~

~~11. Building function~~

~~Subsection (e)(8) shall be limited to:~~

~~1. Building disposition~~

~~2. Building configuration~~

~~3. Building function~~

~~4. Parking standards~~

~~5. Architectural standards~~

~~6. Landscape standards~~

~~7. Sign standards~~

~~C. Unless otherwise indicated, the transect zones and building scale plans shall follow the standards set forth in table 200-18 and subsection 35-209(e).~~

~~D. A master development pattern plan (MDPP) shall be submitted and approved for property zoned form based development district before any building permits shall be issued.~~

~~E. The master development pattern plan shall follow the standards set forth in subsections 35-209(c), 35-209(e), and 35-209(f) and shall be in accordance with the provisions of subsection 35-357(h).~~

~~(4) Civic Requirements.~~

~~A. General.~~

~~1. Zoning site plans for infill shall designate civic space zones (CS), civic building zones (CB), and civic transit zones (CT) within each development pattern. No minimum allocation is required.~~

~~2. A civic space, building, or transit zone shall be permitted if it does not occupy more than twenty (20) percent of a pedestrian shed; otherwise it is subject to the creation of a special district [see subsection 35-209(d)(5)].~~

~~3. Civic zones shall follow the parking standards set forth in subsection 35-209(e)(9)(C)(7).~~

~~B. Civic Space Zones (CS). Civic spaces shall be permitted in accordance with table 200-9.~~

~~C. Civic Building Zones (CB). Civic buildings shall be approved in accordance with the standards of subsection 35-209(e)(9)(C)(6).~~

~~(5) Specialized District.~~

~~A. An infill development may designate a specialized district in accordance with subsection 35-209(e)(9).~~

~~(6) Special Requirements.~~

~~A. An infill development may designate any of the special requirements listed in subsection 35-209(e)(10).~~

**(e) BUILDING-SCALE PLANS**

**(1) INSTRUCTIONS**

- A. The requirements ~~described in this section 35-209(e) and in the tables in section 35-209(h)~~ shall control the disposition, configuration and function of buildings, as well as their architectural, landscape, parking, and signage and ambient standards. ~~Optional designations~~ Special Requirements that are identified or listed appear on the master development pattern plan Development Pattern shall be mandatory. ~~Residential building types shall comply with Table 209-15.~~
- B. Plan submittals for the MDPP, plats, Plats, and building permits ~~Permit~~ shall show adequate information to determine that each development pattern is in compliance with these regulations at each stage of permitting. The specific submittal requirements are outlined ~~outline~~ in section 35-357.

**(2) ~~SPECIFIC TO NATURAL AND RURAL ZONES (T1 & T2)~~**

- ~~A. Environmental Standards The modification of the natural conditions listed in Sections (c)(3)(B) and (c)(4)(B) shall be according to Local, State and Federal guidelines.~~

**(2) (3) GENERAL TO T2-T6**

A. Building Disposition

1. Newly platted lots shall be dimensioned as shown graphically on the master development pattern plan or on an addendum per section 35-357(h)(3) and shall be platted or re-platted according to the standards of table 209-18.
2. One (1) principal building ~~at the frontage,~~ one (1) back building, and one (1) outbuilding ~~to the rear of it,~~ may be built on each lot as shown in table 209-10B, table 209-10
3. Rear setbacks for outbuildings shall be as indicated on table 209-18.
4. Buildings shall be disposed in relation to the boundaries of their lots according to table 209-11 20-11 and table tables 209-18.
5. Lot coverage by building shall not exceed that shown in table 209-18.
6. Facades shall be built parallel or tangent to the primary frontage ~~principal~~ line. For lots having two (2) frontages the one shall be designated along the more urban frontage as shown in Table 209-10 shall be the principal primary frontage. The other shall be designated the secondary ~~Reverse~~ frontage.
7. Buildings shall have their principal entrance facing the primary ~~on a~~ frontage line.

8. ~~Setbacks for principal buildings shall be as shown in table 209-18. In the case of an infill lot, setbacks shall match one or the other of the existing adjacent setbacks.~~
9. In a parking structure or garage, each level above grade counts as a single story, ~~regardless of its relationship to habitable stories.~~
10. Lot Orientation to Street. Lots shall front a vehicular thoroughfare (with the exception of alleys), except that twenty-five (25) percent of the lots within each development pattern transect zone may front a pedestrian path, green civic space, or conservation area provided the third place shall front a public street.

#### **B. Building Configuration**

1. Private frontage types shall be as ~~prescribed~~ described in table 209-12 and allocated in table 209-18.
2. Building heights shall be as ~~prescribed~~ described in table 209-18.

#### **C. Building Function**

1. Buildings in each transect zone ~~shall~~ may be dedicated to the functions ~~listed~~ described in ~~tables 209-13A and 209-13B.~~ table 209-13.
2. Intensity of Building Functions ~~The functions specified in Table 209-13A shall be limited in intensity by the requirements in table 209-13A. Actual Parking available to meet the Parking Standards (Table 209-14). This shall constitute the Base Density.~~
3. Primary functions masked by liner buildings shall provide vehicular access through an alley, and shall provide access by emergency vehicles as required by the latest adopted version of the International Fire Code.
4. Manufacturing, production, warehousing, wholesale, storage, processing, assembly, and extraction functions shall be determined to be light or heavy within the context of FBZD based on the following performance criteria. If a function conforms with all of the criteria listed in section 35-209 (e)(2)(c)(4)(a)-(n), it shall be determined to be light industrial. If it does not conform to one or more of the criteria, it shall be determined to be heavy industrial.
  - a. Less than 10,000 square feet. building ground floor area
  - b. The use of vehicles with two (2) or more rear axles and/or vehicles that require a Texas commercial drivers license is limited to:
    - i. The hours between 6:00 AM and 6:00 PM
    - ii. Fifteen (15) trips per day
  - c. The commercial use of vehicles with one (1) rear axle, excluding employees' personal vehicles, is limited to:

- i. The hours between 4:00 AM and 10:00 PM
  - ii. Fifteen (15) trips between 4:00 AM and 10:00 PM per day
- d. No outdoor storage, outdoor disposal containers (unless located in a rear alley and adequately screened), outdoor operations, or outdoor loading docks.
- e. Between the hours of 6:00 AM – 6:00 PM, noise levels measured at the property line do not exceed:
  - i. The existing background broadband sound pressure level by more than 7 dBA
  - ii. A broadband sound pressure level greater than 60 dBA
- f. Between the hours of 6:01 PM – 5:59 AM, noise levels measured at the property line do not exceed:
  - i. The existing background broadband sound pressure level by more than 3 dBA
  - ii. A broadband sound pressure level greater than 45 dBA
- g. Exterior Lighting conforms to the following criteria
  - i. Lighting fixtures are shielded with a cutoff of less than ninety (90) degree. All structural parts of the fixture providing the ninety (90) degree cutoff angle are permanently affixed to the general light structure.
  - ii. Fixtures with a lamp or lamps rated at a total of more than 1800 lumens, and flood lamps rated at a total of more than 900 lumens, do not emit any direct light above a horizontal plane through the lowest direct-light-emitting part of the fixture.
  - iii. All lighting is aimed, located, designed, shielded, fitted and maintained so as not to project light into a neighboring use or property.
  - iv. Flood lamps and the light source they emit are not visible from the thoroughfare.
  - v. All exterior lighting and all lighting or glare resulting from industrial processes are installed and/or shielded in such a manner that the light source is obscured to prevent glare on thoroughfares and other properties.
- h. At any time and at any point on the property line, ground vibrations do not exceed the limits of displacement prescribed in table 209-16.
- i. No air contaminants (such as, but not limited to, dust, ash, vapor, carbon, pollen, or other air pollutants) are discharged into the air
- j. No smoke is discharged into the atmosphere
- k. No refuse is incinerated
- l. No liquids are disposed onto the site or into adjacent drainage systems, except for sanitary waste
- m. At the property line, odor does not exceed toxic odor thresholds established by ASTM International E679-04

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

~~3. The Base Density may be adjusted upward by adding the Actual Parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 14B). The result shall be the Effective Parking available for calculating the Adjusted Density.~~

#### D. Parking Standards

1. Vehicular parking shall be provided as required by the minimum and maximum parking requirements in tables 209-14A and 209-14B. The quantity of required parking spaces shall be and adjusted for sharing mixed use as shown in accordance with table 209-14C. tables 209-14.
2. On-street parking adjacent to the frontage lines of a lot shall count available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.
3. The required parking may be provided within one-quarter mile of the site that it serves. A form based parking plan for the area must be provided to exercise this option.
  - a. A form based parking plan shall include the location of public or private surface or structured parking facilities. The number of automobile and bicycle spaces provided by the facility shall be indicated.
  - b. A form based parking plan shall be submitted with the master development pattern plan. The form based parking plan must be approved and the parking facilities built prior to issuance of building permits or certificates of occupancy for uses that intend to utilize the facilities to meet parking requirements.
4. Primary use parking Parking lots shall be masked at from the frontage by a liner building or streetscreen as specified in Section 35-209(f)(23)(E)(1).
5. Exemptions from required parking
  - a. Retail. Retail space under 1500 square feet
  - b. Rehabilitated building. Building that has been rehabilitated or retrofitted by an investment greater than fifty (50) percent of the

building's value prior to rehabilitation or retrofit. Only the rehabilitated or retrofitted square footage is eligible for the parking exemption.

6. Bicycle parking:

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

E. Architectural Standards

- 1. ~~Streetscreens shall be made of brick, or stucco, or masonry on block to match the facade of the principal building. as shown in Table 209-11 or a hedges and or fences shall not to exceed 3.5 feet in height.~~
- 2. ~~Windows shall use clear glass.~~
- 2.3. Openings above the first story shall not exceed fifty (50) percent of the total building wall area, with each facade being calculated independently.

F. Landscape Standards

- 1. A minimum of seventy seven (70) points are required for each development pattern per point system below: site (see table below).

a. Landscaping Point System

i. General Options

Street Trees – twenty-five (25) points

Parking Lot Screening – twenty-five (25) points

Preservation of Existing Native Trees – up to forty (40) points

Native Understory Preservation – fifteen (15) points

Native Understory Installation – fifteen (15) points

Other non-lawn native vegetation – up to twenty (20) points

ii. Mandatory Landscaping

Parking Lot Shading minimum thirty (30) percent shading)

Public Frontage Streetscape Trees

b. Tree Mitigation Options

Landscaped roofs

Wildlife enhancement

Native landscaping along bike, pedestrian network to promote "green corridor"

Native landscaping in civic space or park  
Native vegetated best management practice (bmp) for natural  
stormwater features

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

G. Sign Standards

1. One (1) address number no more than six (6) inches vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
2. One (1) blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of four (4) square feet unless otherwise specified.
3. Encroachment. Freestanding signs including monument signs shall will have a minimum five-foot setback from frontage ROW lines or a fifteen-foot setback from lot lines (see table 209-10D) and shall not exceed six (6) feet in height.
4. Address Numbers. Numbers (not letters spelling numbers) shall be placed near the front door or front porch steps. Numbers shall be mounted to the door, the wall beside the door, the entablature, a square porch column or the top riser.
5. Directional Signs. Parking directional signs shall not exceed four (4) square feet in area per side and three (3) feet in height.
- ~~4. Off-site signs that are freestanding and detached are prohibited.~~
6. Lighting.
  - a. In T1, T2, and T3, signs shall not be illuminated.
  - b. In T4, T5, and T6, signs may be illuminated. If illuminated, signs shall only be illuminated by an external lighting source that is shielded and positioned in a manner that illuminates only the sign and prevents any glare or spillover onto adjacent properties.
- ~~75.~~ Configuration. The following sign configurations are allowed in all transect zones except T3 and T4.

- a. Band Signs. Band signs consist of a band of lettering across the entire width of the building. Band signs shall be a maximum of thirty-six (36) inches tall, and the bottom of the band sign shall not be installed more than twelve (12) feet or less than eight (8) feet above the sidewalk. Band signs shall ~~may~~ be front-lit. ~~with gooseneck lights.~~
  - b. Board Signs. Board signs consist of painted or vinyl graphics on a signboard attached flush with wall.
  - c. Window Signs. Window Signs may be neon behind the glass, or, paint or vinyl applied directly to the glass. Neither shall be mounted on opaque sign boards. The area ~~height~~ of any window sign is limited to one-third (1/3) ~~the height~~ of the glass in the sash where the sign is installed, excluding muntins.
  - d. Painted Wall Signs. Painted wall signs shall be rectangular, oriented horizontally or vertically, and no larger in area than two (2) by two (2) times the building width.
  - e. Home-based Business Signs. Signs advertising a home-based business shall be wood, painted, and a maximum size of four (4) square feet. Signs may have engraved, gold leaf letters and symbols. Signs may be mounted to a freestanding post, hung below a porch roof, or mounted to a building wall. Alternately, brass may be used for signs mounted to masonry building walls. One (1) sign advertising a home-based business is permitted at each frontage.
  - f. Real Estate Sign. One (1) real estate sign advertising a property for sale or rent may be displayed at each frontage, not to exceed six (6) square feet.
  - g. Monument Signs. Monument signs are permanent freestanding signs mounted on a solid base with no more than two sign faces, and are limited to a landscaped area. Signs shall not exceed four (4) feet in height, including the base, four (4) feet in width, and eight (8) square feet per sign face.
8. Exceptions. The following signs shall be exempt from the sign standards.
- a. Transit Stops. Signs or markers installed by a public transit agency to designate transit stops.
  - b. Government Signs. Public signs erected by or on behalf of a governmental agency to convey public information, identify public property, post legal notices, or direct or regulate pedestrian or vehicular traffic.
  - c. Noncommercial or Political Speech Signs. Must not exceed fifteen (15) square feet of facing composed of durable material, situated wholly upon private property and securely affixed to a building, fence, or wall, and having a frame or trim not more than three inches wide. Noncommercial or Political Speech Signs may be used for a maximum of ninety (90) days.

- d. Public Utility Signs. Informational signs of a public utility regarding its lines, pipes, poles, or other facilities.
- e. Temporary Signs. Temporary signs shall include: cloth banners extending over public right-of-way; A-boards and other portable sidewalk signs; emergency warning signs erected by a government agency, a public utility company or a contractor doing authorized work within the public right-of-way; and balloons less than one foot in diameter. Temporary signs may be used for a maximum duration of thirty (30) days each six (6) months.

9. Prohibited Signs.

- a. Inflatable Figures/Devices. Three dimensional wind powered or air-filled figures other than balloons one (1) foot in diameter or less.
- b. Off-premise Signs. A sign which is a primary use and advertises businesses, commodities, activities, services or persons which are not usually available or present upon the premises upon which such sign is located, or which directs persons to any location not on the premises. Any sign with more than ten (10) percent of the sign devoted to such use shall be deemed to be an off-premise sign.
- c. Pole Signs. Freestanding pole signs, not including flag poles.
- d. Roof Signs. Signs painted on or mounted on a building roof.
- e. Signs that simulate in color, size, or design, any traffic control sign or signal or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic.

10. All signs shall comply with Chapter 28 if not expressly addressed in this section and the standards of any overlay zone and the standards of Chapter 35.

**(3) (4) SPECIFIC TO SUB-URBAN ZONES (T3)**

A. (T3) Building Disposition

- ~~1. No portion of the Private Frontage may encroach the sidewalk.~~
- 1. 2. Porches ~~Open porches~~ may encroach up to fifty (50) percent of the depth of the first lot layer.
- 2. 3. Balconies and bay windows may encroach up to twenty-five (25) percent of the depth of the first lot layer.
- ~~4. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one shall be designated along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be designated the Reverse Secondary Frontage.~~

~~5. Buildings shall have their principal entrance facing the principal on a frontage line.~~

B. (T3) Building Configuration. [See subsection 35-209(e)(2)(B)]

C. (T3) Building Function. [~~See Section 35-209(f)(23)(C).~~] Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.

D. (T3) Parking Standards

- ~~1. All Open parking areas shall be located in at the second and/or third lot layers. except that driveway aprons and drop-offs may be located at the First Layer.~~
2. Garages shall be located in at the third lot layer as illustrated in table 209-10C 209-10.
- ~~3. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall only be internal, shall be a minimum of sixty (60) feet from either street intersection of the block face, and shall be masked from the public frontage by a liner building or streetscreen. as specified in Section (f)(23)(E)(1).~~
4. 2. Parking may be accessed from the primary or secondary frontage by means of a driveway.
- ~~3. Maximum Parking Ratios may be established by the CRC.~~

E. (T3) Architectural Standards

1. The facades on retail frontages shall be detailed as shopfronts, storefronts and glazed no less than 70% of the sidewalk level story.
2. The exterior finish material on all facades shall be limited to brick, masonry, stone, wood siding, cement fiber siding, corrugated metal, composite aluminum panels and/or stucco with the exception of cast and molded metal which can be used for detailing on shopfronts, storefronts.
3. Balconies and porches shall be made of the same material as the primary structure, or made of painted wood/wood fiber composite.
4. Principal buildings shall have sloped roofs.
5. Fences, if provided in the private frontage, shall be at the frontage lines ~~line~~ as illustrated in table 209-10D table 209-10. Fences at lot lines shall may be of painted wood board or ironwork, with the exception that chain link may be used in the second and third Layers. provided that Chain link shall-is-not be installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.

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

F. (T3) Landscape Standards

1. A minimum of one (1) street tree shall be planted within the first lot layer for each thirty (30) feet of principal primary frontage line. ~~as illustrated in Table 209-10C and 209-12.~~
2. The first lot layer as shown in table 209-10C ~~table 209-10~~ shall consist of trees of various species, naturalistically clustered, as well as low maintenance understory.
3. The landscape installed shall consist primarily of native species (eighty (80) percent) and established by drip irrigation.

G. (T3) Sign Standards —~~T3 Specific~~

1. Signs ~~Signage~~ may not be illuminated ~~lit~~.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows.
3. Address Numbers. Numbers shall be metal, ceramic or paint.

4. 3. Configuration

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

style and shall not be computed as part of the allowable size of the sign.

- ~~5. 4.~~ There shall be no signs signage permitted in T3 other than as additional to that specified in this subsection 35-209(e)(3)(G).

**(4) (5) SPECIFIC TO GENERAL URBAN ZONES (T4)**

A. (T4) Building Disposition

1. Balconies, open porches, and bay windows, stoops, shopfront awnings, and galleries may encroach up to fifty (50) percent of the depth of the first lot layer.
2. Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
3. ~~Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.~~
5. ~~Buildings shall have their principal entrance on a frontage line.~~

B. (T4) Building Configuration. [See subsection 35-209(e)(2)(B) Subsection 35-209(e)-(3)(B).]

C. (T4) Building Function

1. ~~Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.~~
- 1.2. Ancillary functions to lodging, office, retail, and civic functions ~~Accessory uses of Limited Lodging or Limited Office~~ shall be permitted within an outbuilding and/or backbuilding.
2. Any single function that occupies a ground-floor area larger than 90,000 square feet shall do so only under one of the following conditions:
  - a. The building shall be enclosed by a liner building.
  - b. Each building façade shall provide at least one public entrance at the ground-floor level every seventy-five (75) linear feet. If a façade is narrower than seventy-five (75) linear feet, one entrance, which may be either a public entrance or a tenant/resident entrance, shall be provided along that façade. Corner entrances count for both facades.

D. (T4) Parking Standards

1. ~~A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.~~

- ~~2. Maximum Parking Ratios may be established by the CRC.~~
- ~~3. All parking areas except for driveways shall be located at the Second or Third Lot Layer as illustrated in Table 209-10. Garages shall be at the Third Layer. Parking areas in the Second Lot Layer shall only be internal, shall be a minimum of 60 feet from either intersection of the block face, and shall be masked from the frontage by a liner building or Streetscreen as specified in Section (f)(3)(E)(1).~~
1. All parking areas shall be located in the second and/or third lot layers.
2. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall be a minimum of sixty (60) feet from either street intersection and shall be masked at the frontage by a liner building or streetscreen
3. Garages shall be located in the third lot layer as illustrated in table 209-10C.
4. Parking may be accessed from the primary frontage by means of a driveway.

E. (T4) Architectural Standards

1. The facades on retail frontages shall be detailed as shopfronts storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to brick, masonry, stone, clapboard, cement fiber siding, corrugated metal, composite aluminum panels, and/or stucco, with the exception of cast or molded metal which can be used for detailing on retail Shopstorefronts. For accent, External Insulation Finishing System (EIFS), river rock, glass block, ironwork and/or tile may be used accumulatively on no more than twenty-five (25) percent of the each elevation.
3. Balconies and porches shall be made of the same material as the primary structure, or made of painted wood/wood composite or metal.
4. Principal buildings Buildings shall have sloped roofs.
5. Fences, if provided in the private frontage, shall be at the frontage lines line as illustrated in table 209-10D table 209-10. Fences at lot lines shall may be of painted wood board or ironwork, with the exception that chain Chain link may be used in the second and third layers. provided that Chain chain link shall is not be installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.

6. Disposal receptacles shall be stored in the second or third lot layer and shall not be visible from the thoroughfare.
7. Disposal receptacles that serve non-residential functions shall be screened completely from public view at ground level.
  - a. Screening shall be a minimum of six (6) feet in height or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
  - b. Screening shall be provided by plants, a solid screen fence or wall, or a combination thereof.
  - c. Materials for walls shall conform to transect zone standards as prescribed in subsection 35-209 (e)(4)(E)(2).
  - d. Fences shall consist of painted wood board.
  - e. Screening provided by plants shall follow the standards in subsection 35-511(c).
8. The maximum length of an individual wall plane that faces a street shall be fifty (50) feet.
  - a. If a building wall plane facing a street exceeds fifty (50) feet in length, at least two (2) of the following techniques shall be employed to reduce the perceived mass:
    - i. Change materials with each building module to reduce its perceived mass; or
    - ii. Change the height with each building module of a wall plane. The change in height shall be at least ten (10) percent of the vertical height; or
    - iii. Change the roof form of each building module to help express the different modules of the building mass; or
    - iv. Change the arrangement of windows and other facade articulation features, such as, columns, pilasters or strap work, which divides large planes into smaller components.
  - b. If a building wall plane facing a street exceeds one hundred fifty (150) feet in length, then massing breaks shall be employed. Massing breaks shall:
    - i. Be employed at intervals of no more than one hundred fifty (150) feet
    - ii. Take the form of a forecourt [see table 209-12 D] or a passage connecting to an internal courtyard
    - iii. Extend into the Third Lot Layer and measure at least twenty-five (25) feet in width

F. (T4) Landscape Standards

1. A minimum of one (1) street tree shall be planted within the first lot layer for each thirty (30) feet of primary frontage line ~~as illustrated in Tables 209-10 and 209-12.~~
2. The first lot layer as shown in table 209-10 shall be planted with trees. Lawn shall be permitted.
3. The landscape installed shall consist of eighty (80) percent native species that are of drought tolerant ~~of soil compaction~~ and established by drip irrigation.

#### G. (T4) Sign Standards

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

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of five (5). The top of the blade sign shall be between nine (9) feet and twelve (12) feet above the sidewalk. The blade sign shall be thirty-two (32) inches tall maximum. Blade signs shall be no more than four (4) feet wide nor project more than five (5) feet from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
4. There shall be no signs-signage permitted in T4 other than as additional to that specified in this section 35-209(e)(4)(G).

#### **(5)(6) SPECIFIC TO URBAN CENTER ZONES (T5)**

##### A. (T5) Building Disposition

1. Stoops, lightwells, balconies, bay windows and terraces may encroach one hundred (100) percent of the depth of the first lot layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least eight (8) feet.

