

A D O P T E D  
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# FINAL DRAFT

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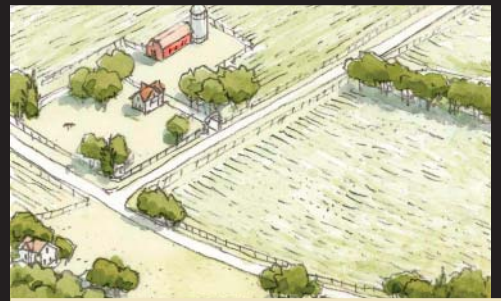
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Committees / Commissions

CITY OF FITCHBURG

CHAPTER 23 SMARTCODE DISTRICT



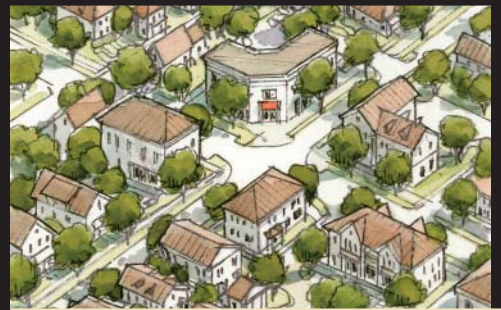
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**ARTICLE 1. GENERAL TO ALL PLANS****1.1 AUTHORITY**

- 1.1.1 This Chapter is adopted pursuant to Wis. Stat. §62.23(7) and §66.1027 and shall be referred to as the Smart-Code District.
- 1.1.2 This SmartCode District shall serve as a distinct zoning district within the City of Fitchburg Zoning Code, Chapter 22. Chapter 22 shall apply to the SmartCode District unless specifically exempted.
- 1.1.3 The SmartCode District provides a regulatory framework to enable the development of land using form-based and transect-based principles while ensuring compliance with the City of Fitchburg Comprehensive Plan.
- 1.1.4 This District was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted City of Fitchburg Comprehensive Plan.

**1.2 APPLICABILITY**

- 1.2.1 The following general rules of construction shall apply to regulations governing the SmartCode District:
  - a. Numerical metrics shall take precedence over graphic metrics.
  - b. The diagrams and illustrations within this Code, unless specifically noted as advisory, are considered regulatory in nature and are legally binding.
  - c. The definition of a term in this section shall take precedence over the definition of the same term elsewhere in the City of Fitchburg Code of Ordinances.
- 1.2.2 The provisions of this chapter, when in conflict, shall take precedence over other Chapters 22 and 24 of the City of Fitchburg Code of Ordinances.
- 1.2.3 Applications under the SmartCode District shall be exempt from the provisions of Chapter 25, Architectural Control, and Chapter 24, Signs, of the City of Fitchburg Code of Ordinances.

**1.3 INTENT**

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

**1.3.1 THE CITY**

- a. That the city should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and watersheds.
- b. That growth strategies should encourage Infill and redevelopment.
- c. Redevelopment within the urban area should be structured in the Infill TND or Infill TOD pattern and be integrated with the existing urban pattern.
- d. Greenfield development should be organized in the pattern of Clustered Land Development, Traditional Neighborhood Development, or Transit Oriented Development.
- e. That transportation Corridors should be planned and reserved in coordination with land use.
- f. That green Corridors should be used to define and connect the urbanized areas.
- g. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.
- h. **That the local Bikeway Network should be well-integrated with the local and regional transit network.**

**1.3.2 THE COMMUNITY**

- a. Urban development should be compact, pedestrian-oriented and Mixed Use.
- b. Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- c. Interconnected networks of Thoroughfares should be designed to disperse and reduce the length of automobile trips.
- d. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- e. Appropriate building Densities and land uses should be provided within walking distance of transit stops.
- f. Civic and Commercial activity should be embedded within town centers, not isolated in remote single-use

complexes.

- g. Schools should be sized and located to enable children to walk or bicycle to them.
- h. A range of Open Space including Parks, Squares, and playgrounds should be located in proximity to neighborhoods and the downtown.

**1.3.3 THE BLOCK AND THE BUILDING**

- a. Buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. Development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. Architecture and landscape design should reflect local climate, topography, and history.
- d. Civic Buildings and public gathering places should be provided as locations that reinforce community identity.
- e. Civic Buildings should be sited in a distinctive manner appropriate to the more important role than other buildings.
- f. That Civic, institutional, and Commercial sites should be designed to accommodate bicyclists.
- g. That bicycle parking types may correspond to the rural-to-urban Transect, and should be efficiently allocated by land use type, building size, and/or number of residents/employees.

**1.3.4 THE TRANSECT**

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

**1.4 PROCESS**

1.4.1 General Process: This section shall be administered in accordance with the procedural requirements of Chapter 22 (Zoning Code) of the Code of Fitchburg except when those requirements conflict with this section.

1.4.2 Re-zoning: The procedure for rezoning to a SmartCode District shall be the same as required for any other zoning district change under this section. Applications shall include all of the following:

- a. Legal description
- b. Sector designation(s) and respective percentage of open space
- c. Proposed Community Unit Type and designation as Infill Community or New Community
- d. Pedestrian Shed location(s)
- e. Bicycle Shed location(s)
- f. Preliminary Thoroughfare network, including Block locations and perimeters
- g. Any such other information as may be requested by the Zoning Administrator, Plan Commission, or Common Council

A public hearing with a class 2 notice and notification to property owners within 300 feet of the property is to occur.

An Infill Community Regulating Plan as required under Article 4 shall be submitted at the time of rezoning for infill rezoning applications within the G4 and G5 Sectors. Rezoning to SmartCode Infill Community (SC-IC) and corresponding Infill Regulating Plan shall be sized in accord with the provisions of Article 4.

1.4.3 Within the G2 and G3 Sector, the following acreage requirements are required for any rezoning to the SmartCode New Community (SC-NC):

- a. Clustered Land Development (CLD): 10 – 50 acres
- b. Traditional Neighborhood Development (TND): No fewer than 40 acres and no more than 200 acres
- c. Transit Oriented Development (TOD): No fewer than 80 acres and no more than 640 acres, except that a TOD may rezone parcels as small as 40 acres provided that area is shown as a TOD in the Comprehensive Plan or an approved Neighborhood Plan.
- d. Smaller sites may be rezoned to the SmartCode District pursuant to the requirements of Section 3.3.4; how-

- ever, a New Community Regulating Plan shall be submitted and approved as part of the rezoning process.
- 1.4.4 Once the City of Fitchburg Common Council approves a SmartCode District, the parcel(s) shall be designated as SC-IC (SmartCode – Infill Community) or SC-NC (SmartCode –New Community) on the City of Fitchburg zoning map. This District shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.
- 1.5 ADMINISTRATIVE WAIVERS**
- 1.5.1 This Code specifically provides for modification of certain non- use related restrictions contained within the Code (“Administrative Waivers”).
- 1.5.2 An Administrative Waiver may be granted only if specifically allowed within the applicable section of this Code.
- 1.5.3 To apply for an Administrative Waiver the application shall provide a written & signed application that includes all of the following:
- a. The specific waiver(s) requested including citation from this code and clearly noting what was required by the code, what is proposed and the difference.
  - b. Why the waiver is requested and why the regulation cannot be met.
  - c. Any mitigation strategies to offset the effect of the relief requested.
  - d. Maps, texts, drawings and statistical data to support the waiver.
  - e. Other information as may be required by the Zoning Administrator.
- 1.5.4 The Zoning Administrator will review and may approve, requests for Administrative Waivers. If the Zoning Administrator declines to approve a request for an Administrative Waiver, such waiver request shall be referred to the Plan Commission for action.
- 1.5.5 General Standards. No Administrative Waiver shall be approved unless the reviewing authority shall find:
- a. The Administrative Waiver is consistent with Section 1.3 of this chapter.
  - b. That the grant of Administrative Waiver shall not be detrimental to the public health, safety, morals, comfort and general welfare
  - c. That the Administrative Waiver shall not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood.
  - d. That adequate utilities, roads, drainage and or necessary facilities have been or are being provided
  - e. That the specific section of the Code being modified by Administrative Waiver specifically provides for such Administrative Waiver.
  - f. That there appears to be a reasonable degree of certainty that the requested Waiver would be consistent for future development of the surrounding area.
  - g. Where applicable, that topographic conditions of the site present constraints that make it difficult to achieve the provision of the Code.
- 1.5.6 Any decision regarding a grant or denial of an Administrative Waiver shall in writing state the reasons for the grant or denial and shall be delivered to the applicant by either first class mail or electronically.
- 1.6 ADMINISTRATIVE APPROVALS**
- 1.6.1 This Code specifically provides certain design standards to be approved administratively (“Administrative Approvals”).
- 1.6.2 An Administrative Approval may be granted only if specifically indicated within the applicable section of this Code.
- 1.6.3 To apply for an Administrative Approval the applicant shall provide a written and signed application that includes all of the following:
- a. The specific approval(s) requested including citation from this code and clearly noting what is proposed.
  - b. The effect of the approval on the overall plan and how such requested approval will meet the standards of 1.6.5
  - c. Maps, text, drawings and statistical data related to the requested approval(s).

- d. Other information as may be required by the Zoning Administrator
- 1.6.4 The Zoning Administrator will review and may approve requests for Administrative Approval(s). If the Zoning Administrator declines to approve a request for an Administrative Approval, such request shall be referred to the Plan Commission for action.
- 1.6.5 General Standards. No Administrative Approval shall be approved unless the reviewing authority shall find the approval would:
  - a. be consistent with Section 1.3 of this chapter,
  - b. advance the presence of the intended form of the development,
  - c. advance pedestrian friendly activity,
  - d. provide for the enhancement, coordination or demarcation between the public and private realm,
  - e. and be consistent with the goals, objectives, and policies of the Comprehensive Plan.
- 1.6.6 Any decision regarding a grant or denial of an Administrative Approval shall in writing state the reasons for the grant or denial and shall be delivered to the applicant by either first class mail or electronically.

**TABLE 1. TRANSECT ZONE DESCRIPTIONS.**

This table provides descriptions of the character of each T-zone.




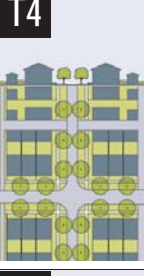
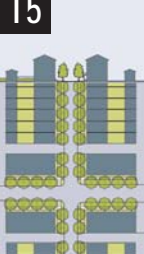
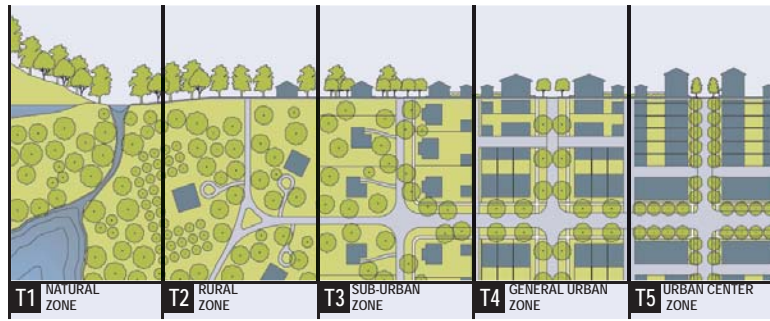
	<p><b>T-1 NATURAL</b> T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p><b>General Character:</b> Natural landscape with some agricultural use  <b>Building Placement:</b> Not applicable  <b>Frontage Types:</b> Not applicable  <b>Typical Building Height:</b> Not applicable  <b>Type of Civic Space:</b> Conservancies, including environmental corridors and large naturalistic open spaces</p>
	<p><b>T-2 RURAL</b> T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, and grassland. Typical buildings are farmhouses and agricultural buildings.</p>	<p><b>General Character:</b> Primarily agricultural with woodland &amp; wetland and scattered buildings  <b>Building Placement:</b> Variable Setbacks  <b>Frontage Types:</b> Not applicable  <b>Typical Building Height:</b> 1- to 2-Story for houses  <b>Type of Civic Space:</b> Conservancies and large naturalistic open spaces</p>
	<p><b>T-3 SUB-URBAN</b> T-3 Sub-Urban Zone consists of low-density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p><b>General Character:</b> Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally  <b>Building Placement:</b> Large and variable front and side yard Setbacks  <b>Frontage Types:</b> Common lawn, porch &amp; fence, naturalistic tree planting  <b>Typical Building Height:</b> 1- to 2-Story  <b>Type of Civic Space:</b> Conservancies, and medium open spaces both naturalistic and more urban in character</p>
	<p><b>T-4 GENERAL URBAN</b> T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p><b>General Character:</b> Mix of Houses, Townhouses and small Multi-family buildings with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians  <b>Building Placement:</b> Shallow to medium front and side yard Setbacks  <b>Frontage Types:</b> Porches, fences, Dooryards and Shopfronts  <b>Typical Building Height:</b> 1- to 3-Story with a few Mixed Use buildings  <b>Type of Civic Space:</b> Medium and small scale open spaces, either naturalistic or urban in character</p>
	<p><b>T-5 URBAN CENTER</b> T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Multi-family buildings. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p><b>General Character:</b> Shops mixed with Townhouses, larger Multi-family buildings, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity  <b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street defining a street wall  <b>Frontage Types:</b> Stoops, Shopfronts, Galleries  <b>Typical Building Height:</b> 2- to 6-Story with some variation  <b>Type of Civic Space:</b> Medium and small scale open spaces that are urban in character</p>

TABLE 2. SUMMARY TABLE†



a. ALLOCATION OF ZONES per Community Unit (applicable to Article 3 only)

CLD requires	50% min		30% max	20 - 50%	not permitted
TND requires	no minimum	no minimum	5 - 30% max	30 - 65%	5 - 40%
TOD requires	no minimum	not permitted	20% max	20 - 50%	40 - 60%

b. BASE RESIDENTIAL DENSITY (see Section 3.8)

By Right	not permitted	1 unit / 20 acre avg.	3 - 8 DUA net	6 - 12 DUA net*	12 DUA min.
Other Uses	not permitted	not permitted	20% max	5 - 30%	30 - 60%

c. BLOCK SIZE

\*TOD T4 Density is 6-14.4 DUA net

Block Perimeter	no maximum	no maximum	2,400 ft. max	2,300 ft. max	2,050 ft. max*
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d. THOROUGHFARES (see Table 2A, 4A, 9A, 19, and 19A for Bikeway Facilities)

\* 2,500 ft. max w/ parking structures

BV	not permitted	not permitted	not permitted	not permitted	permitted
AV	not permitted	not permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted
ST	not permitted	not permitted	permitted	permitted	permitted
RD	not permitted	permitted	not permitted	not permitted	not permitted
Rear Lane	not permitted	not permitted	permitted	permitted*	not permitted
Rear Alley	not permitted	not permitted	not permitted	not permitted	required
Passage	not permitted	not permitted	not permitted	permitted	permitted

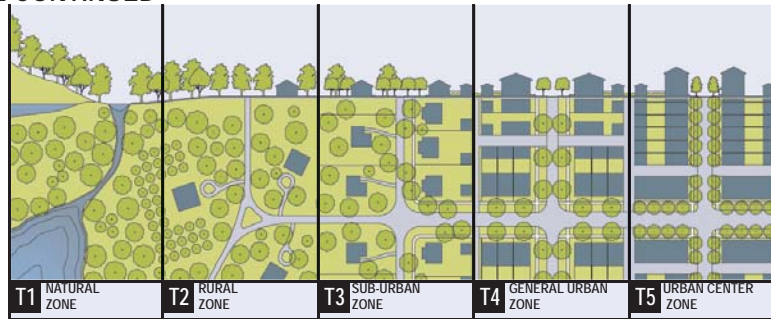
e. CIVIC SPACES (see Table 8)

\* Req'd if lot width is less than 50'

Conservancy	permitted	permitted	permitted	Admin. Approval	Admin. Approval
Neighborhood Park District	not permitted	not permitted	not permitted	not permitted	not permitted
Neighborhood Park	permitted	permitted	permitted	permitted	Admin. Approval
Green	not permitted	not permitted	permitted	permitted	not permitted
Square	not permitted	not permitted	not permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted
Community Garden	permitted	permitted	permitted	permitted	permitted

Note: Bikeway facilities moved to Table 2A. (removed Bicycle Trail, Bicycle Lane, & Bicycle Route)

SUMMARY TABLE CONTINUED



f. LOT OCCUPATION

Lot Width - TND	not applicable	100 ft. min.	50 ft. min 120 ft. max	18 ft. min 96 ft. max *	18 ft. min 180 ft. max
Lot Width - TOD	not applicable	not applicable	50 ft. min 120 ft. max	18 ft. min 96 ft. max *	18 ft. min 300 ft. max
Lot Coverage	not applicable	not applicable	50% max	70% max	90% max **

\* Single-family detached lots may not exceed 60 ft max

\*\* May be allocated per block rather than per lot.

g. SETBACKS - PRINCIPAL BUILDING (see Tables 22 - 26)

(g.1) Front Setback (Principal)	not applicable	24 ft. min	20 ft. min	6 ft. min 18 ft. max	2 ft. min 12 ft. max
(g.2) Front Setback (Secondary)	not applicable	24 ft. min	12 ft. min	6 ft. min 18 ft. max	2 ft. min 12 ft. max
(g.3) Side Setback	not applicable	24 ft. min	5 ft. min	0 ft. min ** 3 ft max	0 ft. min 12 ft. max
(g.4) Rear Setback	not applicable	24 ft. min	20 ft. min	3 ft. min *	3 ft. min **
Frontage Buildout	not applicable	not applicable	not applicable	60% min ***	80% min ***

\* or 15 ft from centerline of Rear Alley or Lane

\*\* 3 ft min except in the case of a common or shared wall. In all other cases, 0' permitted only by Administrative Waiver

h. SETBACKS - OUTBUILDING (see Tables 22 - 26)

\*\*\* Variation behind the primary setback is permitted up to 18"

(h.1) Front Setback	not applicable	20 ft. min +bldg setback	20 ft. min +bldg setback	20 ft. min +bldg setback	40 ft. max from rear prop
(h.2) Side Setback	not applicable	6 ft.	3 ft. or 6 ft. total	0 ft. min or 3 ft.	0 ft min
(h.3) Rear Setback	not applicable	3 ft. min	3 ft. min *	3 ft. min *	3 ft. max

i. BUILDING DISPOSITION (see Table 16)

\* 3 ft max for alley-loaded corner condition

Edgeyard	not applicable	permitted	permitted	permitted	Admin. Approval
Sideyard	not applicable	not permitted	not permitted	permitted	permitted
Rearyard	not applicable	not permitted	not permitted	permitted	permitted
Courtyard	not applicable	not permitted	not permitted	not permitted	permitted

j. PRIVATE FRONTAGES (see Table 14)

Common Yard	not applicable	permitted	permitted	not permitted	not permitted
Porch & Fence	not applicable	permitted	permitted	permitted	not permitted
Light Court	not applicable	not permitted	not permitted	permitted	permitted
Forecourt	not applicable	not permitted	not permitted	permitted	permitted
Stoop	not applicable	not permitted	not permitted	permitted	permitted
Shopfront	not applicable	not permitted	not permitted	permitted	permitted
Gallery	not applicable	not permitted	not permitted	permitted	permitted
Arcade	not applicable	not permitted	not permitted	not permitted	permitted
Common Entry & Planter	not applicable	not permitted	not permitted	not permitted	permitted
Parking Lot	not applicable	not permitted	not permitted	not permitted	not permitted

k. BUILDING CONFIGURATION (see Table 15)

Principal Building - TND	not applicable	2 Stories max	2 Stories max *	3 Stories max	4 Stories max, 2 min **
Principal Building - TOD	not applicable	not applicable	2 Stories max *	3 Stories max	6 Stories max, 2 min
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max

\* 35 ft max for Residential

\*\* 1 by Administrative Waiver

l. BUILDING USE (see Table 18 & Table 21)

Residential	not applicable	restricted use	restricted use	limited use	open use
Lodging	not applicable	restricted use	restricted use	limited use	open use
Office	not applicable	restricted use	restricted use	limited use	open use
Retail	not applicable	restricted use	restricted use	limited use	open use
Industrial	not applicable	not applicable	by Conditional Use*	by Conditional Use*	by Conditional Use

ARTICLE 5

\* As indicated on Table 21

ARTICLE 2, 3, 4

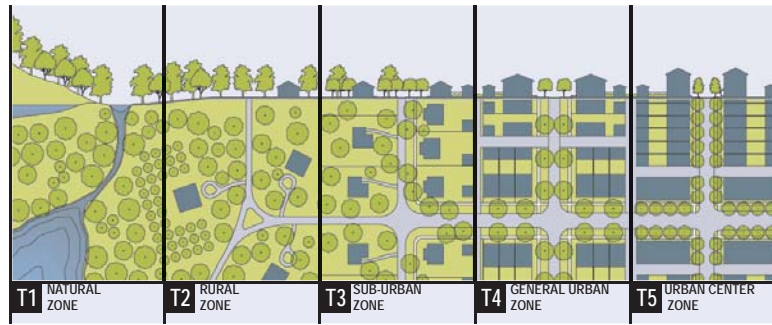
DISPOSITION

CONFIGURATION

FUNCTION

TABLE 2A. BIKEWAY, BICYCLE PARKING, AND BIKEWAY ENHANCEMENT SUMMARY

Note: All content in Table 2A is new.



a. Bikeway Types (See Table 4 and 4A for specific bicycle thoroughfare assemblies. See Table 9A for Special District Bicycle Facilities)

Mountain Bike Trail	permitted	permitted	Admin. Approval	not permitted	not permitted
Shared Use Trail (regional and State)	permitted	permitted	permitted	permitted	permitted
Shared Use Path (local)	permitted	permitted	permitted	permitted	Admin. Approval
Conventional Bicycle Lane	permitted	permitted	permitted	Admin. Approval	Admin. Approval
Buffered Bicycle Lane	not permitted	not permitted	not permitted	not permitted	Admin. Approval
One-Way Cycle Track	not permitted	not permitted	Admin. Approval	Admin. Approval	Admin. Approval
Bicycle Boulevard	not permitted	not permitted	permitted	permitted	permitted

b. Bicycle Parking

Bicycle Rack (U-Rack, Post + Ring)	Admin. Approval	Admin. Approval	permitted	permitted	permitted
Bicycle Rack (decorative, public art)	not permitted	Admin. Approval	Admin. Approval	Admin. Approval	permitted
Bicycle Shelter	Admin. Approval	Admin. Approval	Admin. Approval	Admin. Approval	permitted
Bicycle Locker	not permitted	not permitted	Admin. Approval	Admin. Approval	permitted
Bicycle Hub	Admin. Approval	Admin. Approval	permitted	permitted	permitted
Bicycle Rental Kiosk	not permitted	not permitted	not permitted	Admin. Approval	Admin. Approval
Bicycle Corral	not permitted	not permitted	not permitted	Admin. Approval	Admin. Approval

c. Bikeway Facility Enhancements

Bike Route and Wayfinding Signing	permitted	permitted	permitted	permitted	permitted
Active Warning Beacon	Admin. Approval	Admin. Approval	Admin. Approval	Admin. Approval	Admin. Approval
Peg-a-Tracking	permitted	permitted	permitted	permitted	permitted
Shared Lane Marking (Sharrow)	not permitted	not permitted	permitted	permitted	permitted
Colored Bicycle Facilities	not permitted	not permitted	Admin. Approval	Admin. Approval	Admin. Approval
Signal Detection and Actuation	permitted	permitted	permitted	permitted	permitted
Bicycle Box	not permitted	not permitted	Admin. Approval	Admin. Approval	Admin. Approval
Bicycle Turn Pocket	Admin. Approval	Admin. Approval	permitted	permitted	permitted
Bicycle Median Refuge	permitted	permitted	permitted	Admin. Approval	Admin. Approval
Bicycle Signal Head	not permitted	Admin. Approval	Admin. Approval	Admin. Approval	Admin. Approval
Paved Shoulder	permitted	permitted	not permitted	not permitted	not permitted
Rumble Stripes	Admin. Approval	permitted	permitted	permitted	permitted

**ARTICLE 2. SECTOR PLANS****2.1 INSTRUCTIONS**

- 2.1.1 For lands within the City of Fitchburg that have been mapped pursuant to the Comprehensive Plan's Sector Plan Map, Figure 4-11 that prescribes the Community types permitted in each Growth Sector, Articles 3 and 4 regulate the standards of those Community types.
- 2.1.2 Regional Sectors are defined in the Comprehensive Plan and are comprised of Open Space and growth areas. Growth areas are intended for the development, evolution, and retrofitting of Community Units, defined in Article 3 and Article 4, which in turn are comprised of Transect Zones, defined by the elements appropriate to them in Article 5 and Article 6.
- 2.1.3 Sector Plan rules established in the Comprehensive Plan shall only be effective in the SmartCode District.

**TABLE 3. SECTOR/COMMUNITY ALLOCATION.**

This table defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific Community Types of various intensities are allowable in specific Sectors. This table also allocates the proportions of Transect Zones within each Community Type.