3. Loading docks, service entrances, and service yards shall be located in the third lot layer and shall only be accessed through the third lot layer or alley. ~~permitted on side and rear yards.~~
4. A minimum of seventy (70) percent of the façade shall be built parallel to the primary frontage line. ~~Facades shall be built parallel to the principal frontage line along a minimum of 70% of its length on the setback shown in Table 209-18.~~ In the absence of a building along the remainder of the frontage line, a streetscreen shall be built parallel to the primary frontage line. ~~co-planar with the facade.~~
5. ~~For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.~~
6. ~~Buildings shall have their principal entrance on a frontage line.~~

B. (T5) Building Configuration

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

C. (T5) Building Function

1. ~~Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14-14.~~
2. ~~Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.~~
1. Ancillary functions to lodging, office, retail, and civic functions shall be permitted within an outbuilding and/or backbuilding.
2. ~~3.~~ First story retail shall be permitted in all buildings, throughout and shall be required at Mandatory Retail Frontages in accordance with Section 35-209(d)(10(A)(2).
3. Any single function that occupies a ground-floor area larger than 90,000 square feet shall do so only under one of the following conditions:
  - a. The building shall be enclosed by a liner building.
  - b. Each building façade shall provide at least one public entrance at the ground-floor level every seventy-five (75) linear feet. If a façade is narrower than seventy-five (75) linear feet, one entrance, which may

be either a public entrance or a tenant/resident entrance, shall be provided along that facade. Corner entrances count for both facades.

#### D. (T5) Parking Standards

- ~~1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.~~
- ~~2. Maximum Parking Ratios may be established by the CRC.~~
1. 3. All parking areas shall be located in at the second and/or third lot layer as illustrated shown in table 209-10C table 209-12C.
2. Parking areas in the second lot layer are only allowed at mid-block locations (not corner lots), shall be a minimum of sixty (60) feet from either street intersection and shall be masked at the frontage by a liner building or streetscreen.
3. Garages shall be located in the third lot layer.
4. Parking shall ~~be have access~~ accessed from an a-rear alley.
5. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a principal building.
6. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than thirty (30) feet at the frontage line.
7. When a form based parking plan is provided within the long pedestrian shed of a regional center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty (30) percent without increasing parking requirements cited in table 209-14.

#### E. (T5) Architectural Standards

1. The facades on retail frontages shall be detailed as shopfronts, storefronts and glazed no less than seventy (70) percent of the sidewalk level story.
2. The exterior finish materials on all facades shall be limited to stone, brick, masonry, corrugated metal, composite aluminum panel, and/or stucco, with the exception of cast or molded metal which can be used for detailing on retail storefronts. Clapboard and cement fiber siding may be used, but are not permitted on the first story of the primary facade. For accent, External Insulation Finishing System (EIFS), river rock, glass block, ironwork and/or tile may be used on no more than twenty-five (25) percent of each elevation.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets or sloped roofs.

5. Streetscreens shall be located parallel to a frontage line coplanar with the building facade line as shown in table 209-10D. table 209-10 Fences, if provided in the private frontage, shall be at the frontage lines as illustrated in table 209-10D. Fences at lot lines shall be of ironwork. Chain link may be used in second and third layers provided that chain link is not installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.
6. Disposal receptacles shall be stored in the second or third lot layer, and shall only be accessible from the back of the building or the alley.
7. Disposal receptacles shall be screened completely from public view at ground level.
  - a. Screening shall consist of a solid wall and be a minimum of six (6) feet in height, or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
  - b. Screening materials shall conform to transect zone standards as prescribed in subsection 35-209 (e)(5)(E)(2).

F. (T5) Landscape Standards

1. A minimum of one street tree shall be planted within the first lot layer for each thirty (30) feet of primary frontage line. ~~as illustrated in Table 209-10 and 209-12.~~
2. The first lot layer ~~as shown in Table 209-10~~ shall be landscaped or paved to match the adjacent ~~enfacing~~ public frontage as shown in tables 209-6E and 209-6F ~~table 209-6~~.
3. Trees shall be a species with shade canopies that, at maturity, remain clear of building frontages.
4. The landscape installed shall consist of eighty (80) percent native species that are drought tolerant ~~of soil compaction~~ and established by drip irrigation.

G. (T5) Sign Signage Standards

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

4. 2. Configuration. The following configurations are allowed in T5 in addition to the configurations allowed in subsection 35-209(e)(3)(G)(6).

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

5. 3. A single external sign band may be applied to the facade of each building, providing that such sign not exceed three (3) feet in height by any length.

~~4. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.~~

**(6) (7) SPECIFIC TO URBAN CORE ZONES (T6)**

A. (T6) Building Disposition

- 1. Stoops, lightwells, balconies, and bay windows and terraces may encroach one hundred (100) percent of the depth of the first lot layer.
- 2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least eight (8) feet.
- 3. Loading docks, service entrances, and service yards shall be located in the third lot layer and shall only be accessed through the third lot layer or alley. ~~permitted on side and rear yards.~~
- 4. A minimum of eighty (80) percent of the façade shall be built parallel to the primary frontage line. ~~Facades shall be built parallel to the principal frontage line along a minimum of 80% of its length on the setback shown in Table 209-18. In the absence of building along the remainder of the~~

frontage line, a streetscreen shall be built parallel to the primary frontage line. co-planar with the facade.

~~5. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. The other shall be the Reverse Frontage.~~

~~6. Buildings shall have their principal entrance on a frontage line.~~

B. (T6) Building Configuration [See subsection 35-209(e)(2)(B). ~~Subsection 35-209(f)(3)(B)~~]

C. (T6) Building Function

~~1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.~~

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

2. First story Ground floor retail shall be permitted in all buildings throughout and shall be required at Mandatory Retail Frontages.

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

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

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

D. (T6) Parking Standards

~~1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.~~

~~2. Maximum Parking Ratios may be established by the CRC.~~

1. 3. All parking areas shall be located in at the third lot layer. as shown in Table 209-10.

2. 4. Parking shall be accessed have access from an a-rear alley.

3. 5. Pedestrian entrances to all parking lots and parking structures shall be directly accessed from a frontage line. Only underground parking structures may be entered by pedestrians directly from a principal building.

- 4.6. The vehicular entrance of a parking lot or garage ~~on a frontage~~ shall be no wider than thirty (30) feet at the frontage line.
5. When a form based parking plan is provided within the long pedestrian shed of a regional center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty (30) percent without increasing parking requirements cited in table 209-14.

E. (T6) Architectural Standards

1. The facades on retail frontages shall be detailed as shopfronts storefronts and glazed no less than eighty (80) percent on of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to stone, brick, masonry, composite aluminum panel, and/or stucco, with the exception of cast or molded metal which can be used for detailing on retail Shopstorefronts. Clapboard and cement fiber siding may be used, but are not permitted on the first story of the primary facade. For accent, External Insulation Finishing System (EIFS), river rock, glass block, ironwork and/or tile may be used on no more than twenty-five (25) percent of each elevation.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets, or sloped roofs.
5. Streetscreens shall be located parallel to a frontage line coplanar with the building facade line as shown in table 209-10D, table 209-10. Fences, if provided in the private frontage, shall be at the frontage lines as illustrated in table 209-10D. Fences at lot lines shall be of ironwork. Chain link may be used in second and third layers provided that chain link is not installed on street frontage. Fences shall not exceed four (4) feet in height in the first lot layer and six (6) feet in height in the second and third lot layers. Solid fencing is not allowed in the first lot layer.
6. Disposal receptacles shall be stored in the second or third lot layer, and shall only be accessible from the back of the building or the alley.
7. Disposal receptacles shall be screened completely from public view at ground level.
  - a. Screening shall consist of a solid wall and be a minimum of six (6) feet in height, or a height sufficient to obscure the area or equipment requiring the screening, whichever is less.
  - b. Screening materials shall conform to transect zone standards as prescribed in section 35-209 (e)(6)(E)(2).

F. (T6) Landscape Standards

1. The first lot layer ~~as shown in Table 209-10 and 209-12~~ shall be landscaped or paved to match the public frontage as shown in tables 209-6E and 6F table 209-6.
2. Trees shall be species with shade canopies that, at maturity, remain clear of building frontages.
3. Trees shall not be required in the first lot layer. ~~(Table 209-10)~~.
4. The species of landscape installed shall consist of eighty (80) percent native species that are drought tolerant of soil compaction and established by drip irrigation.

G. (T6) Sign Signage Standards

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

shall be mounted twelve (12) feet maximum away from the exterior wall of the building and shall be a maximum of three (3) feet wide.

5.4. A single external sign band may be applied to the facade of each building, provided that such sign not exceed three (3) feet in height by any length.

~~5. Signage shall be externally lit, except that signage within the Shopfront glazing may be neon lit.~~

## **(f) GUIDELINES FOR TRANSIT FACILITIES, BICYCLE PARKING, AND SCHOOLS**

### **(1) TRANSIT GUIDELINES**

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

### **(2) BICYCLE PARKING GUIDELINES**

- A. Short term bicycle parking shall be free, prevalent, visible, well lit, and convenient to building entrances. This type of parking is intended for customers, visitors and messengers, and is typically in the form of a bicycle rack.
- B. Long term bicycle parking shall be covered or indoors, and may be located in space such as under stairways, at the end of hallways, basements, or in unused areas of parking structures. This type of parking is intended for employees,

students, residents and commuters and may be access controlled by the user. Bicycle lockers or enclosed cages are typical.

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

~~A. Bicycle parking shall be provided free and nearby all destinations and may be located in any Transect Zone. All bicycle parking should be secure and visible.~~

~~1. Short Term Parking shall be adequate, prevalent, visible and convenient to entrances, and is required in Transect Zones T4, T5 and T6. This type of parking is intended for customers, visitors and messengers.~~

~~2. Long Term Parking shall be provided in Transect Zones T4, T5 and T6. This type of parking is intended for employees, students, residents and commuters. Long Term Bicycle Parking must be covered or indoors, space is usually available inside under stairways, at the end of hallways, basements, or in unused areas of a parking structure.~~

**~~B. Bicycle Parking Spaces~~**

~~1. One employee bicycle parking space for every 7,500 square feet, or portion thereof, of office floor area and one additional such visitor space for every 20,000 square feet, or portion thereof, of office floor area.~~

~~2. One resident bicycle parking space for every three residential units, or portion thereof, of residential units and one visitor space for every 50 residential units, or portion thereof, of residential units.~~

~~C. The facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians or any required fire egress.~~

**(3) ELEMENTARY SCHOOL GUIDELINES**

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

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

## **(g) DEFINITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Bicycle Facility:** Reference table 209-7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

~~Civic Building: a building designed specifically for a civic function.~~

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

~~**Civic Space:** an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings.  
-see table 209-9.~~

**Civic Transit Zone:** area reserved for transit facilities.

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

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

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

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

**Cottage:** a single family dwelling, edge yard building type no more than 1 ½ stories tall and between seven hundred (700) and one thousand five hundred (1,500) square feet total floor area.

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

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

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

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

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

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

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

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

**Detached House:** a dwelling unit not attached to any other primary use structure that is on a 45-120 foot wide lot.

**Developable areas:** residual to the preserved open space sector.

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

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

**District:** see specialized district.

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

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

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

**Elevation:** the exterior walls of a building not along a frontage line. See façade (table 209-10D)

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

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

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

**Estate House:** a single family dwelling, edge yard building type constructed on a lot at least 720 feet wide along the frontage, of rural character, often shared by one or more accessory buildings.

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

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

**Fence:** a barrier enclosing space or separating lots.

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

~~**Frontage Line:** those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 209-10).~~

**Frontage Buildout:** the percentage of a building façade that is built within the parameters of the required setbacks.

**Frontage Line:** the lot line that separates the public frontage from the private frontage. (see table 209-10D)

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

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

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

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

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

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

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

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

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

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

**Hamlet:** an incomplete village, standing free in the countryside. Because of a location away from transportation, a Hamlet has a weak commercial center. ~~This is the only Development Pattern appropriate in the Restricted Growth Sector.~~

~~Heavy Industrial Facility: High intensity manufacturing, processing and fabricating operations characterized by heavy commercial truck traffic and noise pollution. This use may also pose significant materials and/or processing hazards due to the nature of the operation. Includes any use in I-2 or MI-2 of Sec. 35-311 of the UDC.~~

**High Capacity Thoroughfare:** a major street with vehicular traffic levels above 20,000 vehicles per day.

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

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

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

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

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

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

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

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

~~Light Industrial Facility: Non-hazardous uses engaged in the manufacturing, storage and/or shipping and receiving of previously prepared materials or finished products or parts. Encompasses any uses in I-1, MI-1 or L in Sec. 35-311 of the UDC.~~

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

~~Liner Building: A building specifically designed to mask a parking lot or a parking structure from a frontage using a mix of residential, office and commercial uses. The parking structure shall be located within the third lot layer and the liner building must be located within the second and/or third lot layer.~~

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

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

~~**Live Work:** a dwelling unit that contains, to a limited extent, a commercial component. A Live Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level. (Syn.: Flexhouse.) (See Work-Live.)~~

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

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

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

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

~~**Lot Line:** the boundary that legally and geometrically demarcates a lot (see Frontage Line). Regulations reference lot lines as the baseline for measuring setbacks.~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**Parking Structure:** a building containing two or more stories of parking. Parking structures shall have liner buildings ~~at the first story or higher~~ of two stories or more on the principal primary and secondary frontages.

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

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

**Pedestrian Shed:** an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a development pattern. A standard pedestrian shed is one quarter of a mile radius or 1320 feet. With transit available or proposed, a long pedestrian shed has an average walking distance of a half-mile or 2640 feet. Pedestrian sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings.

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

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

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

**Potable water:** water suitable for drinking or cooking purposes.

**Principal Building:** the main building on a lot, usually located toward the frontage (see table 209-10B). (~~see table 209-10~~)

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

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

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

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

**Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the private frontage may be held to specific standards. The variables of private frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see tables 209-10A and 209-12 (see table 14)).

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

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

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

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

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

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

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

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

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

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

**Residential:** includes single-family and multifamily.

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

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

~~**Retail Frontage Line:** Frontage Lines designated on a master development pattern plan that require the provision of a Shopfront, causing the ground level to be available for retail use.~~

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

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

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

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

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

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

**Shared Parking Policy:** an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The shared parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time (see table 209-14C). (see table 209-14).

Item # 21 Corrected

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

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

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

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

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

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

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

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

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

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

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

**Streetscape Tree:** required tree in public frontage

**Street Tree:** tree on private frontage

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

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

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

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

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

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

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

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

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

**Thoroughfare:** thoroughfares describe all of the elements required within the transportation right-of-way. This includes, but is not limited to, vehicular lanes, parking lanes, curbs, plantings, and sidewalks.

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

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

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

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

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

~~**Transit Center:** A fixed location where passengers interchange from one route or vehicle to another that has significant infrastructure such as a waiting room, seating, restrooms, sales outlet, posted route/schedule information, ticket or pass vending machines and/or waiting areas for passenger pick-ups.~~

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

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

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

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

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

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

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

**Tree Well:** area, below post development grade, that is created for the preservation of existing and newly planted trees and vegetation consisting of drainage and a root aeration system around the tree and root zone. The area is created at existing grade before grade changes (fill) is completed. ~~Parts of the tree well may be capped with pervious or impervious material as permitted by the CRC.~~

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

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

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

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

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**TABLE 209-1: RELATIONSHIP BETWEEN SECTORS AND DEVELOPMENT PATTERNS**  
**OUTLINE OF THE CODE**

**FORM BASED DEVELOPMENT**  
**Use Pattern**

**TABLE 209-1:** The following table shows the relationship between the sectors and the development patterns.

	SECTORS SECTOR CATEGORIES	DEVELOPMENT PATTERNS PLANS
OPEN SPACE	S1 PRESERVE OPEN SPACE SECTORS	
	S2 RESERVED OPEN SPACE SECTORS	
NEW DEVELOPMENT	S3 RESTRICTED GROWTH SECTORS	H ▶ HAMLET
	S4 CONTROLLED GROWTH SECTORS	H V ▶ HAMLET ▶ VILLAGE
	S5 INTENDED GROWTH SECTORS	V R ++ ▶ VILLAGE ▶ REGIONAL CENTER ▶ HAMLET
EXISTING NEIGHBORHOODS INFILL DEVELOPMENT	S6 INFILL SECTORS	IR IV INFILL DEVELOPMENT ▶ INFILL VILLAGE ▶ INFILL REGIONAL CENTER

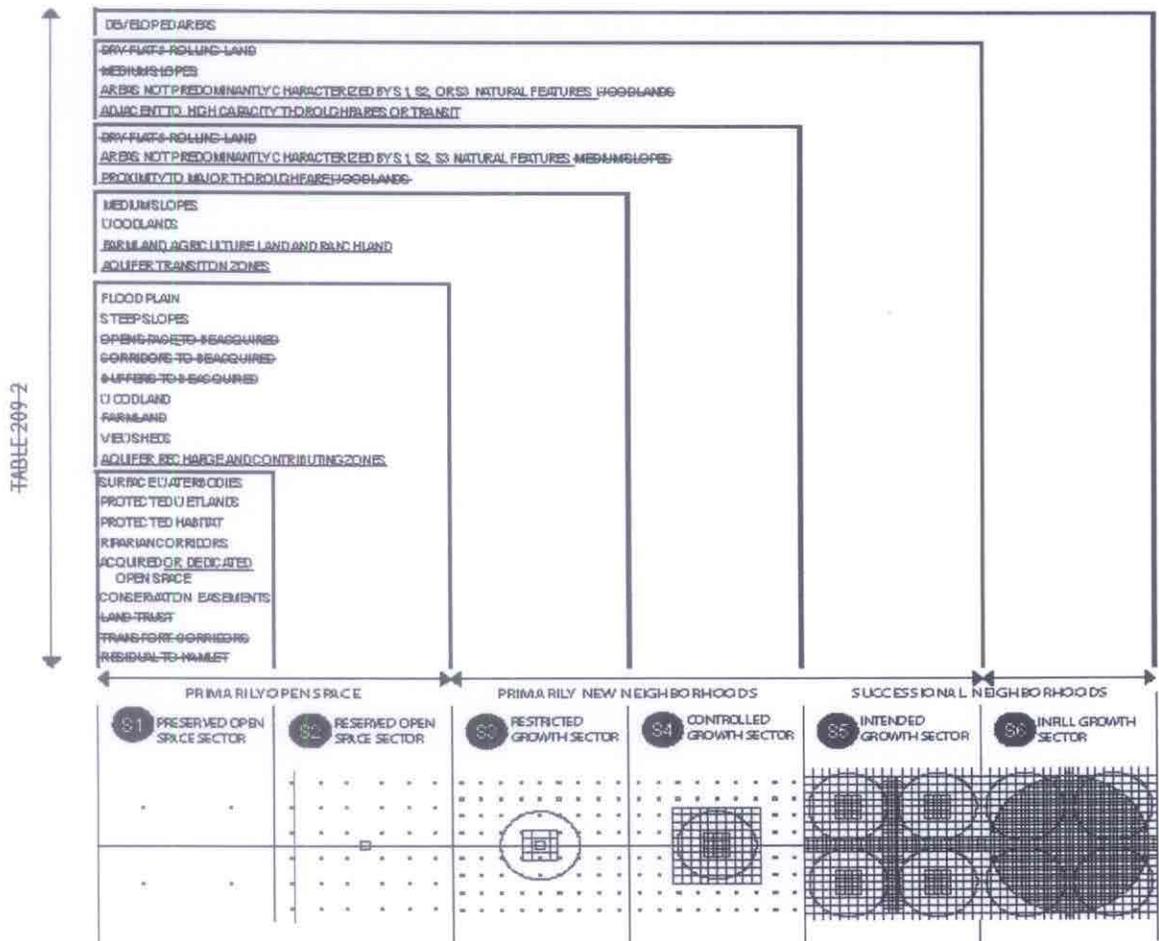
**TABLE 209-2 SECTOR ANALYSIS TABLE 209-2 SYSTEM ILLUSTRATED**

**FORM BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-2 Sector Analysis:** Sector determination is based on geographic characteristics as described here and in subsection 35-209(b).

**TABLE 209-1** Geography, including both the natural and the existing built environment, determine the areas that are suitable for development in various intensities, which correspond to various typical community patterns:

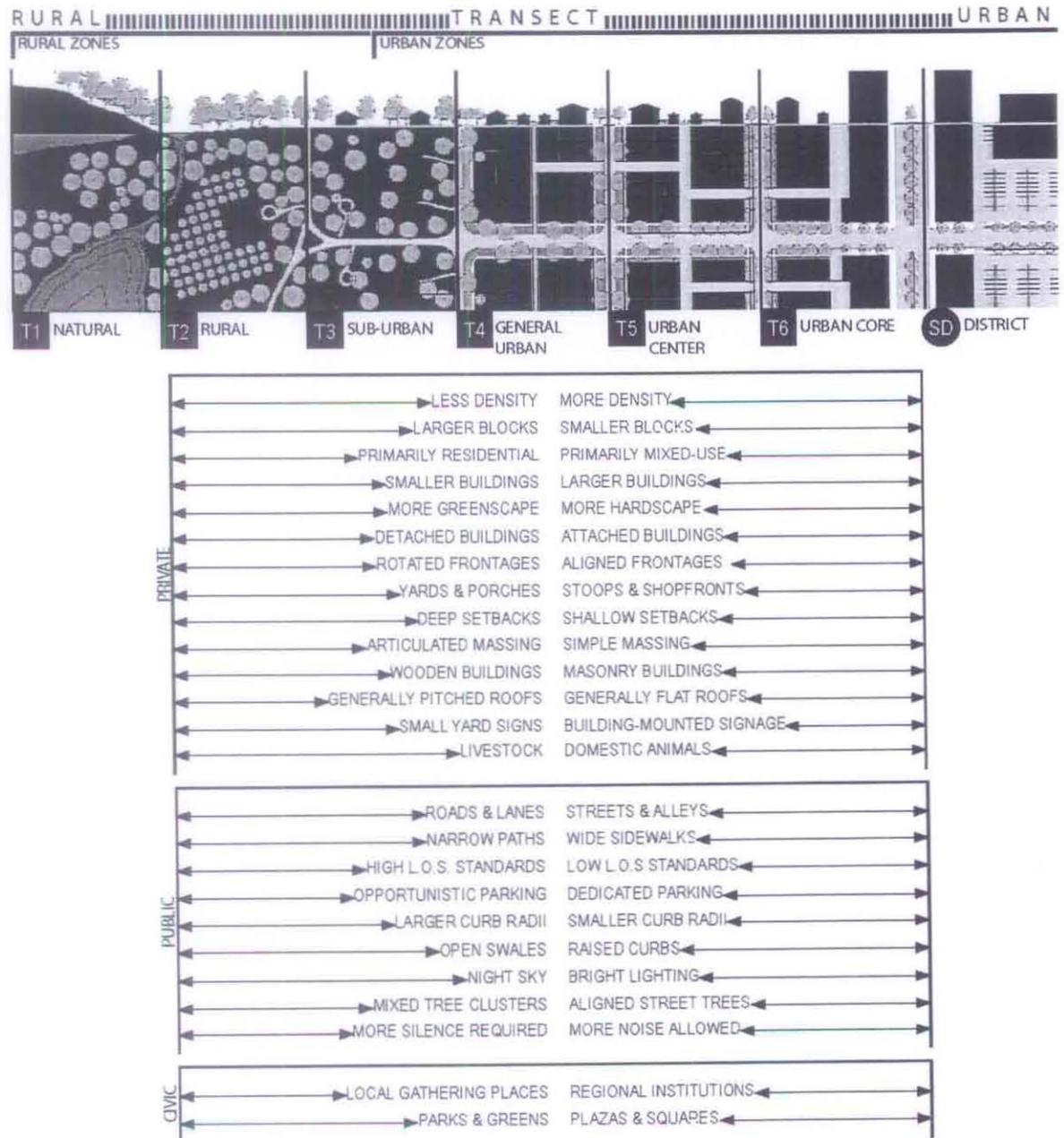


**TABLE 209-3 TRANSECT SYSTEM ILLUSTRATION and 209-3B INFILL TRANSECT ZONES**  
**TABLE 209-3A TRANSECT SYSTEM ILLUSTRATED and 209-3B INFILL TRANSECT ZONES**

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**TABLE 209-3 Transect System Illustration:** The urban to rural Transect organizes the elements of the built environment into six categories called Transect Zones described generally in Table 209-4 and specifically in Table 209-18.