SINGLE FAMILY SUBDIVISIONS MULTIFAMILY SUBDIVISIONS SHOPPING CENTERS AND STRIPS BUSINESS PARKS AND SUBURBAN CAMPUSES SPRAWL TYPE THOROUGHFARES SPRAWL TYPE OPEN SPACE																																						
ALREADY DEVELOPED AREAS IN A TRADITIONAL BLOCK PATTERN																																						
PROXIMITY TO MAJOR THOROUGHFARES AND TRANSIT																																						
PROXIMITY TO THOROUGHFARES																																						
EXISTING AG & OS MEDIUM SLOPES																																						
STEEP SLOPES (12%+) TREE COVER OPEN SPACE TO BE ACQUIRED OR PRESERVED																																						
FLOODPLAINS PARKS CONSERVATION EASEMENTS ENVIRONMENTAL CORRIDORS STREAMS LAKES WETLANDS ASSOCIATED BUFFERS																																						
O1 PRESERVED OPEN SECTOR			O2 RESERVED OPEN SECTOR			G1 RESTRICTED GROWTH SECTOR			G2 CONTROLLED GROWTH SECTOR			G3 INTENDED GROWTH SECTOR			G4 INFILL GROWTH SECTOR			G5 INFILL REPAIR SECTOR																				
						CLD			TND			TND			TOD			TND			TOD			CLD			TND			TOD								
T1			NO MIN.			NO MIN.			RESERVED FOR FUTURE USE			50% MIN.			NO MIN.			NO MIN.									VARIABLE											
T2			NO MIN.			NO MIN.						30% MAX.			5 - 30%			5 - 30%			20% max.			VARIABLE						VARIABLE			VARIABLE					
T3												20 - 50%			30 - 65%			30 - 65%			20 - 50%			VARIABLE			VARIABLE			VARIABLE			VARIABLE					
T4												NA			5 - 40%			5 - 40%			40 - 60%			VARIABLE			VARIABLE						VARIABLE			VARIABLE		

**ARTICLE 3. NEW COMMUNITY SCALE PLANS****3.1 INSTRUCTIONS**

- 3.1.1 The provisions of this Article shall be utilized by request upon re-zoning to the SmartCode New Community (SC-NC) District.
- 3.1.2 New Community Regulating Plans may be prepared by an applicant or by the Planning Department, if authorized by the Common Council.
- 3.1.3 New Community Regulating Plans shall include one or more maps, explanatory text and statistical information describing the following for each Community Unit in the plan area, in compliance with the standards described in this Article:
- a. Transect Zones
  - b. Civic Zones
  - c. Thoroughfare network
  - d. Bicycle Network
  - e. Special Districts, if any
  - f. Special Requirements, if any
  - g. All requests for Administrative Waivers, if any.
  - h. All requests for Administrative Approvals, if any.

**3.2 SEQUENCE OF COMMUNITY DESIGN**

- 3.2.1 The New Community Regulating Plan area shall be structured using one or more Pedestrian Sheds applicable to its Community Unit type as required in Section 3.3. The Pedestrian Shed(s) should be located according to existing conditions, such as traffic intersections, adjacent developments, transit stations, and natural features. The site or any Community Unit within it may be smaller or larger than its Pedestrian Shed. The Pedestrian Shed is a planning guide, not a regulatory unit.
- 3.2.2 The Pedestrian Sheds may be adjusted to include land falling between or outside them including lands designated as O1 and O2 Sectors. Community Unit boundaries are determined by the boundaries of these Adjusted Pedestrian Sheds, herein after known as the Community Unit.
- 3.2.3 Areas of Transect Zones (Section 3.4) shall be allocated within the boundaries of each Community Unit as appropriate to its type. See Section 3.3 and Table 2a.
- 3.2.4 Civic Zones shall be assigned according to Section 3.5.
- 3.2.5 Special Districts, if any, shall be assigned according to Section 3.6.
- 3.2.6 The Thoroughfare network shall be laid out according to Section 3.7.
- 3.2.7 Density shall be calculated according to Section 3.8.
- 3.2.8 Upon submittal, the Zoning Administrator shall review and may approve only if the submittal is consistent with the provisions of this Article. Any amendment(s) or alteration(s) to the approved New Community Regulating Plan shall require a new submittal, but only of the portions altered.

**3.3 COMMUNITY UNIT TYPES****3.3.1 CLUSTERED LAND DEVELOPMENT (CLD)**

- a. A Clustered Land Development (CLD) shall be permitted by Right within the G-2 Controlled Growth Sector.
- b. A CLD shall be structured by one Standard Pedestrian Shed and shall consist of no fewer than 10 acres and no more than 50 acres.
- c. A CLD shall include Transect Zones as allocated on Table 2a and Table 3. A minimum of 50% of the Community Unit shall be permanently allocated to a T1 Natural Zone and/or T2 Rural Zone.

**3.3.2 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)**

- a. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector, and the G-4 Infill Growth Sector.
- b. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by

- one Standard or Linear Pedestrian Shed and shall be no fewer than 40 acres and no more than 200 acres.
- c. A TND shall include Transect Zones as allocated on Table 2a and Table 3.
- d. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 2a and Table 3. The simultaneous planning of adjacent parcels is encouraged.

**3.3.3 TRANSIT ORIENTED DEVELOPMENT (TOD)**

- a. A Transit Oriented Development (TOD) shall be permitted within the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.
- b. A TOD within the G-3 Intended Growth Sector shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80 acres and no more than 640 acres.
- c. A TOD shall include Transect Zones as allocated on Table 2a and Table 3.
- d. For larger sites, a TOD may be adjoined without buffer by one or more TNDs, each subject to the individual Transect Zone requirements for TND as allocated on Table 2a and Table 3. The simultaneous planning of adjacent parcels is encouraged.
- e. Any TOD on an existing or projected Transit network is permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2d.

**3.3.4 Smaller sites may be rezoned to the SmartCode District if they:**

- a. fall within an adopted Neighborhood Plan that includes mixed-use districts or Community Unit Types,
- b. exceed 100,000 square feet,
- c. establish a Thoroughfare network pursuant to 3.7 and provide for connections to adjacent parcels, and
- d. are designated as T4 in accordance with the Intent described in Table 1 and the metric standards summarized in Table 2b – 2l.
- e. The New Community Regulating Plan is to be approved with the rezoning process.
- f. The civic space requirements may be waived, with a fee-in-lieu of dedication paid if the Parks Commission finds that suitable civic space is available within the pedestrian shed.

**3.4 TRANSECT ZONES**

**3.4.1** Transect Zones shall be assigned and mapped on each New Community Regulating Plan according to the percentages allocated on Tables 2a and 3.

- a. Transect Zone percentages may be adjusted up to 5% of the required percentage for the Community Unit, or .05 multiplied by percent permitted, by Administrative Waiver for the following:
  - i. CLD: T3 maximum or T4 minimum
  - ii. TND: T3 maximum or T4 minimum
- b. This Administrative Waiver shall only be available where site constraints imposed by topographic limitations, wetland preservation, or heritage tree preservation limit the ability to comply with T Zone design standards in sections 3.4.3 through 3.4.6.

**3.4.2** A Transect Zone may include any of the elements indicated for its T-zone number throughout this District, in accordance with Intent described in Table 1 and the metric standards summarized in Table 2.

**3.4.3** Transect zones shall, to the extent practical, be designed so that the same Transect zone designation is on opposite sides of a primary thoroughfare. Where this is not practicable, such arrangement shall be limited to no more than 15% of the respective Transect zone block perimeter, unless a greater level is allowed by Administrative Waiver.

**3.4.4** Where practical, existing single-family residential dwellings shall be abutted by the T3 transect zone.

**3.4.5** Where more than one type of Transect Zone of T3, T4, or T5 exists in a block, the Transect Zone with the greatest area in the block shall be used to determine the maximum block perimeter. If equal, the lower Transect Zone number shall control.

**3.4.6** A T3 zone shall not adjoin, abut, or be across from a passage, thoroughfare, or lane, from a T5 transect zone.

**3.5 CIVIC ZONES<sup>1</sup>****3.5.1 GENERAL**

- a. Civic Zones dedicated for public use shall be required for each Community Unit and designated on the New Community Regulating Plan as Civic Space (CS) and Civic Building (CB).
- b. Civic Spaces are public sites permanently dedicated to the City for Open Space.
- c. Civic Buildings are sites established for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by Administrative Approval.
- d. A Civic Zone(s) shall not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 3.6.
- e. Parking for Civic Zones shall be determined by Administrative Approval.
- f. All Civic Spaces to be dedicated to the City shall be acceptable to the City through recommendation from the Parks Commission and approved by the Common Council, through the land division process of Chapter 15.
- g. The Civic Space designation shall be controlled by the dominant adjoining Transect Zone, whether adjacent or across a thoroughfare(s).

**3.5.2 Civic Zones Specific to T1 & T2 Zones**

- a. Civic Buildings within T1 Natural shall be permitted only by Administrative Approval.

**3.5.3 Civic Space (CS) Specific to T3-T5 Zones**

- a. Each Community Unit shall assign at least 5% of its Urbanized area to Civic Space.
- b. Civic Spaces shall be designed as generally described in Table 8, approved by Administrative Approval, and distributed throughout Transect Zones as described in Table 2e.
- c. Those portions of the T1 Natural Zone that occur within a development parcel may be part of the Civic Space allocation and if so shall conform to the Civic Space types specified in Table 8.
- d. Each Community Unit shall contain at least one Main Civic Space located within 800 feet of the geographic center of each Community Unit, unless a greater distance is approved by Administrative Waiver. A Main Civic Space shall conform to one of the types specified in Table 8d – 8f.
- e. Within 1,000 feet of every Lot in Residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Table 8g.
- f. Each Civic Space shall provide frontage of its perimeter on a thoroughfare in accord with the following:
  - i. Types 8c-8f used to meet the minimum 5% required Civic Space under 3.5.3(a) shall provide a minimum of 50%;
  - ii. Types 8c-8f shall provide a minimum of 20% when in addition to the minimum Civic Space;
  - iii. Type 8b shall provide a minimum of 20%;
  - iv. Where due to natural features or occurrences such as perimeter (edge) conditions, and linear greenways, or where the Civic Space is utilized to provide a portion of a neighborhood bicycle trail network, an Administrative Waiver for f. ii. And f. iii., above, may be requested.
- g. Neighborhood Parks, as identified in Tables 8b & 8c, may be permitted in Transect Zone T5 by Administrative Approval.
- h. Land area to be dedicated shall be suitable for active recreation and intended Civic Zone facilities or buildings.
- i. The Parks Director shall create standard facility improvement requirements and specifications for each civic space and have such requirements and specifications approved by the Parks Commission. The applicant, in accord with the approved standards and plan, shall provide and install Park facilities. The Parks Director depending on anticipated use needs and the purpose of the Special District Civic Zone may alter facilities in Special District Civic Zones.

**3.5.4 Civic Buildings (CB) Specific to T3-T5 Zones**

- a. The applicant shall covenant to construct a Meeting Hall or a Third Place within one block of the Main Civic

Space of each Community Unit. Its corresponding Public Frontage should be equipped with a shelter and bench for a transit stop.

- b. One Civic Building Lot shall be reserved for an elementary school. It shall be reserved up to five (5) years after the date of Common Council acceptance of public improvements for the phase in which it is located for the construction of a neighborhood school, unless a reduced amount is approved by Administrative Waiver. After this period of time the developer, if unused may sell it. The school site may be within any Transect Zone except T1.
- c. Civic Building sites should not occupy more than 20% of the area of each Pedestrian Shed.
- d. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.

### 3.6 SPECIAL DISTRICTS

- 3.6.1 Special District designations shall be assigned to areas that, by their intrinsic size, Use, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Development standards for Special Districts not included in this District shall be recommended by the Plan Commission, approved by the Common Council, and recorded on Table 9.

### 3.7 THOROUGHFARE STANDARDS

#### 3.7.1 General

- a. Thoroughfares are intended for use by vehicular, bicycle, and pedestrian traffic and to provide access to Lots and Open Spaces.
- b. Thoroughfares shall generally consist of vehicular lanes (including bikeways), and Public Frontages.
- c. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
- d. Within the most rural Zones (T1 and T2) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T5) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- e. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 2c. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Administrative Approval. Block perimeters may be reduced by Passages not more than 20% of each Transect Zone.
- f. Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Administrative Approval to accommodate specific site conditions only.
- g. Each Lot shall have its Principal Frontage along a vehicular Thoroughfare, except that 20% of the lots by area within each Transect Zone may have Principal Frontages along a Passage or a Civic Space.
- h. Thoroughfares along a designated B-Grid may be exempted by Administrative Waiver from one or more of the specified Public Frontage or Private Frontage requirements. See Table 14.
- i. Standards for **Shared Use Paths** and **Bicycle Shared Use Trails** shall conform to AASHTO guidelines if not defined by this District's standards.
- j. RD-50-18 shall only be used with approval of the Public Works Director. Driveway or private street width provisions of Chapter 27 do not apply to the use of RD-50-18.
- k. Thoroughfare types ST-45-22 and AV-80-40 shall only be used where approved by the Fitchburg Fire Chief.
- l. The Center Lane Turn Lane (CLTL) of BV-130-32 may be used for a median if it is not necessary for a turn lane. If the center lane of BV-130-32 becomes a median, it shall only be used where approved by the Fitchburg Fire Chief.

## 3.7.2 Vehicular Lanes

- a. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 4. ~~The standards for additional Bikeways shall be as shown in Table 4A.~~
- b. A bicycle network consisting of Mountain Bike Trails, ~~Bicycle Routes~~, Shared Use Trails, Shared Use Paths, Bicycle Lanes, ~~Bicycle Boulevards~~, Cycle Tracks, and Shared Use Lanes should be provided throughout as defined in Article 6 Definitions of Terms and allocated ~~as specified in Table 2d with context-appropriate bikeway enhancements as specified in Table 2A. Bicycle Routes should be marked with sharrows.~~ The community Bicycle Network shall be connected to existing or proposed local and regional bicycle, pedestrian, and public transportation networks wherever possible.

## 3.7.3 Public Frontages

- a. General to all zones T1, T2, T3, T4, T5
  - i. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, planter, bicycle facility, and street trees.
  - ii. Public Frontages shall be designed as shown in Table 5 and allocated within Transect Zones as specified in Table 2d.
  - iii. Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 4, ~~Table 4A~~, Table 6 and Table 7. The spacing may be adjusted by Administrative Waiver to accommodate specific site conditions.
- b. Specific to zones T1, T2, T3
  - i. The Public Frontage should include trees of various species, naturalistically clustered, as well as understory.
  - ii. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
- c. Specific to zone T4, T5
  - i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.
- d. Specific to zone T4
  - i. The Public Frontage should include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story.
- e. Specific to zone T5
  - i. The Public Frontage should include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the Shopfronts.

**3.8 DENSITY CALCULATIONS**

- 3.8.1 The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 2a.
- 3.8.2 Base Residential Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 2b.
- 3.8.3 The density of housing and other Uses for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 19, Table 20 and Section 5.9.

**3.9 SPECIAL REQUIREMENTS**

- 3.9.1 A New Community Regulating Plan may designate any of the following:
  - a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the Highest Standard of this District in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Administrative Waivers allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Community Unit. B-Grid signage may utilize the Chapter 26 Signs standards rather than 5.12.

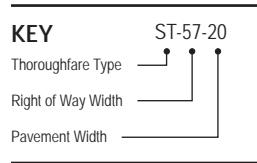
- b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 50% glazed in clear glass as generally illustrated in Table 14 and specified in Article 5.
- c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over a private Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
- d. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 5) and Private Frontage (Table 14) be coordinated as a single, coherent landscape and paving design.
- e. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location.
- f. Designations for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings may be required.

**3.10 AGRICULTURAL USE<sup>†</sup>**

- 3.10.1 Outlots created for staging purposes may allow the growing and harvesting of fruits, vegetables, forage, nuts or sod.
- 3.10.2 Uses of lands for agricultural purposes that were permitted uses under the zoning code prior to their rezoning to the SmartCode New Community (SC-NC) District and prior to the adoption of any Regulating Plan or Transect Zoning Regulations may continue to be used for agricultural purposes after such rezoning or adoption, subject to the following conditions:
  - a. Agricultural purposes shall be limited to the growing and harvesting of fruits, vegetables, corn, beans, grains, forage, nuts or sod.
  - b. Lands used for agricultural purposes shall consist of not less than two acres of contiguous lands.
  - c. Lands used for agricultural purposes shall be located at least 100 feet from any lot containing a business operation or a lot containing a residential unit (excepting a residence occupied by a person conducting the agricultural activities), and excepting residential units that were, on October 12, 2010, closer than 100 feet to lands used for agricultural purposes).
  - d. If the agricultural use is discontinued for 12 months, any future use of such lands shall conform to the SmartCode New Community (SC-NC) District and any Regulating Plan or Transect Zoning Regulations adopted thereunder.

**TABLE 4. THOROUGHFARE ASSEMBLIES†**

The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width. See Table 4A for Bicycle Assemblies.



**THOROUGHFARE TYPES**

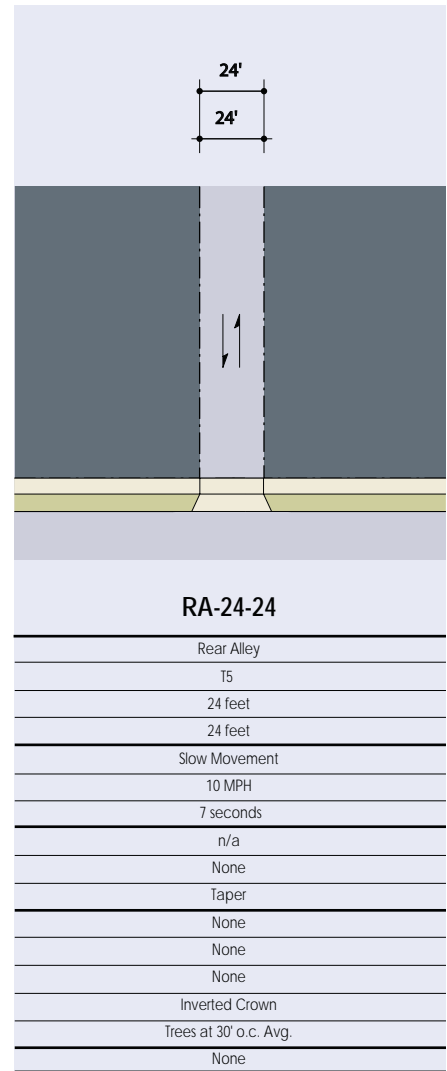
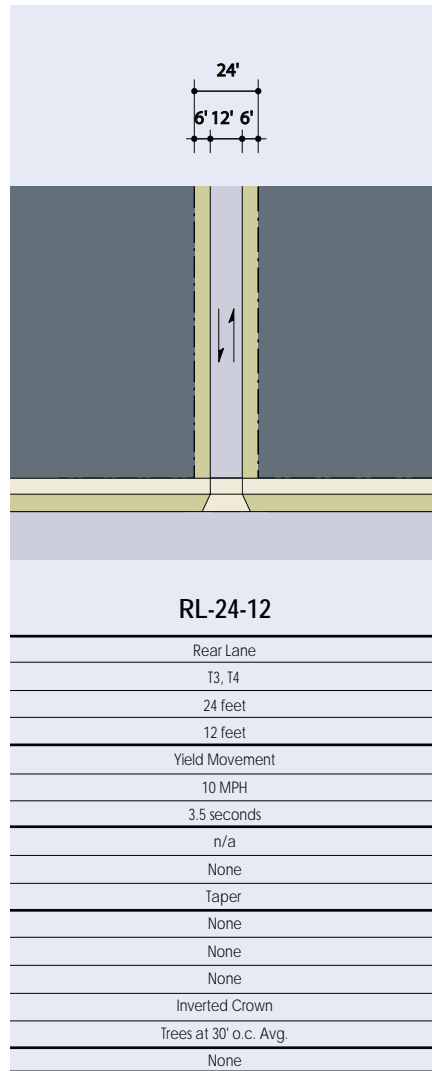
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

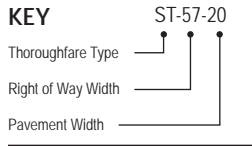
- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS

Note: Highway and Pedestrian Path were removed per the request of the City. Because all Bikeways are applied to thoroughfares, and not Thoroughfares themselves, the previous types listed have been moved to "Transportation Provisions" and consolidated with all additional types proposed.

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Operating Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Private Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Permitted Transportation Provisions	
Additional Transportation Provisions	



THOROUGHFARE ASSEMBLIES CONTINUED

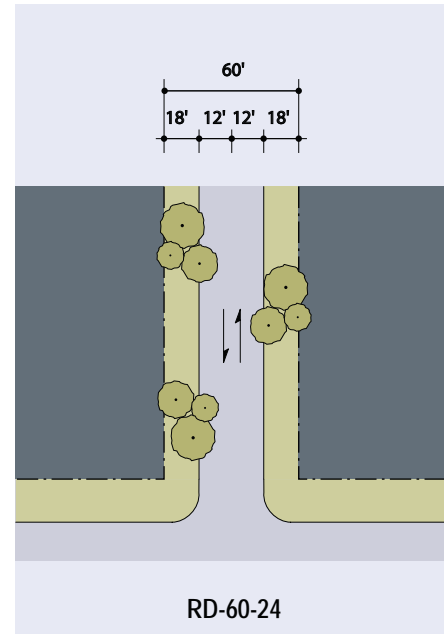
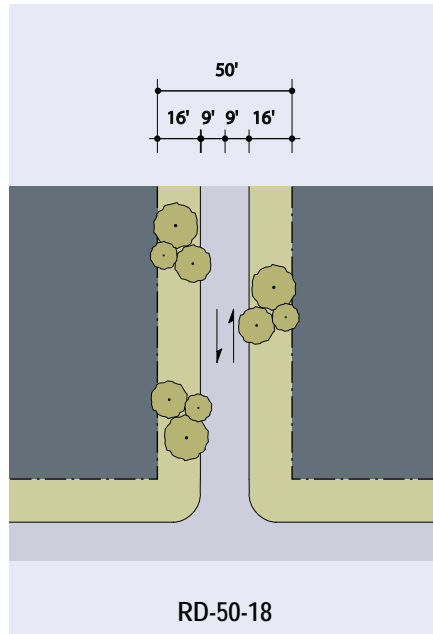


**THOROUGHFARE TYPES**

- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

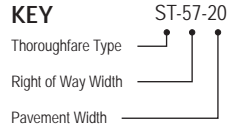
- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



Thoroughfare Type	Road
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	50 feet
Pavement Width	18 feet
Movement	Slow Movement
Operating Speed	15 MPH
Pedestrian Crossing Time	5.1 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Private Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Permitted Transportation Provisions	BR, BL <del>NONE</del>
Additional Transportation Provisions	<del>NONE</del>

Thoroughfare Type	Road
Transect Zone Assignment	T1, T2
Right-of-Way Width	60 feet
Pavement Width	24 feet
Movement	Speed Movement
Operating Speed	30 MPH
Pedestrian Crossing Time	6.8 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Private Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Permitted Transportation Provisions	BR, BL BP, BT, TR
Additional Transportation Provisions	PS, CBL

THOROUGHFARE ASSEMBLIES CONTINUED

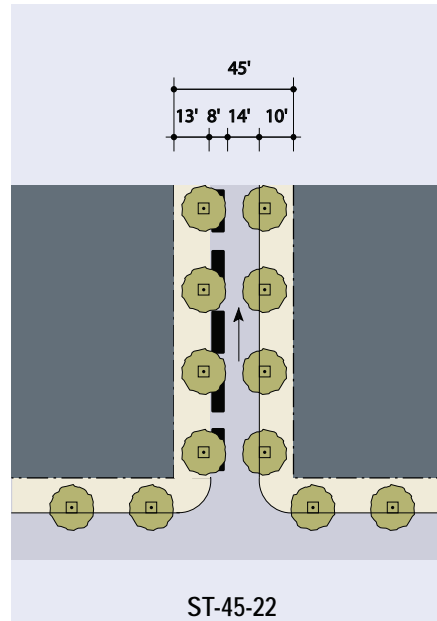


**THOROUGHFARE TYPES**

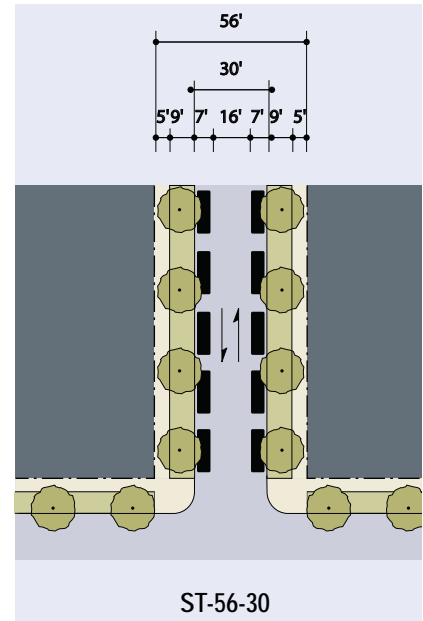
- Boulevard: BV
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- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS

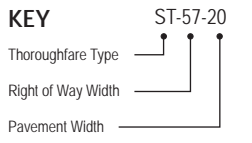


Thoroughfare Type	Street
Transect Zone Assignment	T4, T5
Right-of-Way Width	45 feet
Pavement Width	22 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	5.4 seconds
Traffic Lanes	1 lane
Parking Lanes	One Side @ 8 feet marked
Curb Radius	15 feet
Private Frontage Type	A/G, SF/AW, ST, DY/LC
Walkway Type	13/10 foot Sidewalk
Planter Type	4'x10' Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, BB
Additional Transportation Provisions	NONE



Thoroughfare Type	Street
Transect Zone Assignment	T3, T4
Right-of-Way Width	56 feet
Pavement Width	30 feet
Movement	Slow Movement
Operating Speed	20 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet unmarked
Curb Radius	5 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	9 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SLM, BB
Additional Transportation Provisions	NONE

THOROUGHFARE ASSEMBLIES CONTINUED

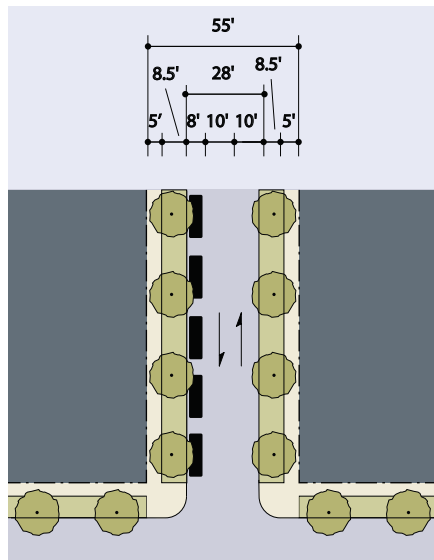


**THOROUGHFARE TYPES**

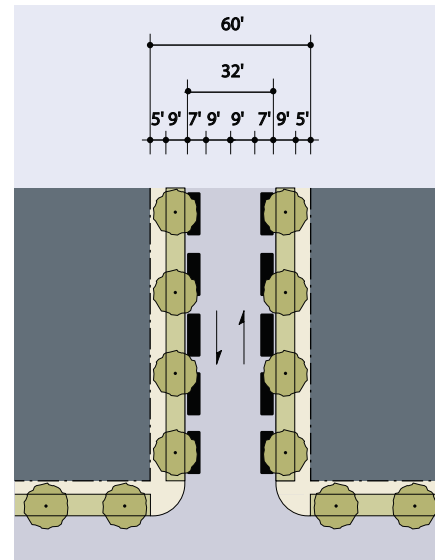
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



ST-55-28



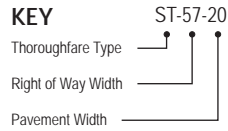
ST-60-32

Thoroughfare Type	Street
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	55 feet
Pavement Width	28 feet
Movement	Slow Movement
Operating Speed	20 MPH
Pedestrian Crossing Time	6.0 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF, CL
Walkway Type	5 foot Sidewalk
Planter Type	8.5 foot Continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, BB, TR
Additional Transportation Provisions	NONE

Thoroughfare Type	Street
Transect Zone Assignment	T4
Right-of-Way Width	60 feet
Pavement Width	32 feet
Movement	Slow Movement
Operating Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	9 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, BB
Additional Transportation Provisions	NONE

Thoroughfare Type	Street
Transect Zone Assignment	T4
Right-of-Way Width	60 feet
Pavement Width	32 feet
Movement	Slow Movement
Operating Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 7 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	5 foot Sidewalk
Planter Type	9 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, BB
Additional Transportation Provisions	NONE

THOROUGHFARE ASSEMBLIES CONTINUED

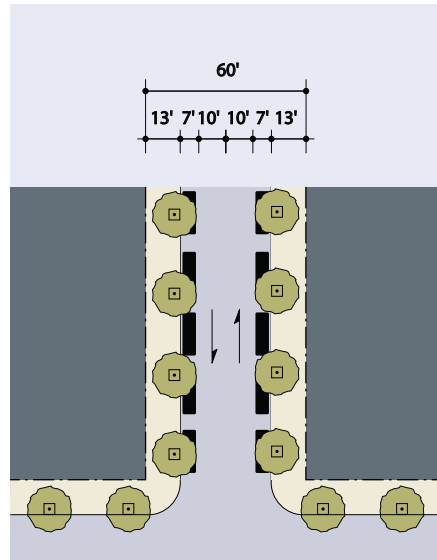


**THOROUGHFARE TYPES**

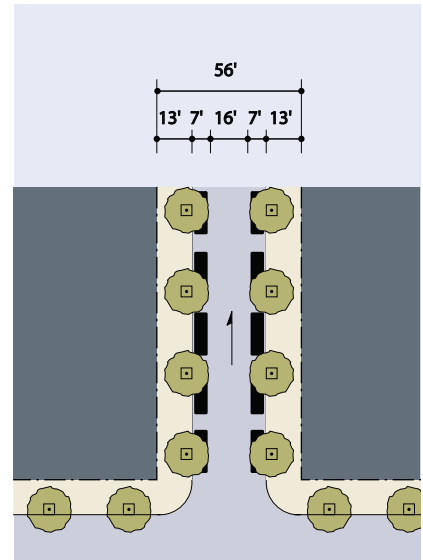
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



ST-60-34



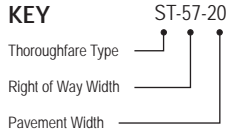
CS-56-30

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Operating Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Private Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Permitted Transportation Provisions	
Additional Transportation Provisions	

Street
T4, T5
60 feet
34 feet
Slow Movement
20 MPH
9.7 seconds
2 lanes
Both Sides @ 7 feet marked
10 feet
ST, FC, DY/LC, PF
6 foot Sidewalk
4'X10' tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, SLM, BB, TR
NONE

Commercial Street
T5
56 feet
30 feet
Slow Movement
20 MPH
8.5 seconds
1 lane
Both Sides @ 7 feet marked
10 feet
Gallery/Arcade, Shopfront/Awning
13 foot Sidewalk
4'X10' tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, SLM, BB, CBL, TR
NONE

THOROUGHFARE ASSEMBLIES CONTINUED

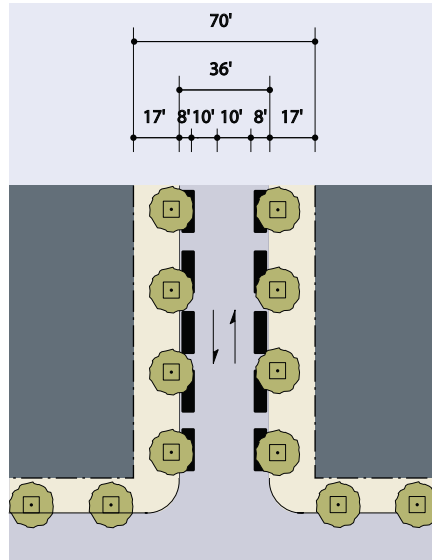


**THOROUGHFARE TYPES**

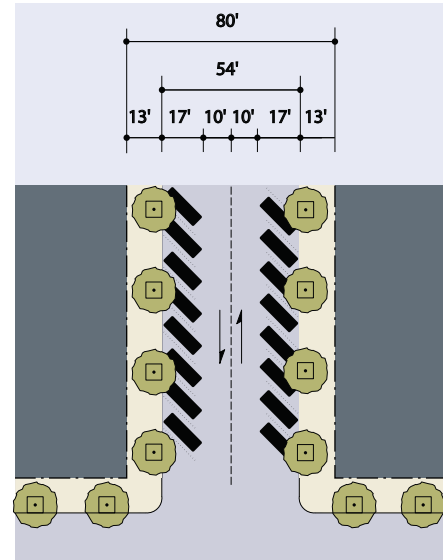
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



**CS-70-36**



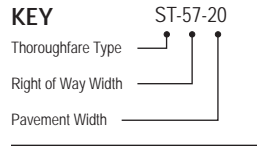
**CS-80-54**

Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Operating Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Private Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Permitted Transportation Provisions	
Additional Transportation Provisions	

Commercial Street
T5
70 feet
36 feet
Slow Movement
25 MPH
10 seconds
2 lanes
Both Sides @ 8 feet marked
10 feet
Gallery/Arcade, Shopfront/Awning
17 foot Sidewalk
9'X9' tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, SLM, TR
CT

Commercial Street
T5
80 feet
54 feet
Slow Movement
25 MPH
5.7 seconds
2 lanes
Both Sides @ 17 feet marked reverse angle
5 feet
Gallery/Arcade, Shopfront/Awning
17 foot Sidewalk
4'X10' tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, SLM, TR
CBL, BBL

THOROUGHFARE ASSEMBLIES CONTINUED

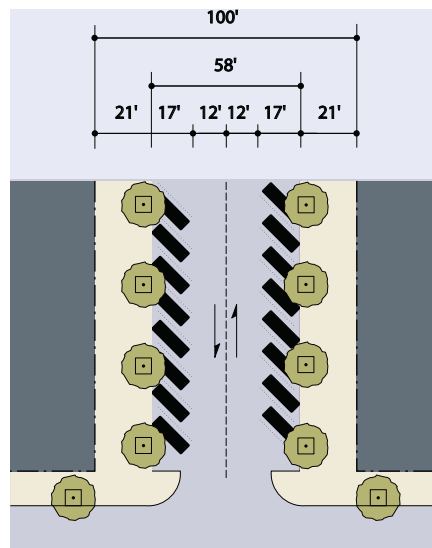


**THOROUGHFARE TYPES**

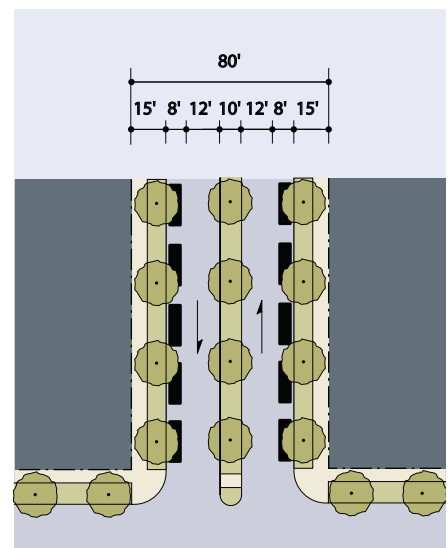
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



**CS-100-58**

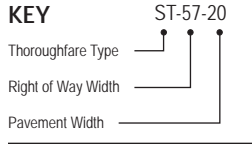


**AV-80-40**

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	100 feet
Pavement Width	58 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 17 feet marked
Curb Radius	10 feet
Private Frontage Type	SH, ST, FC, DY/LC
Walkway Type	21 foot Sidewalk
Planter Type	9'X9' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, TR
Additional Transportation Provisions	CBL, CT

Thoroughfare Type	Avenue
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	75 feet
Pavement Width	40 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds - 5.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Side @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	SH, ST, FC, DY/LC, PF
Walkway Type	6 foot Sidewalk
Planter Type	9' foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	BR, SH, SLM, TR
Additional Transportation Provisions	CBL

THOROUGHFARE ASSEMBLIES CONTINUED

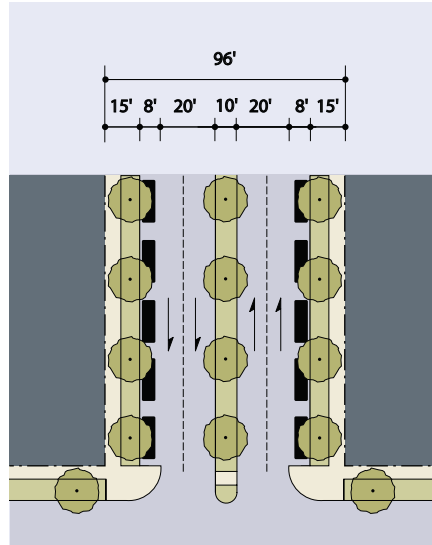


**THOROUGHFARE TYPES**

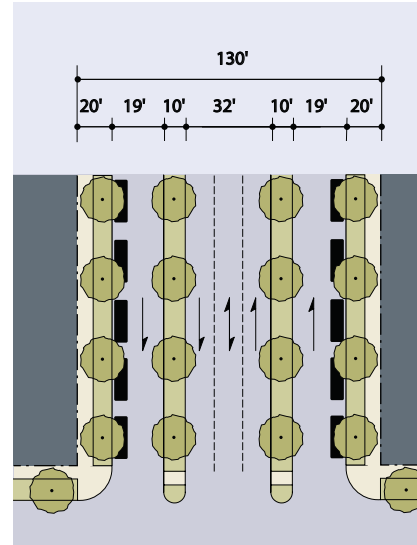
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



AV-96-56



BV-130-32

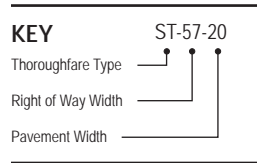
Thoroughfare Type	
Transect Zone Assignment	
Right-of-Way Width	
Pavement Width	
Movement	
Operating Speed	
Pedestrian Crossing Time	
Traffic Lanes	
Parking Lanes	
Curb Radius	
Private Frontage Type	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Permitted Transportation Provisions	
Additional Transportation Provisions	

Avenue
T3, T4, T5
96 feet
56 feet
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds at corners
4 lanes
Both Sides @ 8 feet marked
10 feet
ST, FC, DY/LC, PF
6 foot Sidewalk
9 foot Continuous planter
Curb or Swale *
Trees at 30' o.c. Avg.
BR, SH, SLM, TR
CT

Boulevard
T5
130'
19 feet - 30 feet - 19 feet
Free Movement (inner lanes)
35 MPH
5.5 seconds - 9.0 seconds - 5.5 seconds
3 lanes, one turning lane & two one-way access lanes
8 feet
12 feet
ST, FC, DY/LC, PF
20 foot Sidewalk
4'x10' Tree well
Curb
Trees at 30' o.c. Avg.
BR, SH, SLM, TR
CBL

**TABLE 4A. TRANSPORTATION PROVISIONS: BIKEWAY ASSEMBLIES**

The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width. For One-Way Cycle Track detail, see Table 19D. **NOTE: All Content in table 4A is new.**

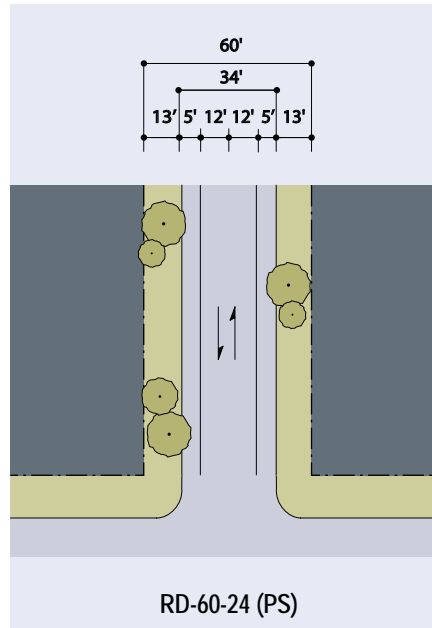


**THOROUGHFARE TYPES**

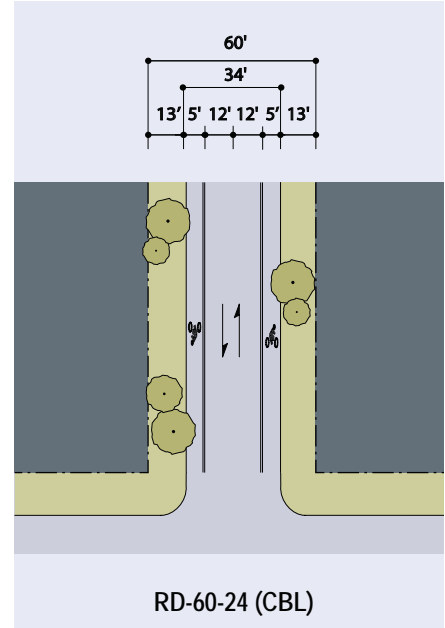
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS

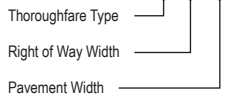


Thoroughfare Type	Road
Transect Zone Assignment	T1, T2
Right-of-Way Width	60 feet
Pavement Width	24 feet
Movement	Speed Movement
Operating Speed	30 MPH
Pedestrian Crossing Time	6.8 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Private Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Permitted Transportation Provisions	BP/BI, TR
Additional Transportation Provisions	PS



Thoroughfare Type	Road
Transect Zone Assignment	T1, T2
Right-of-Way Width	60 feet
Pavement Width	24 feet
Movement	Speed Movement
Operating Speed	30 MPH
Pedestrian Crossing Time	6.8 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Private Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Permitted Transportation Provisions	BP/ BI, TR
Additional Transportation Provisions	CBL

**KEY** ST-57-20

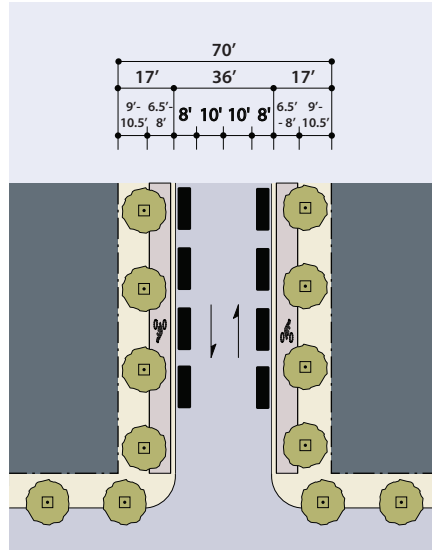


**THOROUGHFARE TYPES**

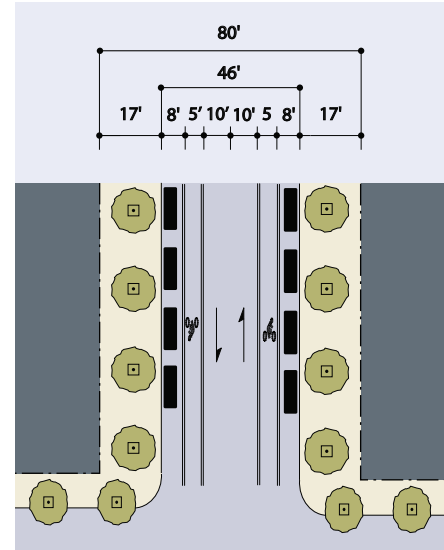
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



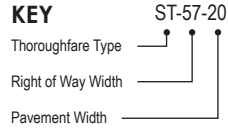
**CS-70-36 (CT)**



**CS-80-54 (CBL)**

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	70 feet
Pavement Width	36 feet
Movement	Slow Movement
Operating Speed	30 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	9'-10.5' Sidewalk (depending on width of CT)
Planter Type	4'X10' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	80 feet
Pavement Width	46 feet
Movement	Slow Movement
Operating Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	17 foot Sidewalk
Planter Type	4'X10' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CBL

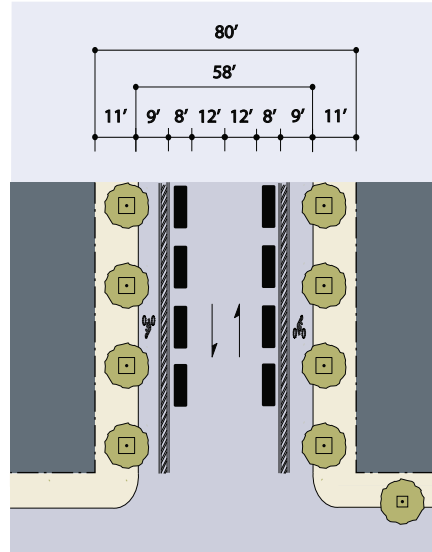


**THOROUGHFARE TYPES**

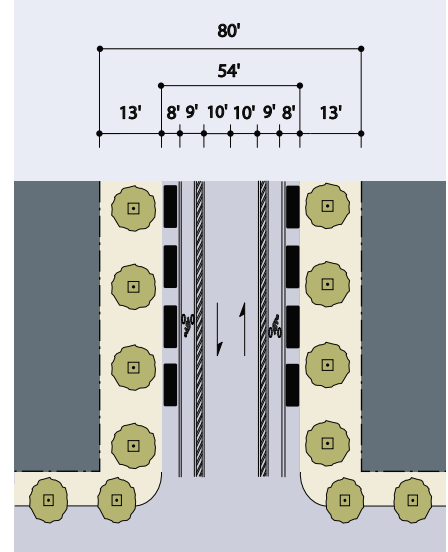
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



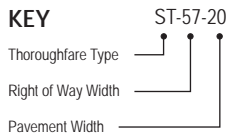
**CS-80-54 (CT)**



**CS-80-54 (BBL)**

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	80 feet
Pavement Width	58 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Floating Parking, Both Sides @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	11 foot Sidewalk
Planter Type	4'X10' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	80 feet
Pavement Width	54 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	13 foot Sidewalk
Planter Type	4'X10' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	BBL

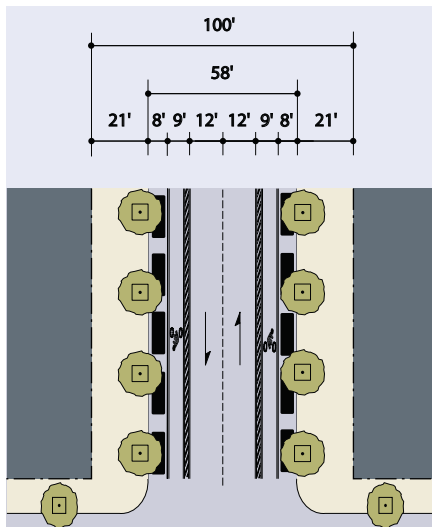


**THOROUGHFARE TYPES**

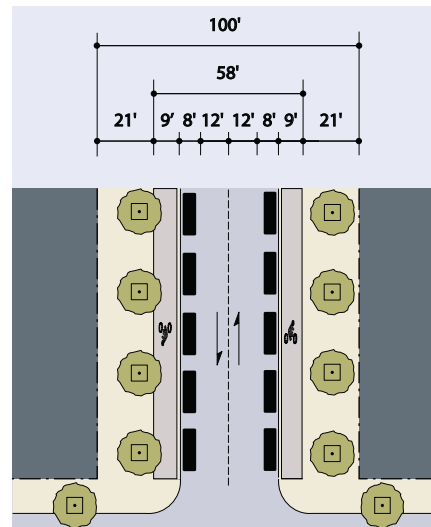
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



**CS-100-58 (BBL)**



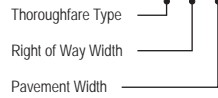
**CS-100-58 (CT)**

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	100 feet
Pavement Width	58 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8' feet marked
Curb Radius	12 feet
Private Frontage Type	SH, ST, FC, DY/LC
Walkway Type	21 foot Sidewalk
Planter Type	9'X9' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	BBL

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	100 feet
Pavement Width	58 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8' feet marked
Curb Radius	12 feet
Private Frontage Type	SH, ST, FC, DY/LC
Walkway Type	21 foot Sidewalk
Planter Type	9'X9' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5
Right-of-Way Width	100 feet
Pavement Width	58 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides @ 8' feet marked
Curb Radius	12 feet
Private Frontage Type	SH, ST, FC, DY/LC
Walkway Type	21 foot Sidewalk
Planter Type	9'X9' tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

**KEY** ST-57-20

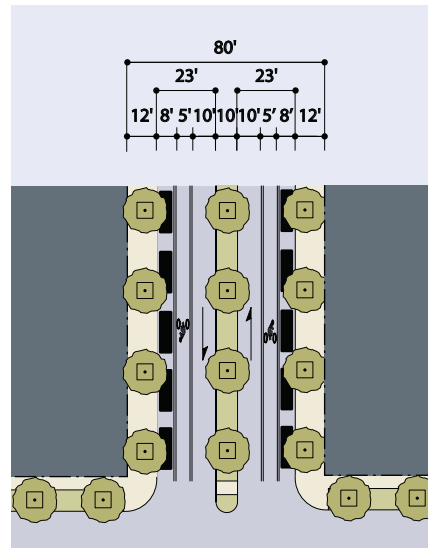


**THOROUGHFARE TYPES**

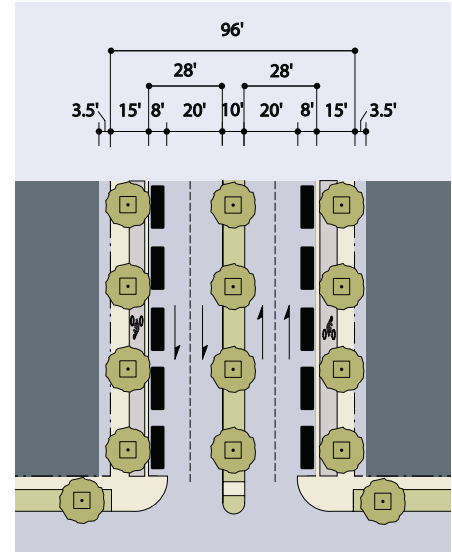
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



**AV-80-40 (CBL)**

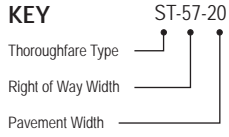


**AV-96-56 (CT)**

Thoroughfare Type	Avenue
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	80 feet
Pavement Width	46 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds - 5.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Side @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	SH, ST, FC, DY/LC, PF
Walkway Type	12 foot Sidewalk
Planter Type	9' foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CBL

Thoroughfare Type	Avenue
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	96 feet
Pavement Width	56 feet
Movement	Slow Movement
Operating Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds - 5.7 seconds at corners
Traffic Lanes	4 lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	10 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	12 foot Sidewalk with Easement
Planter Type	9 foot Continuous planter
Curb Type	Curb or Swale *
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

Note: An additional 3.5' easement on either side of the thoroughfare, or a total of 7' additional right-of-way is required to provide a total width of 103'.