**TABLE 209-3A:** Elements that determine urbanism exist in a range that can correspond to the gradient of each transect. Most of the elements listed here are addressed in the Transect Zones.



**TABLE 209-4 TRANSECT ZONE DESCRIPTIONS**

**FORM BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-4:** The following are general descriptions of the character of each Transect Zone.

<p><b>T1</b> <u>THE NATURAL ZONE</u> consists of lands existing in or restored to a wilderness condition including lands unsuitable for settlement due to topography, hydrology or vegetation. It is primarily a natural landscape and development is restricted to civic and agricultural functions.</p>	
<p><b>T2</b> <u>THE RURAL ZONE</u> consists of sparsely settled lands in an open or cultivated state. These may include woodland, wetlands, grasslands and irriocable deserts. Development is limited to agricultural functions.</p>	
<p><b>T3</b> <u>THE SUB-URBAN ZONE</u> is defined by landscaped yards surrounding 1-2 story single-family houses, with porches and fences and restricted office, lodging and retail functions. Planting is naturalistic with deep setbacks. Blocks may be large to accommodate natural conditions.</p>	
<p><b>T4</b> <u>THE GENERAL URBAN ZONE</u> is primarily residential urban fabric with a mix of residential building types. Retail, lodging and office functions are limited to locations along boulevards, standard streets and avenues. Streets typically define medium-sized blocks.</p>	
<p><b>T5</b> <u>THE URBAN CENTER ZONE</u> consists of attached, multistory buildings that integrate retail, office, residential, lodging and civic functions. Well-lit, highly-interconnected street networks include wide sidewalks, formal streetscape tree planting and buildings set close to the frontages to accommodate substantial pedestrian activity.</p>	
<p><b>T6</b> <u>THE URBAN CORE ZONE</u> contains medium to high density mixed use attached, multistory buildings. Well-lit, highly-interconnected street networks include formal streetscape tree arrangements, wide sidewalks, little to no building setbacks and high pedestrian and transit activity.</p>	
<p><b>SD</b> <u>THE SPECIALIZED DISTRICT ZONE</u> contains areas that by their intrinsic function, disposition, or configuration, cannot conform to one of the six Transect Zones.</p>	

TABLE 209-4 TRANSECT ZONE DESCRIPTIONS

FORM-BASED DEVELOPMENT

Use Pattern

TABLE 209-4: The following are general descriptions of the character of each Transect Zone.

<p><b>T1</b> THE NATURAL ZONE consists of lands approximating or overing to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. It is primarily a natural landscape with some agricultural uses. Civic space is limited to parks and greenways.</p>	
<p><b>T2</b> THE RURAL ZONE consists of lands in open or cultivated state, sparsely settled. These may include woodlands, wetlands, grasslands and irrigable deserts; however it is primarily agricultural. There are some 1-2 story buildings. Parks and greenways are permitted.</p>	
<p><b>T3</b> THE SUB-URBAN ZONE is defined with lawns and landscaped yards surrounding 1-2 story single family houses, with porches and fences. Planting is naturalistic with deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions. Parks and greenways are permitted.</p>	
<p><b>T4</b> THE GENERAL URBAN ZONE is a denser and primarily residential urban fabric of townhouses and small apartment buildings. Mixed use is usually confined to corner locations. It has a wide range of building types: single, row, and rowhouses. Setbacks and landscaping are variable, but balanced. Streets typically define medium-sized blocks, and squares and greens are permitted.</p>	
<p><b>T5</b> THE URBAN CENTER ZONE is the equivalent of a main street including predominately attached 2-5 story building types that townhouses and apartments. It is usually a tight network of streets with wide sidewalks, steady street tree planting and buildings set close to the frontages to accommodate. There is substantial pedestrian activity and civic spaces can be parks, plazas, and squares.</p>	
<p><b>T6</b> THE URBAN CORE ZONE is the equivalent of a downtown. It contains the tallest buildings, the greatest variety, and unique civic buildings in particular. It is defined with medium to high density mixed use attached buildings, often taller than 4 stories. It is the least naturalistic; street trees are steadily planted and sometimes absent. There is high pedestrian and transit activity.</p>	
<p><b>T7</b> THE SPECIAL DISTRICT ZONE these areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones. Typical Districts may include institutional campuses, refinery sites, airports, etc.</p>	

TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-5A Sustainable Design Option Point System:** To qualify for the density bonus sustainable design option a minimum of 24 points are required and must be identified on this table. The first column under the "Credit" heading identifies the range of points for each category. The second column under the "Credit" heading lists the total number of possible points available for each category (as indicated on the MDPP submittal). Additional documentation from the appropriate agency shall be required upon submittal of the MDPP to verify attributed points.

**TABLE 200-5A:** To qualify for the sustainable design option a minimum of 17 points are required through achievement of a combination of best management practices listed in the table below (as indicated on the MDPP submittal).

SUSTAINABLE DESIGN OPTION POINT SYSTEM				
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT	
WATER	STORMWATER MANAGEMENT (VOLUME)	Retain (infiltrate, reuse or evapotranspire) 1* of rainfall from a percentage of the project's development footprint 1		5.0
		20% of development footprint	1.0	
		40% of development footprint	2.0	
		60% of development footprint	3.0	
		80% of development footprint	4.0	
		100% of development footprint	5.0	
WATER	STORMWATER MANAGEMENT (QUALITY)	Remove 80% of the incremental increase in the annual mass loading of total suspended solids from a percentage of the project's development footprint 2		5.0
		20% of development footprint	1.0	
		40% of development footprint	2.0	
		60% of development footprint	3.0	
		80% of development footprint	4.0	
		100% of development footprint	5.0	
WATER	STORMWATER MANAGEMENT (FLOWRATE)	Detain flowrate of post-development runoff to pre-development rates 3		1.0
		2 year floodplain	1.0	
		5, 25 and 100 year floodplains (where FILO is available)	1.0	
WATER	NON-POTABLE WATER	Provide non-potable water source for irrigation for 50% of primary land uses		1.0
		Non-residential uses	1.0	
		Residential Uses	1.0	
WATER	HABITAT AND WETLAND CONSERVATION	Conserve 100% of all riparian corridors (as defined by floodplain Administrator) with a buffer from the edge of the floodplain of at least 50 ft. for seasonally dry and 100 ft. for constant flowing riparian areas		1.0
AIR	MINIMUM SITE DISTURBANCE	Percentage of land area left undisturbed per Development Pattern – Hamlet (20%), Village (15%), Regional Center (20%) excluding area prohibited from development by law (i.e. floodplains)		1.0
AIR	ENHANCED RESTORATION	Area restored must be 25% greater than the area requiring the restoration and must exceed 5% of the total natural area to which it is contiguous		1.0
AIR	HEAT ISLAND REDUCTION	Provide combination of the following on 50% of non-roof impervious site landscape: shade, paving materials with solar reflectance index (SRI) of at least 29, or open grid pavement pattern 4		1.0
AIR	REDUCED AUTOMOBILE DEPENDENCE	Centerline miles of bicycle lanes, multi-use paths and/or routes to centerline miles of proposed streets excluding sidewalks along streets		4.0
		1 to 10	1.0	
		1 to 7	2.0	
		1 to 4	3.0	
		1 to 2	4.0	

TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM

FORM BASED DEVELOPMENT  
Use Pattern

SUSTAINABLE DESIGN OPTION POINT SYSTEM			
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT
AIR	TREE CANOPY	Preserve or mitigate tree canopy at 5% above mandatory area taken as an overall project average as defined by 35% for hamlets and villages and 40% for regional centers	1.0
AIR	DEDICATED TRANSIT LANE	Dedicate one transportation lane to be used only for mass public transit	1.0
HEALTH	BROWNFIELD REMEDIATION	Locate project on a site (part or all) that is documented as contaminated (Voluntary Cleanup Program or ASTM E1903-07 Phase II Environmental Site Assessment) or on a site designated as a Brownfield by a local, state or federal agency. Use cleanup methods for 100% of the remediation that treat, reduce or eliminate the volume or toxicity of the contaminated material <sup>2</sup>	4.0
		1-5 Acres	1.0
		6-10 Acres	2.0
		11-15 Acres	3.0
		16-20 Acres	4.0
HEALTH	ACCESS TO ACTIVE SPACES	50% of all lots must be within 1/2 mile of general playfields: soccer, baseball, basketball and/or other sports fields	1.0
HEALTH	ACCESS TO TRANSPORTATION ALTERNATIVES	50% of all planned buildings are within 1/4 of a multi-use trail or bicycle lane of at least 3 miles in length or a public transit stop.	1.0
HEALTH	GREEN BUILDING	Master Development Pattern Plans shall construct Green Buildings in accordance with LEED	5.0
		25% of total buildings in MDPP Certified LEED (silver level)	1.0
		25% of total buildings in MDPP Certified LEED (gold level)	2.0
		25% of total buildings in MDPP Certified LEED (platinum level)	3.0
		26%-50% of total buildings in MDPP Certified LEED (silver level)	2.0
		26%-50% of total buildings in MDPP Certified LEED (gold level)	3.0
		26%-50% of total buildings in MDPP Certified LEED (platinum level)	4.0
		51%-75% of total buildings in MDPP Certified Green (silver level)	3.0
		51%-75% of total buildings in MDPP Certified LEED (gold level)	4.0
51%-75% of total buildings in MDPP Certified LEED (platinum level)	5.0		
HEALTH	LOCAL GREEN BUILDING	Master Development Pattern Plans shall construct Green Buildings in accordance with Metropolitan Partnership for Energy	4.0
		35 % of total buildings in MDPP Certified Green Level 1	1.0
		35 % of total buildings in MDPP Certified Green Level 2	2.0
		35 % of total buildings in MDPP Certified Green Level 3	3.0
HEALTH	GREEN DESIGN	LEED ND - certified Development Pattern. For Master Development Pattern Plans with multiple Development Patterns, points may be earned for up to three Development Patterns.	12.0
		LEED ND Silver Level	2.0
		LEED ND Gold Level	3.0
		LEED ND Platinum Level	4.0
HEALTH	ACCESS TO ACTIVITY	Provide on-site lockers and changing facilities.	1.0
		Provide on-site locker, changing and shower facilities.	2.0
LAND DESIGN	PUBLIC CIVIC USES	Donation of land (within the city limits or extra territorial jurisdiction) for civic space (acres) above and beyond current requirements. <sup>6</sup>	1.0

~~DELETING TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM~~

~~FORM BASED DEVELOPMENT~~

~~Use Pattern~~

SUSTAINABLE DESIGN OPTION POINT SYSTEM			
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT
AIR	TREE CANOPY	Preserve or mitigate tree canopy at 5% above mandatory area taken as an overall project average as defined by 35% for hamlets and villages and 40% for regional centers	4.0
AIR	DEDICATED TRANSIT LANE	Dedicate one transportation lane to be used only for mass public transit	4.0
HEALTH	BROWNFIELD REMEDIATION	Locate project on a site (part or all) that is documented as contaminated (Voluntary Cleanup Program or ASTM E1903-07 Phase II Environmental Site Assessment) or on a site designated as a Brownfield by a local, state or federal agency. Use cleanup methods for 100% of the remediation that treat, reduce or eliminate the volume or toxicity of the contaminated material <sup>5</sup>	4.0
		4-5 Acres	1.0
		6-10 Acres	2.0
		11-15 Acres	3.0
		16-20 Acres	4.0
HEALTH	ACCESS TO ACTIVE SPACES	50% of all lots must be within 1/2 mile of general playfields; soccer, baseball, basketball and/or other sports fields	4.0
HEALTH	ACCESS TO TRANSPORTATION ALTERNATIVES	50% of all entrances are within 1/4 of a multi-use trail or bicycle lane of at least 3 miles in length or a public transit stop.	4.0
HEALTH	GREEN BUILDING	Master Development Pattern Plans shall construct Green Buildings in accordance with LEED and/or Metropolitan Partnership for Energy	5.0
		25% of total buildings in MDPP Certified Green	1.0
		26%-50% of total buildings in MDPP Certified Green	2.0
		51%-75% of total buildings in MDPP Certified Green	3.0
LAND DESIGN	PUBLIC CIVIC USES	Donation of land for public use (acres) above and beyond current requirements. <sup>5</sup>	4.0

TABLE 209-5A SUSTAINABLE DESIGN OPTION POINT SYSTEM

FORM BASED DEVELOPMENT

Use Pattern

SUSTAINABLE DESIGN OPTION POINT SYSTEM			
CATEGORY	CREDIT IDENTIFIER	DESCRIPTION	CREDIT
LAND DESIGN	STEEP SLOPE PROTECTION	No development on pre-project slopes of greater than 15%	1.0
LAND DESIGN	STREET NETWORK	Street grid density ratio of project >20 (centerline miles/sq miles of project), excluding alleys and regulatory floodplains	1.0
LAND DESIGN	PEDESTRIAN CORRIDOR DESTINATION	Minimum two blocks in length of a mixture of park, open space, retail frontage, water features, plaza and new/existing landscaping along a linear corridor. Minimum two blocks in length of a mixture of park, open space, retail frontage, water features, plaza and new/existing landscaping along a linear corridor/parkway	1.0
LAND DESIGN	CIVIC SPACE	Provide at least 6% of civic space per pedestrian shed <sup>7</sup>	1.0
LAND DESIGN	ACCESS TO EXTERNAL CONNECTIVITY	Provide through streets along the project boundary at intervals of 800 feet <sup>8</sup>	1.0
LAND DESIGN	COMMUNITY GARDEN	Cumulative 1/2 acre community garden per pedestrian shed (food production garden) <sup>9</sup>	1.0
LAND DESIGN	DIVERSITY OF HOUSING TYPES	Add at least one extra housing type in at least two T-Zones in each development pattern	1.0
LAND DESIGN	COOPERATIVE PARKING PLAN	One or more cooperative parking plans registered in accordance with 35-526 (g)	1.0
OTHER	INNOVATIVE INTEGRATION OF ENVIRONMENTAL CREDITS	If the applicant meets requirements in at least three of the four categories (Water, Air, Health, Land Design) of design standards an extra point shall be awarded.	1.0

TOTAL POINTS AVAILABLE	61.0
POINTS REQUIRED FOR DENSITY BONUS	24.0 (40%)

TOTAL POINTS AVAILABLE	42.0
POINTS REQUIRED FOR DENSITY BONUS	17.0 (40%)

<sup>1</sup> Use all surfaces that are typically impervious to compute footprint even if the surfaces are constructed to be pervious  
<sup>2</sup> Use all surfaces that are typically impervious to compute footprint even if the surfaces are constructed to be pervious. Use TCEQ TGM for guidance on computation.  
<sup>3</sup> FILO = Fee in lieu of on-site detention  
<sup>4</sup> Includes only streets, alleys and associated sidewalks. Excludes private parking lots  
<sup>5</sup> Excludes the capping or translocation of contaminated material to an offsite location.  
<sup>6</sup> One point per 100 acres (i.e. school, university, fire, police, municipal, ect.).  
<sup>7</sup> The current minimum is 5% per pedestrian shed  
<sup>8</sup> Does not apply to limited access roads, railroads, flood plains, pipelines, etc.  
<sup>9</sup> Not included as civic space

TABLE 209-5B RESIDENTIAL TYPES FOR SUSTAINABLE DESIGN OPTION

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-5B Residential Housing Mix Options:** To qualify for the density bonus under the sustainable design option, a housing mix phasing plan that references the following residential types must be submitted with the MDPP in accordance with subsection 35-209(c)(5)(B). Table 209-15 defines the Transect Zones in which the following residential types are allowed. Equivalent types are residential buildings that function in the same manner as the residential types and for the purposes of this code count under the specified category for the Housing Mix Phasing Plan. For example, a casita functions in the same way as a cottage and therefore can not be counted as two residential types in the Housing Mix Phasing Plan.

~~TABLE 209-5B:~~ Contains information about the transect zone. Residential Mix Requirements must follow the categories detailed in table 209-5B, shown below. More detailed information about the specific housing types can be found on table ~~209-13D~~.

RESIDENTIAL TYPE	NOTES	EQUIVALENT TYPES SYNONYMS	EQUIVALENT TYPES
DETACHED HOUSE	<del>45-120 ft. wide lots</del> <del>45-65 ft. wide lots</del>		
ESTATE HOUSE	<del>&gt;720 ft. wide lots</del> <del>&gt;1,000 ft. wide lots</del>	Villa, Mansion, Country House	
COTTAGE	< 45 ft. wide lots	Casita	
SIDEYARD HOUSE SIDEYARD	<del>45-70 ft. wide lots</del>	Zero Lot Line	
TOWNHOUSE TOWNHOUSE (ROWHOUSE)	<del>45-65 ft. wide lots</del>	Rowhouse	
DUPLEX, TRIPLEX, QUADPLEX		<del>Stacked Flats<sup>2</sup></del>	<del>Stacked Flats</del>
<del>APARTMENT BUILDING RESIDENTIAL APARTMENT BUILDING</del>	<del>&gt; 5 units</del>	<del>Stacked Flats<sup>2</sup>, Lofts</del>	<del>Stacked Flats</del>
<del>MIXED USE BUILDING MIXED-USE BLOCK</del>	<del>2 or more units</del> <del>&gt; 5 units</del>	Tower on Podium, Liner Building	
<del>COURTYARD BUILDING COURTYARD HOUSE</del>		Hybrid Court, Bungalow Court	
LIVE/WORK UNIT LIVE/WORK	<del>1 unit</del> <del>1 unit</del> <del>&lt; 5 units</del>		
ACCESSORY UNIT	An accessory unit to any one of the following primary structures: Detached House, Estate House, Cottage, <del>Sideyard-house</del> Sideyard, Townhouse or Live/Work unit. <sup>1</sup>		

<sup>1</sup>Any structure that has an accessory unit would enter the "accessory unit" category. Both the primary and accessory structures are counted together as one type. The primary structure may not be double counted toward another category.

<sup>2</sup>The type of stacked flat must be identified in the Housing Mix Phasing Plan to determine the residential type it counts towards.

TABLE 209-6A, 209-6B AND 209-6C THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

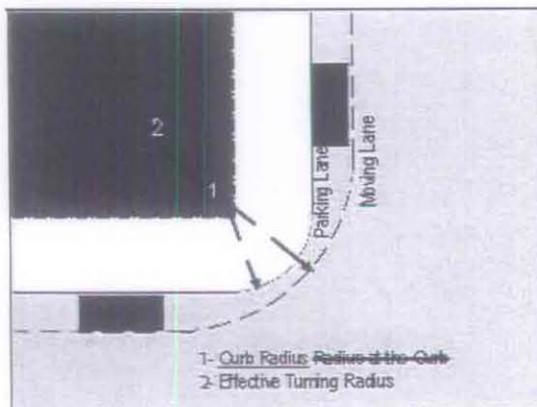
**TABLE 209-6A Design Speed:** Appropriate design speeds, parking lane widths and curb radii vary by transect zone. To calculate the effective turning radius, add a minimum of 8 feet to the curb radius; all thoroughfare assemblies are subject to review by the CRC at the MDPP stage.

**TABLE 209-6A: Design Speed** The Projected design speeds of non-alley thoroughfares determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. Narrower lane widths may be allowed in any transect zone upon review and finding by the Fire Department that an additional access road extends to within 150 feet of all buildings, as described in section 503.1.1 of International Fire Code.

CLASSIFICATION		T1	T2	T3	T4	T5	T6
TRAVEL LANE WIDTH	DESIGN SPEED						
Alley 40 ft.	Below 20 mph	■	■	■	■	■	■
Non-Alley 40 ft.	20-25 mph	■	■	■	■	■	■
Non-Alley 40 ft.	25-35 mph	■	■	■	■	■	■
Non-Alley 44 ft.	Below 20 mph 25-35 mph	■	■	■	■	■	■
Non-Alley 42 feet and above	Above 35 mph	■	■	■	■	■	■
CLASSIFICATION	PARKING LANE WIDTH						
DESIGN SPEED							
Non-Alley 20-25 mph	(Angle) 18 ft.					■	■
Non-Alley 20-25 mph	(Parallel) 8 ft.				■		
Non-Alley 25-35 mph	(Parallel) 8 ft.			■	■	■	■
Non-Alley Above 35 mph	(Parallel) 9 ft.					■	■
CLASSIFICATION	CURB RADIUS						
DESIGN SPEED							
Non-Alley Below 20 mph	10 ft.			■	■	■	■
Non-Alley 20-25 mph	10 ft. - 15 ft.	■	■	■	■	■	■
Non-Alley 25-35 mph	15 ft. - 20 ft. 45-20 ft.	■	■	■	■	■	■
Non-Alley Above 35 mph	20 ft. - 30 ft. 20-30 ft.	■	■			■	■
Alley	Alley 40 ft.	■	■	■	■	■	■

**TABLE 209-6B Effective Turning Radius:** The effective turning radius is based on the curb radius and the width of the parking lane.

**TABLE 209-6B Curb Radius** shows the proper curb radius for vehicular assemblies.



**TABLE 209-6C Turning Radius:** This diagram provides the minimum turning radius for a pumper truck. The minimum inside radius for a pumper truck is 25' and minimum outside radius is 50'.

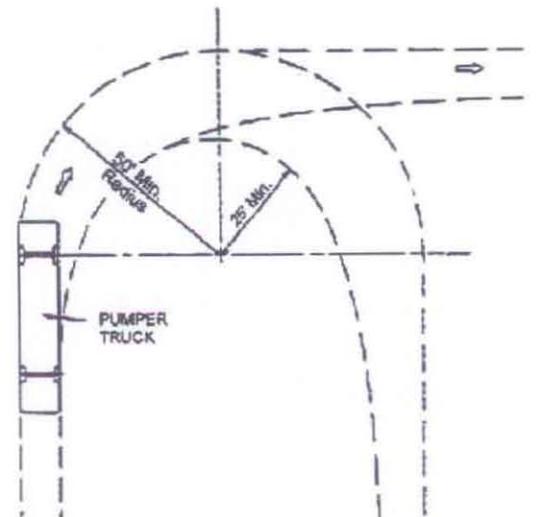


TABLE 209-6D THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-6D Travel Lanes and Parking Provisions:** Appropriate travel and parking lane configurations vary by Transect Zone and design speed. Narrower lane widths may be allowed upon review of emergency access plan and finding by the Fire Department that an additional access road extends to within 150 feet of all buildings, as described in section 503.1.1 of International Fire Code. Illustrations surrounded by dashed boxes are examples of designs that would be subject to conditions specified in boxes 1 and 2. Wider lanes than an 11 ft. minimum may be permitted on designated public transit routes regardless of transect zone. The number, dimensions and configuration of medians are subject to emergency access plan review.