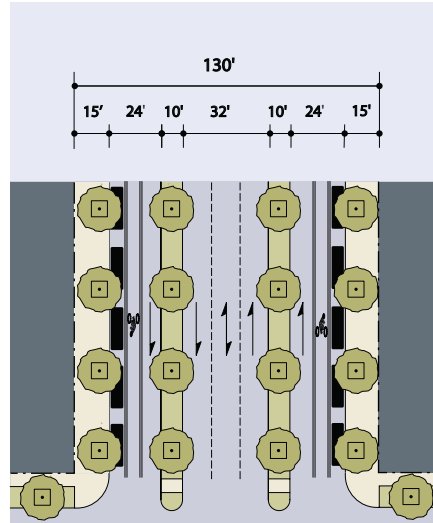


**THOROUGHFARE TYPES**

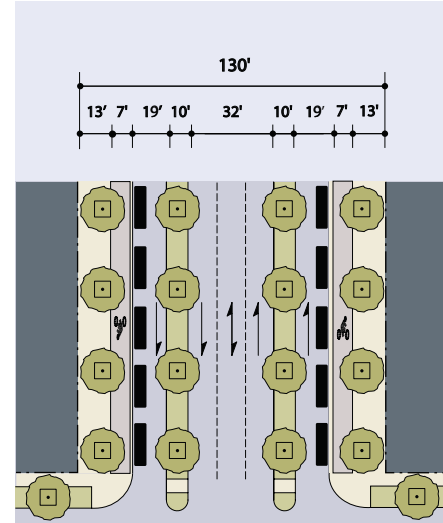
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL

**TRANSPORTATION PROVISIONS:**

- Transit Route: TR
- Bicycle Trail: BT
- Bicycle Path: BP
- Cycle Track: CT
- Buffered Bicycle Lane: BBL
- Conventional Bicycle Lane: CBL
- Bicycle Boulevard: BB
- Shared Use Lane Marking: SLM
- Paved Shoulder: PS



**BV-130-32 (CBL)**



**BV-130-32 (CT)**

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5
Right-of-Way Width	130'
Pavement Width	24 feet - 32 feet - 24 feet
Movement	Free Movement (inner lanes)
Operating Speed	35 MPH
Pedestrian Crossing Time	5.5 seconds - 9.0 seconds - 5.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way access lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	12 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	15 foot Sidewalk
Planter Type	4'x10' Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CBL






Thoroughfare Type	Boulevard
Transect Zone Assignment	T5
Right-of-Way Width	130'
Pavement Width	19 feet - 32 feet - 19 feet
Movement	Free Movement (inner lanes)
Operating Speed	35 MPH
Pedestrian Crossing Time	5.5 seconds - 9.0 seconds - 5.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way access lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	12 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	13 foot Sidewalk
Planter Type	4'x10' Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5
Right-of-Way Width	130'
Pavement Width	19 feet - 32 feet - 19 feet
Movement	Free Movement (inner lanes)
Operating Speed	35 MPH
Pedestrian Crossing Time	5.5 seconds - 9.0 seconds - 5.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way access lanes
Parking Lanes	Both Sides @ 8 feet marked
Curb Radius	12 feet
Private Frontage Type	ST, FC, DY/LC, PF
Walkway Type	13 foot Sidewalk
Planter Type	4'x10' Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Permitted Transportation Provisions	SLM, TR
Additional Transportation Provisions	CT







**TABLE 6. PUBLIC LIGHTING.**

Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows where each type is permitted.

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

**TABLE 7. PUBLIC PLANTING.**

This table shows six common types of Street Tree shapes and their appropriateness relative to Thoroughfare type, which are relative to Transect Zones.

	HW	RD	ST	ST	DR	DR	AV	AV	CS	BV	BV	Botanic Name
	T1	T1	T3	T5	T3	T5	T3	T5	T5	T3	T5	
	T2	T2	T4		T4		T4			T4		
	T3	T3										
<p>Narrow</p> 		■	■	■	■	■	■	■	■	■	■	<i>Ginkgo biloba</i> 'PNI 2720' <i>Cornus racemosa</i> 'Oltzam' <i>Acer x freemanii</i> 'Armstrong' <i>Acer saccharum</i> 'Goldspire' <i>Quercus robur</i> 'DTR 105' <i>Quercus robur</i> 'Fastigiata' <i>Pyrus calleryana</i> 'Capital' <i>Prunus sargentii</i> 'Columnaris'
<p>Oval</p> 		■	■	■	■	■	■	■		■	■	<i>Betula nigra</i> 'Heritage' <i>Pyrus calleryana</i> 'Autumn Blaze' <i>Prunus virginiana</i> 'Canada Red' <i>Malus</i> 'Spring Snow' <i>Cornus racemosa</i> 'Cuyzam' <i>Gleditsia triacanthos</i> 'Skycole' <i>Gymnocladus dioica</i> 'Espresso' <i>Acer x freemanii</i> 'Celzam' <i>Acer rubrum</i> 'Franksred' <i>Acer x freemanii</i> 'Jeffersred' <i>Acer saccharum</i> 'PNI 0285' <i>Quercus macrocarpa</i> <i>Quercus x bebbiana</i> <i>Quercus x schuettei</i> <i>Quercus bicolor</i> <i>Amelanchier x grandiflora</i> 'Robin Hill'
<p>Ball</p> 		■	■	■	■	■	■	■		■	■	<i>Celtis occidentalis</i> 'Prairie Pride' <i>Malus</i> 'Snowdrift' <i>Crataegus crus-galli</i> var. <i>inermis</i> <i>Ostrya virginiana</i> <i>Acer compestre</i> <i>Quercus muehlenbergii</i> <i>Quercus rubra</i> <i>Pyrus calleryana</i> 'Aristocrat' <i>Cladrastis kentukea</i>
<p>Pyramidal</p> 		■	■	■		■		■			■	<i>Taxodium distichum</i> <i>Pyrus calleryana</i> 'Chanticleer' <i>Metasequoia glyptostroboides</i> <i>Ginkgo biloba</i> 'Autumn Gold' <i>Gleditsia triacanthos</i> f. <i>inermis</i> 'Skyline' <i>Cercidiphyllum japonicum</i> <i>Tilia cordata</i> 'Greenspire' <i>Tilia americana</i> 'Redmond' <i>Magnolia stellata</i> <i>Acer saccharum</i> 'Legacy' <i>Quercus ellipsoidalis</i>

PUBLIC PLANTING CONTINUED




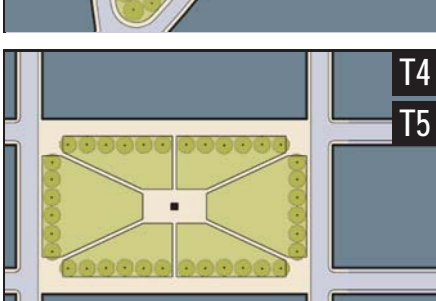
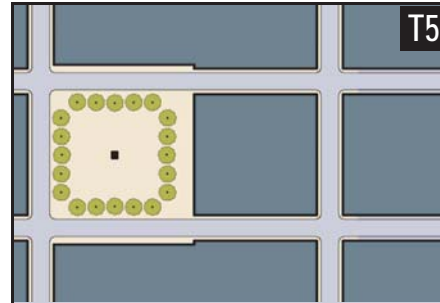
	HW	RD	ST	ST	DR	DR	AV	AV	CS	BV	BV	Botanic Name
	T1	T1	T3	T5	T3	T5	T3	T5	T5	T3	T5	
	T2	T2	T4		T4		T4			T4		
	T3	T3										
Umbrella 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<i>Malus 'Prairefire'</i> <i>Cercis canadensis</i> <hr/> <hr/> <hr/> <hr/>
Vase 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<i>Malus 'Amsalzam'</i> <i>Malus 'Red Baron'</i> <i>Ulmus, hybrid 'Accolade'</i> <i>Ulmus, hybrid 'Cathedral'</i> <i>Ulmus, 'Princeton'</i> <i>Ulmus, 'Valley Forge'</i> <i>Crataegus viridis 'Winter King'</i> <i>Gleditsia triacanthos 'Shademaster'</i> <i>Syringa reticulata 'Ivory Silk'</i> <i>Acer ginnala 'Flame'</i>

TABLE 8. CIVIC SPACE

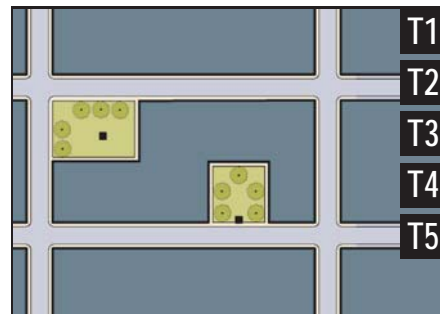
<p>a. <b>Conservancy:</b> A natural preserve available for unstructured recreation. A Conservancy may be independent of surrounding building Frontages. Its landscape <del>shall</del> should consist of <b>Mountain Bike Trails, Shared Use Trails and Shared Use Paths, Pedestrian Paths</b>, meadows, water bodies, woodland and open shelters, all naturalistically disposed. Conservancies may be lineal, following the trajectories of natural resource corridors, although wetlands may be part of the Conservancy, the wetlands shall not count toward Conservancy acreage. Buffers may be included. The minimum size should be 8 acres. Conservancies may be approved by Administrative Approval as Special Districts in all zones.</p>	 <p>T1 T2 T3</p>
<p>b. <b>Neighborhood Park Special District:</b> A Neighborhood Park SD may be independent of surrounding building Frontages and may occur outside a Pedestrian Shed. The minimum size shall be 5 acres. Neighborhood Park SDs should include junior size play apparatus, softball diamond, ½ basketball court, area for lawn and field games, area for crafts, open area for general play, volleyball area, soccer field, picnic tables and benches, and / or shelters. They may include <del>bike and pedestrian trails</del> <b>Shared Use Paths and Pedestrian Paths</b> as well.</p>	 <p>SD</p>
<p>c. <b>Neighborhood Park:</b> An Open Space, available for structured recreation. Landscaping may spatially define a Green rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size should be 4 acres and the maximum shall be 5 acres. Neighborhood Parks should include junior size play apparatus, softball diamond, ½ basketball court, area for lawn and field games, area for crafts, open area for general play, volleyball area, soccer field, picnic tables and benches, and / or shelters, <del>bike trails and pedestrian trails</del> <b>Shared Use Paths and Pedestrian Paths</b>.</p>	 <p>T1 T2 T3 T4</p>
<p>d. <b>Green:</b> An Open Space, available for unstructured recreation, and may include <del>bike trails</del> <b>Shared Use Paths and Pedestrian Paths</b>. Landscaping may spatially define a Green rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size should be 1/2 acre and the maximum should be 8 acres.</p>	 <p>T3 T4</p>
<p>e. <b>Square:</b> An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size should be 1/2 acre and the maximum should be 5 acres.</p>	 <p>T4 T5</p>

CIVIC SPACE CONTINUED

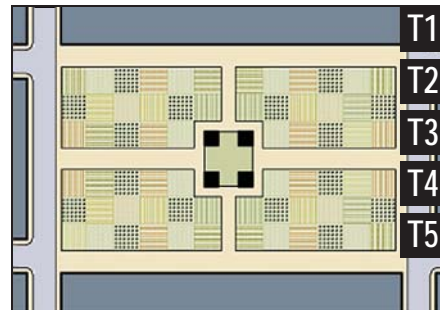
f. **Plaza:** An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size should be 1/4 acre and the maximum should be 2 acres.



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



h. **Community Garden:** An Open Space designed and equipped for garden plots. A Community Garden should be fenced and may include a tool shed. Running water is required. Community Gardens shall be interspersed within Residential areas and may be placed within a Block or included within Parks and Greens. There shall be no minimum or maximum size.



**TABLE 9. SPECIAL DISTRICTS<sup>†</sup>**

Special Districts that do not have provisions within this Code shall be governed by the standards of Chapter 22.

	SD1 MIXED USE BUSINESS PARK	SD2
<b>a. ALLOCATION OF ZONES</b>		
CLD	NA	
TND	20% max. Net Site Area*	
TOD	30% max. Net Site Area*	
*Adopted Neighborhood Plans are not subject to these limitations		
<b>b. BASE RESIDENTIAL DENSITY</b>		
By Right	12 units/ac. max.	
Uses other than Office and Industrial	20% max.	
<b>c. BLOCK SIZE</b>		
Block Perimeter	3,000 ft. max.	
<b>d. THOROUGHFARES (see Table 9A for Bikeway Facilities)</b>		
BV	permitted	
AV	permitted	
CS	permitted	
ST (ST-45-22, ST-55-28, ST-60-34)	permitted	
RD	not permitted	
RL	not permitted	
RA Passage	permitted	
<b>e. CIVIC SPACES</b>		
Park	permitted	
Green	permitted	
Square	permitted	
Plaza	permitted	
Playground	not required	
<b>f. LOT OCCUPATION</b>		
Lot Width	60 - 300 ft.	
Lot Coverage	80% max.	
<b>g. SETBACKS - PRINCIPAL BUILDING</b>		
(g.1) Front Setback Principal	0 ft. min., 24 ft. max.	
(g.2) Front Setback Secondary	0 ft. min., 24 ft. max.	
(g.3) Side Setback	0 ft. min., 24 ft. max.	
(g.4) Rear Setback	12 ft. min.	
Frontage Buildout	70% min.	
<b>h. SETBACKS - OUTBUILDING (See Table 26)</b>		
Front Setback	20 ft. min. + bldg. setback	
Side Setback	3 ft. min.	
Rear Setback	3 ft. min.	
<b>i. BUILDING DISPOSITION</b>		
Edgeyard	permitted	
Sideyard	permitted	
Rearyard	permitted	
Courtyard	not permitted	

DISPOSITION

All Bikeways in Table 9 were removed and added to Table 9A . (Bicycle Trail, Bicycle Lane, and Bicycle Route)

SPECIAL DISTRICTS CONTINUED

<b>SD1</b>	MIXED USE BUSINESS PARK	<b>SD2</b>	
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i. PRIVATE FRONTAGES

Common Yard	permitted		CONFIGURATION
Porch & Fence	not permitted		
Light Court	not permitted		
Forecourt	permitted		
Stoop	not permitted		
Shopfront	permitted		
Gallery	permitted		
Arcade	permitted		
Parking Lot	by Administrative Approval		
Common Entry and Planter	permitted		

j. BUILDING CONFIGURATION

Principal Building	5 stories max. 2 min.*	
Outbuilding	3 stories max.	

\* 1 story permitted by Administrative Waiver

k. BUILDING FUNCTION

Residential	limited use		FUNCTION
Lodging	open use		
Office	open use		
Retail	open use		
Industrial	open use		

**TABLE 9A. SPECIAL DISTRICTS - BIKEWAYS, BICYCLE PARKING, AND ENHANCEMENTS**

Special Districts that do not have provisions within this Code shall be governed by the standards of Chapter 22.

	SD1 MIXED USE BUSINESS PARK	SD2
<b>a. BIKEWAY TYPES (See Table 4 and 4A for thoroughfare assemblies)</b>		
Mountain Bike Trail	not permitted	
Shared Use Trail (regional/state)	permitted	
Shared Use Path (local)	permitted	
Conventional Bicycle Lane	permitted	
Buffered Bicycle Lane	Admin. Approval	
Cycle Track	Admin. Approval	
Bicycle Boulevard	not permitted	
<b>b. BICYCLE PARKING</b>		
Bicycle Rack (standard)	permitted	
Bicycle Rack (decorative, public art)	Admin. Approval	
Bicycle Shelter	permitted	
Bicycle Locker	permitted	
Bicycle Hub	permitted	
<b>c. BICYCLE FACILITY ENHANCEMENTS</b>		
Active Warning Beacon	Admin. Approval	
Bicycle Box	Admin. Approval	
Bicycle Median Refuge Island	Admin. Approval	
Bicycle Route and Wayfinding Signs	permitted	
Bicycle Signal Head	Admin. Approval	
Bicycle Turn Pocket	Admin. Approval	
Colored Bicycle Facilities	Admin. Approval	
Paved Shoulder	Admin. Approval	
Peg-a-Tracking	permitted	
Rumble Stripes	permitted	
Signal Detection and Actuation	Admin. Approval	
Shared Vehicular Lane Marking (Sharrow)	permitted	

Note: This entire Table is new.

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**ARTICLE 4. INFILL COMMUNITY SCALE PLANS**

**4.1 INSTRUCTIONS**

- 4.1.1 The G-4 Infill Growth Sector and the G-5 Infill Repair Sector Infill Community Regulating Plans shall be submitted and approved as part of a rezoning application to the SmartCode Infill Community (SC-IC) District.
- 4.1.2 Infill Community Regulating Plans shall regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.3. The Plan Commission shall recommend and Common Council shall approve the Community Unit type based on existing conditions and intended evolution in the plan area. Any amendment(s) or alteration(s) to the approved Article 4 Infill Community Regulating Plan shall require a new submittal, but only of the portions altered.
- 4.1.3 Infill Community Regulating Plans shall consist of one or more maps, explanatory text and statistical information showing the following:
  - a. The boundaries of the Community Unit(s);
  - b. Transect Zones and any Civic Zones within each Pedestrian Shed, assigned according to an analysis of existing conditions and future needs;
  - c. a Thoroughfare network, existing or planned (Table 4, Table 5, Table 12 and Table 13);
  - d. any Special Districts (Section 4.6);
  - e. any Special Requirements (Section 4.6);
  - f. any Special Requirements (Section 4.8);
  - g. all requests for Administrative Waivers, if any;
  - h. all requests for Administrative Approvals, if any;
  - i. **accomodation of existing or planned bicycle facilities (Table 2A, Table 4A, Table 9A)**
- 4.1.4 The owner of a parcel, or abutting parcels, consisting of 5 acres or more of contiguous lots within an area subject to an Infill Community Regulating Plan may apply to amend the Infill Community Regulating Plan.
- 4.1.5 The owner of a parcel, or abutting parcels, consisting of 10 acres or more of contiguous lots, whether inside or outside an area subject to an Infill Community Regulating Plan, may initiate the preparation of an Infill Community Regulating Plan. Infill Community Regulating Plans for the G-4 Sector, the G-5 Sector, or other areas designated as Infill by the Planning Department, should consider, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and the plan area should connect and blend with surrounding urbanism and should connect with nearby Open Space.

**4.2 COMMUNITY UNIT TYPES**

- 4.2.1 Infill Community Regulating Plans shall encompass one or more of the following Community Unit types. The allocation percentages of Table 2a do not apply.
- 4.2.2 Infill TND (Traditional Neighborhood Development)
  - a. An Infill TND should be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill TND shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more existing or planned Common Destinations.
  - b. The edges of an Infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.
- 4.2.3 Infill TOD (Transit Oriented Development)
  - a. An Infill TOD should be on an existing or projected transit network and permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2.d.

**4.3 TRANSECT ZONES**

- 4.3.1 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

**4.4 CIVIC ZONES****4.4.1 General**

- a. Infill Community Regulating Plans shall designate Civic Space Zones (CS) and Civic Building Zones (CB).
- b. Civic Zones that total 20% or more of a Community Unit may be subject to the creation of a Special District. See Section 4.6.
- c. Parking provisions for Civic Zones shall be determined by Administrative Approval.

**4.4.2 Civic Space Zones (CS)**

- a. Civic Spaces shall be generally designed as described in Table 8, their type determined by the surrounding or adjacent Transect Zone.

**4.4.3 Civic Building Zones (CB)**

- a. Civic Buildings shall be permitted by Administrative Approval in any Transect Zone or by Right on Civic Zones reserved in the Infill Community Regulating Plan.

**4.5 INFILL REPAIR**

- 4.5.1 Areas targeted for Infill Repair (the G-5 Sector) shall be regulated by the community scale tables included in this District. (Table 2, excepting 2a and Table 3)

**4.6 SPECIAL DISTRICTS**

- 4.6.1 Areas that, by their intrinsic size, Use, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts. Conditions of development for Special Districts not included in this District shall be recommended by the Plan Commission, approved by the Common Council and recorded on Table 9.

**4.7 PRE-EXISTING CONDITIONS**

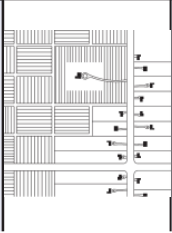
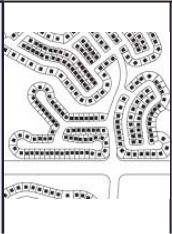



- 4.7.1 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing, unless otherwise required by County or State Code. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 19 and 20.

**4.8 SPECIAL REQUIREMENTS**

- 4.8.1 An Infill Community Regulating Plan may designate any of the following Special Requirements:
  - a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the Highest Standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Administrative Waivers allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Community Unit.
  - b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 50% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 14 and specified in Article 5.
  - c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
  - d. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 4) and Private Frontage (Table 14) be coordinated as a single, coherent landscape and paving design.
  - e. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location.
  - f. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

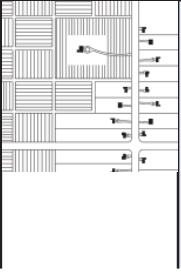

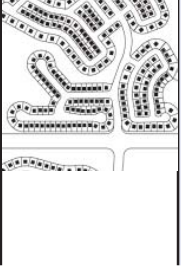

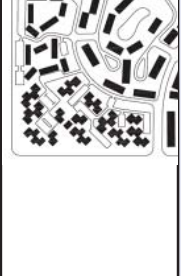





**TABLE 10. INFILL REPAIR TYPES.**

This advisory table provides descriptions of the character of each Infill Repair Type.

<p>S-3 RURAL SUBDIVISIONS</p>		<p>S-3 Rural Subdivisions consist of single-family detached houses located on 1/2 acre lots or larger. Setbacks are relatively deep and the infrastructure is sporadic. Automobile access is crucial.</p>	<p><b>General Character:</b>  <b>Building Placement:</b>  <b>Frontage Types:</b>  <b>Typical Building</b>  <b>Height:</b>  <b>Type of Civic Space:</b>  <b>Type of Thoroughfare:</b></p>	<p>Naturalistic planting, large lawns, rural roads, limited pedestrian activity, no city services, rural sprawl                  Large and variable front and side yards                  Yards, fences, naturalistic tree plantings                  1-to-2-story                  Parks, Conservancies                  Roads, Highways, Arterials</p>
<p>S-4 SINGLE FAMILY SUBDIVISIONS</p>		<p>S-4 Single Family Subdivisions consist predominantly of single-family detached housing pods on small, medium or large lots, segregated by market segment. Medium front Setbacks yield front lawns and relatively large backyard.</p>	<p><b>General Character:</b>  <b>Building Placement:</b>  <b>Frontage Types:</b>  <b>Typical Building</b>  <b>Height:</b>  <b>Type of Civic Space:</b>  <b>Type of Thoroughfare:</b></p>	<p>Dendritic street network, cul-de-sac and collector roads, occasional pedestrian activity, lack of block structure                  Variable front and side Setbacks                  Yards, fences, lawns and landscaping                  1-to-2-story, some 3-story                  Leftover open space, usually in backyards                  Local and Collector Streets</p>
<p>S-5 MULTI FAMILY SUBDIVISIONS</p>		<p>S-5 Multifamily Subdivisions consist of attached and detached multi-family housing. Townhouses without towns, or auto-dependent apartment or condo buildings.</p>	<p><b>General Character:</b>  <b>Building Placement:</b>  <b>Frontage Types:</b>  <b>Typical Building</b>  <b>Height:</b>  <b>Type of Civic Space:</b>  <b>Type of Thoroughfare:</b></p>	<p>Dendritic street network, pedestrian unfriendly, underutilized parking lots, limited connectivity, "train wreck" character                  Scattered or clustered, parking dominates                  Parking lot, disconnected greens                  1-story                  Private amenities, no public civic space                  Local and Collector Streets</p>
<p>S-6 SHOPPING CENTERS &amp; STRIPS</p>		<p>S-6 Shopping Centers consist of large retail stores, offering wide choices of goods and services. Includes strip retail, big box retail and fast-food and/or gas station outparcels.</p>	<p><b>General Character:</b>  <b>Building Placement:</b>  <b>Frontage Types:</b>  <b>Typical Building</b>  <b>Height:</b>  <b>Type of Civic Space:</b>  <b>Type of Thoroughfare:</b></p>	<p>Traffic congestion, pedestrian unfriendly, underutilized parking lots, limited connectivity                  aligned or scattered, deeply set back behind parking                  Parking lot                  1- to 3-story                  Parking lot                  Collector and Arterial Streets</p>
<p>S-7 BUSINESS PARKS &amp; SUB. CAMPUSES</p>		<p>S-7 Business Parks and Suburban Campuses consist of clusters of buildings dedicated exclusively to commercial uses from Class A offices to warehouses. Isolated institutional campuses such as colleges and hospitals may also fall into this category.</p>	<p><b>General Character:</b>  <b>Building Placement:</b>  <b>Frontage Types:</b>  <b>Typical Building</b>  <b>Height:</b>  <b>Type of Civic Space:</b>  <b>Type of Thoroughfare:</b></p>	<p>Homogenous, auto-dependent, limited connectivity, lack of relationship between building and street                  Scattered                  Lawn                  1-to-multistory                  Plaza, Green, atrium                  Collector and Arterial Streets, private drives</p>

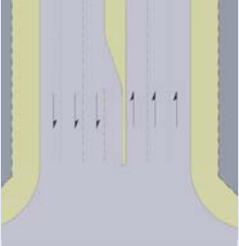
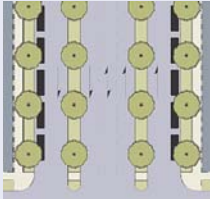
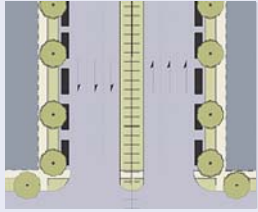
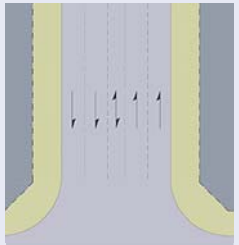
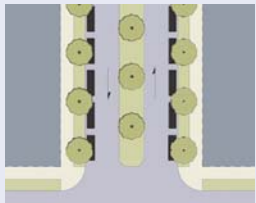
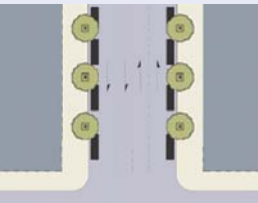
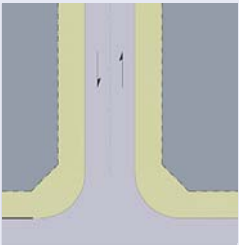
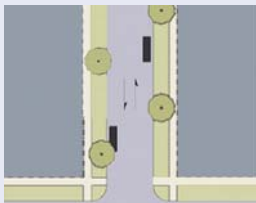
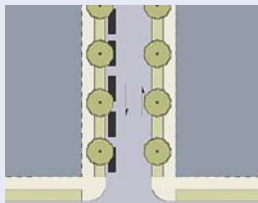
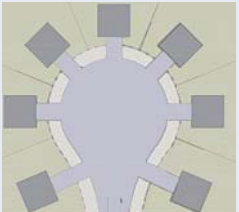
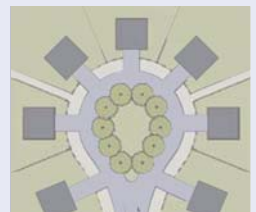
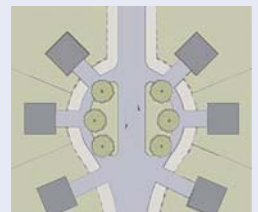
**TABLE 11. INFILL TYPES REPAIRED.**

This advisory table provides descriptions of the necessary tools to repair the Infill Types into Community Units/ Walkable Place Types.

REPAIR TYPES	T1	T2	T3	T4	T5	TECHNIQUES	INCENTIVES/ BENEFITS	COMMUNITY UNITS
S-3 RURAL SUBDIVISIONS 		50% min.	30 % max.	20 - 50%	NA	<ul style="list-style-type: none"> <li>Cluster at intersections through TDR, modified PDRs, purchase of Conservation Easement</li> <li>Concentrate infrastructure</li> <li>Create a rural Green</li> <li>Introduce Live-Works, farmers market</li> </ul>	<ul style="list-style-type: none"> <li>Deferred taxation; higher Density; permitting By Right</li> <li>Packaged Sewer Service within 1/4 square mile</li> <li>Hamlet growing into a village</li> </ul>	 CLD
S-4 SINGLE FAMILY SUBDIVISIONS 		No min.	5 - 30 % max.	30 - 65 %	5 - 40 %	<ul style="list-style-type: none"> <li>Introduce new building types and Retail/Office/Lodging/Civic uses</li> <li>Connect Thoroughfares</li> <li>Repair Thoroughfares; add pedestrian and bike Paths</li> <li>Define and make usable Open and Civic Space</li> </ul>	<ul style="list-style-type: none"> <li>Higher Density; additions; Outbuildings; permitting By Right</li> <li>Infrastructure incentives</li> <li>Transit potential</li> <li>Neighborhood/Town Square</li> </ul>	 TND
S-5 MULTI FAMILY SUBDIVISIONS 		No min.	5 - 30 % max.	30 - 65 %	5 - 40 %	<ul style="list-style-type: none"> <li>Introduce new building types and Retail/Office/Lodging/Civic uses</li> <li>Connect Thoroughfares</li> <li>Rationalize parking; add garages</li> <li>Repair Thoroughfares; add pedestrian and bike Paths</li> <li>Define and make usable Open and Civic Space</li> </ul>	<ul style="list-style-type: none"> <li>Additional development potential; permitting By Right</li> <li>Incentives for infrastructure</li> <li>Incentives for garages</li> <li>Transit potential</li> <li>Community gathering places</li> </ul>	 TND
S-6 SHOPPING CENTERS & STRIPS 			20% max.	30 - 50 %	30 - 60 %	<ul style="list-style-type: none"> <li>Introduce new building types and Residential/Office/Lodging/Civic uses</li> <li>Connect Thoroughfares; add Streets in front of stores</li> <li>Rationalize parking; Add garages</li> <li>Define and make usable Open and Civic Space</li> </ul>	<ul style="list-style-type: none"> <li>Additional development potential; permitting By Right; TIFs, CDBG</li> <li>Incentives for infrastructure</li> <li>Incentives for garages</li> <li>Transit potential</li> <li>Community gathering places</li> </ul>	 TOD / TND
S-7 BUSINESS PARKS & SUB. CAMPUSES 			20% max.	30 - 50 %	30 - 60 %	<ul style="list-style-type: none"> <li>Introduce new building types and Residential/Office/Lodging/Civic uses</li> <li>Connect Thoroughfares; create urban Blocks</li> <li>Rationalize parking; add garages</li> <li>Define and make usable Open and Civic Space</li> </ul>	<ul style="list-style-type: none"> <li>Additional development potential; permitting By Right; TIFs, CDBG</li> <li>Incentives for infrastructure</li> <li>Incentives for garages</li> <li>Transit potential</li> <li>Community gathering places</li> </ul>	 TOD / TND

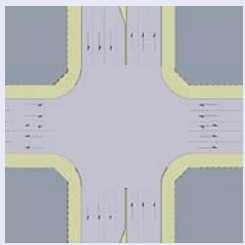
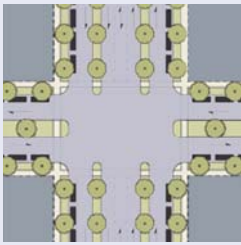
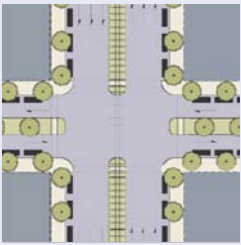
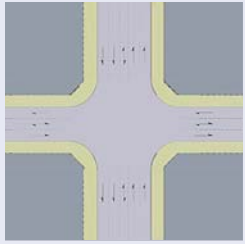
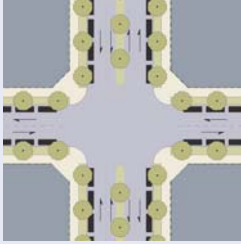
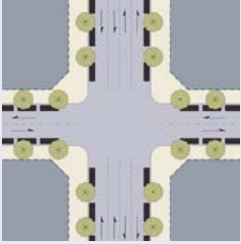


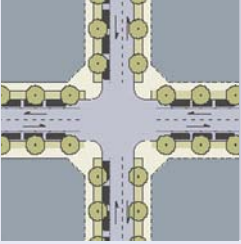
**TABLE 12. THOROUGHFARE TYPES REPAIRED.**

This advisory table provides descriptions of the necessary tools to repair the Infill Thoroughfare Types into Complete Streets.

INFILL REPAIR TYPES		TECHNIQUES	COMPLETE STREETS	
ARTERIAL		<ul style="list-style-type: none"> <li>• Reduce Curb Radii</li> <li>• Reduce lane widths</li> <li>• Introduce Access Lanes</li> <li>• Introduce parallel parking</li> <li>• Introduce medians</li> <li>• Introduce transit</li> <li>• Introduce bikeway and bikeway enhancements, where appropriate</li> <li>• Assemble Public Frontages according to T-zones</li> </ul>	BOULEVARD T4 T5 	AVENUE T5 
COLLECTOR		<ul style="list-style-type: none"> <li>• Reduce number of lanes</li> <li>• Reduce Curb Radii</li> <li>• Reduce lane width</li> <li>• Introduce parallel or diagonal parking</li> <li>• Introduce medians</li> <li>• Assemble Public Frontages according to T-zones</li> <li>• Introduce bikeway and bikeway enhancements, where appropriate</li> </ul>	AVENUE T4 T5 	COMMERCIAL STREET T5 
LOCAL		<ul style="list-style-type: none"> <li>• Reduce Curb Radii</li> <li>• Reduce lane widths</li> <li>• Introduce parallel parking</li> <li>• Eliminate turning lane</li> <li>• Assemble Public Frontages according to T-zones</li> <li>• Introduce bikeways and bikeway enhancements, where appropriate</li> </ul>	ROAD / STREET T3 T4 	STREET T5 
CUL-DE-SAC		<ul style="list-style-type: none"> <li>• Introduce a green Civic Space</li> <li>• Introduce pedestrian and bicycle Paths</li> <li>• Introduce new Thoroughfare connections where possible</li> <li>• Assemble Public Frontages according to T-zones</li> </ul>	CLOSE T3 	ROAD / STREET T3 T4 

**TABLE 13. INTERSECTION TYPES REPAIRED.**

This advisory table provides descriptions of the necessary tools to repair the Infill Intersections Types into Complete Streets.

SPRAWL TYPES		TECHNIQUES	COMPLETE INTERSECTIONS	
ARTERIAL		<ul style="list-style-type: none"> <li>• Replace conventional suburban intersection with Urban Intersection</li> <li>• Reduce lane widths</li> <li>• Introduce Access Lanes</li> <li>• Introduce medians</li> <li>• Introduce parallel parking</li> <li>• Introduce transit</li> <li>• Assemble Public Frontages according to T-zones</li> <li>• <b>Introduce appropriate Bikeway Intersection Enhancements</b></li> </ul>	T4   T5 	T5 
			BOULEVARD / AVENUE	BOULEVARD / AVENUE
COLLECTOR		<ul style="list-style-type: none"> <li>• Reduce number of lanes</li> <li>• Reduce Curb Radii</li> <li>• Introduce a median</li> <li>• Introduce parallel parking</li> <li>• Assemble Public Frontages according to T-zones</li> <li>• <b>Introduce appropriate Bikeway Intersection Enhancements</b></li> </ul>	T4   T5 	T5 
			AVENUE / COMMERCIAL STREET	AVENUE / COMMERCIAL STREET
LOCAL		<ul style="list-style-type: none"> <li>• Reduce Curb Radii</li> <li>• Reduce lane widths</li> <li>• Introduce parallel parking</li> <li>• Assemble Public Frontages according to T-zones</li> <li>• <b>Introduce appropriate Bikeway Intersection Enhancements</b></li> </ul>	T3   T4 	T4 
			ROAD / STREET	STREET

**ARTICLE 5. TRANSECT ZONING REGULATIONS****5.1 INSTRUCTIONS†**

- 5.1.1 Lot and building plan approval for areas subject to a Regulating Plan approved under either Article 3 or Article 4 shall be subject to the following requirements of this Article.
- 5.1.2 Building and site plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
- a. For site and building approval:
    - i. Building Disposition
    - ii. Building Configuration
    - iii. Building Use
    - iv. Parking Location Standards
    - v. Number of dwelling units
    - vi. Base Residential Density
    - vii. Building square footage
    - viii. All requests for Administrative Waivers, if any
    - ix. All requests for Administrative Approvals, if any
    - x. All known requests for Conditional Use Permits, if any
    - xi. Civic Building design(s)
    - xii. Landscape Standards
    - xiii. Signage Standards
    - xiv. Special Requirements, if any
    - xv. Architectural Standards
    - xvi. Statistics, maps and other documentation showing how the Article 5 application, in combination with the past approved Article 5 plans, will meet the approved Community Regulating Plan, and the standards of this Chapter.
    - xvii. Fencing standards
    - xviii. Lighting standards
- 5.1.3 The Zoning Administrator shall review and may approve only if the submittal is consistent with the provisions of this Article and past required approvals (Article 3 or Article 4). No building or zoning permit shall be issued until the requirements of Section 24-14 of the Land Division code are met. Any amendment(s) or alternation(s) to the approved Article 5 plan shall require a new submittal, but only of the portions altered.

**5.2 PRE-EXISTING CONDITIONS**

- 5.2.1 Where a building exists on an adjacent lot and is at a different setback than required by this ordinance, the applicant may choose a setback at, or between one setback or the other.
- 5.2.2 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing, unless otherwise required by County or State Code. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 19 and Table 20.

**5.3 SPECIAL REQUIREMENTS**

- 5.3.1 To the extent that any Regulating Plan designates any of the Special Requirements, standards shall be applied as follows:
- a. Buildings along the A-Grid shall be held to the Highest Standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be considered for Administrative Waivers.
  - b. a Mandatory or Recommended Retail Frontage designation requires or advises that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated

in Table 14.

- c. a Mandatory or Recommended Gallery Frontage designation requires or advises that a building provide a permanent cover over a private Sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 14). A Gallery Frontage may be combined with a Retail Frontage.
- d. a Coordinated Frontage designation requires that the Public Frontage (Table 4) and Private Frontage (Table 14) be coordinated as a single, coherent landscape and paving design.
- e. a Mandatory or Recommended Terminated Vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location.
- f. a Cross Block Passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.

**5.4 CIVIC ZONES**

**5.4.1 General**

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

**5.4.2 Civic Spaces (CS)**

- a. Civic Spaces shall be generally designed as described in Table 8.

**5.4.3 Civic Buildings (CB)**

- a. Civic Buildings are subject to Architectural Review under Chapter 25 of the Municipal Code. Due to their nature and importance, Civic Buildings are not subject to the requirements of Article 5 unless so decided by the Plan Commission in the exercise of its review authority. The Plan Commission shall be guided by the standards of Administrative Approval, Section 1.6.5 in making its decision. Signage requirements, however, shall be in accord with Section 5.12.

**5.5 SPECIFIC TO T1 NATURAL ZONE**

- 5.5.1 Public buildings in the T1 Natural Zone shall be administratively approved.

**5.6 BUILDING DISPOSITION**

**5.6.1 Specific to zone T2**

- a. Newly platted Lots shall be dimensioned according to Table 2f.
- b. Building Disposition types shall be as shown in Table 2i and Table 16.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 2g, Table 2h.

**5.6.2 Specific to zones T3, T4, T5**

- a. Newly platted Lots shall be dimensioned according to Table 2f and Tables 22 – 26.
- b. Building Disposition types shall be as shown in Table 2i and Table 16.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 2g, Table 2h and Tables 22 – 26.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 27c.
- e. Lot coverage by impervious surface shall not exceed that recorded in Table 2f and Tables 22 – 26.
- f. Façades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 2g and Tables 22 – 26.
  - i. The Façade may vary up to 18” behind the primary setback and still count toward the Frontage Buildout requirements.
- g. Setbacks for Principal Buildings shall be as shown in Table 2g and Tables 22 – 26. In the case of an Infill Lot, the Common Council through the approved Infill Community Regulating Plan, may require setbacks to match one of the existing adjacent setbacks.
- h. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Al-

- ley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 2h and Tables 22 – 26.
- 5.6.3 Specific to zones ~~T3~~ and T4 and T5
- a. Bayfront and bowfront buildings are permitted and the portion of the bay or bow encroaching into the first layer shall count toward the Frontage Buildout requirements as specified on Table 2g and Tables 22 – 26. These building types shall only be permitted where:
    - i. The façade wall materials consist of stucco, masonry or stone.
    - ii. The total of the combined widths of the bays or bows do not exceed 50% of the façade width.
- 5.6.4 Specific to zone T4
- a. Single-family lots shall be 60 ft. wide or less.
- 5.7 BUILDING CONFIGURATION
- 5.7.1 General to zones T2, T3, T4, T5
- a. The Private Frontage of buildings shall conform to and be allocated in accordance with and Table 2j and Table 14.
  - b. Buildings on corner Lots shall have two Private Frontages as shown in Table 27. Prescriptions for the second and Third Layers pertain only to the Principal Frontage. Prescriptions for the First Layer pertain to both Frontages.
  - c. All Façades shall be glazed with at least 10% clear glass of the first Story.
  - d. Building heights and Extension Lines shall conform to Table 2k and Table 15.
  - e. For multi-family and commercial buildings, stories shall not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Use, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.
  - f. In a Parking Structure or garage, each above ground level counts as a single Story regardless of its relationship to habitable Stories.
  - g. Attics, basements, raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads are not classified as a story. Attics shall not exceed 14 feet in height.
  - h. Except for solar panels and geo-thermal wells, all outdoor electrical, plumbing and mechanical equipment shall be located in the second or third layer and concealed from the frontage view. These facilities are not allowed to encroach into the first layer
- 5.7.2 Specific to zone T2
- a. In no case shall the height of any residential structure exceed 35 feet as measured under Chapter 22.
- 5.7.3 Specific to zone T3
- a. No portion of the Private Frontage may Encroach the Sidewalk.
  - b. Open porches may Encroach the First Layer 50% of its depth. (Table 27d)
  - c. Balconies and bay windows may Encroach the First Layer 25% of its depth except that balconies on porch roofs may Encroach as does the porch.
  - d. In no case shall the height of any residential structure exceed 35 feet as measured under Chapter 22.
- 5.7.4 Specific to zone T4
- a. Balconies, open porches and bay windows may Encroach the First Layer 80% of its depth. (Table 27d) Galleries may Encroach 100% of the First Layer for commercial uses.
  - b. Awnings may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet and must be retractable.
- 5.7.5 Specific to zone T5
- a. Awnings may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet and must be retractable.
  - b. The Shopfront Private Frontage shall be no less than 50% glazed in clear glass as generally illustrated in

Table 14 and specified in Article 5.

- c. Stoops, Light Courts, balconies and bay windows, may Encroach the First Layer 100% of its depth. (Table 27d)
- d. Loading docks and service areas shall be permitted on Frontages only by Administrative Approval.
- e. In the absence of a building Façade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Façade.
- f. Streetscreens should be between 3.5 and 8 feet in height. The Streetscreen may be replaced by a hedge or fence by Administrative Waiver. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- g. A first level Residential or Lodging Use should be raised a minimum of 2 feet from average Sidewalk grade.
- h. One-story heights are permitted in TNDs by Administrative Waiver, but shall not exceed 20% of the Pedestrian Shed Private Frontage for T5.
- i. For Common Entry and Planter, a landscaped planter is optional and may extend no more than 3' from the facade at grade, or 8' if lined with a min. 8" thick masonry wall not to exceed 36" in height. Any setback area not within the planter shall be paved at grade. The first story of the facade shall be no less than 25% glazed in clear glass. An awning or sunshade may encroach into the setback area, provided it is retractable.

## 5.8 BUILDING USE

### 5.8.1 General to zones T2, T3, T4, T5

- a. Principal Buildings in each Transect Zone shall conform to the Uses on Table 21 and Table 21.

### 5.8.2 Specific to zones T2, T3

- a. The Uses of Restricted Lodging or Restricted Office shall be permitted within an Accessory Building. See Table 18.

### 5.8.3 Specific to zones T4

- a. The Uses of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 18.

### 5.8.4 Specific to zone T5

- a. First Story Commercial Uses shall be permitted.
- b. Manufacturing Uses within the first Story shall be permitted only by Conditional Use. Floor area limits may be set during the Conditional Use process.
- c. The Uses of Open Lodging or Open Office shall be permitted within an Accessory Building. See Table 18

## 5.9 MOTOR VEHICLE PARKING AND DENSITY CALCULATIONS

### 5.9.1 Specific to zones T2, T3

- a. Buildable Density on a Lot shall be determined by the actual parking provided within the Lot as applied to the Uses permitted in Tables 18 – 21.

### 5.9.2 Specific to zones T4, T5

- a. Buildable Density on a Lot shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot (2) one-half the available parking along the parking lane corresponding to the Lot Frontage for residential use, or the total available parking along the parking lane corresponding to the Lot Frontage for non-residential use(s), and (3) by purchase or lease from a Civic Parking Reserve within the Community Unit, if available.
- b. The actual parking may be adjusted upward according to the Occupancy Rate of Table 20 to determine the Effective Parking. The Occupancy Rate is available for any two Uses within any pair of adjacent Blocks.
- c. Based on the Effective Parking available, the Density of the projected Use may be determined according to Table 19.
- d. Within a Transit Oriented Development (TOD) the Effective Parking may be further adjusted upward by 30%.
- e. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 3 or Article 4.

- f. Density is calculated over the respective T Zone for each community type. In no case shall the density within any one block (or portion of a block if more than one T Zone occupies a block) exceed the maximum density set for the respective T Zone identified in Table 2b. Density for each block (or portion of a block if more than one T Zone occupies a block) may be less than that required in Table 2b, but it will be required to offset this lower density by a higher density elsewhere in the respective T Zone so as to meet the overall T Zone density allocation in Table 2b. Net density is used in the calculations.
- g. Applicant shall provide the necessary information to show how their application fits with prior applications to assure the density levels as required by Table 2b are met
- h. Accessory Units do not count toward Density calculations.
- i. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.

### 5.10 PARKING LOCATION STANDARDS

#### 5.10.1 Motor Vehicle Parking General to zones T2, T3, T4, T5

- a. All parking and drive areas shall be paved or constructed of other hard surface material.
- b. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage by Administrative Waiver, except for corner lots at intersections with the A-Grid.

#### 5.10.2 Motor Vehicle Parking General to zones T3, T4, T5

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.

#### 5.10.3 Motor Vehicle Parking Specific to zones T2, T3

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.
- b. Open parking areas shall be located at the second and third Lot Layers, except that Driveways and drop-offs may be located at the first Lot Layer. (Table 27d)
- c. Garages shall be located at the Third Layer except that side- or rear-entry types may be allowed in the second Layer by Administrative Approval.

#### 5.10.4 Motor Vehicle Parking Specific to zones T3, T4

- a. Driveways at Frontages shall be no wider than 10 feet in the First Layer.

#### 5.10.5 Motor Vehicle Parking Specific to zone T4

- a. All parking areas and garages shall be located at the second or Third Layer. (Table 27d)
- b. Open parking areas shall be masked from the frontage by a building or a Streetscreen. Such Streetscreen shall be between 3.5 ft. and 5.0 ft. in height.

#### 5.10.6 Motor Vehicle Parking Specific to zone T5

- a. All parking lots, garages, and Parking Structures shall be located at the third Layer. (Table 27d)
- b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage.
- c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels that may be exited by pedestrians directly into a building.
- d. Parking Structures on the A-Grid shall have Liner Buildings lining the first and second Stories.
- e. Open parking areas shall be masked from the frontage by a building or a Streetscreen. Such Streetscreen shall be between 3.5 ft. and 6.0 ft. in height.

#### 5.10.7 Bicycle Parking General to zones T2, T3, T4, T5

- a. Bicycle parking is to be allocated across the Transect by type, but detailed in quantity and location by land use, demand, and building size.
- b. Short- and long-term bicycle parking facilities should:
  - i. Maximize visibility and minimize opportunities for vandalism by being located in locations within easy view of pedestrian traffic, windows, doors, and/or well-lit areas
  - ii. Protect bicycles from inclement weather, as long as the facilities meet or exceed visibility, spacing, and

performance standards.

- iii. Locate bicycles a safe distance away from automobiles parked on-street, in lots, or in structures so that bicycles will not be damaged by opening doors or errant driving behavior.
- iv. Not obstruct pedestrian movement in any way.
- v. Place the rack(s) between the primary road/path used by bicyclists and the entrance to the destination(s) they serve. See Table 19C for bicycle parking proximity guidelines.
- vi. Not be located on or near stairs, walls, berms, or within handicap accessible ramps.
- vii. Provide enough space for bicycles of all types to maximize the intended bicycle parking capacity of a given facility.
- viii. See the currently adopted City of Fitchburg Bicycle and Pedestrian Plan for more specific bicycle parking siting and location standards.

## 5.11 LANDSCAPE STANDARDS

### 5.11.1 General to zones T2, T3, T4, T5

- a. Lot coverage shall not exceed that identified in Table 2f.

### 5.11.2 Specific to zones T2, T3, T4

- a. The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.3, Sections 5.10.4, and Section 5.10.5. (Table 27d) and a maximum 5 foot width walkway from the Stoop or Porch to the driveway and/or public sidewalk or Thoroughfare.
- b. The minimum required landscape area shall be thirty (30) percent of the first layer of Principal and Secondary Frontages.
- c. Preservation of on-site existing trees and vegetation is encouraged and may be used to fulfill the landscape requirements.