	NO PARKING	ONE WAY MOVEMENT →	TWO WAY MOVEMENT →			
<b>a.</b>		T3 T4 T5 T6 3 seconds	T1 T2 5 seconds	T1 T2 5 seconds	T3 5 seconds	
<b>b.</b>	YIELD PARKING			T3 T4 7 seconds		
<b>c.</b>	PARKING ONE SIDE PARALLEL	T3 T4 T5 T6 5 seconds	T4 T5 8 seconds	T4 T5 T6 11 seconds	T5 T6 13 seconds	
<b>d.</b>	PARKING BOTH SIDES PARALLEL	T4 T5 T6 10 seconds	T4 T5 10 seconds	T4 T5 T6 13 seconds	T5 T6 15 seconds	
<b>e.</b>	PARKING BOTH SIDES DIAGONAL	T5 T6 15 seconds	T5 T6 17 seconds	T5 T6 17 seconds	T5 T6 20 seconds	T5 T6 23 seconds
<b>f.</b>	PARKING ACCESS <i>(Not Designed for Fire Department access)</i>		T3 T4 3 seconds	T5 T6 6 seconds		
<b>g.</b>	PARKING ON SLIP ROAD			T3 T4 T5 T6 11, 12, 12, 11	T3 T4 T5 T6 12, 11, 12, 12, 12, 12, 12, 11	

**BOX 1**  
To be considered only if appropriate secondary access is provided (e.g. 20' alley with no parking).

**BOX 2**  
To be considered only if proposed streetcape details provide sufficient emergency access (e.g. bicycle lanes incorporated into side medians).

TABLE 209-6D THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

TABLE 208-6D: Travel Lanes and Parking Provisions. Travel lane widths and parking provisions based on projected design speeds by Transect Zones. Narrower lane widths may be allowed upon review of site plan and finding by the Fire Department that an additional access road extends to within 150 feet of all buildings, as described in section 503.1.1 of International Fire Code. Illustrations rounded by dashed boxes are examples of designs that would be subject to specified conditions.

	ONE-WAY MOVEMENT		TWO-WAY MOVEMENT	
	T3 T4 T5 T6	T1 T2	T1 T2	T3
a. NO PARKING				
Pedestrian Crossing Design Speed	6 seconds 25-30 MPH	6 seconds 25-30 MPH	6 seconds 25-30 MPH	6 seconds 25-30 MPH
b. WELD PARKING				
Pedestrian Crossing Design Speed			7 seconds 25-30 MPH	
c. PARKING ONE-SIDE PARALLEL				
Pedestrian Crossing Design Speed	8 seconds 25-30 MPH	8 seconds 25-30 MPH	11 seconds 25-30 MPH	11 seconds 25-30 MPH
d. PARKING BOTH SIDES PARALLEL				
Pedestrian Crossing Design Speed	10 seconds 25-30 MPH	10 seconds 25-30 MPH	12 seconds 25-30 MPH	12 seconds 25-30 MPH
e. PARKING BOTH SIDES DIAGONAL				
Pedestrian Crossing Design Speed	14 seconds 25-30 MPH	14 seconds 25-30 MPH	16 seconds 25-30 MPH	16 seconds 25-30 MPH
f. PARKING ACCESS				
Pedestrian Crossing Design Speed			3 seconds Not Designed for Fire Department Access	6 seconds Not Designed for Fire Department Access
g. PARKING ON-SLIP ROAD				
Pedestrian Crossing Design Speed			25 and Above MPH	25 and Above MPH

To be considered only if appropriate secondary access is provided; (e.g. 20' alley with no parking).

To be considered only if proposed streetscape details provide sufficient emergency access (e.g. bicycle lanes incorporated into side medians).

TABLE 209-6E THOROUGHFARE DESIGN

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-6E Public Frontages - General:** The layer between the principal or secondary frontage line and the edge of the vehicular lanes includes sidewalks, planters, lighting and curbs. Bicycle Facilities may be part of the public frontage; please see table 209-7 for Bicycle Facility Design Guidelines and subsection 35-209(e)(2)(D)(6) and tables 209-14D&E for bicycle parking standards. For more information reference subsection 35-209(c)(8)(E).

	LOT PRIVATE FRONTAGE	LOT LINE	R.O.W. PUBLIC FRONTAGE	
a. (PW) For Parkways: A one or two way free movement street with no on-street parking, an open swale drained by percolation, a wide planting strip with naturally clustered landscaping, and a 13-24 ft public frontage. Sidewalks are not required.				T1 T2
b. (RR) For Rural Roads: A one or two way, slow movement street with no on street parking, a wide planting strip with naturally clustered landscaping, open swale drained by percolation, and a 13-24 ft public frontage width. Sidewalks are not required.				T1 T2 T3
c. (RS) For Residential Street: A two-way yield street with on-street parking on both sides, a wide planting strip with regularly placed landscaping, a raised curb drained by inlets, and 13-24 ft. public frontage width. Sidewalks are required.				T3 T4
d. (SS) For Standard Streets: A two way free movement street with on-street parking on both sides, a wide planting strip in T3 and T4, and a narrow planting strip in T5 and T6 with regularly placed landscaping, a raised curb drained by inlets, and a 13-36 ft. public frontage width. Sidewalks are required.				T3 T4 T5 T6
e. (AV) For Avenues: A thoroughfare with two, one way, free-movement streets divided by a median, on-street parking on both sides, a wide planting strip in T3 and T4, and a narrow planting strip in T5 and T6 with regularly placed landscaping, a raised curb drained by inlets, and a 13-36 ft. public frontage width. Sidewalks are required.				T3 T4 T5 T6
f. (CS) For Commercial Streets: A one or two way, free movement street with parking on both sides, single planters with opportunistic landscaping, a raised curb drained by inlets, and a 16-36 ft. public frontage. Sidewalks are required.				T5 T6
g. (BV) For Boulevards: A thoroughfare that combines free movement travel lanes with yield movement slip lanes. Medians are used to separate yield lanes from free movement lanes, and in some cases, free movement lanes from each other. The public frontage includes wide planting strips in T3 & T4 & narrow planting strips or single planters in T5 & T6, regularly placed landscaping, raised curbs drained by inlets, and a 13-36 ft. public frontage width. Sidewalks are required.				T3 T4 T5 T6
h. (AL) For Alleys: A private or public one-way yield street with an alley apron.				T1 T2 T3 T4 T5 T6

**TABLE 209-6E PUBLIC FRONTAGES GENERAL**

**FORM-BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-6E Public Frontages General** is the layer between the lot line and the edge of the vehicular lanes. It usually includes walkways, planters, and lighting. This is a generalized description. For more information reference 209-(d)(8)e.

	LOT	LOT LINE	R.O.W.
	PRIVATE FRONTAGE		PUBLIC FRONTAGE
<p>a. (PW) For Parkways: This frontage has open swales drained by percolation, bicycle facilities, 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>			T1 T2
<p>b. (RR) For Rural Roads: This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters.</p>			T1 T2 T3
<p>c. (RS) For Residential Street: This frontage has open swales or raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>			T3 T4
<p>d. (SS) (AV) For Standard Streets or 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 double rows of a single tree species aligned in a regularly spaced alley.</p>			T3 T4 T5 T6
<p>e. (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 double rows of a single tree species aligned in a regularly spaced alley where possible but clears the shopfront entrances.</p>			T5 T6
<p>f. (BV) For Boulevards: This frontage has strip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced alley.</p>			T3 T4 T5 T6

**TABLE 209-6F THOROUGHFARE DESIGN, TABLE 209-6F PUBLIC FRONTAGES SPECIFIC FORM BASED DEVELOPMENT Use Pattern**

**TABLE 209-6F Public Frontages - Specific:** These diagrams prescribe dimensions for the Public Frontage elements - Curbs, Sidewalks and Planters - relative to Transect Zones for non-alley thoroughfares. Section A combines the individual elements in sections b, c and d. Bicycle Facilities may be part of the public frontage; please see table 209-7 for Bicycle Facility Design Guidelines and subsection 35-209(e)(2)(D)(6), 35-209(f)(2), and tables 209-14&E for bicycle parking standards. Locally appropriate planting species are specified on Table 209-21.

**TABLE 209-6F: Public Frontages - Specific assemblies include technical prescriptions and dimensions for the Public Frontage elements - Curbs, Sidewalks and Planters - relative to Transect Zones. The top section of the table assemblies all of the elements below. Locally appropriate planting species are specified on Table 209-21.**

TRANSECT ZONES	R U R A L		T R A N S E C T				U R B A N	
	T1	T2 T3	T1 T2 T3	T3 T4	T4 T5	T5 T6	T5 T6	
<p><b>a. Combined Elements Assembly:</b> The principal variables are the type and dimension of Curbs, sidewalks, walkways, and planters, and landscape.</p> <p>TOTAL WIDTH</p>								
	16-24 ft	13-24 ft	13-20 ft	13-20 ft	16-26 ft	16-36 ft		
<p><b>b. Curb:</b> The detailing of the edge of the vehicular pavement, incorporating drainage</p> <p>TYPE</p>								
	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb		
<p><b>c. Sidewalk:</b> The pavement dedicated exclusively to pedestrian activity.</p> <p>TYPE</p> <p>WIDTH</p>								
	Sidewalk Optional*	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	
	5-8 ft. min	5-8 ft.	5-8 ft.	5-8 ft.	12-20 ft.	12-30 ft.		
<p><b>d. Planting Strip Planter:</b> The surface area layer that accommodates street trees and other landscape.</p> <p>ARRANGEMENT</p> <p>PLANTING STRIP TYPE</p> <p>PLANTING STRIP WIDTH</p> <p>PLANTER WIDTH</p> <p>TREE SPACING</p> <p>SPACING</p>								
	Clustered	Clustered	Regular	Regular	Regular	Opportunistic		
	Wide Planting Strip	Wide Planting Strip	Wide Planting Strip	Wide Planting Strip	Narrow Planting Strip	Single Planter		
	8 ft. - 16 ft.	8 ft. - 16 ft.	8 ft. - 12 ft.	8 ft. - 12 ft.	4 ft. - 6 ft.	4 ft. - 6 ft.		
	Average 30 ft. o.c.	Average 30 ft. o.c.						
	Continuous Swale	Continuous Swale	Continuous Planter	Continuous Planter	Continuous Planter	Tree Well		

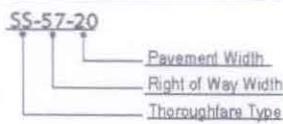
\*Sidewalk required for residential or commercial buildings

**TABLE 209-6G THOROUGHFARE DESIGN**

**FORM BASED DEVELOPMENT**

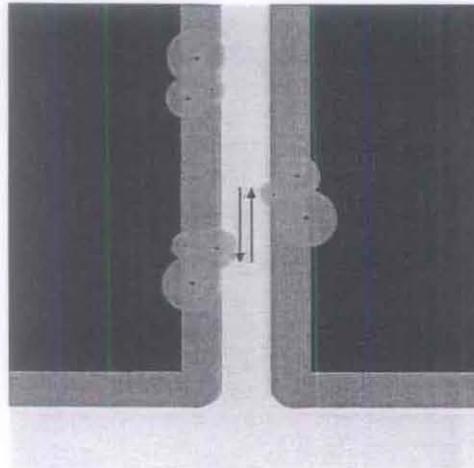
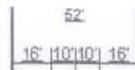
**Use Pattern**

**TABLE 209-6G Complete Assemblies:** Examples assembled from the elements that appear in Tables 209-6A through 209-6F. Assemblies are identified by a key consisting of the thoroughfare type, followed by the right-of-way width, followed by the pavement width (for example: SS-57-20).

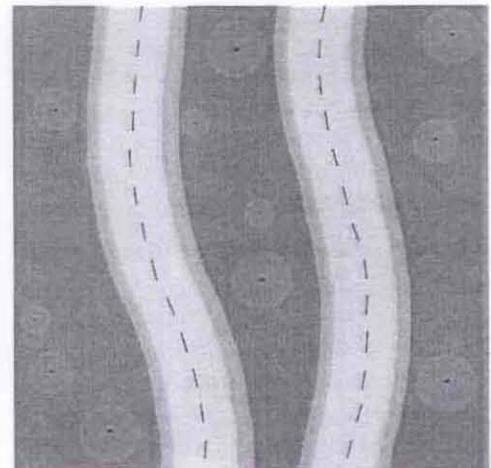
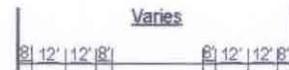


**THOROUGHFARE TYPES**

- RR: Rural Road
- PW: Parkway
- Al: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



**RR-52-20**



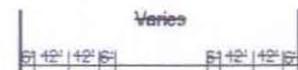
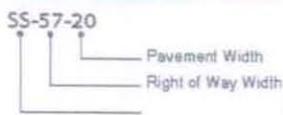
**PW-Var-72**

Transect Type	T1, T2	T1, T2
Movement	Rural Road	Parkway
	Slow Movement	Free Movement
Traffic Lanes	2 Lanes @ 10 ft.	4 lanes @ 12 ft.
Parking Lanes	None	None
Bike Lanes	None	None
Total Pavement Width	20 ft.	72 ft.
Median	None	None
Sidewalk Width	None	None
Planter Width	16 ft.	None
Total R.O.W.	52 ft.	Varies
Curb Radius	10-15 ft.	20-30 ft.
Design Speed	Below 20 MPH	35 MPH
Road Edge Treatment	Swale	Swale
Planter Type	Continuous Planting Strip	Continuous Planting Strip

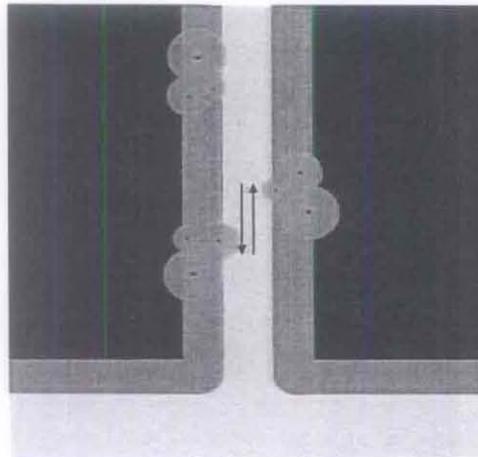
TABLE 209-6G THOROUGHFARE ASSEMBLIES - FORM-BASED DEVELOPMENT

-Use Pattern-

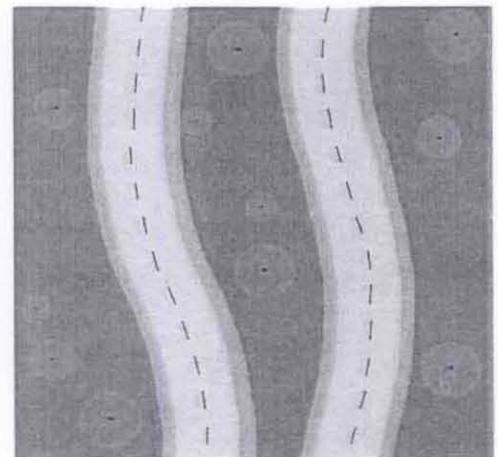
TABLE 209-6G: Complete Assemblies are examples assembled from the elements in Tables 209-6A through 209-6F. These Assemblies are known by a key which gives the thoroughfare type, followed by the right-of-way width, followed by the pavement width (for example: SS-57-20). The assembled thoroughfares are drawn to scale and the supporting information appears below them. Some of the assemblies may require an additional 10-12 feet of right-of-way and pavement width to meet the connectivity requirement for the Bicycle Network. An example of this added right-of-way and pavement width requirement is shown with SS-72-46, which is SS-62-36 with bike lanes. The assemblies that are eligible to add right-of-way and pavement for the purpose of bike lanes with which will be noted. Additional right-of-way might also be necessary to accommodate utilities without disrupting the streetscape vegetation. An alternative to additional right-of-way at the front of the lot would be placing utilities in the alley. If an alley is to be used for garbage pickup, it must be constructed to street standards as shown in AL-24-10, (R)AL-20-10 or (C)AL-20-20.



- STREETSCAPE TYPES
- RR: Rural Road
  - PW: Parkway
  - AL: Alley
  - RS: Residential Street
  - SS: Standard Street
  - CS: Commercial Street
  - BV: Boulevard
  - AV: Avenue



RR-52-20



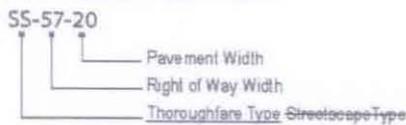
PW-Var-72

Transect Type	T1, T2	T1, T2
Movement	Slow Movement	Free Movement
Traffic Lanes	2 Lanes @ 10 ft.	4 lanes @ 12 ft.
Parking Lanes	None	None
Bike Lanes	None	None
Total Pavement Width	20 ft.	72 ft.
Median	None	None
Sidewalk Width	None	None
Planter Width	16 ft.	None
Total R.O.W.	52 ft.	Varies
Curb Radius	25 ft.	25 ft.
Design Speed	15-20 MPH	35 MPH
Road Edge Treatment	Swale	Swale
Planting	Continuous Swale	Trees Clustered

**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES**

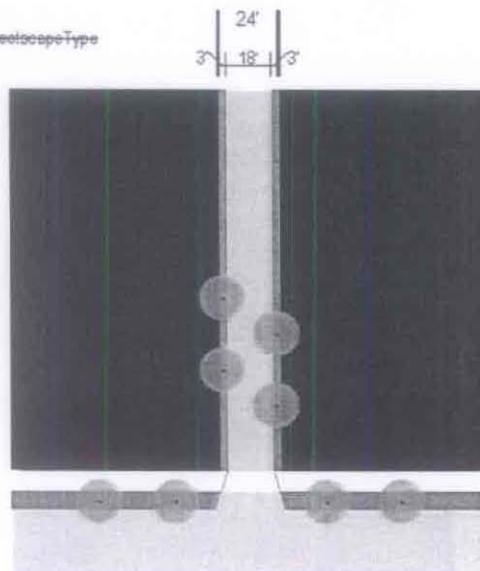
**FORM BASED DEVELOPMENT**

Use Pattern

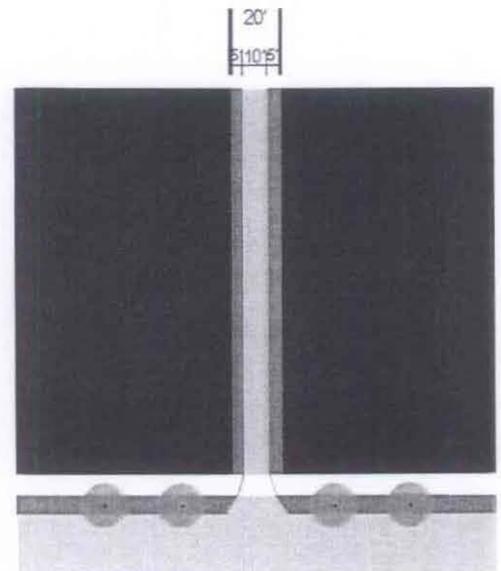


**THOROUGHFARE TYPES  
STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



AL-24-18

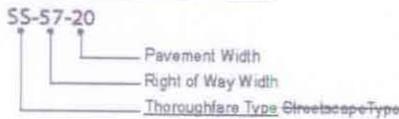


(R)AL-20-10

Transect Type	T3, T4, T5, T6	T3, T4, T5, T6
Movement	Alley	Residential Alley
Traffic Lanes	Yield @ 18 ft.	Yield @ 10 ft.
Parking Lanes	None	Unmarked both sides
Bike Lanes	None	None
Total Pavement Width	18 ft.	10 feet, plus 5 feet pervious base each side
Median	None	None
Sidewalk Width	None	None
Planter Width	3 ft. both sides 3-foot both sides	None
Total R.O.W.	24 ft.	20 ft.
Curb Radius	Alley apron	Alley Apron
Design Speed	15 MPH	15 MPH
Road Edge Treatment	Inverted crown with header curb	Inverted crown with header curb
Planter Type	Planter	None

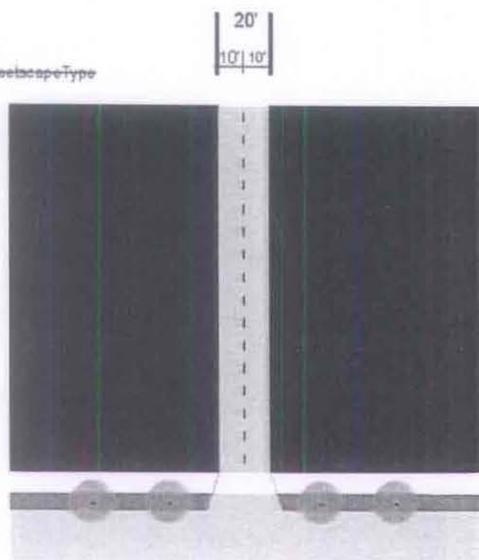
**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES**

**FORM BASED DEVELOPMENT  
Use Pattern**

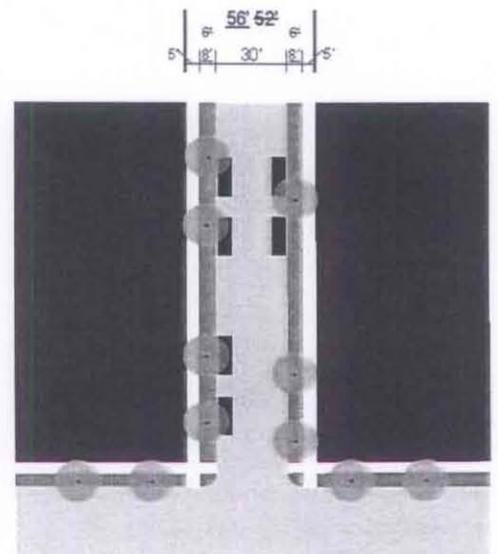


**THOROUGHFARE TYPES  
STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
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- CS: Commercial Street
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(C) AL-20-20



RS-56-30 RS-52-30

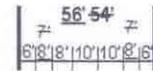
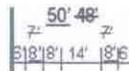
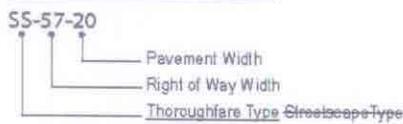
Transect Type	T4, T5, T6 T4*, T5*, T6*
Movement	Commercial Alley Slow Movement
Traffic Lanes	Two one ways @ 10 ft.
Parking Lanes	Unmarked both sides
Bike Lanes	None
Total Pavement Width	20 ft.
Median	None
Sidewalk Width	None
Planter Width	None
Total R.O.W.	20 ft.
Curb Radius	Alley Apron
Design Speed	15 MPH
Road Edge Treatment	Inverted crown with header curb
Planter Type Planting	None

Transect Type	T3, T4
Movement	Residential Street Yield Movement
Traffic Lanes	Yield @ 30 ft.
Parking Lanes	Unmarked both sides
Bike Lanes	None
Total Pavement Width	30 ft.
Median	None
Sidewalk Width	5 ft. both sides
Planter Width	8 ft. both sides 6 ft. both sides
Total R.O.W.	56 ft. 52 ft.
Curb Radius	10 ft. 25 ft.
Design Speed	15-20 MPH
Road Edge Treatment	Open Swale (T3) or Raised Curb (T4) Swale or Curb
Planter Type Planting	Continuous Planting Strip Trees clustered, averaging 30' on center (c.c.)

**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES**

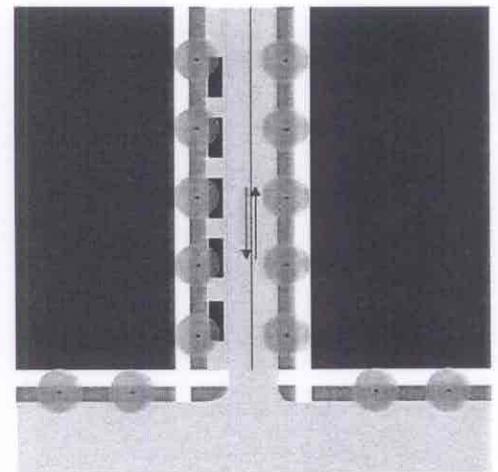
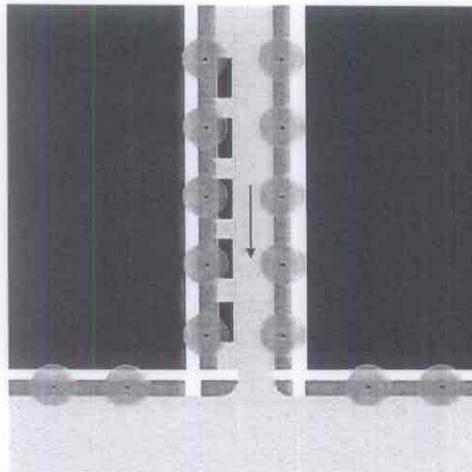
**FORM BASED DEVELOPMENT**

**Use Pattern**



**THOROUGHFARE TYPES**  
**STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard/Boulevard
- AV: Avenue



**SS-50-22 SS-48-22**

**SS-56-28 SS-54-28**

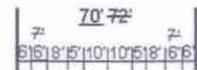
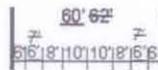
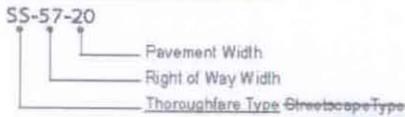
Transect Type	T3, T4	T5, T6
Movement	Standard Street	Standard Street
	Free Movement	Free Movement
Traffic Lanes	One One-Way @ 14 ft.	Two One-Way @ 10 ft.
Parking Lanes	One side @ 8 ft. marked	One side @ 8 feet marked
Bike Lanes	None	None
<b>Total Pavement Width</b>	<b>20 ft.</b>	<b>28 ft.*</b>
Median	None	None
Sidewalk Width	6 ft.	6 ft.
Planter Width	8 ft. 7 ft.	8 ft. 7 ft.
<b>Total R.O.W.</b>	<b>50 ft. 46 ft.</b>	<b>56 ft.* 54 ft.*</b>
Curb Radius	10-15 ft. 25 ft. if Swale, 15 ft. if Curb	10-15 ft. 25 ft. if Swale, 15 ft. if Curb
Design Speed	20-25 MPH	25 MPH
Road Edge Treatment	Raised Curb, Curb or Swale	Raised Curb - Curb
Planter Type/Planting	Continuous Planting Strip Trees at 30' o.c. Avg	Continuous Planting Strip Trees at 30' o.c. Avg

\* May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network

**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES**

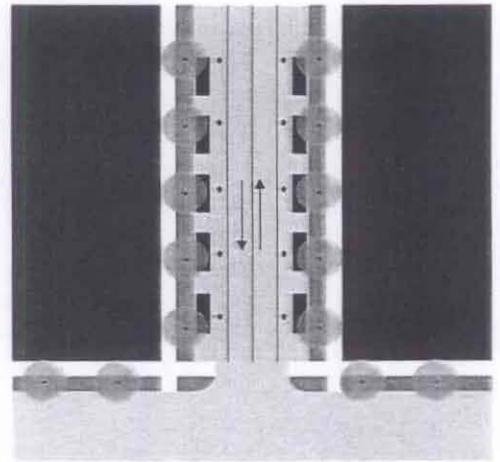
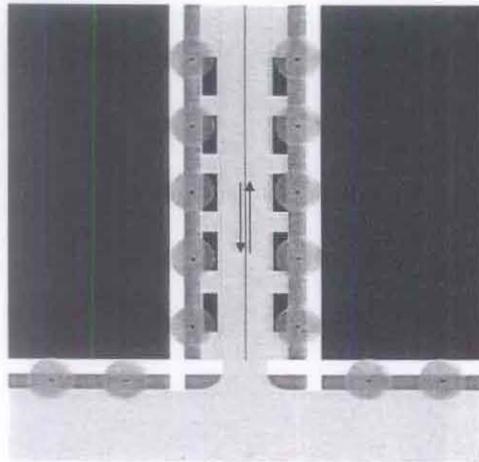
**FORM BASED DEVELOPMENT**

Use Pattern



**THOROUGHFARE TYPES**  
**STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



**SS-60-36 SS-62-36**

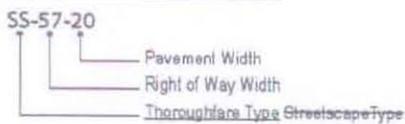
**SS 70-46 (SS 62-36 with Bike Lanes)**  
**SS 72-46 (SS 62-36 with Bike Lanes)**

Transect Type	T5, T6
Movement	Standard Street Free Movement
Traffic Lanes	Two One-Ways @ 10 ft.
Parking Lanes	8 ft. marked
Bike Lanes	None
Total Pavement Width	36 ft.
Median	None
Sidewalk Width	6 ft.
Planter Width	6 ft, 7-ft.
Total R.O.W.	60 ft. * 62-ft.*
Curb Radius	10-15 ft. 25 ft. if Swale, 15 ft. if Curb
Design Speed	20-25 MPH 25 MPH
Road Edge Treatment	Curb
Planter Type Planting	Continuous Planting Strip Trees at 30' o.c. Avg

\*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network (see SS 72-45)

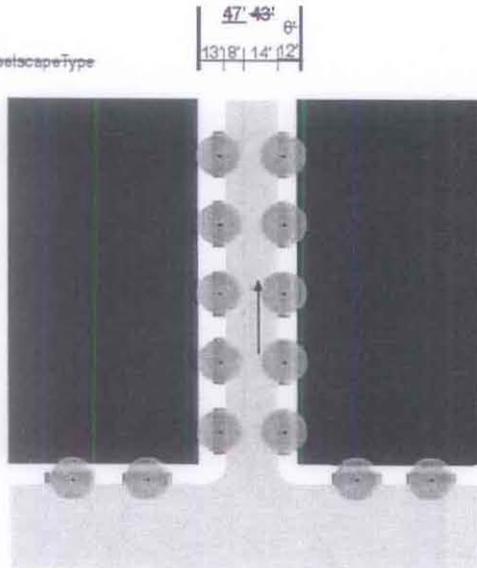
Transect Type	T5, T6
Movement	Standard Street Free Movement
Traffic Lanes	Two One-Ways @ 10 ft.
Parking Lanes	8 ft. marked
Bike Lanes	5 ft. marked
Total Pavement Width	46 ft.
Median	None
Sidewalk Width	6 ft.
Planter Width	6 ft, 7-ft.
Total R.O.W.	70 ft. * 72-ft.
Curb Radius	10-15 ft. 25 ft. if Swale, 15 ft. if Curb
Design Speed	20-25 MPH 25 MPH
Road Edge Treatment	Curb
Planter Type Planting	Continuous Planting Strip Trees at 30' o.c. Avg

**TABLE 209-66 THOROUGHFARE DESIGN TABLE 209-66 THOROUGHFARE ASSEMBLIES- FORM BASED DEVELOPMENT Use Pattern**

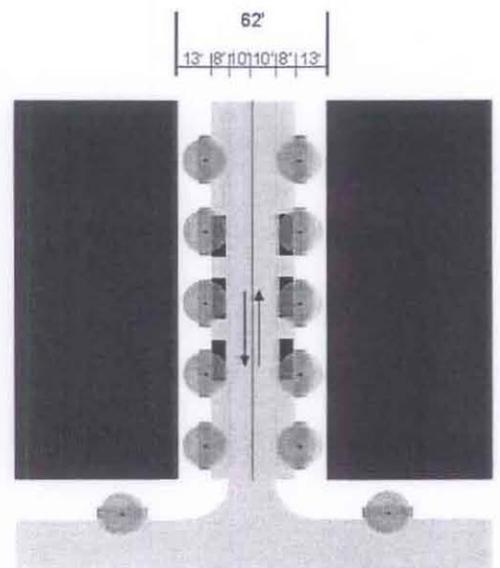


**THOROUGHFARE TYPES**  
**STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard/Boulevard
- AV: Avenue



**CS-47-22 CS-43-22**



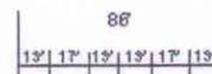
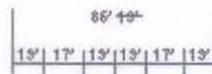
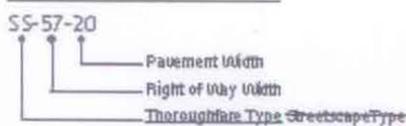
**CS-62-36**

Transect	T5, T6	T5, T6
Type	Commercial Street	Commercial Street
Movement	Free Movement	Free Movement
Traffic Lanes	One One-Way @ 12 ft.	Two One-Ways @ 10 ft. lanes
Parking Lanes	One side @ 8 ft. marked	Both sides @ 8 ft. marked
Bike Lanes	None	None
Total Pavement Width	20 ft.	36 ft.
Median	None	None
Sidewalk Width	13 ft. / 12 ft.	13 ft.
Planter Width	Tree wells 5' x 20'	Tree wells 5' x 20'
Total R.O.W.	47 ft. * 41 ft.	62 ft.*
Curb Radius	15 ft.	15 ft.
Design Speed	25-30 MPH 25-MPH	25 MPH
Road Edge Treatment	Curb	Curb
Planter Type Planting	Tree Wells Trees at 30' o.c. Avg	Tree Wells Trees at 30' o.c. Avg
	*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network	*May require additional 10-12 feet of right-of-way and pavement width to meet connectivity with Bicycle Network

TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES

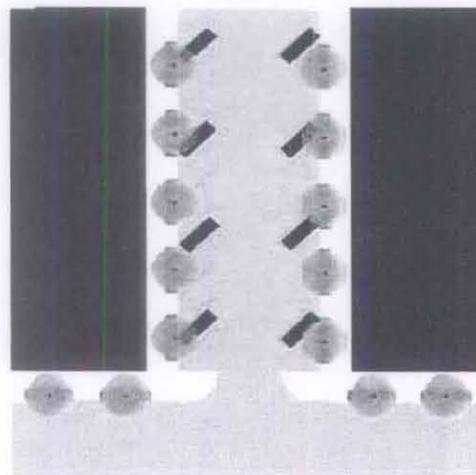
FORM BASED DEVELOPMENT

Use Pattern

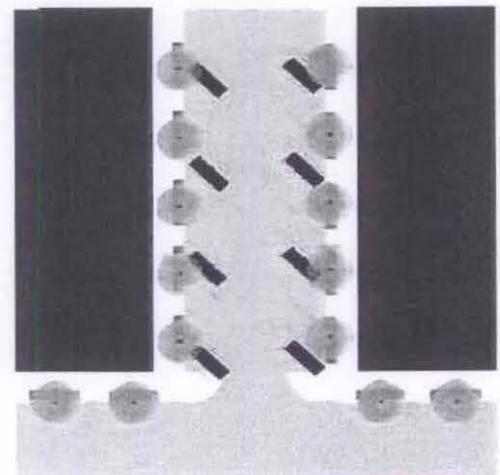


THOROUGHFARE TYPES  
STREETSCAPE TYPES

- RR: Rural Road
- PU: Parkway
- AL: Alley
- RS: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



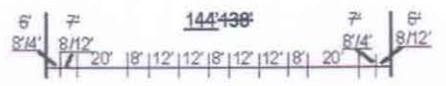
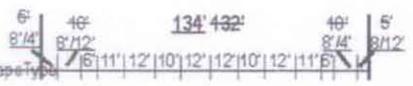
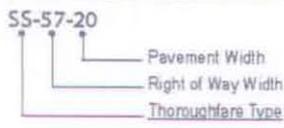
CS-86-60



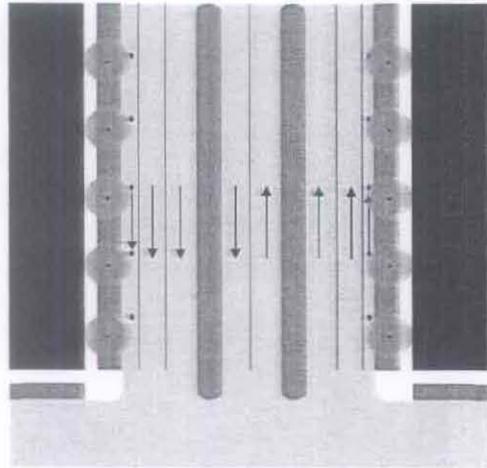
CS-86-60 - Reverse Back in Parking

Transect Type	T5, T6	T5, T6
Movement	Commercial Street Free Movement	Commercial Street Free Movement
Traffic Lanes	Two One-Ways @ 13 ft	Two One-Ways @ 13 ft
Parking Lanes	Both sides angled @ 17 ft marked	Both sides angled @ 17 ft marked
Bike Lanes	None	None
Total Pavement Width	54 feet	54 feet
Median	none	none
Sidewalk Width	13 ft	13 ft
Planter Width	Tree wells 5' x 20'	Tree wells 5' x 20'
Total R.O.W.	86 ft.	86 ft.
Curb Radius	15 ft	15 ft
Design Speed	25-30 MPH 25 MPH	25-30 MPH 25 MPH
Road Edge Treatment	Curb	Curb
Planter Type Planting	Tree Wells Trees at 30' o.c. Avg	Tree Wells Trees at 30' o.c. Avg

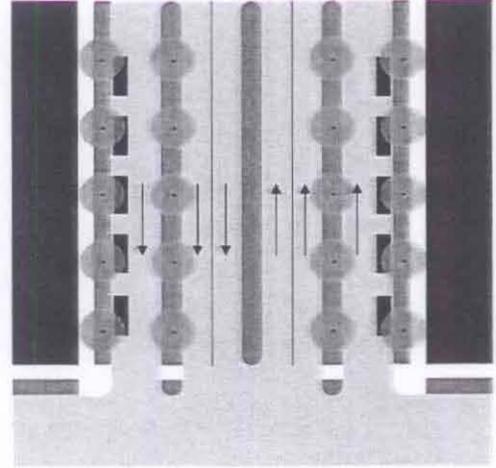
**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES FORM BASED DEVELOPMENT**  
**Use Pattern**



- THOROUGHFARE TYPES**  
**STREETSCAPE TYPES**
- RR: Rural Road
  - PW: Parkway
  - AL: Alley
  - RS: Residential Street
  - SS: Standard Street
  - CS: Commercial Street
  - BV: Boulevard
  - AV: Avenue



**BV-134-82 BV-132-82**



**BV-144-88 BV-138-88**

Transect Type	T3, T4, T5, T6
Movement	Transit Boulevard Free Movement
Traffic Lanes	4 lanes Automobile @ 12 or 11 ft.; 2 Bus lanes @ 12 ft.
Parking Lanes	None
Bike Lanes	2 bike lanes @ 6 ft.
Total Pavement Width	82 feet
Median	2 medians @ 10 ft.
Sidewalk Width	8 ft. (T3, T4) 12 ft. (T5, T6) 5 ft.
Planter Width	8 ft. (T3, T4) 4 ft. (T5, T6) 40 ft.
Total R.O.W.	134 ft. 132 ft.
Curb Radius	10-15 ft. 45 ft.
Design Speed	35 and Above MPH; below 20 MPH slip roads
Road Edge Treatment	Curb
Planter Type Planting	Continuous Planting Strip Trees at 30' o.c. Avg

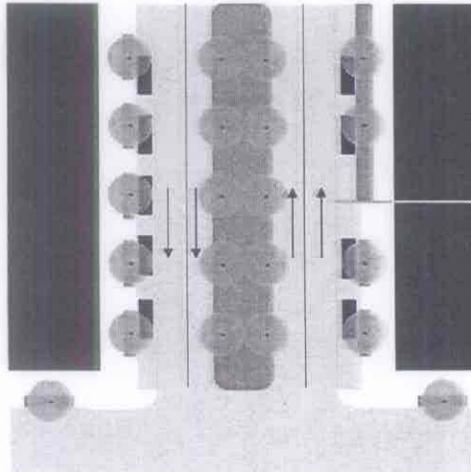
Transect Type	T3, T4, T5, T6
Movement	Boulevard Free Movement
Traffic Lanes	4 lanes @ 12 ft.
Parking Lanes	8 ft. (unmarked in a 20 foot lane)
Bike Lanes	None
Total Pavement Width	88 ft.
Median	3 Medians @ 8 ft.
Sidewalk Width	8 ft. (T3, T4) 12 ft. (T5, T6) 5 ft.
Planter Width	8 ft. (T3, T4) 4 ft. (T5, T6) 7 ft.
Total R.O.W.	144 ft. 138 ft.
Curb Radius	10-15 ft. 45 ft.
Design Speed	35 and Above MPH; below 20 MPH slip roads 20-25 MPH slip roads
Road Edge Treatment	Curb
Planter Type Planting	Continuous Planting Strip Trees at 30' o.c. Avg

**TABLE 209-6G THOROUGHFARE DESIGN TABLE 209-6G THOROUGHFARE ASSEMBLIES FORM BASED DEVELOPMENT Use Pattern**



**THOROUGHFARE TYPES**  
**STREETSCAPE TYPES**

- RR: Rural Road
- PW: Parkway
- AL: Alley
- RR: Residential Street
- SS: Standard Street
- CS: Commercial Street
- BV: Boulevard
- AV: Avenue



AV-118-64

Transect Type	T5, T6
Movement	Avenue
	Free Movement
Traffic Lanes	Two One-Ways @ 13 or 11 ft.
Parking Lanes	Both sides @ 8 ft. marked
Bike Lanes	None
<b>Total Pavement Width</b>	<b>64 feet</b>
Median	24 ft.
Sidewalk Width	15 ft.
Planter Width	Tree wells 5' x 20'
<b>Total R.O.W.</b>	<b>118 ft.</b>
Curb Radius	15 ft.
Design Speed	20-25 MPH, 25 MPH
Road Edge Treatment	Curb
Planter Type Planting	Tree Wells, Trees at 30' o.c. Avg

**TABLE 209-7 BICYCLE FACILITY DESIGN GUIDE**  
**TABLE 209-7 BIKE FACILITY DESIGN GUIDE**

<b>COMMON BICYCLE FACILITIES, COMMON BIKE FACILITIES</b>	
<p><b>BICYCLE LANE; BIKE LANE:</b> The portion of a roadway designated by striping, signage, and markings located outside of the vehicle lane for the exclusive use of bicyclists. (Minimum 5 feet wide) (Minimum 4 feet wide; Recommended 5 feet wide)</p>	
<p><b>BICYCLE ROUTE; BIKE ROUTE:</b> A roadway, which is open to both bicycle and motor vehicle travel that has been designated by signage, not marked, as a preferred route for bicycle use. Routes may be located on existing roadways, streets with curb lanes, or roads with a paved shoulder that meet the minimum lane width requirement. (Minimum outside lane width of 14 feet)</p>	
<p><b>MULTI-USE OR SHARED-USE PATH:</b> A multi-use path separated from the roadway by an open space or barrier (minimum 3 feet wide). Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. (Minimum 8 feet wide; Recommended 10 to 12 feet wide)</p>	
<b>ADDITIONAL BICYCLE ACCOMMODATIONS</b>	
<p><b>IMPROVED SHOULDER OR EDGE LINE:</b> The paved portion of a roadway to the right of a white edge line, which functions as a bicycle bike lane without signage or pavement markings. The City of San Antonio uses This treatment may be used when on street parking is prevalent or when minimum street widths are not adequate to provide full bicycle facilities or on rural roadways. (Varying widths, generally 4 to 6 feet)</p>	
<p><b>WARNING SIGNAGE:</b> Signage to indicate to motorists that bicyclist may be present, and their legal responsibility to share the road with cyclists. Also installed in advance of bicycle facilities.</p>	

**TABLE 209-8 STREET LIGHTING DESIGN REQUIREMENTS**

**FORM BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-8 Street Lighting Design Requirements:** Requirements vary according to Transect Zone. All lighting components shall be approved by the utility company.

	T1	T2	T3	T4	T5	T6
<p><b>Light Post</b></p> 	<p>20-35 Ft. tall 3-7 ft. Arm length*</p>	<p>20-35 Ft. tall 3-7 ft. Arm length*</p>	<p>20-35 Ft. tall, 3-7 ft. Arm length* only permitted at intersections.</p>	<p>20-35 Ft. tall, 3-7 ft. Arm length* only permitted at intersections.</p>	<p>20-35 Ft. tall, 3-7 ft. Arm length* only permitted at intersections.</p>	<p>20-35 Ft. tall, 3-7 ft. Arm length* only permitted at intersections.</p>
<p><b>Lamp</b></p> 	<p>18-25 Ft. tall 0.5-2.9 ft. arm length*</p>	<p>18-25 Ft. tall 0.5-2.9 ft. arm length*</p>	<p>15-20 Ft. tall 0.5-2.9 ft. arm length*</p>	<p>12-18 Ft. tall 0.5-2.9 ft. arm length*</p>	<p>10-16 Ft. tall 0.5-2.9 ft. arm length*</p>	<p>10-16 Ft. tall 0.5-2.9 ft. arm length*</p>
<p><b>Candlestick</b></p> 		<p>12-18 Ft. tall</p>	<p>12-18 Ft. tall</p>	<p>12-18 Ft. tall</p>	<p>10-16 Ft. tall</p>	<p>10-16 Ft. tall</p>
<p><b>Candelabra</b></p> 					<p>10-16 Ft. tall</p>	<p>10-16 Ft. tall</p>

\*Arm length is measured at a right angle from the pole to the light.

TABLE 209-8 STREETLIGHT ILLUSTRATIONS

FORM BASED DEVELOPMENT

Use Pattern

~~TABLE 209-8: Street Light Illustrations~~ Street Lighting varies in brightness (as shown in the text of the code) and also in the character of the fixture according to the rural to urban transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company.

	T1	T2	T3	T4	T5	T6
Cobra Head 	■					
Pipe 	■	■	■			
Post 		■	■	■		
Column 				■	■	■
Double Column 					■	■

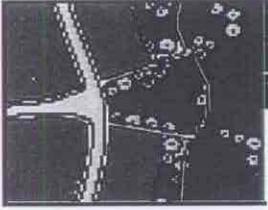
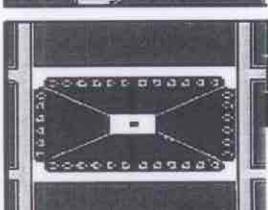
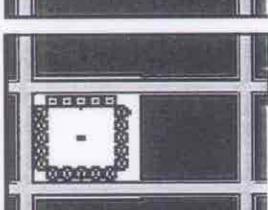
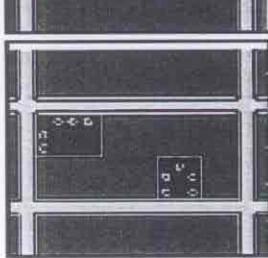
TABLE 209-9A CIVIC SPACE TYPES AND 209-9B PUBLIC TRANSIT

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-9A Civic Space Types:** The 5 permitted intended types of civic space are diagrammed and described in this table. For more information reference subsection 35-209(c)(9).

~~TABLE 209-9A: Civic Space Types~~ These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams. For more information reference 209(d)(8)E.

<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, woodland and open shelters, all naturalistically disposed. Parks may be <u>linear</u> lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres.</p>	 <p>T1 T2 T3</p>
<p>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 <u>vegetation lawn</u> and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres. <u>Greens may be linear, following the trajectories of natural corridors.</u></p>	 <p>T3 T4 T5</p>
<p>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 major the intersections, <del>of important thoroughfares.</del> The minimum size shall be 1/2 acre and the maximum shall be 5 acres. <u>Squares may be linear following the trajectories of the built environment.</u></p>	 <p>T4 T5 T6</p>
<p>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. <del>Plazas shall be located at the intersection of important streets.</del> The minimum size shall be 1/2 acre and the maximum shall be 2 acres. <u>Plazas may be linear following the trajectories of the built environment.</u></p>	 <p>T5 T6</p>
<p>e. Playground: An open space designed <del>and</del> for children's recreation. A playground may include an open shelter and shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	 <p>T1 T2 T3 T4 T5 T6</p>

~~TABLE 209-9B Allowable Public Transit Facilities by Transect Zone:~~ TABLE 209-9B: Allowable Public Transit Facilities by Transect Zone

TYPE OF TRANSIT	T1	T2	T3	T4	T5	T6	SD
BUS SHELTER			■	■	■	■	■
TRANSIT CENTER SHELTER					■	■	■
PARK AND RIDE			■	■			■

TABLE 209-10 EXPLANATORY DIAGRAMS

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-10A Thoroughfare & Frontage:** ~~TABLE 209-10: A. Thoroughfare & Frontage~~ This diagram shows how the Thoroughfare Design and Public Frontages (Table 206-6), as well as Private Frontages (Table 209-12) come together to create a streetscape.