### 5.11.3 Specific to zone T3

- a. One (1) Tree shall be planted within the first Layer for every 800 square feet of landscape area, or any portion thereof. (Table 27d)
- b. Substitutions:
  - i. One (1) Tree may be substituted for two (2) Understory Trees;
  - ii. One (1) Understory Tree may be substituted for six (6) Shrubs.
- c. One (1) Tree may be substituted for an existing Tree to be preserved provided that:
  - i. It is four (4) Inches DBH or greater;
  - ii. Possesses a healthy and full canopy;
  - iii. Has incurred no damage that would undermine its long-term vitality and quality.
- d. Trees shall be naturalistically clustered.

### 5.11.4 Specific to zone T4

- a. A minimum of one (1) Understory Tree or six (6) Shrubs shall be planted within the first Layer for every 500 square feet of first layer Landscape Area. (Table 27d):
- b. Porous paving materials are encouraged in order to increase storm water infiltration on site

### 5.11.5 Specific to zones T5

- a. Trees shall not be required in the first Layer.
- b. The first Layer may be paved to match the pavement of the Public Frontage.
- c. Landscape islands in interior parking lots shall only occur at the end of drive aisles. Islands should be the minimum size for healthy growth for the specific species of Tree.
- d. Porous paving materials are encouraged in order to increase storm water infiltration on site.

## 5.12 SIGNAGE STANDARDS

### 5.12.1 General to zones T2, T3, T4, T5

- a. There shall be no signage permitted additional to that specified in this section.
- b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proxim-

- ity to the Principal Entrance and mailbox, where there is one.
- c. No sign shall extend into the street right of way.
- 5.12.2 Specific to zones T2, T3
- a. Signage shall not be illuminated.
- 5.12.3 Specific to zones T4, T5
- a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
- b. B-grid streets may utilize the Chapter 26 Signs instead of 5.12 standards.
- 5.12.4 Specific to zones T2, T3, T4
- a. One blade sign for each business may be permanently installed perpendicular to the Façade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the Sidewalk.
- 5.12.5 Specific to zones T5
- a. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached to and shall be perpendicular to the Façade, and shall clear 8 feet above the Sidewalk.
- b. A single external permanent sign band may be applied to the Façade of each building, providing that such sign not exceed 3 feet in height by any length.
- 5.13 ARCHITECTURAL STANDARDS**
- 5.13.1 Architectural review shall be accomplished as an Administrative Approval for all non-Civic buildings. The Plan Commission may waive any of the standards in 5.13 to allow building design or architecture the Commission feels is suitable for the block and its neighborhood.
- 5.13.2 Architectural Intent for non-Civic building Façades specific to Zones T4 and T5 Façades
- a. Provide front entrance(s) that are distinct and visible from the street, but should not exaggerate or double the height of the entrance.
- b. Simple massing is preferred and should be used with stoops, porches, galleries, arcades, roof eaves, and balconies to provide expressive character, over excessive use of building articulation.
- 5.13.3 Architectural Intent for non-Civic building Façades specific to Zone T5 Façades
- a. Provide a discernable base, middle and cap that are clearly defined by horizontal elements along the bottom and top of the building. Expression of the elements should be handled through changes in material selection, color, or plane. Use of horizontal bands, cornices, and or varied window patterns can assist in expression.
- 5.13.4 General to Zones T3, T4, and T5 Façades
- This section does not apply to single-family and two-family Edgeyard and Sideyard Residential units.
- a. Building wall materials may be combined on each Façade only horizontally, with the lighter above more substantial materials.
- b. Durable materials are cementitious siding, brick, artificial or natural stone, stucco and concrete finished to an architectural level, and decorative finish block systems.
- c. Vinyl siding shall not be permitted.
- d. The use of reflective materials is discouraged.
- e. Glazing above the first Story Façade shall not exceed 50% of the total building Façade wall area, with each Façade being calculated independently, except by Administrative Waiver.
- f. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 3:12. Prairie Style buildings may have a 4:12 slope on the primary roof.
- g. Low pitch or flat roofs shall be enclosed by a parapet that is a minimum of 42" in height, or a greater height as necessary to conceal mechanical equipment.
- h. Streetscreens should be constructed of a material matching the adjacent building Façade. Hedges may be used as Streetscreens.
- i. Fences at the first Lot Layer shall be painted or stained.

- 5.13.5 Specific to Zones T3, T4 Façades
- a. Materials to the height of 2 ft. above grade shall be durable.
  - b. Exterior Insulation Finish System (EIFS), vinyl, cellulose composite siding and non-kevlar aluminum coated siding are not considered durable materials.
  - c. Balconies and porches shall be made of painted wood, stained wood or cementitious wood substitute boards the same size and thickness as commonly available wood boards, or wood plastic composite.
- 5.13.6 Specific to Zone T5
- a. Materials for street story Façade or below shall be durable.
  - b. Preferred durable materials are stucco, brick, artificial or natural stone, concrete finished to an architectural standard and decorative finish block systems.
  - c. Wood and finished metal may be used as accents, but should not be the primary material of the street story Façade.
  - d. Balconies and porches shall be made of painted wood, stained wood, cementitious wood substitute boards the same size and thickness as commonly available wood boards, wood plastic composite, or wrought iron.
- 5.13.7 Specific to Civic Buildings
- a. Civic Buildings are subject to Architectural Review under Chapter 25 of the municipal code (see Section 5.4.3a).
- 5.13.8 Specific to Special Districts
- 5.14 FENCING STANDARDS**
- 5.14.1 General to Zones T3, T4, and T5
- a. Hedges in Frontage Line fencing shall be evergreen.
  - b. Wood Frontage Fences shall be painted or stained.
  - c. No single Frontage Fence panel shall exceed 40" in height along a Frontage Lot Line.
  - d. Private Fences shall be between 60" and 72" in height.
  - e. Single tall panels may be used for Private Fences if the panel height is mitigated by a 32" minimum hedge at the outside perimeter or by using a 1x6 or 1x8 middle rail on the outside of the fence with a 1x10 or 1x12 dog board.
  - f. Frontage Fences may occur at the Lot Line, or up to 18" behind the Lot Line to permit landscaping.
  - g. Private Fences at the Rear Alley or Rear Lane must be solid below 54". If higher than 54", the upper panel must be 50% open.
  - h. Fences along non-thoroughfare, or alley lot lines may be chain link, but in no case shall exceed 72" in height.
  - i. The supporting members and posts shall be on the inside, and the smooth or flat faces on the outside. If two faces are used, each face shall be of the same type and finish. Board on board fences is considered equal treatment.
- 5.14.2 Specific to Zone T3
- a. Frontage fences in T3 shall be picket, post and hedge, board and picket, ranch, or hedgerows.
  - b. Frontage Fences shall be 36" to 42" in height. Secondary Frontage Fences may be 60" high beginning at the Primary Setback.
- 5.14.3 Specific to Zone T4
- a. Frontage fences in T4 shall be picket, post and hedge, iron, board and picket, stone, brick, stucco or hedgerows.
  - b. Frontage Fences shall be 36" to 48" in height. Secondary Frontage Fences may be 60" high beginning at the Primary Setback.
- 5.14.4 Specific to Zone T5
- a. Frontage fences in T5 shall be iron, iron and stone, iron and brick, brick, stucco or stone.
  - b. Frontage Fences shall be 48" to 72" in height.

**5.15 LIGHTING STANDARDS****5.15.1 General to Zones T2, T3, T4, and T5**

- a. All parking lot and exterior building lighting on private lots shall be dark sky approved or full cut off fixtures.
- b. Low wattage lighting may be used for landscaping or accent purposes, but controlled be dimmer, time switch or motion sensor.
- c. Lights shall be on timers to reduce the light levels during times of building non-usage, although lighting needs to still provide for appropriate safety during off hours.

**5.15.2 Specific to zone T2**

- a. Average lighting levels at the building frontage line shall not exceed .5 footcandles.

**5.15.3 Specific to zone T3**

- a. Average lighting levels at the building frontage line shall not exceed 1.0 footcandle.

**5.15.4 Specific to zone T4**

- a. Average lighting levels at the building frontage line shall not exceed 2.0 footcandles.

**5.15.5 Specific to zone T5**

- a. Average lighting levels at the building frontage line shall not exceed 4.0 footcandles.

**TABLE 14. PRIVATE FRONTAGES.†**

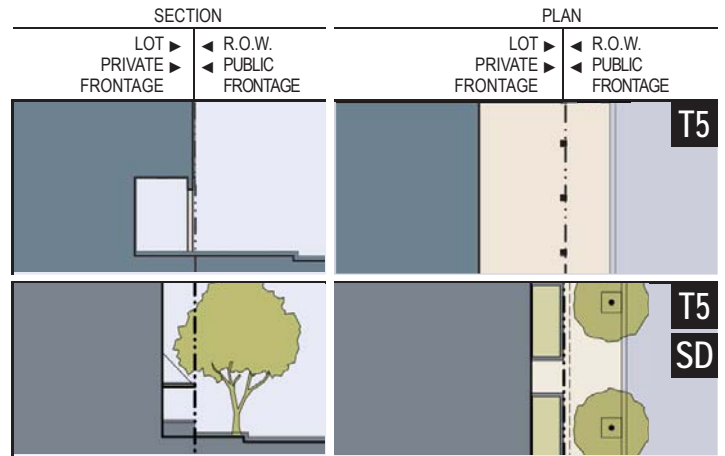
The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE
<p>a. <b>Common Yard:</b> a planted Frontage wherein the Façade is set back from the Frontage Line. The front yard remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares. Porches or Stoops may be used in conjunction.</p>		<p>T2 T3</p>
<p>b. <b>Porch &amp; Fence:</b> a planted Frontage where the Façade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.</p>		<p>T2 T3 T4</p>
<p>c. <b>Lightcourt:</b> a frontage wherein the Façade is setback back from the Frontage Line by an elevated stoop or sunken Light Court. This type buffers Residential use from urban Sidewalks and removes the private yard from public encroachment. Stoops are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>		<p>T4 T5</p>
<p>d. <b>Forecourt:</b> a Frontage wherein the Façade is close to the Frontage Line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.</p>		<p>T4 T5</p>
<p>e. <b>Stoop:</b> a Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to ensure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground floor Residential use.</p>		<p>T4 T5</p>
<p>f. <b>Shopfront:</b> a Frontage wherein the Façade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.</p>		<p>T4 T5</p>
<p>g. <b>Gallery:</b> a Frontage wherein the Façade is set back from the Frontage Line with an attached cantilevered shed or lightweight colonnade aligned with the Frontage Line and overlapping a private Sidewalk. This type is conventional for Retail use. The Gallery should be no less than 10 feet wide and should overlap the sidewalk to within 2 feet of the Curb.</p>		<p>T4 T5</p>

PRIVATE FRONTAGES CONTINUED

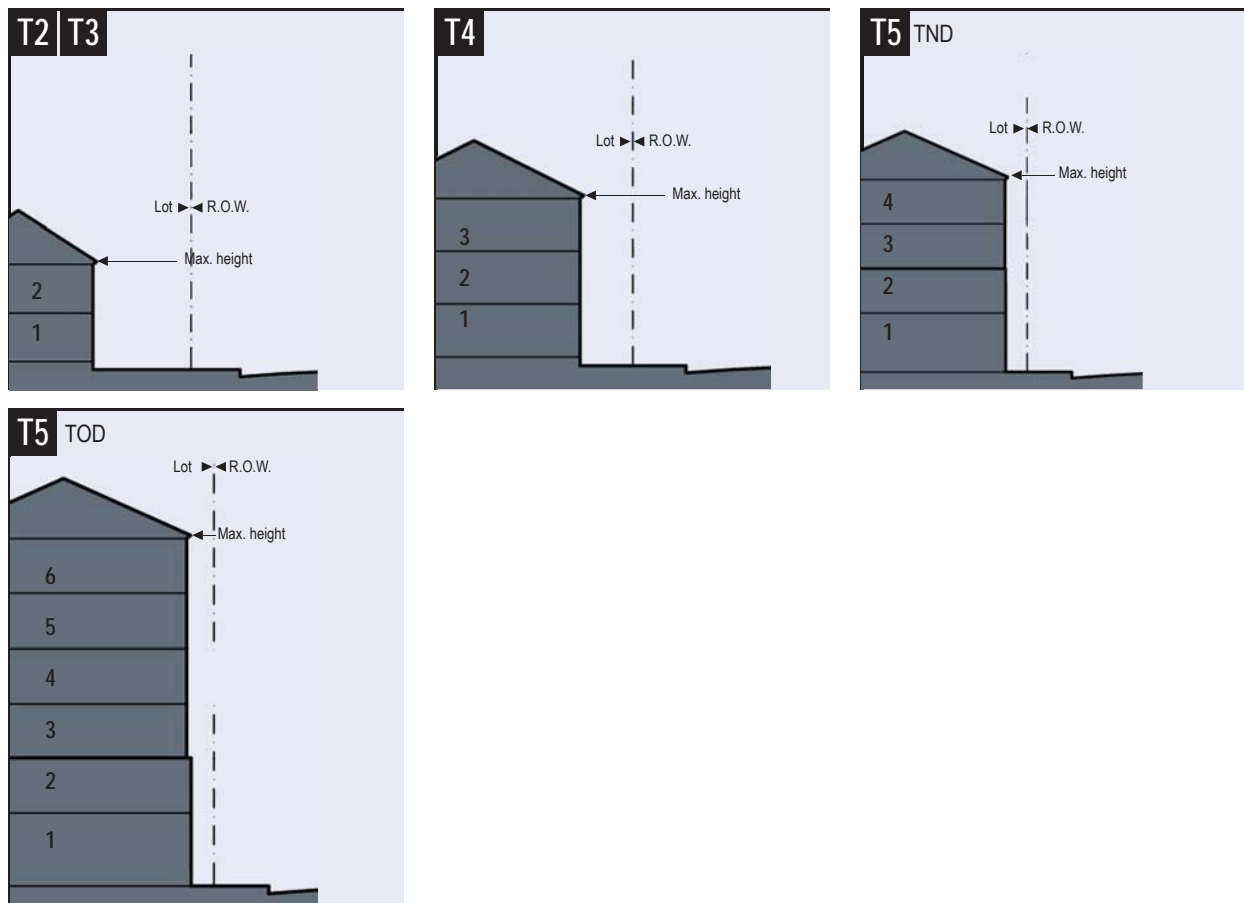
h. Arcade: a colonnade supporting habitable space that overlaps a private Sidewalk, while the Facade at Sidewalk level remains behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to the Frontage Line.

i. Common Entry & Planter: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade allowing shared entry to a multi-unit residential or office building. An optional shallow planter may line the facade, and the facade should provide glazing at Sidewalk grade.



**TABLE 15. BUILDING CONFIGURATION.**

This table shows the configurations for different building heights for each Transect Zone. Expression Lines shall occur on higher buildings as shown.



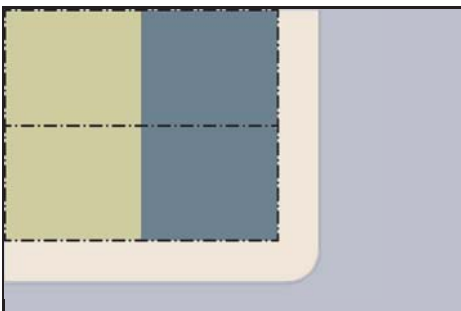

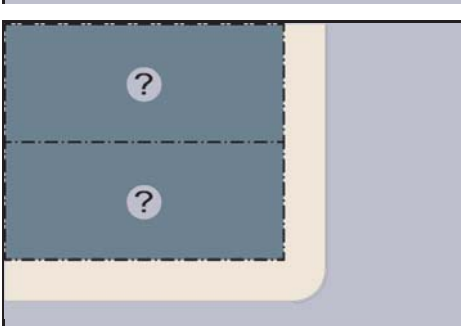


1. Building height shall be measured in number of Stories, excluding Attics and raised basements. Height limits also do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Use, which shall be a minimum of 11 feet and may be a maximum of 24 feet.
3. Height shall be measured from the average Enfronting Sidewalk grade to the uppermost eave of a main pitched roof (not of a dormer), or to the uppermost roof deck (not the top of parapet) of a flat roof.

4. For T3 single-family and two-family dwellings, in no case shall the height exceed 35 feet, as measured under Chapter 22.
5. All Outbuilding heights are limited to 2 Stories (See Table 2k).

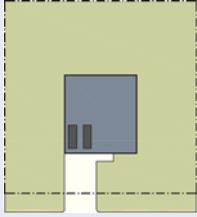
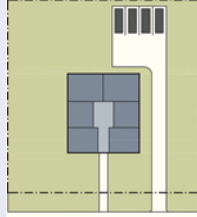
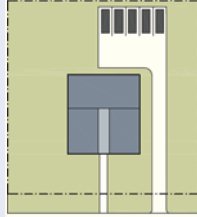
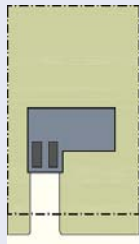


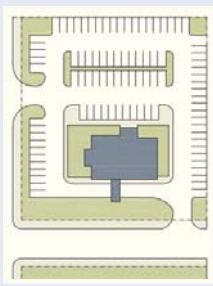
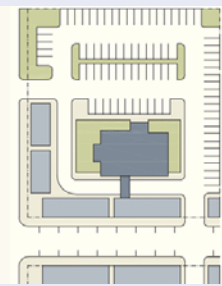
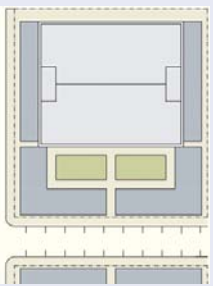
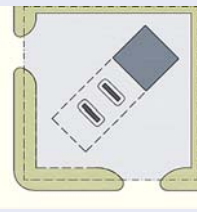
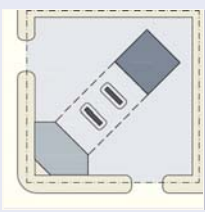
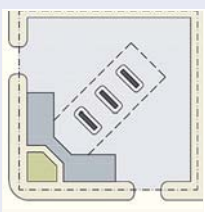
**TABLE 16. BUILDING DISPOSITION.**

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

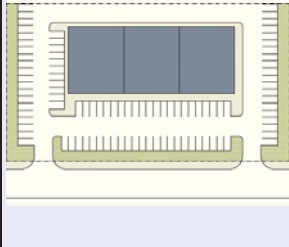
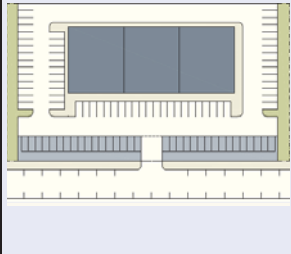
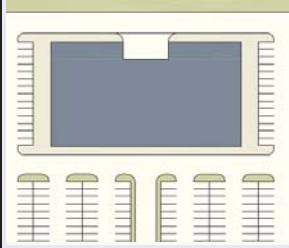


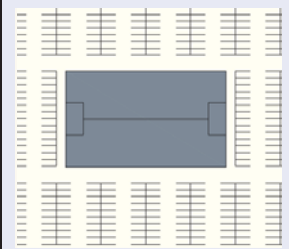
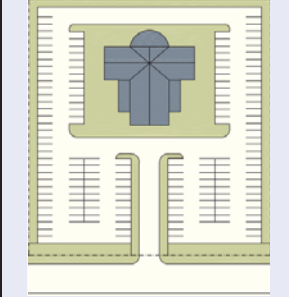
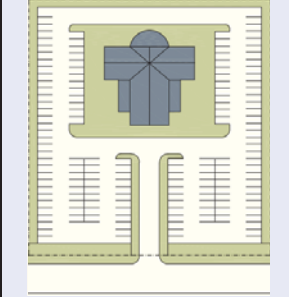
<p>a. <b>Edgeyard Building:</b> Specific Types - single-family House, Cottage, villa, Estate House, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well placed Backbuilding and/or Outbuilding.</p>	 <p>T2 T3 T4</p>
<p>b. <b>Sideyard Building:</b> Specific Types - duplex, zero-lot-line house. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank sidewall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a duplex. Sharing a party wall in this disposition reduces energy costs, and sometimes noise.</p>	 <p>T4 T5</p>
<p>c. <b>Rearyard Building:</b> Specific Types - Townhouse, Live-work unit, loft building, Multi-family buildings, Mixed use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Façade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Townhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	 <p>T4 T5</p>
<p>d. <b>Courtyard Building:</b> Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. Courtyards are only permitted in T4 with an 18 in. min. front setback.</p>	 <p>T5</p>
<p>e. <b>Specialized Building:</b> A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	 <p>SD</p>

**TABLE 17. INFILL REPAIR BUILDING TYPES.**

This advisory table provides descriptions of the necessary tools to repair the Infill Building Types into Neighborhood Building Types.

INFILL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES	
MANSION		<ul style="list-style-type: none"> <li>Subdivide mansion into multiple bedrooms</li> <li>Design a common living/ dining/ entertainment area</li> <li>Subdivide mansion into three or more flats</li> <li>Organize parking behind the building</li> </ul>	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T3</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> </div> 	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T3</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> </div> 
FRONT-LOADED HOUSE		<ul style="list-style-type: none"> <li>Subdivide the Lot into a duplex</li> <li>Add to the house in the front Set-back, creating Live-Work, garage, family room, bedroom, etc.</li> </ul>	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T3</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> </div> 	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T3</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> </div> 
DRIVE-THRU		<ul style="list-style-type: none"> <li>Add liners in front of building to create a main street</li> <li>Keep drive-thru</li> <li>Replace buildings with perimeter block</li> </ul>	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T5</div> </div> 	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T5</div> </div> 
GAS STATION		<ul style="list-style-type: none"> <li>Keep gas station and pumps and build a corner store at the intersection</li> <li>Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection</li> </ul>	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> </div> 	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T4</div> <div style="border: 1px solid black; padding: 2px; margin-right: 5px;">T5</div> </div> 

INFILL BUILDING TYPES REPAIRED CONTINUED.

INFILL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES			
STRIP CENTER		<ul style="list-style-type: none"> <li>Convert the building into Offices with incubator businesses in the front Liner</li> </ul>	LINERS	T4 T5		
BIG BOX		<ul style="list-style-type: none"> <li>Create a main street terminating on the building</li> <li>Convert building into Civic, Office, industrial</li> <li>Add lined or underground garages along the main street</li> </ul>	LINERS	T4 T5	CIVIC INSTITUTION	
PARKING GARAGE		<ul style="list-style-type: none"> <li>Wrap the garage with a Liner Building</li> <li>Reorganize parking; create on-street parking</li> </ul>	LINERS	T3 T4		
RELIGIOUS BUILDING		<ul style="list-style-type: none"> <li>Create a main street with Liner Buildings terminating on the building</li> </ul>	CIVIC GREEN AND LINERS	T4 T5		

**TABLE 18. BUILDING USE.**

This table categorizes Building Use within Transect Zones. Parking requirements are correlated to use intensity. For Specific Use permitted By Right or by Conditional Use, see Table 21.

	T2   T3	T4	T5
a. RESIDENTIAL	<p><b>Restricted Residential:</b> The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2 parking spaces for each. Both dwellings shall be under single ownership.</p>	<p><b>Limited Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 21).</p>	<p><b>Open Residential:</b> The number of dwellings on each Lot is limited by the requirement of 1.0 parking place for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 21).</p>
b. LODGING	<p><b>Restricted Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.</p>	<p><b>Limited Lodging:</b> 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. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.</p>	<p><b>Open Lodging:</b> The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Use.</p>
c. OFFICE	<p><b>Restricted Office:</b> The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling. Second floor Residential use is required.</p>	<p><b>Limited Office:</b> The building area available for office use on each Lot is limited to the first Story of the Principal Building and/or the Accessory Building, and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling. Second floor Residential use is required.</p>	<p><b>Open Office:</b> 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.</p>
d. RETAIL	<p><b>Restricted Retail:</b> The building area available for Retail use is restricted to the one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.</p>	<p><b>Limited Retail:</b> 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 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store or food service seating no more than 40.</p>	<p><b>Open Retail:</b> 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.</p>
e. CIVIC	See Tables 19 and 21	See Tables 19 and 21	See Tables 19 and 21
f. OTHER	See Table 21	See Table 21	See Table 21

TABLE 19. **MOTOR VEHICLE** Parking Calculations.