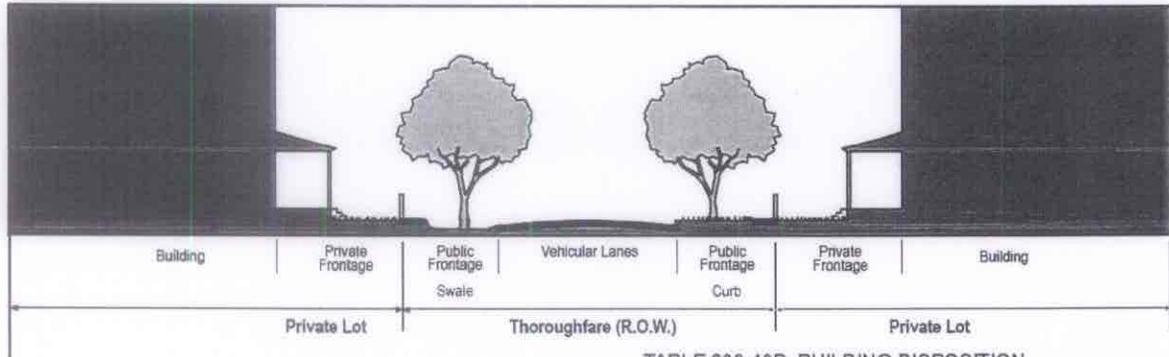
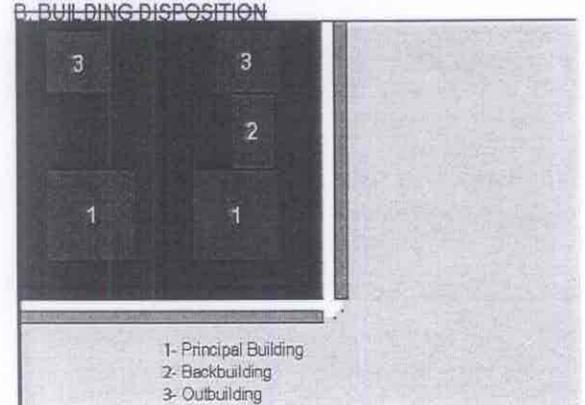


TABLE 209-10B. BUILDING DISPOSITION



**TABLE 209-10B Building Disposition:** ~~B. Building Disposition~~ This diagram illustrates where the Principal, Backbuilding, and Outbuildings are should be located in relation to each other on the lot.

**TABLE 209-10C Lot Layers:** ~~C. Lot Layers~~ This diagram illustrates what the location and dimensions of constitutes the different lot layers.

**TABLE 209-10D Frontage & Lot Lines:** ~~D. Frontage & Lot Lines~~ This diagram illustrates the location of the where the Frontage Lines, Lot Lines, Facades, and Elevations on each parcel are located on a lot and building.

TABLE 209-10C LOT LAYERS C. LOTLAYERS

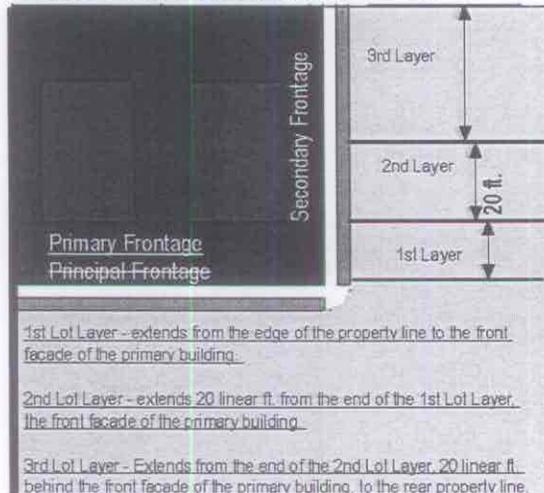


TABLE 209-10D FRONTAGE & LOT LINES D. FRONTAGE & LOT LINES

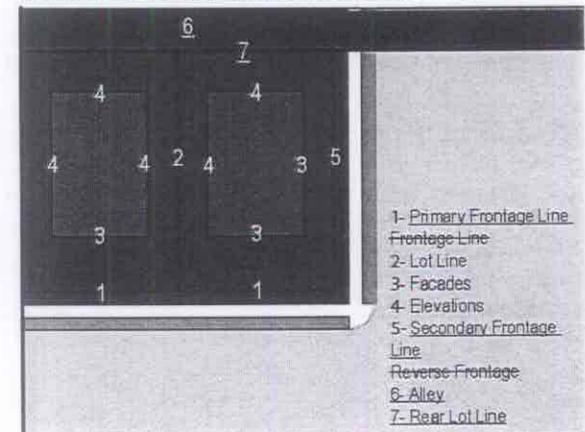


TABLE 209-11 BUILDING DISPOSITION

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-11 Building Disposition:** The 5 permitted types of building disposition are diagrammed and described in this table.

**TABLE 209-11: Building Disposition** estimates the location of the structure relative to the boundaries of each individual lot, ranging from more rural to more urban types. This provides a rough approximation of the suitable building types for each Transect Zone.

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

TABLE 209-12 PRIVATE FRONTAGES

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-12 Private Frontage:** The 8 permitted private frontage types are described and diagrammed in this table.

**TABLE 209-12:** The Private Frontage is the layer between the building and the lot line. It is important as it is providing the manner in which the building facade meets the pedestrian. The relationship between this table and Table 209-6 is diagrammed in Table 209-10.

	SECTION	LOT LINE R.O.W. PUBLIC FRONTAGE	PLAN	LOT LINE R.O.W. PUBLIC FRONTAGE		
<p>a. <b>Common Yard:</b> a frontage wherein the facade is set back substantially from the primary frontage line. The front yard created remains unenclosed and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.</p>						T1 T2 T3
<p>b. <b>Porch Porch &amp; Fence:</b> a frontage wherein the facade with an attached porch is set back from the primary frontage line with an attached porch permitted to encroaching. A fence at the frontage lines line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.</p>						T2 T3 T4
<p>c. <b>Terrace or Light Court:</b> a frontage wherein the facade is set back from the frontage lines line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.</p>						T4 T5
<p>d. <b>Forecourt:</b> a frontage wherein a portion of the facade is close to the frontage lines line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>						T4 T5 T6
<p>e. <b>Stoop:</b> a frontage wherein the facade is aligned close to the frontage lines 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 suitable recommended for ground-floor residential use.</p>						T4 T5 T6
<p>f. <b>Shopfront and Awning:</b> a frontage wherein the facade is aligned close to the frontage lines line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.</p>						T4 T5 T6
<p>g. <b>Gallery:</b> a frontage wherein the facade is aligned close to the frontage lines line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>						T4 T5 T6
<p>h. <b>Arcade:</b> a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage lines line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.</p>						T5 T6

TABLE 209-13A FUNCTION

**FORM BASED DEVELOPMENT**  
**Use Pattern**

**TABLE 209-13A Intensity of Function:** Intensity varies by transect zone. Three categories of intensity - restricted, limited and open - regulate the maximum buildout for each lot. For T1 and T2, see table 209-13B.

	T1	T2	T3	T4	T5 T6
a. RESIDENTIAL			<p><u>Restricted Residential:</u> The number of dwellings on each lot is restricted to one within a principal building and one within an accessory unit, with 1.25 to 1.5 parking places for each. Both dwellings shall be under single ownership. The habitable area of the accessory unit shall not exceed 600 sq. ft.</p>	<p><u>Limited Residential:</u> The number of dwellings on each lot is limited by the requirement of 1.0 to 1.25 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Table 209-14).</p>	<p><u>Open Residential:</u> The number of dwellings on each lot is limited by the requirement of 0.75 to 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (Table 209-14).</p>
b. LODGING			<p><u>Restricted Lodging:</u> The number of bedrooms available on each lot for lodging is limited to 5 and by the requirement of 0.8 to 1.0 assigned parking place for each bedroom.</p>	<p><u>Limited Lodging:</u> The number of bedrooms available on each lot for lodging is limited to the requirement of 0.8 to 1.1 assigned parking place for each bedroom, up to twelve.</p>	<p><u>Open Lodging:</u> The number of bedrooms available on each lot for lodging is limited by the requirement of 0.8 to 1.2 assigned parking place for each bedroom.</p>
c. OFFICE/SERVICE	<p><u>Residential, Lodging, Office, Retail, Civic, and Other restricted to 1 unit/100 gross acres max.</u></p>	<p><u>Residential, Lodging, Office, Retail, Civic, and Other restricted to 1 unit/20 gross acres max.</u></p>	<p><u>Restricted Office:</u> The building area available for office use on each lot is restricted to the first story and by the requirement of 3.0 to 5.0 assigned parking places per 1000 square-feet of net office space.</p>	<p><u>Limited Office:</u> The building area available for office use on each lot is limited by the requirement of 3.0 to 5.0 assigned parking places per 1000 square feet of net office space.</p>	<p><u>Open Office:</u> The building area available for office use on each lot is limited by the requirement of 2.0 to 4.0 assigned parking places per 1000 square-feet of net office space.</p>
d. RETAIL			<p><u>Restricted Retail:</u> The building area available for retail use is restricted to one block corner locations at the first story and by the requirement of 3.0 to 4.5 assigned parking places per 1000 square feet of net retail space.</p>	<p><u>Limited Retail:</u> The building area available for retail use is limited to the first story of buildings at corner locations on residential streets, to the first story of buildings on standard streets and avenues and is permitted along the entire block face of boulevards. The building area is also limited by the requirement of 3.0 to 4.0 assigned parking places per 1000 square feet of net retail space.</p>	<p><u>Open Retail:</u> The building area available for retail use is limited by the requirement of 2.5 to 4.0 assigned parking places per 1000 square-feet of net retail space. Retail spaces under 1500 square feet are exempt from parking requirements.</p>
e. CIVIC			<p>See Table 209-13B.</p>	<p>See Table 209-13B.</p>	<p>See Table 209-13B.</p>
f. OTHER			<p>See Table 209-13B.</p>	<p>See Table 209-13B.</p>	<p>See Table 209-13B.</p>

**TABLE 209-13A GENERAL FUNCTION**

**FORM BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-13A:** Transect based functional classifications are gradual rather than categorical (as in conventional use zoning). Residential, lodging, office and retail occur to varying degrees in all urban Transect Zones (T3-T6) in the declension of Restricted, Limited, and Open. For greater precision see Table 209-13B.

	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 ancillary building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the ancillary dwelling shall not exceed 500 square feet.	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 (Table 209-17).	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 (Table 209-17).
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.	Limited 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 twelve, in addition to the parking requirement for the dwelling.	Open 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.
c. OFFICE/ SERVICE	Restricted Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use of the principal building and/or to the ancillary building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	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 3.0 assigned parking places per 1000 square feet of net retail space in addition to the parking requirement of each dwelling.	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.	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. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 209-13B.	See Table 209-13B.	See Table 209-13B.
f. OTHER	See Table 209-13B.	See Table 209-13B.	See Table 209-13B.

TABLE 209-13B FUNCTION

FORM BASED DEVELOPMENT

Use Pattern

**TABLE 209-13B Specific Function by Transect:** This table regulates the permitted functions by Transect Zone. Functions not found in this table are prohibited. Infill developments can use any transect zone that meets the requirements of subsection 35-209(d)(4). For more information on Specific Use Permits, reference Sec 35-423.

a. RESIDENTIAL*	T1	T2	T3	T4	T5	T6	SD
Emergency/Transitional Shelter					■	■	
Home Occupation			■	■	■	■	
Residential Care Facility			■	■	■		
General Residential		■	■	■	■	■	

KEY
■ Permitted By Right
□ Permitted on B-Grid Streets only
S Specific Use

b. LODGING	T1	T2	T3	T4	T5	T6	SD
Hotel (no room limit)					S	S	
Inn (up to 12 rooms)		■		■	■	■	
Inn (up to 5 rooms)		■	■	■	■	■	
Private Dormitory				■	■	■	

c. OFFICE / SERVICE	T1	T2	T3	T4	T5	T6	SD
Office Space				■	■	■	
Live-Work Unit			■	■	■	■	
Professional & Personal Services				■	■	■	

d. RETAIL	T1	T2	T3	T4	T5	T6	SD
Open-Market		■		■	■	■	
Retail Space			■	■	■	■	
Restaurant				■	■	■	
Bar/Tavern				■	■	■	

e. CIVIC	T1	T2	T3	T4	T5	T6	SD
Bus Shelter			■	■	■	■	■
Convention Center					■	■	
Visitors Center	■	■	■	■	■	■	■
Fountain or Public Art		■	■	■	■	■	
Library			■	■	■	■	
Theater				■	■	■	
Museum			■	■	■	■	
Outdoor auditorium		■	■	■	■	■	
Sports Stadium						■	■
Religious Assembly	■	■	■	■	■	■	
Public Utility Structure or Facility		S	S	S	S	S	

\* Residential building types are continued on Table 209-15.

TABLE 209-1.3B FUNCTION (CONTINUED)

**FORM BASED DEVELOPMENT**  
**Use Pattern**

f. OTHER: AGRICULTURE	T1	T2	T3	T4	T5	T6	SD
Grain Storage	■	■					
Livestock Pen	■	■					
Nursery/Greenhouse	■	■	■				
Stable	■	■					
Outdoor Kennel	■	■					

KEY
■ Permitted By Right
□ Permitted on B-Grid Streets only
S Specific Use

f. OTHER: AUTOMOTIVE	T1	T2	T3	T4	T5	T6	SD
Gasoline Station		■	■	■	□	□	
Automobile Service / Repair					□	□	
Truck Maintenance	■	■	■	■	□	□	■
Drive-Through Facility		■	■	■	□	□	
Rest Stop	■	■					
Outdoor Vehicle Sales							■
Shopping Center							■
Primary Use Parking Lot				□	□	□	
Parking Structure*				■	■	■	
Truck Depot							■

f. OTHER: CIVIL SUPPORT	T1	T2	T3	T4	T5	T6	SD
Fire Station			■	■	■	■	
Police Station			■	■	■	■	
Cemetery		■					■
Funeral Home				■	■	■	
Hospital					■	■	■
Medical Clinic				■	■	■	

f. OTHER: EDUCATION	T1	T2	T3	T4	T5	T6	SD
College/University				■	■	■	
High School			■	■	■	■	
Trade School				■	■	■	
Elementary School			■	■	■	■	
Other-Childcare Center		■	■	■	■	■	

f. OTHER: INDUSTRIAL	T1	T2	T3	T4	T5	T6	SD
Heavy Industrial Facility							■
Light Industrial Facility					■	■	■
Wireless Facilities		S	S	S	S	S	
Ancillary Light Industrial Use				■	■	■	

\*All parking structures shall have a liner building of at least two stories and 20 ft. depth on the primary and secondary frontages.

TABLE 209-13B-SPECIFIC FUNCTION

FORM BASED DEVELOPMENT  
Use Pattern

TABLE 209-13B: Specific Function

	T1	T2	T3	T4	T5	T6	SD
<b>a. RESIDENTIAL</b>							
Apartment building				■	■	■	
Townhouse				■	■	■	
Duplex house				■	■		
Sideyard house			■	■	■		
Cottage			■	■			
Detached House		■	■	■			
Estate House	■						
Accessory Unit	■	■	■	■	■		
Left					■	■	
Live-Work Unit			■	■	■	■	
Courtyard house <sup>a</sup>				■	■	■	
Stacked Flats				■	■	■	
Triplex				■	■		
Quadplex				■	■		
Mixed-Use District <sup>b</sup>				■	■	■	
<b>b. LODGING</b>							
Hotel (no room limit)							■
Inn (up to 12 rooms)		■		■	■	■	
Inn (up to 5 rooms)		■	■	■	■	■	
Dormitory				■	■	■	■
<b>c. OFFICE</b>							
Office building				■	■	■	■
Live-Work Unit			■	■	■	■	
Professional & Personal Services							
<b>d. RETAIL</b>							
Open-Market building		■		■	■	■	■
Retail building			■		■	■	■
Display gallery				■	■	■	■
Restaurant				■	■	■	■
Bar/Tavern					■	■	■
<b>e. CIVIC</b>							
Bus Shelter			■	■	■	■	■
Convention Center							■
Conference Center					■	■	■
Exhibition Center							■
Fountain or Public Art	■	■	■	■	■	■	■
Library			■	■	■	■	■
Live Theater				■	■	■	■
Movie theater					■	■	■
Museum			■	■	■	■	■
Outdoor auditorium	■	■	■	■	■	■	■
Parking Structure <sup>a</sup>					■	■	■
Transit/Passenger Terminal					■	■	■
Playground	■	■	■	■	■	■	■
Sports Stadium						■	■
Primary Use Parking Lot				□	■	■	■
Religious Assembly	■	■	■	■	■	■	■
Transit Center					■	■	■
Park and Ride			■	■	■	■	■

■ By Right  
□ Permitted on B-Grid Streets only

TABLE 209-13B SPECIFIC FUNCTION (CONTINUED)

FORM BASED DEVELOPMENT

Use Pattern

f. OTHER: AGRICULTURE	T1	T2	T3	T4	T5	T6	SD
Grain Storage	■	■					■
Livestock Pen	■	■					■
Nursery/Greenhouse	■	■	■				■
Stable	■	■					■
Outdoor Kennel	■	■					■

■ By Right  
□ Permitted on B-Grid Streets only

f. OTHER: AUTOMOTIVE	T1	T2	T3	T4	T5	T6	SD
Gasoline Station		■	■	■	□	□	■
Automobile Service / Repair					□	□	■
Truck Maintenance					□	□	■
Drive-Through Facility						□	■
Rest Stop	■	■					■
Outdoor Vehicle Sales							■
Shopping Center							■

f. OTHER: CIVIL SUPPORT	T1	T2	T3	T4	T5	T6	SD
Fire Station			■	■	■	■	■
Police Station			■	■	■	■	■
Cemetery		■					■
Funeral Home				■	■	■	■
Hospital					■	■	■
Medical Clinic				■	■	■	■

f. OTHER: EDUCATION	T1	T2	T3	T4	T5	T6	SD
College/University				■	■	■	■
High School			■	■	■	■	■
Trade School				■	■	■	■
Elementary School			■	■	■	■	■
Other-Childcare Center		■	■	■	■	■	■

f. OTHER: INDUSTRIAL	T1	T2	T3	T4	T5	T6	SD
Heavy Industrial Facility							■
Light Industrial Facility							■
Truck Depot							■
Laboratory Facility							■
Water supply facility							■
Sewer and waste facility							■
Electric substation							■
Ancillary Light Industrial Use				■	■	■	■
cremation Facility							■
Warehouse							■
Produce Storage							■
Mini-Storage				□	□		■

**TABLE 209-14A - 209-14D PARKING STANDARDS**

**FORM BASED DEVELOPMENT**

**Use Pattern**

**TABLE 209-14A, 209-14B, and 209-14C Parking Requirements and Sharing Factor:** The Minimum Required Parking table (209-14A & 14B) summarizes the parking requirements of Table 209-13A for each site or, conversely, the amount of building allowed on each site given the parking available. Use the Sharing Factor (209-14C) to account for shared parking spaces. When three functions share parking, use the lowest factor so that enough parking is assured.

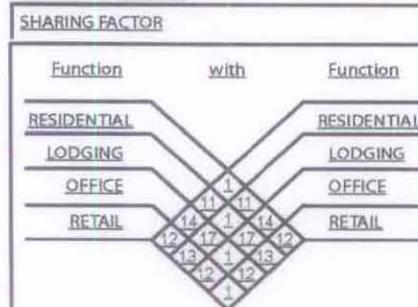
**TABLE 209-14A**

MINIMUM REQUIRED PARKING (See Table 209-13A)			
	T2   T3	T4	T5   T6
RESIDENTIAL	1.25 / dwelling	1.0 / dwelling	0.75 / dwelling
LODGING	0.8 / bedroom	0.8 / bedroom	0.8 / bedroom
OFFICE	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	3.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	2.5 / 1000 sq. ft.
CIVIC	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		
OTHER	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		

**TABLE 209-14B**

MAXIMUM REQUIRED PARKING (See Table 209-13A)			
	T2   T3	T4	T5   T6
RESIDENTIAL	1.5 / dwelling	1.25 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.1 / bedroom	1.2 / bedroom
OFFICE	5.0 / 1000 sq. ft.	5.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.
RETAIL	4.5 / 1000 sq. ft.	4.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.
CIVIC	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		
OTHER	Refer to Table 35-526-3b: Parking in Nonresidential Use Districts		

**TABLE 209-14C**



**EXAMPLE**

The residential function requires 10 spaces while the office portion requires 12 spaces. Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there is a total of 16 spaces available for residential and office, multiplying this by the factor 1.4 gives the equivalent of 22 spaces. Buildings may be designed to a functional density corresponding to 22 parking spaces.

**TABLE 209-14D and 209-14E Minimum Required Bicycle Parking and Minimum Required Long Term Bicycle Parking:** The Required Bicycle Parking table (209-14D) summarizes the parking requirements for each site by transect zone. The Minimum Required Long Term Bicycle Parking table (209-14E) depicts the minimum percentage of long term parking spaces that are required per Transect Zone. For example, a 100-unit residential complex with 3000 square feet of retail in T3 would be required to have 15 total bicycle parking spaces including one long term space. That same site located in a T5 would be required to have a total 65 bicycle parking spaces including a minimum of 13 long term spaces.

**TABLE 209-14D**

MINIMUM REQUIRED BICYCLE PARKING			
	T2   T3	T4	T5   T6
RESIDENTIAL and LODGING	1.0 / 8 units	1.0 / 5 units	1.0 / 2 units
OFFICE	1.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.
RETAIL	1.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.	6.0 / 1000 sq. ft.
CIVIC	2.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.	6.0 / 1000 sq. ft.
OTHER	1.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.	4.0 / 1000 sq. ft.

**TABLE 209-14E**

MINIMUM REQUIRED LONG TERM BICYCLE PARKING	
T2	5% of total required bicycle parking or 1 space (which ever is greater)
T3	5% of total required bicycle parking or 1 space (which ever is greater)
T4	10% of total required bicycle parking or 1 space (which ever is greater)
T5	20% of total required bicycle parking or 1 space (which ever is greater)
T6	40% of total required bicycle parking or 1 space (which ever is greater)



**TABLE 209-15 RESIDENTIAL BUILDING TYPES AND  
209-16 VIBRATION LEVELS FOR INDUSTRIAL FUNCTIONS**

**FORM BASED DEVELOPMENT  
Use Pattern**

**TABLE 209-15 Residential Building Types:** The location of permitted residential building types varies by transect zone.

a. RESIDENTIAL	T1	T2	T3	T4	T5	T6	SD		
Apartment building				■	■	■		<div style="border: 1px solid black; width: 100px; height: 15px; margin-bottom: 5px;"></div> ■ Permitted	
Townhouse				■	■	■			
Duplex				■	■				
Sideyard House			■	■	■				
Cottage			■	■					
Detached House		■	■	■					
Estate House		■							
Accessory Unit		■	■	■	■				
Loft					■	■			
Live / Work Unit			■	■	■	■			
Courtyard Building*				■	■	■			*Courtyard Building includes Hybrid Court and Bungalow Court
Stacked Flats				■	■	■			
Triplex				■	■				
Quadplex				■	■				
Mixed-Use Building**				■	■	■			**Mixed Use Building includes Tower on Podium, Commercial Block and Liner Buildings

**TABLE 209-16 Vibration Levels for Industrial Functions:** This table is to be used to determine vibration thresholds for Section 35-209(e)(2)(C)(4).

Frequency (Cycles Per Second)	Vibration in Inches	
	Steady-State	Impact
0 to 10	0.0005	0.0010
10 to 20	0.0004	0.0008
20 to 30	0.0003	0.0005
30 to 40	0.0002	0.0004
40 and over	0.0001	0.0002

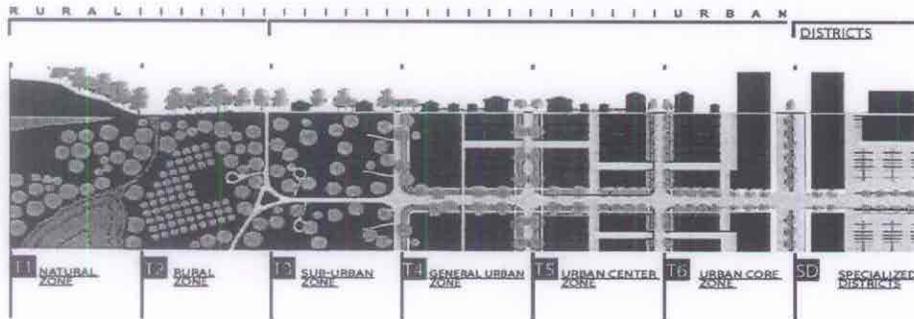


TABLE 209-18 TRANSECT ZONE SUMMARY

A. ALLOCATION OF ZONES

Hamber (H)	no minimum	10-40%	10-40%	10-40%	not permitted	not permitted	not applicable
Village (V)	no minimum	no minimum	10-40%	20-50%	10-45%	not permitted	not applicable
Regional Center (R)	no minimum	no minimum	not permitted	10-40%	10-60%	20-70%	not applicable
Infill Village	not permitted	not permitted	10-80%	10-80%	10-80%	not permitted	not applicable
Infill Regional Center	not permitted	not permitted	not permitted	10-80%	10-80%	10-80%	not applicable

B. OVERALL DENSITY

By Right	not applicable	not applicable	2 units / ac. gross max.	4 units / ac. gross max.	8 units / ac. gross max.	12 units / ac. gross max.	8 units / ac. gross max.
By Density Bonus	not applicable	not applicable	4 units / ac. gross min.	8 units / ac. gross min.	12 units / ac. gross min.	no min. <sup>2</sup>	not applicable
Other Functions	not applicable	not applicable	0-70%	10-30%	30-60%	30-70%	not applicable
Infill Option	not applicable	not applicable	2 units / ac. gross min.	4 units / ac. gross min.	6 units / ac. gross min.	no min.	not applicable

C. BLOCK SIZE

Block Perimeter	no maximum	no maximum	3000 ft. max.	2400 ft. max.	2000 ft. max.	2000 ft. max. <sup>2</sup>	3500 ft. max.
Block Face Length	no maximum	no maximum	700 ft. max.	700 ft. max.	600 ft. max.	600 ft. max.	850 ft. max.

D. PUBLIC FRONTAGES (see Table 209-6E and 209-6F)

PW	permitted	permitted	not permitted	not permitted	not permitted	not permitted	permitted
BV	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
RR	permitted	permitted	not permitted	not permitted	not permitted	not permitted	permitted
RS	not permitted	not permitted	permitted	permitted	not permitted	not permitted	permitted
SS & AV	not permitted	not permitted	permitted	permitted	permitted	permitted	permitted
CS & AV	not permitted	not permitted	not permitted	not permitted	permitted	permitted	permitted
Other	not permitted	not permitted	permitted	permitted	required	required	permitted

E. CIVIC SPACE (see Table 209-9A)

Park	permitted	permitted	permitted	not permitted	not permitted	not permitted	permitted
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted	permitted
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted	permitted
Playgrounds	permitted	permitted	permitted	permitted	permitted	permitted	permitted

F. LOT OCCUPATION

Primary Frontage Width	not applicable	70 ft. min.	35 ft. - 170 ft.	25 ft. - 200 ft.	18 ft. - 300 ft.	no min. - no max.	50 ft. - 850 ft.
Lot Coverage <sup>1</sup>	not applicable	by variance	80% max.	70% max.	80% max.	80% max.	80% max.

G. SETBACKS - PRINCIPAL BUILDING

Front Setback (Principal)	not applicable	40 ft. min.	20 ft. min.	0 ft. min. - 18 ft. max.	0 ft. min. - 12 ft. max.	0 ft. min. - 12 ft. max.	10 ft. - 30 ft.
Front Setback (Secondary)	not applicable	40 ft. min.	0 ft. or 12 ft. min. <sup>A</sup>	0 ft. min. - 18 ft. max.	0 ft. min. - 12 ft. max.	0 ft. min. - 12 ft. max.	10 ft. - 30 ft.
Side Setback	not applicable	0 ft. min.	12 ft. min.	0 ft. min.	0 ft. min. - 12 ft. max.	0 ft. min. - 12 ft. max.	10 ft. - 30 ft.
Rear	not applicable	0 ft. min.	12 ft. min.	3 ft. min.	3 ft. min.	0 ft. min.	10 ft. - 30 ft.
Frontage Building	not applicable	not applicable	40% min.	80% min.	80% min.	80% min.	80%

H. SETBACKS - OUTBUILDING

Front Setback	not applicable	20 ft. min. - bldg setback	20 ft. min. - bldg setback	24 ft. min. - bldg setback	40 ft. max. from rear edge	3 <sup>rd</sup> lot level	20-30 ft. + bldg setback
Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. or 3 ft.	0 ft. min.	no max. no min.	0 ft. - 10 ft.
Rear Setback <sup>2</sup>	not applicable	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. max.	no max. no min.	

I. BUILDING DISPOSITION (see Table 209-11)

Edge Yard	permitted	permitted	permitted	permitted	not permitted	not permitted	permitted
Side Yard	not permitted	not permitted	permitted	permitted	permitted	not permitted	permitted
Rear Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted	permitted
Court Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted	permitted

J. PRIVATE FRONTAGES (see Table 209-12)

Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted	not applicable
Fence or Wall	not applicable	not permitted	permitted	permitted	not permitted	not permitted	not applicable
Terrace or L.C.	not applicable	not permitted	not permitted	permitted	permitted	not permitted	not applicable
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted	not applicable
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted	not applicable
Shopfront & Parking	not applicable	not permitted	not permitted	permitted	permitted	permitted	not applicable
Gallery	not applicable	not permitted	not permitted	permitted	permitted	permitted	not applicable
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted	not applicable

K. BUILDING HEIGHT

Principal Building	not applicable	2 stories max.	2 stories max.	4 stories max.	8 stories max. 2 min. <sup>B</sup>	15 stories max. 2 min. <sup>C</sup>	8 stories max.
Outbuilding	not applicable	2 stories max.	2 stories max.	2 stories max.	2 stories max.	3 stories max.	2 stories max.

L. FUNCTION (see Tables 209-13A & 209-13B)<sup>1</sup>

Residential	see table 209-13B	see table 209-13B	restricted use	limited use	open use	open use	see table 209-13B
Land Use	see table 209-13B	see table 209-13B	restricted use	limited use	open use	open use	see table 209-13B
Office / Service	see table 209-13B	see table 209-13B	restricted use	limited use	open use	open use	see table 209-13B
Retail	see table 209-13B	see table 209-13B	restricted use	limited use	open use	open use	see table 209-13B

SECTION (f)

SECTION (c), (e), (g)

1. For purposes of this table, other functions use 10 ac./acre min.  
 2. 3500 ft. max. for roads with median or curbs  
 3. Refer to the maximum of the lot that can be covered by the structure  
 4. 3 ft. setback of 10 ft. or more, but not more than 10 ft. if a sidewalk is present, has a built-in curb, or is a street frontage  
 5. The rear setback shall be measured from the rear lot line as defined in table 209-10C. For the purposes of measuring the rear setback, the rear yard may not include easements or Rights-of-Way in an alley as indicated in Sec. 21-518(C)  
 6. Signs shall be located on the exterior of the building and shall be in accordance with the following restrictions:  
 A. The building shall not exceed more than 40% of a block block size  
 B. The building shall not exceed more than 10% of a block block size  
 C. For specific functions, see table 209-13B

SECTION

CONSTRUCTION

FUNCTION

FORM BASED DEVELOPMENT  
Use Pattern

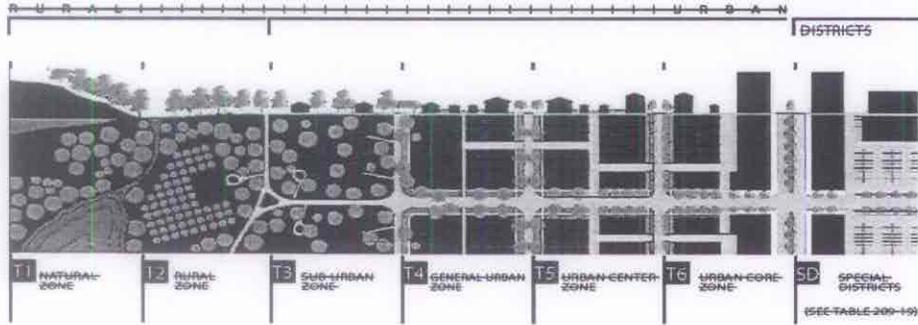


TABLE 209-18 TRANSITION ZONE SUMMARY

A--LOCATION OF ZONES--						
Hamlet (H)	50-54 min.		40-40%	40-40%	not permitted	not permitted
Village (V)	minimum	minimum	40-40%	60-60%	40-40%	not permitted
Regional Center (R)	minimum	minimum	not permitted	40-40%	40-60%	20-20%
Infill Village	not applicable	not applicable	40-60%	40-60%	40-60%	not applicable
Infill Regional Center	not applicable	not applicable	not applicable	40-60%	40-60%	40-60%
B--BASE RESIDENTIAL DENSITY						
By-Right	4 units/100 sq. gross max	4 units/20 sq. gross max	2 units/100 sq. gross max	4 units/100 sq. gross max	6 units/100 sq. gross max	12 units/100 sq. gross max
By-Density Bonus	by exception	by exception	4 units/100 sq. gross min	6 units/100 sq. gross min	10 units/100 sq. gross min	no min.
Other Functions			0-20%	40-30%	30-60%	30-20%
C--BLOCK SIZE						
Block Perimeter	no maximum	no maximum	2000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max <sup>2</sup>
D--PUBLIC FRONTAGES (see Table 209-6C and 209-6F)						
PW	permitted	permitted	not permitted	not permitted	not permitted	not permitted
SV	not permitted	not permitted	permitted	permitted	permitted	permitted
TH	permitted	permitted	permitted	not permitted	not permitted	not permitted
TS	not permitted	not permitted	permitted	permitted	not permitted	not permitted
SS&WV	not permitted	not permitted	permitted	permitted	permitted	permitted
CS&AV	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Alley	not permitted	not permitted	permitted	permitted	required	required
E--CIVIC SPACE (see Table 209-3A)						
Park	permitted	permitted	permitted	not permitted <sup>3</sup>	not permitted <sup>3</sup>	not permitted <sup>3</sup>
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted
Place	not permitted	not permitted	not permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
F--LOT OCCUPATION						
Lot Area	by exception	50 sq. avg.	5,000 sq. ft. avg.	2,500 sq. ft. avg.	1,500 sq. ft. avg.	no min.
Lot Coverage <sup>1</sup>	by exception	by variance	80% max	70% max	80% max	80% max
G--SETBACKS--PRINCIPAL BUILDING						
Front Setback (Principal)	not applicable	40 ft. min.	20 ft. min.	0 ft. min.-10 ft. max	0 ft. min.-10 ft. max	0 ft. min.-12 ft. max
Front Setback (Accessory)	not applicable	40 ft. min.	42 ft. min.	0 ft. min.-10 ft. max	0 ft. min.-10 ft. max	0 ft. min.-12 ft. max
Side Setback	not applicable	30 ft. min.	42 ft. min.	0 ft. min.	0 ft. min.-10 ft. max	0 ft. min.-24 ft. max
Rear	not applicable	60 ft. min.	42 ft. min.	3 ft. min.	0 ft. min.	0 ft. min.
Frontage Buildout	not applicable	not applicable	40% min.	80% min.	80% min.	80% min.
H--SETBACKS--OUTBUILDING						
Front Setback	not applicable	20 ft. min.-10 ft. setback	20 ft. min.-10 ft. setback	24 ft. min.-10 ft. setback	40 ft. max from rear prop	not applicable
Side Setback	not applicable	2 ft. or 0 ft.	0 ft. or 0 ft.	0 ft. min. or 0 ft.	0 ft. min.	not applicable
Rear Setback <sup>2</sup>	not applicable	3 ft. min.	0 ft. min.	0 ft.	0 ft. max	not applicable
I--BUILDING DISPOSITION (see Table 209-11)						
Edge Yard	permitted	permitted	permitted	permitted	not permitted	not permitted
Side Yard	not permitted	not permitted	not permitted	permitted	permitted	not permitted
Rear Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted
Court Yard	not permitted	not permitted	not permitted	permitted	permitted	permitted
J--PRIVATE FRONTAGES (see Table 209-12)						
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted
Porch & Fence	not applicable	not permitted	permitted	permitted	not permitted	not permitted
Terrace or Loggia	not applicable	not permitted	not permitted	permitted	permitted	not permitted
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted
Shopfront &	not applicable	not permitted	not permitted	permitted	permitted	permitted
Awning	not applicable	not permitted	not permitted	permitted	permitted	permitted
Gallery	not applicable	not permitted	not permitted	not permitted	permitted	permitted
K--BUILDING HEIGHT						
Principal Building	not applicable	0-stories max	0-stories max	4-stories max	6-stories max, 2 min. <sup>4</sup>	20-stories max, 2 min. <sup>5</sup>
Outbuilding	not applicable	0-stories max	0-stories max	0-stories max	0-stories max	not applicable
L--BUILDING FUNCTION (see Tables 209-13A & 209-13B)						
Residential	restricted use	restricted use	restricted use	limited use	open use	open use
Lodging	not permitted	restricted use	restricted use	limited use	open use	open use
Office	not permitted	not permitted	restricted use	limited use	open use	open use
Retail	not permitted	not permitted	restricted use	limited use	open use	open use

DISTRICTS  
 CONFORMANCE  
 DISTRICT

<sup>1</sup> For purposes of calculating other functions use 100 gross min.  
<sup>2</sup> 200 ft. max for buildings with parking structures.  
<sup>3</sup> Rural buildings 20 and 30 units for treated residential lots.  
<sup>4</sup> Height to the parapet of the roof that can be covered by the structure.  
<sup>5</sup> Single-story buildings are permitted if they follow all other applicable requirements.  
<sup>6</sup> Buildings are no more than 10 feet in height.  
<sup>7</sup> Buildings are no taller than 100 feet.

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

	DISTRICT SD1	DISTRICT SD2	DISTRICT SD3	DISTRICT SD4	DISTRICT SD5	DISTRICT SD6	DISTRICT SD7
<b>A—ALLOCATION OF ZONES—</b>							
a-EDP-Village	X						
b-TND-Village	X						
c-TND-Town	X						
<b>B—BASE DENSITY ALLOCATION—</b>							
a-Housing Density	X						
b-Housing Density	X						
c-Other Functions	X						
<b>C—BLOCK SIZE—</b>							
a-Block Perimeter	X						
<b>D—PUBLIC FRONTAGE—</b>							
a-Road Road	X						
b-Standard Road	X						
c-Residential Road	X						
d-Residential Street	X						
e-Standard Street	X						
f-Commercial Street	X						
g-Parade	X						
h-Boulevard	X						
i-Road Lane	X						
j-Road Alley	X						
k-Path	X						
l-Pathway	X						
m-Bicycle Trail	X						
n-Bicycle Lane	X						
o-Bicycle Route	X						
<b>E—PUBLIC SPACE—</b>							
a-Park	X						
b-Green	X						
c-Square	X						
d-Place	X						
e-Playground	X						
<b>F—LOT OCCUPATION—</b>							
a-Use Only	X						
b-Lot Coverage	X						
<b>G—BUILDING SETBACK—</b>							
a-Front	X						
b-Side	X						
c-Rear	X						
<b>H—BUILDING DISPOSITION—</b>							
a-Edgeward	X						
b-Sideward	X						
c-Rearward	X						
d-Courtyard	X						
<b>I—PRIVATE FRONTAGE TYPE—</b>							
a-Common Lawn	X						
b-Fence & Fence	X						
c-Terrace	X						
d-Terrace	X						
e-Steps	X						
f-Steps	X						
g-Gallery	X						
h-Arcade	X						
i-Parking Lot	X						
<b>J—BUILDING HEIGHT—</b>							
a-Principal Building	X						
b-Outbuilding	X						
<b>K—BUILDING FUNCTION—</b>							
a-Residential	X						
b-Residential	X						
c-Office	X						
d-Retail	X						

MINIMUM

CONFORMANCE

MAXIMUM

FORM-BASED DEVELOPMENT  
Use Permitted



**TABLE 209-21: Street Tree and Streetscape Tree Illustrations:** Trees in the Public and Private frontages vary in form and by the shape of the canopy, soil compaction tolerance, effect on pavement, height of tree and other factors which determine the types of permitted species within transect zones. Street trees vary in their form and use in their suitability for urban use. The shape of the canopy must integrate with the degree of setback. In the rural to urban transect the tree's performance regarding root pressure, tolerance and other criteria would be specified by species available in the bioregion.

PLANTING CHARACTER	FORM	NOTES	T1	T2	T3	T4	T5	T6	UDC
			NATURAL CLUSTERED MULTIPLE	NATURAL CLUSTERED MULTIPLE DIVERSE	NATURAL ORNAMENTAL REGULAR ALTERNATING NATURALISTIC	ALLEE REGULAR SINGLE OR ALTERNATING	ALLEE REGULAR SINGLE	OPPORTUNISTIC SINGLE	SIZE
MEXICAN SYCAMORE		60' OR TALLER-FAST GROWING-WIDE CROWN LIFTS PAVEMENT, TWIGS FALL	X	X	X	X			L
MONTEZUMA CYPRESS		60' OR TALLER, 30' SPREAD, PYRAMIDAL, WET SOILS OK, DROUGHT TOLERANT, NATIVE	X	X	X	X			L
BUR OAK		60' OR TALLER- LARGE - BLACKLAND PRairie	X	X	X	X	X		L
PECAN		60' RIPARIAN, SLOW GROWING, GOOD SHADE, M.T.S. TWIGS	X	X	X				L
MEXICAN WHITE LIVE OAK (MONTENSI OAK)		30' NATIVE TO SOUTH TEXAS, UPRIGHT WHEN YOUNG, CAN GET TO 60'	X	X	X	X	X	X	NOT LISTED
SOUTHERN LIVE OAK		60' TALL, BROAD SHAPE, NATIVE, DURABLE, LONG LIVED, GOOD STREET TREE GIVEN ROOM TO	X	X	X	X	X	X	M-L
SABAL PALM		50' - 70' TALL, NATIVE TO SOUTH TEXAS, NARROW FORM		X	X	X	X		NOT LISTED
WINDMILL PALM		30' - 50' TALL, NARROW FORM		X	X	X	X		NOT LISTED
SHUMARD OAK		TO 100' ON RICH BOTTOMLAND SOILS, 60' WIDE, DECIDUOUS	X	X	X				L
CHICKAPEE OAK		MEDIUM SIZED TREE, 30' X 30', LUSH GREEN LEAVES, SOME FALL COLOR	X		X	X	X	X	M-L
ARIZONA CYPRESS		40' TALL, EVERGREEN, BLUE GRAY, DROUGHT TOLERANT	X	X	X				M-L
TEXAS RED OAK		40 TO 60' TALL AND WIDE, FALL COLOR, DROUGHT TOLERANT	X	X	X	X			M-L
CEBAR Elm		40 TO 60' TALL AND WIDE, SOME FALL COLOR, DROUGHT TOLERANT	X	X	X	X	X	X	M-L
ANAGUA		30 TO 40' WHITE FLOWERS, FRUITS, EVERGREEN	X	X	X				M-L
WILD OLIVE		15' X 18', FLOWERING NATIVE, WILDLIFE ATTRACTOR	X	X	X				NOT LISTED
GOLDENBALL LEAD TREE		15-18' VERY DROUGHT TOLERANT, POINDED CROWN, MULTI-TRUNK YELLOW FLOWERS	X	X	X	X			S-M
MESQUITE		30 TO 40', SPINES, DECIDUOUS NATIVE TO BRUSH COUNTRY, BLOOMS, CAN BE INVASIVE	X	X					S-M
ESCAPMENT BLACK CHERRY		30-40', DECIDUOUS, WHITE FLOWERS, FALL COLOR FLASH FRUITS, GLOSSY GREEN	X	X	X				M-L
LACEY OAK		30' TALL, DECIDUOUS AND SPREADING FORM	X	X	X	X	X		M
MEXICAN PLUM		20' TALL, FLOWERING, FRUITS, DECIDUOUS	X	X	X				S-M
SMALL TREES									
ORANGE MYRTLE		15 TO 40' TALL, DEPENDING ON VARIETY, ORNAMENTAL, SHOWY FLOWER COLORS			X	X			NOT LISTED
RUSTY BLACKHAW VIBURNUM		15' LARGE SHRUB OR SMALL TREE, WHITE FLOWERS, RED BERRIES, ENDOSMAC	X	X					S
CORDALIA		15' BRUSHY SMALL TREE WITH SPINES, WILDLIFE ATTRACTOR, EXTREMELY DROUGHT TOLERANT	X	X					S-M
RETAMA		15' LARGE SHRUB / SMALL TREE, EXTREMELY DROUGHT TOLERANT	X	X					S-M
YALPON		15' LARGE SHRUB / SMALL TREE, EXTREMELY DROUGHT TOLERANT, NATIVE, RED BERRIES	X	X	X	X			S-M
EVE'S NECKLACE		15' TALL, COLOR, PINK FLOWERS	X	X	X				M-L
TEXAS PERSIMMON		15', NATIVE, DROUGHT TOLERANT, FEMALE HAS BLACK FRUITS, SMOOTH BARK	X	X	X				S-M
WITEX		SMALL TREE TO 15'-25' LARGE SHRUB	X	X	X				S-M
ANACACHO ORCHID TREE		15', WHITE FLOWERS, SEMI-EVERGREEN	X	X	X	X			S-M
TEXAS REDBUD		15'-20' FLOWERING TREE, GOOD UNDERSTORY TREE	X	X	X	X	X		S-M
DESERT WILLOW		15'-20' SMALL FLOWERING TREE, DROUGHT TOLERANT, ADAPTABLE	X	X					S
TEXAS MOUNTAIN LAUREL		TO 60' IN GOOD SOIL, SMALL, EVG NATIVE, BLOOMS PURPLE AND SMELLS LIKE GRAPE BURELUM	X	X	X	X	X		S
MEXICAN BUCKEYE		15' SMALL TREE, PINK FLOWERS, YELLOW FALL COLOR, NATIVE, DROUGHT TOLERANT	X	X	X	X			S

APPENDIX "B" TREES NOT RECOMMENDED	NOTES
NOT RECOMMENDED FOR STREET TREES	
BRADFORD PEAR	Short lived
BLACK WILLOW	Spreads rapidly
COTTONWOOD	Weak wood, flaking
LOCUST	Weak wood, short lived
WESTERN SOAPBERRY	Mealy holls, large 30'-60'



TABLE 209-21 STREET TREE AND STREETScape TREE ILLUSTRATIONS - (MAY 2009) - 21 STREET TREE ILLUSTRATIONS

FORM BASED DEVELOPMENT  
Use Pattern

Chapter 35, Article III, Section 35-357 is amended as follows:

**35-357 "FBZD" Form Based Zoning District**

*The Form Based Zoning District is a special district established to encourage a sustainable pattern of development by concentrating growth in hamlets, villages and regional centers while preserving and protecting prime agricultural land, environmentally sensitive areas, important natural features and open space. Hamlets, villages and regional centers are compact, pedestrian-oriented and mixed-use with a focus on creating communities where the ordinary activities of daily living occur within walking distance of most dwellings. Lot and building standards including building disposition, building configuration, building function, parking standards, architectural standards, landscape standards and signage standards are governed by ~~Land Use Plans~~, development pattern plans and transect zones.*

**(a) Development Standards**

Development within an "FBZD" shall comply with the form based development use pattern in section 35-209. The remaining sections of chapter 35 continue to be applicable to issues not addressed by section 35-209 or this section. The provisions of section 35-209, when in conflict, shall take precedence over those other sections in chapter 35. Section 35-209 shall control for development standards including, but not limited to:

- (1) Lot and building layout and dimensions
- (2) Transportation and stormwater management infrastructure
- (3) Parks and open space
- (4) Parking and loading
- (5) Landscaping and buffering

**(b) Consolidated Review Committee**

- (1) The planning and development services department shall establish and coordinate a consolidated review committee (CRC) comprising a representative from each of the various regulatory agencies and staff that have jurisdiction over the permitting of a project. The CRC shall provide a single interface with the applicant-developer.
- (2) The composition and jurisdiction of the CRC shall be as provided in subsection 35-209(a)(2) ~~subsection 35-209(b)(3)~~ process. ~~The CRC shall issue a Certificate of Compliance for approvals of Master development pattern plans, Plats and Building Plans.~~
- (3) Decisions rendered by the CRC may be appealed to the director of the planning and development services department.