The gross minimum number of parking spaces listed below shall be multiplied by the "occupancy rate" as found in Table 20, for each use for the weekday night, daytime and evening periods respectively, and weekend night, daytime and evening periods respectively. The gross minimum numbers of parking spaces for each of the purposes referred to for each time period shall be added to produce the aggregate gross minimum numbers of parking spaces for each time period. **For bicycle parking requirements: See Table 19A.**

	T2	T3	T4	T5
RESIDENTIAL	2.0 / dwelling		1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / unit		1.0 / unit	1.0 / unit
OFFICE	3.0 / 1,000 s.f.		3.0 / 1,000 s.f.	2.0 / 1,000 s.f.
RETAIL	4.0 / 1,000 s.f.		4.0 / 1,000 s.f.	3.0 / 1,000 s.f.
CIVIC	1 / 5 seats assembly use 1 / 1,000 s.f. of exhibition or indoor recreation area.		1 / 5 seats assembly use 1 / 1,000 s.f. of exhibition or indoor recreation area. Parking requirement may be reduced according to the Parking Occupancy Rate Table 20. <del>1 Bicycle Rack Space / 20 vehicular spaces required.</del> Parking for civic uses may be provided off-site within a distance of 1,000 feet.	1 / 5 seats assembly use 1 / 1,000 s.f. of exhibition or indoor recreation area. Parking requirement may be reduced according to the Parking Occupancy Rate Table 20. <del>1 Bicycle Rack Space / 20 vehicular spaces required.</del> Parking ratio may be reduced within 1/2 mile radius of TOD and within 1/4 mile radius of a Transit Corridor by thirty percent (30%). Parking may be provided by ownership or lease offsite within 1,000 feet.
OTHER	To be determined by Administrative Approval			

**TABLE 19A. GENERAL BICYCLE PARKING CALCULATIONS - SHORT-TERM**

This table prescribes minimum bicycle parking ratios within each Transect Zone and assumes a bicycle mode share of 5% or less. Requirements may be met within the building, Private Frontage, Public Frontage, or a combination thereof. Bicycle parking provided within the Public Frontage requires Administrative Approval. A space shall be considered to accommodate one bicycle.

Note: All content in Table 19A is new.

SHORT-TERM BICYCLE PARKING			
	T2   T3	T4	T5   SD
RESIDENTIAL Single-Family	no spaces required	no spaces required	n/a
Multi-Family	n/a	Minimum of 2 spaces + 0.5 spaces / bedroom	Minimum of 2 spaces + 0.5 spaces / bedroom
OFFICE	no spaces required	Minimum of 2 spaces + 1 additional space / 20,000 sq. ft. of floor area	Minimum of 2. spaces + 1 additional space / 15,000 sq. ft. of floor area
RETAIL	Minimum of 2 spaces	Minimum of 2 spaces + 1 additional space / 10,000 sq. ft. of floor area	Minimum of 2 spaces + 1 additional space / 5,000 sq. ft. of floor area
CIVIC Non-Assembly	Minimum of 2 spaces + 1 additional space / 10,000 sq. ft. of floor area	Minimum of 2 spaces + 1 additional space / 10,000 sq. ft. of floor area	Minimum of 2 spaces + 1 additional space / 10,000 sq. ft. of floor area
Assembly	Spaces for 2% of maximum expected attendance.	Spaces for 2% of max. expected attendance	Spaces for 2% of maximum expected attendance
EDUCATION Childcare/ Pre-K (15 or more children)	Minimum of 2 spaces	Minimum of 2 spaces + 1 additional space / 20 students	Minimum of 2 spaces + 1 additional space / 20 students
Elementary/Junior High School	Minimum of 2 spaces + 1 additional space / 20 students	Minimum of 2 spaces + 1 additional space / 20 students	Minimum of 2 spaces + 1 additional space 15 students
High School	Minimum of 2 spaces + 1 additional space / 20 students	Minimum of 2 spaces + 1 additional space / 20 students	Minimum of 2 spaces + 1 additional space / 15 students
College/ University/ Trade School	Minimum of 2 spaces + 1 additional space / 10 students	Minimum of 2 spaces + 1 additional space / 10 students	Minimum of 2 spaces + 1 additional space / 10 students
OTHER	TBD - Admin. Approval	TBD - Admin. Approval	TBD - Admin. Approval

TABLE 19A CONT. GENERAL BICYCLE PARKING CALCULATIONS - LONG TERM

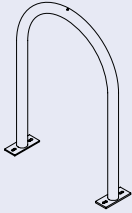
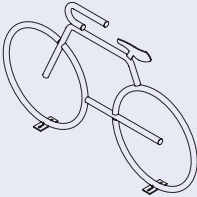
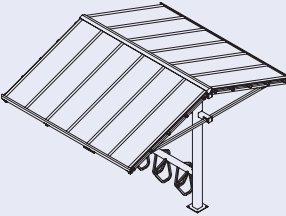
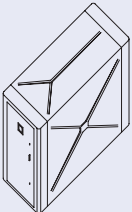
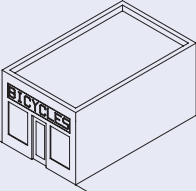
This table prescribes minimum bicycle parking ratios within each Transect Zone and assumes a bicycle mode share of 5% or less. Requirements may be met within the building, Private Frontage, Public Frontage, or a combination thereof. Any long term bicycle parking provided within the Public Frontage requires Administrative Approval. A space shall be considered to accommodate one bicycle.

LONG-TERM BICYCLE PARKING			
	T2   T3	T4	T5   SD
<b>RESIDENTIAL</b>			
Single-Family	no spaces required	no spaces required	n/a
Multi-Family	n/a	Min. 2 spaces + 0.5 spaces / bedroom	Min. 2 spaces + 0.5 spaces / bedroom
<b>OFFICE</b>	no spaces required	Min. 2 spaces + 1 add. space / 10,000 sq. ft. of floor area	Min. 2 spaces + 1 add. space / 5,000 sq. ft. of floor area
<b>RETAIL</b>	no spaces required	Min. 2 spaces + 1 add. space / 10,000 sq. ft. of floor area	Min. 2 spaces + 1 add. space / 10,000 sq. ft. of floor area
<b>CIVIC</b>			
Non-Assembly	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 15 employees
Assembly	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 15 employees
<b>EDUCATION</b>			
Childcare/ Pre-K (15 or more children)	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 20 employees
Elementary/Junior High School	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 15 employees	Min. 2 spaces + 1 add. space / 15 employees
High School	Min. 2 spaces + 1 add. space / 20 employees	Min. 2 spaces + 1 add. space / 15 employees	Min. 2 spaces + 1 add. space / 15 employees
College/ University/ Trade School	1 space / 10 employees + 1 space / 10 students; or 1 space / 20,000 s.f. of floor area, whichever is greater	1 space / 10 employees + 1 space / 10 students; or 1 space / 20,000 s.f. of floor area, whichever is greater	1 space / 10 employees + 1 space / 10 students; or 1 space / 20,000 s.f. of floor area, whichever is greater
<b>OTHER</b>	TBD - Admin. Approval	TBD - Admin. Approval	TBD - Admin. Approval

**TABLE 19B. BICYCLE PARKING TYPES**

This table shows five common types of acceptable Bicycle Parking facilities.

Note: All content in Table 19B is new.

	T1	T2	T3	T4	T5	Standards
<p>Bicycle Rack</p> 	□	□	□	■	■	<p>Racks shall be capable of securing bicycles with at least two points of contact. Simple, easily identifiable forms, like the Inverted U-rack should be used. Racks may be placed in the Private Frontage, Public Frontage, or within buildings where appropriate.</p> <p>Bicycle racks shall meet the standards in the currently adopted City of Fitchburg Bicycle and Pedestrian Plan.</p>
<p>Bicycle Rack (decorative, public art)</p> 			□	□	■	<p>Decorative racks shall be recognizable as bicycle parking facilities and shall be held to the same performance standards as other bicycle racks. Such racks may be provided for Civic Buildings, Civic Spaces, and other locations of historic, social, or cultural importance.</p>
<p>Bicycle Shelter</p> 	□	□	□	□	■	<p>Shelters shall be highly recognizable and integrated with transit, parks, trailheads, and/or land uses requiring medium or long term bicycle parking needs. Each shelter shall include bicycle parking racks capable of securing bicycles with at least two points of contact, and may include other bicycling amenities, such as wayfinding maps/signs, air pumps, etc.</p>
<p>Bicycle Locker</p> 	□	□	□	□	■	<p>Bicycle Lockers shall be placed in a highly visible and well-lit location, but should not disrupt the function and order of the public realm. They should be associated with land uses transportation facilities where long term parking needs are desired.</p>
<p>Bicycle Hub</p> 	□	□	□	□	□	<p>Bicycle Stations should be located in highly visible locations, ideally near transit. They should offer a variety of services that may include repair, rental, cafe, lockers, showers, and storage facilities.</p>

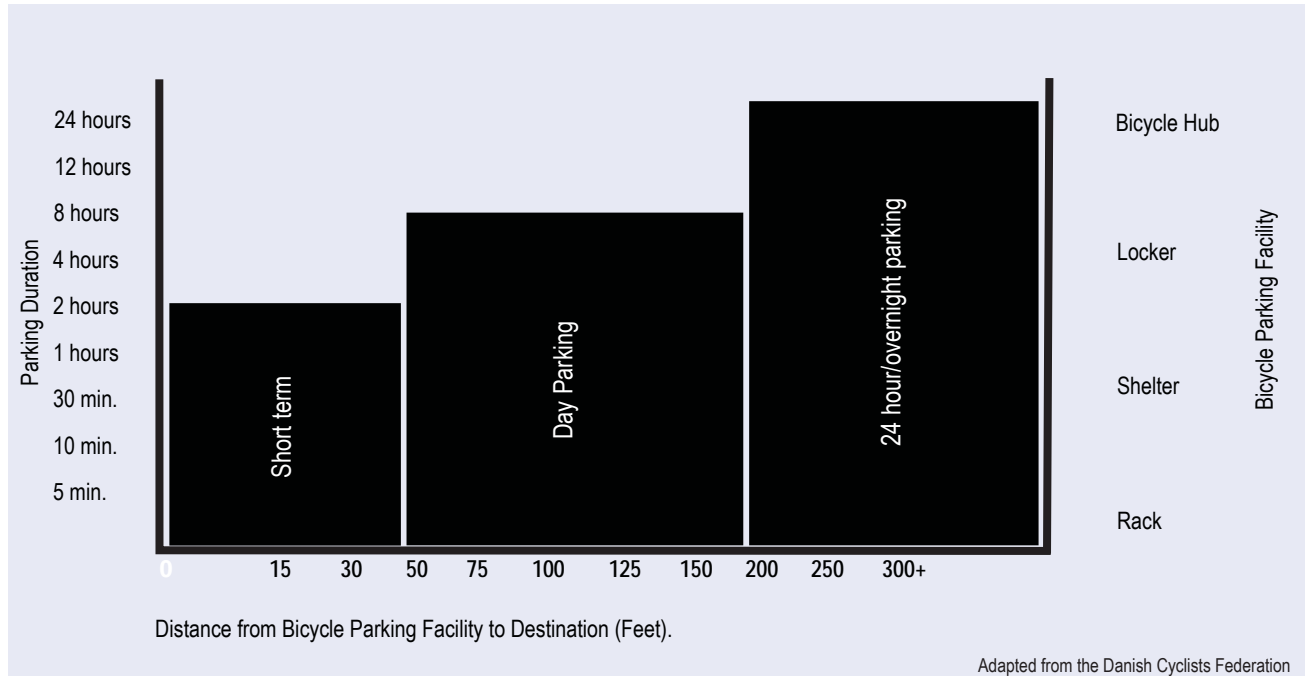
■ By Right

□ By Administrative Approval

**TABLE 19C. BICYCLE PARKING - PROXIMITY GUIDELINES**

This advisory table describes the general relationship between the distance from the bicycle parking facility to the destination it serves, the parking duration, and the parking facility type provided.

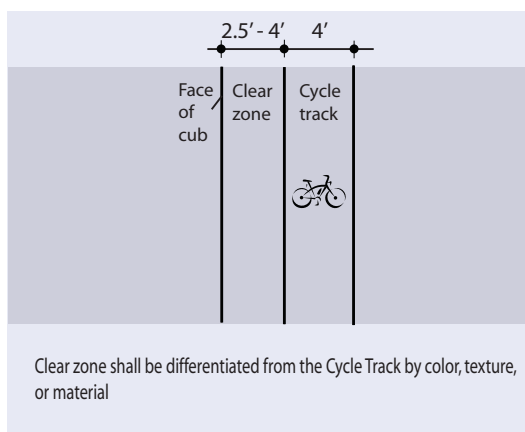
Note: All content in Table 19C is new.



**TABLE 19D. ONE-WAY CYCLE TRACK DETAIL**

This graphic describes the general dimensions of a one-way cycle track and should be applied to Thoroughfares CS-70-36(CT), CS-100-58(CT), AV-96-56(CT) and BV-130-32(CT).

Note: All content in Table 19D is new.



**TABLE 20. MOTOR VEHICLE PARKING OCCUPANCY RATE TABLE.**

USES	M - F	M - F	M - F	SAT & SUN	SAT & SUN	SAT & SUN
	8 AM - 6 PM	6 PM - 12 AM	12 AM - 8 AM	8 AM - 6 PM	6 PM - 12 AM	12 AM - 8 AM
RESIDENTIAL	60%	100%	100%	80%	100%	100%
OFFICE	100%	20%	5%	5%	5%	5%
RETAIL	90%	80%	5%	100%	70%	5%
HOTEL	70%	100%	100%	70%	100%	100%
RESTAURANT	70%	100%	100%	70%	100%	100%
MOVIE THEATER	40%	80%	10%	80%	100%	10%
ENTERTAINMENT	40%	100%	10%	80%	100%	50%
CONVERENCE/CONVENTIONS	100%	100%	5%	100%	100%	5%
CIVIC (NON-CHURCH)	100%	20%	5%	10%	10%	5%
CIVIC (CHURCH)	20%	20%	5%	100%	50%	5%

Zoning Administrator shall provide a spreadsheet that will provide calculations for specific applications based on the above occupancy rates.

TABLE 21. SPECIFIC USE

	T2	T3	T4	T5	SD1
<b>a. RESIDENTIAL *</b>					
Mixed Use Block				■	■
Flex Building			■	■	■
Multi-Family Building **			■	■	■
Live/Work Unit	■	■	■	■	■
Townhouse			■	■	□
Duplex	■	■	■	■	□
Courtyard House			■	■	□
Sideyard House	■	■	■	■	□
Cottage		■	■		
House	■	■	■		
Villa	■				
Accessory Unit	■	■	■	■	■
<b>b. LODGING</b>					
Hotel (no room limit)				■	■
Inn (up to 20 rooms)	□		■	■	
Bed & Breakfast (up to 6 rooms)	□	■	■	■	
School Dormitory	□		■	■	
<b>c. OFFICE ***</b>					
Office Building			■	■	■
Live-Work Unit		■	■	■	■
<b>d. RETAIL</b>					
Open-Market Building	■	■	■	■	□
Retail Building			■	■	□
Display Gallery			■	■	■
Restaurant	■	■	■	■	■
Kiosk			■	■	□
Push Cart				□	□
Liquor Store			□	■	■
Adult Entertainment					
<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				■	■
Passenger Terminal					□
Playground	■	■	■	■	□
Sports Stadium					□
Surface Parking Lot				□	■
Religious Assembly	■	■	■	■	□

	T1	T2	T3	T4	T5	SD1
<b>f. OTHER: AGRICULTURE</b>						
Grain Storage	□	■				
Livestock Pen	□	■				
Greenhouse	□	■	■			
Stable	□	■	□			
Kennel	□	■	□	□	□	
<b>f. OTHER: AUTOMOTIVE</b>						
Gasoline		□		□	□	□
Automobile Service						□
Truck Maintenance						□
Drive-Through Facility				□	□	□
Rest Stop	■	■				
Roadside Stand	■	■				
Billboard						
Shopping Center						
Shopping Mall						
<b>f. OTHER: CIVIL SUPPORT</b>						
Fire Station			■	■	■	■
Police Station				■	■	■
Cemetery		■	□	□		□
Funeral Home				■	■	□
Hospital					□	■
Medical Clinic				□	■	■
<b>f. OTHER: EDUCATION</b>						
College					□	■
High School				□	□	□
Trade School					□	■
Elementary School			□	■	■	□
Other - Childcare Center		■	■	■	■	■
<b>f. OTHER: INDUSTRIAL</b>						
Heavy Industrial Facility						□
Light Industrial Facility				□	□	■
Truck Depot						□
Laboratory Facility					□	■
Water Supply Facility						□
Sewer and Waste Facility						
Electric Substation	□	□	□	□	□	□
Wireless Transmitter	□	□				□
Cremation Facility						
Warehouse						■
Produce Storage		□				
Mini-Storage						□

■ BY RIGHT

□ BY CONDITIONAL USE

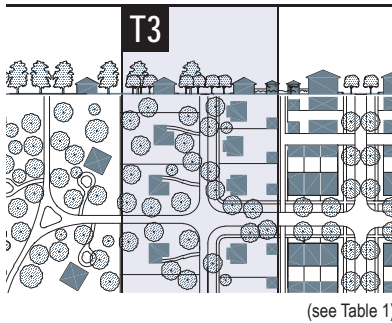
See Table 18 for specific scale of general Use by Transect Zone.

\* Family Day Care, as defined in Chapter 22 is permitted in T2, T3, T4 and T5.

\*\* Group Homes are permitted according to Chapter 22.

\*\*\* Home offices are permitted in T2.

TABLE 22. FORM-BASED CODE GRAPHICS - T3†



(see Table 1)

I. BUILDING FUNCTION (see Table 18 & Table 21)

Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use
Industrial	not applicable

k. BUILDING CONFIGURATION (see Table 15)

Principal Building	2 stories max.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 2f)

Lot Width	50 ft. min 120 ft. max
Lot Coverage	50% max

i. BUILDING DISPOSITION (see Table 16)

Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)

(g.1) Front Principal	20 ft. min
(g.2) Front Secondary	12 ft. min.
(g.3) Side	5 ft. min.
(g.4) Rear	20 ft. min.
Frontage Buildout	not applicable

h. SETBACKS - OUTBUILDING (see Table 2h)

(h.1) Front Setback	20 ft. min. + bldg setback
(h.2) Side Setback	3 ft. min. or 6 ft. total
(h.3) Rear Setback	3 ft. min.*

j. PRIVATE FRONTAGES (see Table 14)

Common Yard	permitted
Porch & Fence	permitted
Light Court	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront	not permitted
Gallery	not permitted
Parking Lot	not permitted
Arcade	not permitted
Common Entry & Planter	not permitted

Refer to Summary Table 2

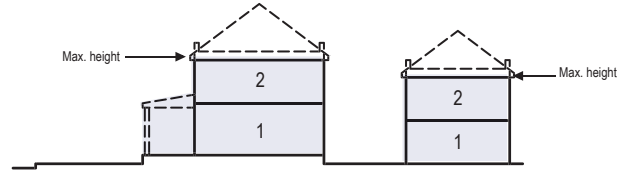
PARKING PROVISIONS

See Tables 18, 19 & 20)

\* or 3 ft. max for alley-loaded corner condition

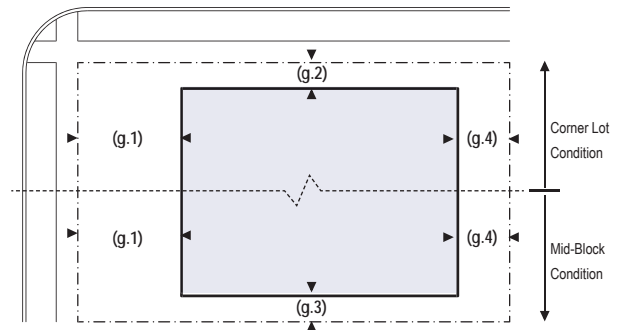
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling.
3. For single-family and two-family dwellings, the total height shall in no case exceed 35 feet, as measured under Chapter 22.
4. For non-single-family and two-family structures, height shall be measured to the eave or roof deck as specified on Table 15.



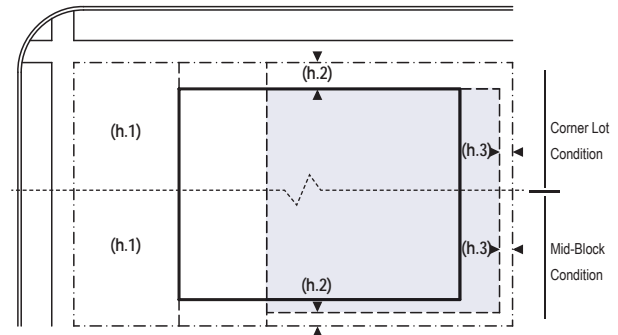
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in g.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 27d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 27d). Side- or rear-entry garages may be allowed in the second Layer by Administrative Approval.
3. Trash containers and storage shall be stored within the third Layer and screened from the Frontage.

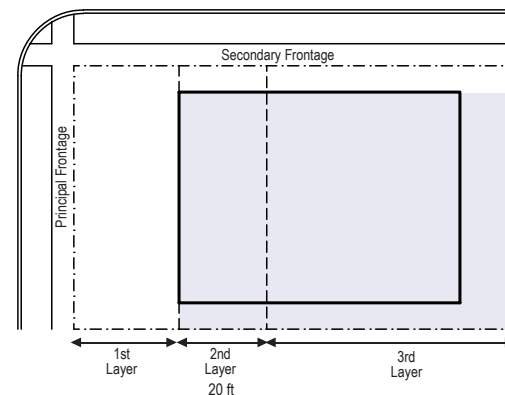
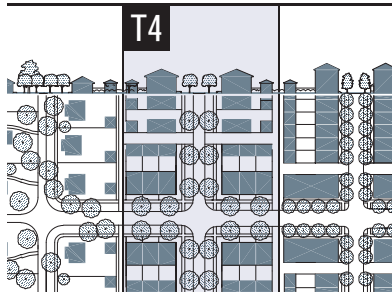


TABLE 23. FORM-BASED CODE GRAPHICS - T4†



(see Table 1)

I. BUILDING FUNCTION (see Table 18 & Table 21)

Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use
Industrial	not applicable

k. BUILDING CONFIGURATION (see Table 15)

Principal Building	3 stories max.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 2f)

Lot Width	18 ft. min. 96 ft. max.*
Lot Coverage	70% max

i. BUILDING DISPOSITION (see Table 16)

Edgeyard	permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)

(g.1) Front Principal	6 ft. min. 18 ft. max.
(g.2) Front Secondary	6 ft. min. 18 ft. max
(g.3) Side	0 ft. min.**
(g.4) Rear	3 ft. min.***
Frontage Buildout	60% min

h. SETBACKS - OUTBUILDING (see Table 2h)

(h.1) Front Setback	20 ft. min. + bldg. setback
(h.2) Side Setback	0 ft. min. or 3 ft. at corner
(h.3) Rear Setback	3 ft. min.

j. PRIVATE FRONTAGES (see Table 14)

Common Yard	not permitted
Porch & Fence	permitted
Light Court	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Parking Lot	not permitted
Arcade	not permitted
Common Entry & Planter	not permitted

Refer to Summary Table 2

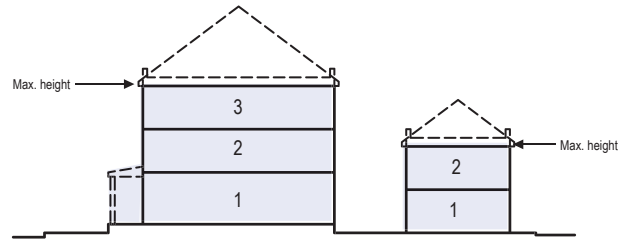
PARKING PROVISIONS

See Tables 18, 19 & 20

\* Single family lots shall not exceed 60 ft. in width  
 \*\* 3 ft. min. except in the case of a common or shared wall. In all other cases, 0' permitted by Administrative Waiver.  
 \*\*\* or 15 ft. from center line of Alley or Lane. 3 ft. max. for alley-loaded corner condition.

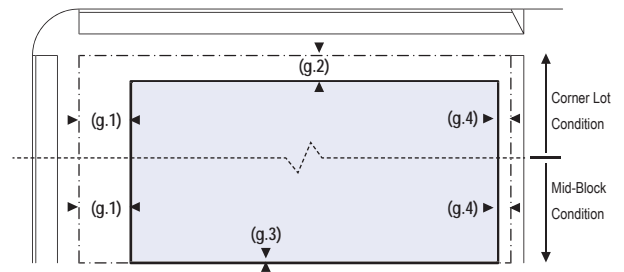
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling.
3. Height shall be measured to the eave or roof deck as specified on Table 15.



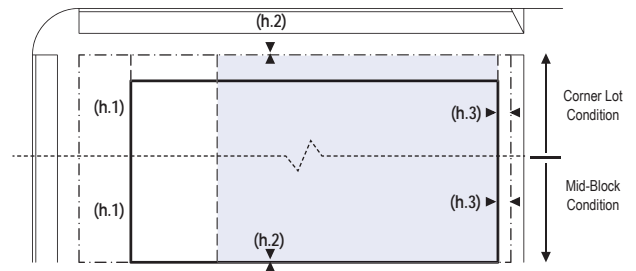
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in g.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 27d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 27d). Side- or rear- entry garages may be allowed in the second Layer by Administrative Approval.
3. Trash containers and storage shall be stored within the third Layer and screened from the Frontage.