**(c) Uses**

An "FBZD" may include residential, commercial, industrial, ~~and~~ civic, and other uses as permitted by table 35-209-13A general function and table 35-209-13B specific function.

**(d) Size**

Minimum size requirements are based on development patterns (e.g. hamlets, villages, regional centers). Development patterns require a minimum acreage size specified in subsection 35-209(c)(3) development patterns.

**(e) Completeness Review**

- (1) For all applications for "FBZD" zoning, the director of the planning and ~~Community~~ development services department shall prepare a sector analysis. The sector analysis shall incorporate regional planning principles based on geographic characteristics (including, but not limited to, topography and transportation networks) and growth management priorities by utilizing the sector system described in subsection 35-209(b) sector analysis report. This analysis shall be used to determine the appropriateness of the zoning request within the context of a regional planning perspective. The applicant shall submit the request for analysis to the planning and development services department. The analysis shall be completed within fifteen (15) working days of the request. Projects over five hundred (500) acres shall be completed within twenty-five (25) working days. The zoning request shall not be deemed complete until this analysis has been completed by the department of planning and development services. If the sector analysis is not completed within the time allowed, the zoning request may be submitted by the applicant. Analysis submitted after the zoning application has been deemed complete shall continue to be a factor to determine the appropriateness of the zoning request and shall be included in staff report to zoning commission.
- (2) An application for "FBZD" zoning for an area that lies within the boundaries of an adopted neighborhood, community or perimeter plan, or any other plan adopted pursuant to section 35-420 comprehensive, neighborhood, community and perimeter plans, shall be subject to the completeness review criteria in section 35-421(c) completeness review. If the zoning commission makes a determination that the zoning request is inconsistent with the master plan policies or the land use element of the applicable neighborhood, community or perimeter plan, then the application for rezoning shall not be deemed complete until a completed application for a master plan amendment is filed.

**(f) Zoning Site Plan**

- (1) A zoning site plan shall be filed with any request for "FBZD" zoning. An application for "FBZD" zoning shall not be deemed complete unless accompanied by a zoning site plan.

- (2) A Zoning site plan shall include the following information:
- A. Legal description and exhibit of the property at appropriate scale showing the boundaries of the area to be zoned "FBZD."
  - B. Location of development patterns (e.g. hamlets, villages and regional centers) and specialized special districts. A metes and bounds description of each development pattern and specialized special district (if applicable) and an exhibit showing the boundaries of the development pattern or specialized special district shall be provided.
  - C. Location of transect zones. Transect zones shall be clearly identified and include a table with an acreage notation (precise to 1/100<sup>th</sup> of an acre). A table that specifies the allocation of transect zones within each development pattern expressed in total acreage and as a percentage of the total acreage of the Development Pattern shall be provided. A Geographic Information System (GIS) shapefile shall be submitted that identifies the transect zones with x,y coordinates projected to the following coordinate system: NAD 1983 StatePlane Texas South Central FIPS 4204 Feet.
  - D. Location of pedestrian sheds.
  - E. Location of mandatory streets (avenues, boulevards, commercial streets and standard streets that provide connectivity between development patterns and/or provide connectivity to major regional arterials). Final review and approval of street design, classification and right-of-way width in accordance with tables 209-6A through 6G shall occur with the review of the master development pattern plan.
  - F. Land use allocation table for each specialized-special district (if applicable). Land uses within each specialized-special district shall also be shown on the site plan.
  - G. Trip generation worksheet that corresponds to traffic study required in subsection 35-209(a)(5).
- (3) The zoning site plan shall be governed by section 35-421(c) completeness review and section 35-421(e) Approval Criteria of this chapter. The zoning site plan shall also be reviewed for compliance with the terms of this section and section 35-209.
- (4) A Zoning site plan shall be reviewed by the zoning commission and approved by the city council concurrent with the application for rezoning to "FBZD." The zoning ordinance shall provide that adherence to the zoning site plan, or the amended zoning site plan, is required within the "FBZD" provided, however, that a rezoning shall not be required for the approval of a minor change to the zoning site plan as defined in subsection 35-357(g)(2). ~~of this section.~~

- (5) The ~~approved~~ zoning site plan approved by City Council shall accompany all subsequent development applications (including, but not limited to, master development pattern plans, plats and building plans). Approval of a zoning site plan shall not imply subsequent approval of a master development pattern plan, plat, or building plan.

**(g) Amendments to Zoning Site Plan**

- (1) Revisions to a previously approved zoning site plan shall be classified as minor or major changes. An application for a minor or major change to a zoning site plan shall be submitted to the director of planning and development services ~~CRC Coordinator~~ and shall be subject to section 35-421(c) completeness review provisions of this chapter. Within fifteen (15) five (5) working days after filing the proposed revisions, required items and information, the consolidated review committee (CRC) shall provide a written response indicating whether or not the submitted revised zoning site plan has been accepted as a minor or major revision. ~~If it is determined by the CRC finds~~ that the revised submittal is ~~considered~~ a minor change then said submittal shall be processed by the CRC and shall not require review by the zoning commission or approval by the city council. ~~If it is determined by the CRC finds~~ that the proposed revision is a major change then said proposed major revision shall be processed in the same manner as the initial zoning site plan submittal described in subsection (f) of this section. If written response is not received from CRC within fifteen 15 working days, change shall be deemed a major change.
- (2) A minor amendment to a zoning site plan shall include:
- A. An accumulated A deviation of five (5) percent or less of the total acreage of the development pattern. The deviation shall be in the size and/or location of a transect zone, subject to the following:
1. A change to a transect zone shall maintain the overall allocation of transect zones within the permitted range for each development pattern as listed in table 209-18 35-209-18 transect zone summary.
  2. A transect zone shall only be changed to a lower transect zone or the next highest transect zone.
  3. Once the five (5) percent accumulated limit has been reached, further amendments shall be deemed a major amendment.
  4. Any change to a specialized district shall be deemed a major amendment.
- B. A deviation in the location of a mandatory street required to be included on the zoning site plan of less than three a maximum blocks ~~block~~ length as defined for that transect zone. The deviation shall not prevent the connection of existing streets, streets on the major thoroughfare plan, or future recorded streets on adjacent properties that are not within the FBZD.
- C. The addition of a street(s) to ensure adequate connectivity and capacity.

D. ~~G.~~A An accumulated total deviation of five (5) percent or less, of the total acreage of the development pattern, in the size and location of the pedestrian shed.

E. ~~D.~~ A change in the housing mix indicated for the sustainable design option as long as the change is in compliance with the housing mix and phasing requirements.

(3) Any other revision to an "FBZD" site plan not described in subsection 35-357 (g)(2) (2) above shall be deemed a major change.

**(h) Master Development Pattern Plan Required**

(1) A Master development pattern plan shall be required for every form based development. A master development pattern plan shall include all areas within a form based development to include all development patterns and specialized special districts. A master development pattern plan shall be approved through the master development plan (MDP) process in section 35-412 master development plan with coordination provided by the CRC.

(2) A master development pattern plan application shall include the following information:

A. The approved zoning site plan

B. A master development pattern site plan showing the location and extent of:

1. Transect Zones. Transect zones shall be clearly identified and be accompanied by a table as described in section 35-357(h)(2)(C). with an acreage notation (precise to 1/100th of an acre).

2. Pedestrian Sheds

3. Street designations, by type [~~including description of Thoroughfare Assembly as referenced in Table 209-6(g)~~]. including description of thoroughfare design as referenced in table 209-6

4. Bicycle network

5. Transit network

6. Civic functions including civic spaces, civic building sites, and civic spaces for ~~public~~ transit

7. School reserve (if applicable)

8. Conservation easement boundaries (if applicable)

9. B-Grid designations (if applicable)

10. Mandatory and recommended frontage designations (if applicable)

11. Cross block passage designations (if applicable)

12. Terminated vista designations (if applicable)

13. General distribution of residential and other (non-residential) functions by transect zone.

C. Master development pattern plan tables shall include:

1. Allocation of transect zones within each development pattern expressed in acres (precise to 1/100th of an acre) total acreage and as a percentage of the total acreage of the development pattern.
2. Maximum block size within each transect zone
3. Civic space allocation by pedestrian shed
4. School area allocation by development pattern plan (if applicable)
5. If B-Grids are designated, measurement ratio of B-Grid frontages to pedestrian shed frontages
6. Range of permitted private frontages, parks, lot occupation, building setbacks, building disposition, and building height by transect zone
7. Density calculations and exchange rates for housing units to other functions as prescribed by subsection 35-209(c)(4) density calculations. The following additional materials are required if using one of the bonus density options:
  - a. For TDR option, identify receiving and sending areas in accordance with subsections 35-209(b)(2) and 35-361 transfer of development rights.
  - b. For sustainable design option, include sustainable design option point system matrix and housing mix phasing plan as detailed in subsection 35-209(c)(5) density bonus options

D. Public frontage definitions, including details of thoroughfare assemblies

E. Typical diagrams for each category of proposed functions to include lot occupation, building setbacks, building disposition, building height and parking spaces

F. Tree Preservation Master Plan (refer to section 35-209(c)(7) ~~35-523~~ Tree Preservation)

G. The following general application requirements included on the site plan or as a separate exhibit as necessary:

1. Identification

- a. Proposed name of development if not within a previously platted subdivision. The proposed name shall not duplicate the name of any plat previously recorded in the county.
- b. City assigned ID number.

- c. Names Name and address addresses of owner of record, developer and designer.
  - d. The names of all adjacent property owners as shown on current tax records.
  - e. Certificate of agency or power of attorney if other than owner.
  - f. Signature blocks prepared for the dated signatures of the chairperson and secretary (director of planning and development services or assignee) of the authorized approval entity.
  - g. Date of preparation.
2. Location
- a. Two (2) points identified by Texas Planes Coordinates.
  - b. Basis of bearings used and a north arrow.
  - c. A location map at a scale of not less than 1" = 2,000' indicating the location and distance in relation to adjacent streets and all surrounding major thoroughfares. The location map is to be located in the top left hand corner of the sheet.
  - d. The exterior boundaries as indicated from deeds or other instruments of the development area giving lengths and bearings of the boundary lines. If the proposed development is bounded by a watercourse, a closing meander traverse of that boundary shall be made and shown on the site plan. Where curving boundaries are used, sufficient data to establish the boundary on the ground shall be given; including the curve's radius, central angle and arc length.
  - e. Graphic and written scale and north arrow
3. Restrictions
- a. Proposed covenants on the property, if any, including a map and legal description of area affected.
  - b. Notation of any restrictions required by the city council in accordance with this ordinance.
  - c. A development phasing schedule including the sequence for each phase; approximate size in area of each phase; and, proposed phasing of construction of public improvements, recreation and common open space areas.
4. Site Conditions
- a. Existing topography with maximum contour interval of two (2) feet, except where existing ground is on a slope of less than five (5) percent then either one foot contours or spot elevation shall be provided where necessary.
  - b. All existing easements or right-of-way with street names impacting the development area, their nature and width.
  - c. The location of all entrances onto existing and/or proposed adjacent roadways, whether existing or proposed.
  - d. The location and dimension of all proposed or existing lots.
  - e. A delineation of EARZ, wetlands, floodplains and woodlands.
  - f. ~~Traffic Impact Analysis (TIA) worksheet~~

- f. ~~g.~~ Utilities Plan.
- g. ~~h.~~ Location of proposed fire hydrants, as part of a request for LOC.
- h.-i. A stormwater management plan.
- H. Form Based Parking Plan, if applicable.
- I. Traffic Study as required in subsection 35-209(a)(5).

(3) The applicant may elect to omit certain eligible items from the initial master development pattern plan application. If these items are omitted from the initial application, they shall be submitted in a subsequent application or subsequent applications as an addendum to the master development pattern plan. The addenda shall not be considered an amendment to the MDPP. These items shall be submitted according to a phasing schedule included with the initial application and shall be approved through the process described in subsection 35-357 (f)(1) ~~one (1) of this section.~~ The following items from subsection 35-357 (f)(2) (2), ~~above,~~ are eligible for deferred submittal:

- A. Mandatory and recommended frontage designations.
- B. Cross block passage designations.
- C. Terminated vista designations.
- D. The location and dimension of all proposed or existing lots.
- E. The location of proposed fire hydrants, as part of a request for LOC.
- F. Housing mix for sustainable development option

(4) An application for plat approval shall not be deemed complete until all items in subsection 35-357 (f)(2) (2) ~~above~~ have been submitted and approved for the area that is the subject of the application for plat approval.

(5) Approval Criteria. No master development pattern plan shall be approved unless it conforms to all applicable requirements in this section and section 35-209.

(6) Minor amendments to master development pattern plan

A. The following shall be considered minor amendments to the master development pattern plan:

- 1. Changes to the timing or phasing of the proposed development.
- 2. Updating of ownership or consultant information.
- 3. Master development plan or subdivision plat name change.
- 4. Minor amendments to the zoning site plan as specified in subsection 35-357(g).
- 5. Addition of or change to of a form based parking plan, within the parameters defined in subsection 35-209 (e)(2)(d)(3).

B. Minor amendments shall be subject to review and approval of the CRC.

C. All other revisions shall be classified as major amendments and shall be processed in the same manner as the initial master development pattern plan submittal.

**(i) Rezoning of Property within an “FBZD”**

No property within the boundaries of an “FBZD” site may be rezoned unless and until the zoning site plan is amended pursuant to the provisions contained herein. In particular, any such amendment or rezoning application must be justified in terms of impact to utility infrastructure, roadway infrastructure and goals and purposes of the original form based development.

**(j) Development of a Form Based Development Within the city’s Extraterritorial Jurisdiction**

A Form based development may be developed within the city’s extraterritorial jurisdiction provided that the form based development is developed pursuant to an approved master development plan as provided in section 35-412 master development plan and the form based development is designated as such on the master development plan and meets the requirements set forth in this section and section 35-209. A master development plan that is designated as a form based development shall meet the requirements for a master development pattern plan and shall include a site plan that meets the requirements for a zoning site plan as outlined in this section. If the property which is the subject of the master development plan designated as a form based development is subsequently annexed into the city’s zoning jurisdiction, then the city shall initiate a rezoning case for the subject tract to rezone the property to “FBZD”. The permanent zoning of any form based development that is initially located within the extraterritorial jurisdiction and is later annexed shall be consistent with the master development plan governing the form based development as provided in section 35-307 newly annexed territory.

**(k) Copy of “FBZD” Shall Be Made Available to the Public**

The developer or landowner of an approved “FBZD” shall maintain a copy of the master development pattern plan within the sales office(s) located within the “FBZD”. The site plan shall be displayed in a prominent location within the office so that it is easily viewable by the public. Upon request to developer or landowner, in addition copies of the master development pattern plan shall be made available at cost to members of the public ~~upon request~~. This requirement shall continue until all property within the “FBZD” is developed.

**SECTION 3.** The FBZD amendments adopted herein, including provisions for Infill Development, shall be applicable to the entire jurisdiction of the City of San Antonio.

**SECTION 4.** All other provisions of Chapter 35 of the City Code of San Antonio, Texas shall remain in full force and effect unless expressly amended by this ordinance.

**SECTION 5.** Should any Article, Section, Part, Paragraph, Sentence, Phrase, Clause, or Word of this ordinance, for any reason be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provision herein contained be held to be unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be unconstitutional, invalid, or ineffective.

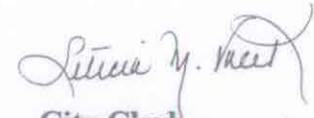
**SECTION 6.** The publishers of the City Code of San Antonio, Texas are authorized to amend said Code to reflect the changes adopted herein and to correct typographical errors and to format and number paragraphs to conform to the existing code.

**SECTION 7.** The City Clerk is directed to publish notice of these amendments to Chapter 35, Unified Development Code of the City Code of the City of San Antonio, Texas. Publication shall be in an official newspaper of general circulation in accordance with Section 17 of the City Charter

**SECTION 8.** This ordinance shall become effective on June 28, 2009.

**PASSED AND APPROVED this 18th day of June, 2009.**

  
M A Y O R

ATTEST:   
City Clerk

APPROVED AS TO FORM:   
City Attorney  
Fa

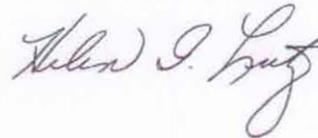
<b>Agenda Item:</b>	21						
<b>Date:</b>	06/18/2009						
<b>Time:</b>	11:16:15 AM						
<b>Vote Type:</b>	Motion to Approve						
<b>Description:</b>	An Ordinance amending Chapter 35, Unified Development Code, of the City Code of San Antonio, Texas, by amending the Form Based Zoning District, adopting provisions for Infill Development regulations and adopting the Form Based Zoning District as an option available City wide. [T.C. Broadnax, Assistant City Manager; Roderick Sanchez, Director, Planning and Development Services]						
<b>Result:</b>	Passed						
<b>Voter</b>	<b>Group</b>	<b>Not Present</b>	<b>Yea</b>	<b>Nay</b>	<b>Abstain</b>	<b>Motion</b>	<b>Second</b>
Julian Castro	Mayor	x					
Mary Alice P. Cisneros	District 1		x			x	
Sheila D. McNeil	District 2		x				
Jennifer V. Ramos	District 3		x				
Philip A. Cortez	District 4		x				
Lourdes Galvan	District 5		x				
Ray Lopez	District 6		x				
Justin Rodriguez	District 7		x				
Diane G. Cibrian	District 8		x				
Elisa Chan	District 9		x				x
John G. Clamp	District 10	x					

**AFFIDAVIT OF PUBLICATION**

Before me, the undersigned authority, on this day personally appeared Helen I. Lutz, who being by me duly sworn, deposes and says that she is the Publisher of *The Hart Beat*; that said newspaper is generally circulated in San Antonio, Bexar County, Texas; that the attached notice was published in said newspaper on the following date(s):

**June 26, 2009**

Subscribed and sworn to before me this 26th day of June, 2009, to certify which witness my hand and seal of office.



*Helen I. Lutz, Publisher*

**PUBLIC NOTICE**

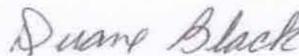
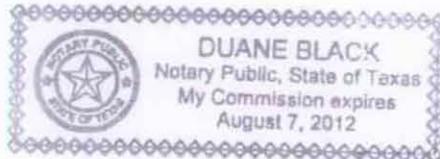
**AN ORDINANCE**  
2009-06-18-0522

AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, OF THE CITY CODE OF SAN ANTONIO, TEXAS, BY AMENDING THE FORM BASED ZONING DISTRICT "FBZD", ADOPTING PROVISIONS FOR INFILL REGULATIONS AND ADOPTING THE FBZD AS AN OPTION AVAILABLE CITY WIDE.

PASSED AND APPROVED this 18th day of June, 2009.

/S/ JULIÁN CASTRO  
MAYOR

ATTEST: LETICIA VACEK  
CITY CLERK  
6/26



*Notary Public in and for the State of Texas*

Duane Black  
*Name of Notary*

*My commission expires August 7, 2012*

# Form Based Development



City Council  
Item # 21

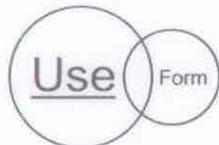
June 18, 2009

## The Goal

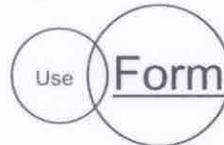
Southlake, Texas



- ☐ Compact
- ☐ Walkable
- ☐ Mixed-use
- ☐ Mixed-income



*Conventional*



*Form-Based*

## FBZD Policy Benchmarks

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- ▣ Sustainable Development
- ▣ Infill Development
- ▣ Inclusion of Light Industrial Uses
- ▣ Integration with Existing Procedures
- ▣ Specialized Districts

## Recommendation

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**Amend Articles II and III of the UDC to ensure city-wide availability of Form Based Development.**

Staff Recommendation: Approval

**San Antonio City Council Meeting  
June 18, 2009  
Item No. 37**



**1102 Fredericksburg Road**

**Request for Resolution to Initiate Zoning  
Change to Historic Significant**

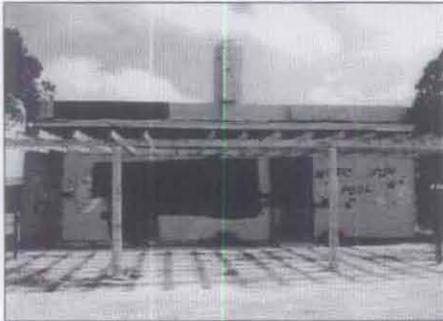
1

## **1102 Fredericksburg Road**

- Moderne style building with rounded corners, a streamlined awning, a flat roof with parapet, and a central vertical pylon with signage
- Unique location at intersection of IH 10 West Access Road and Fredericksburg Road - identifiable feature along Fredericksburg Road corridor
- Constructed in 1940 and served as the Jiffy Ice Store (included cork-lined ice vault)

2

## **1102 Fredericksburg Road**



3

## **1102 Fredericksburg Road**

### **Criteria for Landmark status:**

- Its embodiment of distinguishing characteristics of an architectural style valuable for the study of a period, type, or method of construction: Moderne style (35-607(b)(5));
- Its historical, architectural, or cultural character as a particularly fine or unique example of a utilitarian structure, including but not limited to, bridges, acequias, gas stations, transportation shelters, or other commercial structures: ice house (35-607(b)(6));
- Its unique location or singular physical characteristics that make it an established or familiar visual feature: Fredericksburg Road corridor (35-607(b)(7));

4

## **1102 Fredericksburg Road**

- **3/20/2009 – Demolition Application** – submitted by representative of property owner to Office of Historic Preservation (OHP)
- **4/15/2009 – HDRC Meeting** – OHP requesting Finding of Historic Significance - case reset to 5/6/2009 meeting
- **4/23/2009 – On-site Architectural Review Committee (ARC) meeting**
- **5/6/2009 – HDRC Meeting** – HDRC recommended Finding of Historic Significance

5

## **1102 Fredericksburg Road**



6