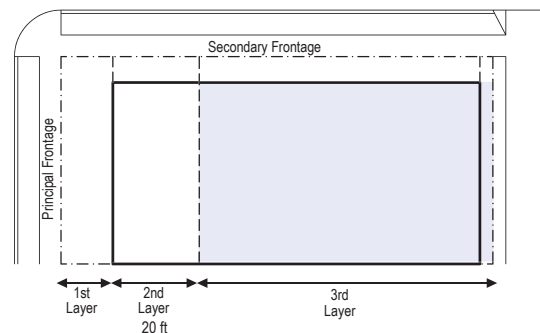
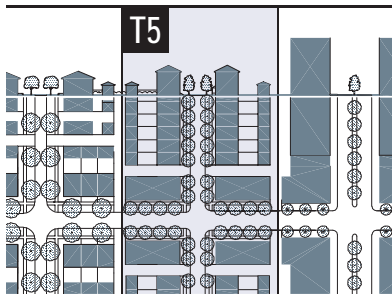


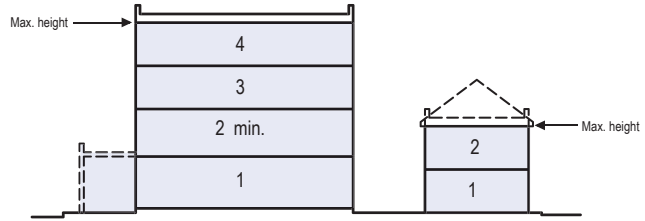
TABLE 24. FORM-BASED CODE GRAPHICS - T5 TND†



(see Table 1)

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling.
3. Height shall be measured to the eave or roof deck as specified on Table 15.



**I. BUILDING FUNCTION** (see Tables 18 & 21)

Residential	open use
Lodging	open use
Office	open use
Retail	open use
Industrial	by Conditional Use

**k. BUILDING CONFIGURATION** (see Table 15)

Principal Building	4 stories max. 2 min.*
Outbuilding	2 stories max.

**f. LOT OCCUPATION** (see Table 2f)

Lot Width	18 ft. min. 180 ft. max.
Lot Coverage	90% max**

**i. BUILDING DISPOSITION** (see Table 16)

Edgeyard	by Administrative Approval
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

**g. SETBACKS - PRINCIPAL BUILDING** (see Table 2g)

(g.1) Front Setback Principal	0 ft. min. 12 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 12 ft. max.
(g.3) Side Setback	0 ft. min. 12 ft. max.
(g.4) Rear Setback	3 ft. min.***
Frontage Buildout	80% min.

**h. SETBACKS - OUTBUILDING** (see Table 2h)

(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	0 ft. min.
(h.3) Rear Setback	3 ft. max.

**j. PRIVATE FRONTAGES** (see Table 14)

Common Yard	not permitted
Porch & Fence	not permitted
Light Court	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Parking Lot	not permitted
Arcade	permitted
Common Entry & Planter	permitted

Refer to Summary Table 2

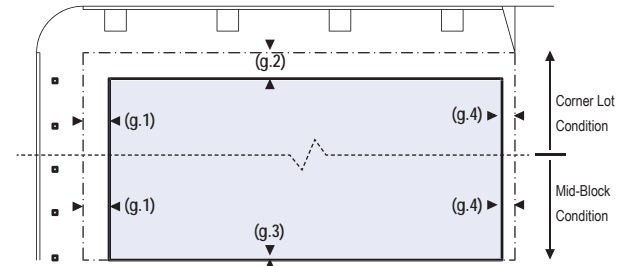
**PARKING PROVISIONS**

See Tables 18, 19 & 20)

- \* 1 permitted by Administrative Waiver
- \*\* May be allocated per block rather than per lot.
- \*\*\* or 15 ft. from centerline of Alley or Lane

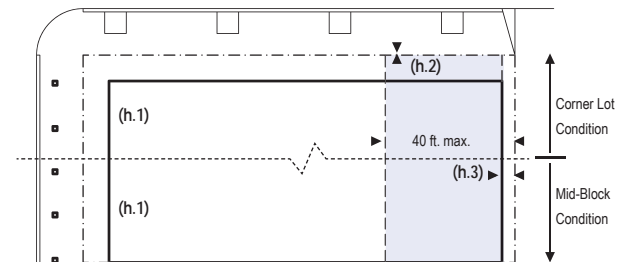
**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in g.



**SETBACKS - OUTBUILDING**

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 27d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 27d).
3. Trash containers and storage shall be stored within the third Layer.

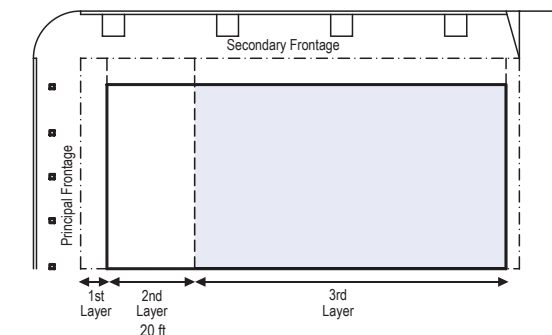
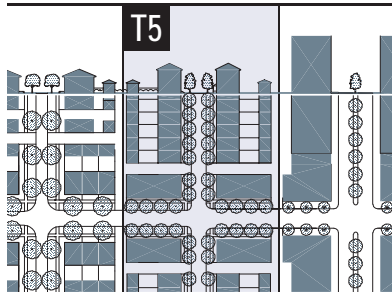


TABLE 25. FORM-BASED CODE GRAPHICS - T5 TOD†



(see Table 1)

I. BUILDING FUNCTION (see Tables 18 & 21)

Residential	open use
Lodging	open use
Office	open use
Retail	open use
Industrial	by Conditional Use

k. BUILDING CONFIGURATION (see Table 15)

Principal Building	6 stories max. 2 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 2f)

Lot Width	18 ft. min. 300 ft. max.
Lot Coverage	90% max.*

i. BUILDING DISPOSITION (see Table 16)

Edgeyard	by Administrative Approval
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)

(g.1) Front Setback Principal	0 ft. min. 12 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 12 ft. max.
(g.3) Side Setback	0 ft. min. 12 ft. max.
(g.4) Rear Setback	3 ft. min.**
Frontage Buildout	80% min. at setback

h. SETBACKS - OUTBUILDING (see Table 2h)

(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	0 ft. min.
(h.3) Rear Setback	3 ft. max.

j. PRIVATE FRONTAGES (see Table 14)

Common Yard	not permitted
Porch & Fence	not permitted
Light Court	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Parking Lot	not permitted
Arcade	permitted
Common Entry & Planter	permitted

Refer to Summary Table 2

PARKING PROVISIONS

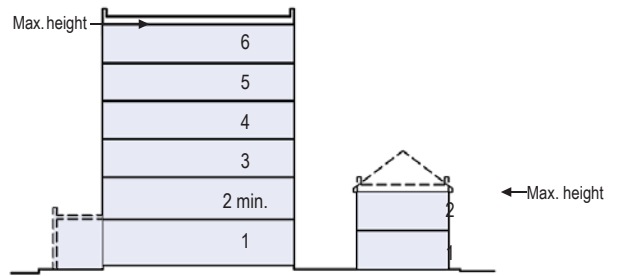
See Tables 18, 19 & 20)

\* May be allocated per block rather than per lot.

\*\* or 15 ft. from centerline of Alley or Lane

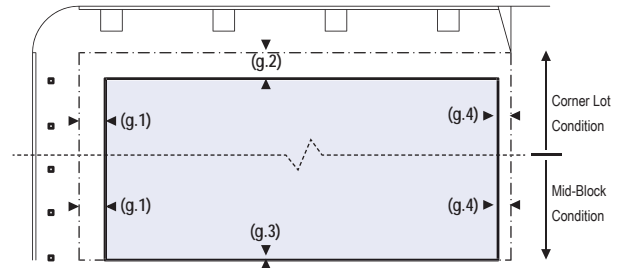
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling.
3. Height shall be measured to the eave or roof deck as specified on Table 15.
4. Expression Lines shall be as shown on Table 15.



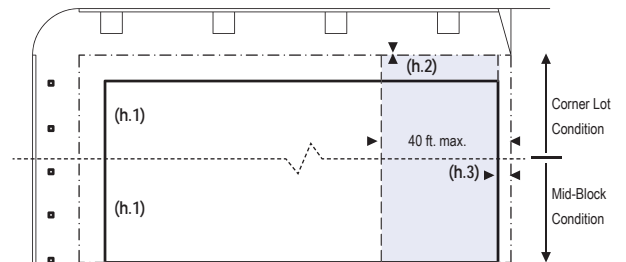
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in g.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 27d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 27d).
3. Trash containers and storage shall be stored within the third Layer.

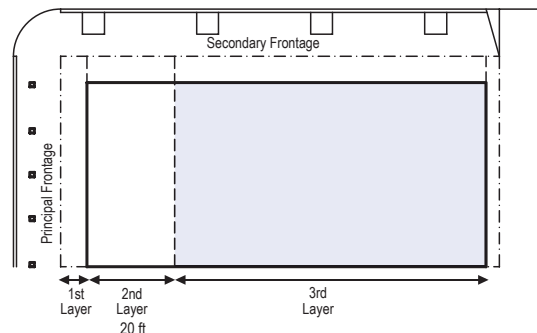
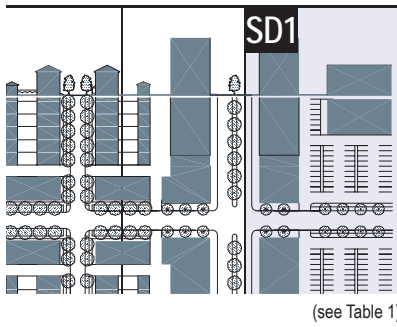


TABLE 26. FORM-BASED CODE GRAPHICS - SD1 BUSINESS PARK†



(see Table 1)

I. BUILDING FUNCTION (see Tables 18 & 21)

Residential	limited use
Lodging	open use
Office	open use
Retail	open use
Industrial	open use

k. BUILDING CONFIGURATION (see Table 15)

Principal Building	5 stories max. 2 min.*
Outbuilding	3 stories max.

f. LOT OCCUPATION (see Table 2f)

Lot Width	60 - 300 ft.
Lot Coverage	80% max.

i. BUILDING DISPOSITION (see Table 16)

Edgeyard	permitted
Sideway	permitted
Rearyard	permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)

(g.1) Front Principal	0 ft. min. 24 ft. max.
(g.2) Front Secondary	0 ft. min. 24 ft. max.
(g.3) Side	0 ft. min. 24 ft. max.
(g.4) Rear	12 ft. min.
Frontage Buildout	70% min.

h. SETBACKS - OUTBUILDING (see Table 2h)

(h.1) Front	20 ft. min. + bldg setback
(h.2) Side	3 ft. min.
(h.3) Rear	3 ft. min.

j. PRIVATE FRONTAGES (see Table 14)

Common Yard	permitted
Porch & Fence	not permitted
Light Court	not permitted
Forecourt	permitted
Stoop	not permitted
Shopfront	permitted
Gallery	permitted
Parking Lot	by Administrative Approval
Arcade	permitted
Common Entry & Planter	permitted

Refer to Summary Table 2

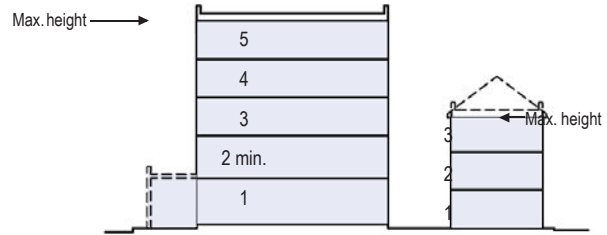
PARKING PROVISIONS

May be located in the second Layer by Administrative Waiver.

\* 1 Story permitted by Administrative Waiver

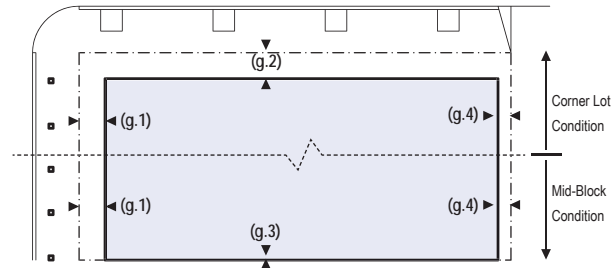
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for first floors must be a minimum of 11 ft. and a maximum of 25 ft. Heights over 25 ft. may be approved by Administrative Waiver.
3. Height shall be measured to the eave or roof deck as specified on Table 15.



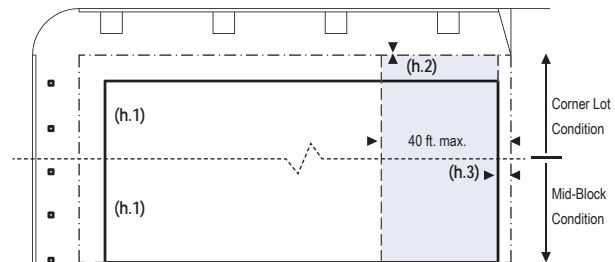
SETBACKS - PRINCIPAL BLDG

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in g.



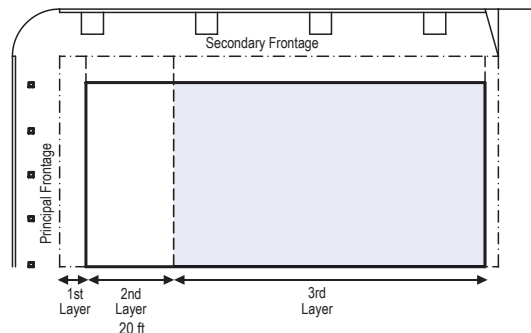
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 27d). Parking in the first Layer may be permitted by Administrative Approval.
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 27d).
3. Trash containers shall be stored within the third Layer.



**ARTICLE 6. DEFINITIONS OF TERMS†**

This Article provides definitions for terms in this District that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Zoning Administrator shall determine the correct definition.

**AASHTO:** American Association of State Highway and Transportation Officials.

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

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

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

**Accessory Unit:** a rental unit not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 18 and Table 27. (Syn: ancillary unit)

**Active Warning Beacon:** User-actuated amber flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks, often associated with Shared Use Paths or Shared Use Trails. They should be used to alert drivers to yield where bicyclists and pedestrians have the crossing right-of-way.

**Adjusted Pedestrian Shed:** a Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

**Administrative Approval:** A discretionary approval granted administratively pursuant to Section 1.6.

**Administrative Waiver:** a discretionary waiver or modification of certain requirements within the SmartCode District, where specifically provided for within the SmartCode District granted administratively pursuant to Section 1.5.

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

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

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

**Awning:** a retractable covering attached to the exterior wall of a building, typically composed of canvas or fabric.

**B-Grid:** cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-GRID. See A-GRID. (Syn: secondary grid.)

**Backbuilding:** a single-Story structure connecting a Principal Building to an Outbuilding. See Table 27.

**Base Residential Density:** The number of dwelling units divided by the Net Site Area of the buildable lots intended for residential development.

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

**Bicycle Boulevard:** a Thoroughfare with Shared Lane Markings, traffic calming, and wayfinding signs that give movement priority to bicyclists.

**Bicycle Box:** a section of pavement designed to give bicyclists using a Bicycle Lane a head start at signalized intersections. A Bicycle Box is often colored and includes a standard white bicycle pavement marking. It improves visibility between motorists turning right and cyclists traveling through the intersection. (Syn: advance stop line)

**Bicycle Corral:** A series of bicycle parking racks that replace on-street automobile parking. Typically applied where bicycle parking and demand and pedestrian volumes are high. Depending on its configuration, a single motor vehicle parking space may yield between 6 and 12 bicycle parking spaces.

**Bicycle Hub:** a building or structure that provides self-service bicycle parking services and other possible amenities, such as wayfinding information, showers, lockers, bicycle repair and rental facilities, and automobile parking.

**Bicycle Inductor Loop:** a coil of wire embedded in a Thoroughfare surface that detects the presence of a bicycle and prioritizes an intersection signal for it.

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

**Bicycle Locker:** an enclosed and secured locker that provides bicycle parking for long term use.

**Bicycle Median Refuge:** A pavement-grade waiting area applied to a median that gives bicyclists a clear space to wait while crossing the full-width of a multi-lane thoroughfare.

**Bicycle Rental Kiosk:** A structure used for the rental of bicycles, including electronic bike-sharing docking stations that facilitate bicycle rentals.

~~**Bicycle Route:** a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds; a signed route considered to be amenable to bicycling, often comprised of one or more types of Bikeways over its trajectory.~~

**Bicycle Signal Detection:** Push-button, in-pavement inductor loops, or video cameras used to detect the presence of bicyclists so that a signal may turn green more quickly.

**Bicycle Shed:** An area that is centered on a Common Destination. Its size is related to the cycling distances covered in a five and fifteen minute bicycle trip (approx. 1 and 3 miles) using the existing and/or planned Bikeway Network. Bicycle Sheds expand the possible distance covered in the same allocation of time as the five-minute Pedestrian Shed. (Syn: bikeshed, bicycle catchment)

**Bicycle Shelter:** a roofed shelter that provides protection from the elements on three sides and multiple bicycle racks for public use.

**Bicycle Signal Head:** An electrically powered traffic control device intended for bicyclists and used to improve identified or anticipated operational challenged involving bikeway facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies (bicycle-only movements, leading bicycle intervals etc.).

~~**Bicycle Trail(BT):** a bicycle way running independently of a vehicular Thoroughfare.~~

**Bicycle Turn Pocket:** A dedicated bicycle-only turning area commonly applied to thoroughfares divided with medians, mid-block locations featuring intersecting bikeway facilities, or where movement along an on-street bikeway is interrupted by offset intersections.

**Bikeway:** a continuously designated segment of the Right of Way that provides exclusive, preferential, or equal priority for bicycle travel. It includes the Riding Surface and any Curbs, markings, and protective barriers, and any plantings, lighting, signing and furniture that are specific only to the Bikeway.

**Bikeway Enhancement:** a design technique or facility intended to mitigate unsafe or unappealing bicycling conditions. (Syn. bicycle countermeasure)

**Bikeway Network:** A connected system of Right of Ways that include various Bikeways and Bikeway Enhancements. (Syn. Bicycle Network)

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

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

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

~~**Buffered Bicycle Lane:** a Bicycle Lane separated from vehicular travel and/or parking lanes by striped pavement markings which function as a buffer. (Syn: enhanced bicycle lane)~~

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

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

**Civic Building:** a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, religious assembly, and municipal parking, or for use approved by the City of Fitchburg Common Council.

**Civic Parking Reserve:** Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 5.9.2.

**Civic Space:** an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 8.

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

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

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

**Common Yard:** a planted Private Frontage wherein the Façade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 14.

**Community Unit:** a regulatory category defining the physical form and Density within an Adjusted Pedestrian Shed. The three Community Unit types addressed in this District are CLD, TND and TOD. Variants of TND and TOD for Infill (Article 4) are called Infill TND and Infill TOD.

**Colored Bicycle Facilities:** A bicycle facility featuring colored paint or other surface material intended to increase visibility, function, and appeal. Such facilities are commonly applied to intersections, driveways, conflict areas, and/or enhanced facilities like cycle tracks.

**Conventional Bicycle Lane:** a Bicycle Lane for which the only separation from vehicular traffic is pavement striping (Syn. Bike Lane).

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

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

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

**Courtyard Building:** a building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 16.

**Curb:** the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 4.

**Cycle Track:** a uni- or bi-directional Bicycle Lane separated from the motor vehicle travel lanes by Curbs, railings, plantings, parked cars, and/or grade separation. (Syn: Physically-Separated Bike Lane)

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

**Design Speed:** is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Design Speed determines lane width. See Table 4.

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

**Disposition:** the placement of a building on its Lot. See Table 16 and Table 27.

**Dooryard:** a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 14. (Variant: Lightwell, Light Court.)

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

**Driveway:** a vehicular lane within a Lot, often leading to a garage. See Section 5.10.

**Edgeward Building:** a building that occupies the center of its Lot with Setbacks on all sides. See Table 16.

**Effective Parking:** the amount of parking required for Mixed Use after adjustment by the Occupancy Rate. See Table 19 and Table 20.

- Effective Turning Radius:** the measurement of the inside Turning Radius taking parked cars into account. See Table 27b.
- Elevation:** an exterior wall of a building not along a Frontage Line. See Table 27e. See: Façade.
- Encroach:** to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.
- Encroachment:** any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.
- Enfront:** to place an element along a Frontage, as in "porches Enfront the street."
- Estate House:** an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)
- Expression Line:** a line prescribed at a certain level of a building for the major part of the width of a Façade, expressed by a variation in material or by a limited projection such as a molding or balcony. See Table 15. (Syn: transition line.)
- Façade:** the exterior wall of a building that is set along a Frontage Line. See Elevation.
- Flat Roof:** A roof having an almost level surface, except for being slightly convex to allow drainage toward its edge, or slightly concave to allow drainage at or near the center of the roof. (Syn: Low slope roof.)
- Flex Building:** A Rearyard, fully mixed-use building type that may accommodate a mixture of Retail, Office and/or Residential. Office uses have floor plates deeper than residential uses. (Syn: Mixed-use block, office building, Shopfront)
- Forecourt:** a Private Frontage wherein a portion of the Façade is close to the Frontage Line and the central portion is set back. See Table 27e.
- Frontage:** the area between a building Façade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 4 and Table 14.
- Frontage Buildout:** The minimum required percent of lot width in accord with Table 2g and Tables 22-26 that shall have a building Façade at the primary setback. The primary setback is the line at which the Façade closest to the lot line occurs as is set by the applicant. All other parts of the Façade shall be between the primary setback and the maximum front setback. Porches, stoops and other allowed encroachments do not count as part of the building Façade. Frontage Buildout shall be applied only to the Principal Frontage.
- Frontage Fence:** occurs at the Frontage Line.
- Frontage Line:** a Lot line bordering a Public Frontage. Façades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 27e.
- Gallery:** a Private Frontage conventional for Retail use wherein the Façade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 14.
- Green:** a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 8.
- Greenfield:** an area that consists of open or wooded land or farmland that has not been previously developed.
- Greenway:** an Open Space Corridor in largely natural conditions that may include trails for bicycles and pedestrians and historic trails.
- Greyfield:** an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)
- Highest Standard:** the use of the SmartCode District without Administrative Approval, Administrative Waiver, Conditional Use or Variance.
- Highway:** a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1, T2, and T3).
- Home Occupation:** non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See Table 18.

- House:** an Edgeward building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard.
- Industrial:** State classified manufacturing operations, or processing, production, assembly, disassembly, cleaning, servicing, freezing, or the like. It is a heavy industrial use if one or more of the following effects is regularly present: substantial noise, smoke, dust, heat cold, humidity, fumes, particulate matter, electrical disturbances, radiation emission, glare, night illumination, vibrations, smells, risk of spills, fire or explosions.
- Infill:** noun - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. verb - to develop such areas.
- Infill TND:** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T3, T4, and/or T5 Zones. An Infill TND is permitted by Right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.2. (Var: neighborhood.)
- Infill TOD:** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed and consisting of T4 and/or T5 Zones. An Infill TOD is permitted by Right in the G-4 Infill Growth Sector if it is on an existing or proposed transit route and is regulated by Article 4. See Section 4.2.2. (Var: downtown.)
- Inn:** a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See Table 18.
- Layer:** a range of depth of a Lot within which certain elements are permitted. See Table 27d.
- Light Court:** A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 14. (Syn: light court.)
- Linear Pedestrian Shed:** A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a diamond or oval. It may be used to structure a TND, TOD, Infill TND, or Infill TOD. (Syn: elongated pedestrian shed.)
- Liner Building:** a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.
- Live-Work:** a Mixed Use unit consisting of a Commercial and Residential Use. The Commercial Use may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See Work-Live. (Syn.: flexhouse.)
- Lodging:** premises available for daily and weekly renting of bedrooms. See Table 18 and Table 21.
- Long Pedestrian Shed:** a Pedestrian Shed that is an average ½ mile radius or 2640 feet, used when a transit stop is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure a TOD Community Unit type. See Pedestrian Shed.
- Lot:** a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.
- Lot Coverage:** the portion of a lot occupied by buildings, sheds, enclosures, structures, patios, decks, pavements, driveways, parking areas, walkways or other similar surfaces. Swimming pools and landscape ponds do not count toward lot coverage.
- Lot Line:** the boundary that legally and geometrically demarcates a Lot.
- Lot Width:** the length of the Principal Frontage Line of a Lot.
- Main Civic Space:** the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with a Civic Building.
- Manufacturing:** premises available for the creation, assemblage and/or repair of artifacts, using tablemounted electrical machinery or artisanal equipment, and including their Retail sale.
- Meeting Hall:** a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

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

**Mountain Bike Trail:** A trail designated primarily for the use of mountain bikes. Such trails often feature dirt, rocks, washouts, steep declines, logging roads, and/or other unpaved, challenging natural conditions.

**Multi-family:** building containing 3 or more dwelling units including dwelling units that are located one over another.

**Net Site Area:** all developable land within a New Community Plan or Infill Community Plan excluding Thoroughfares, land allocated as Civic Zones and land designated as O-1 or O-2 Sectors.

**Network Pedestrian Shed:** a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 27g.

**New Community Regulating Plan:** a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by this District within a Greenfield area.

**Occupancy Rate:** an accounting for parking spaces that are available to more than one Use. See Table 20.

**Office:** premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See Table 18.

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

**Outbuilding:** an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See Table 27c.

**Park:** a Civic Space type that is a natural preserve available for unstructured recreation. See Table 8.

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

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

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

**Paved Shoulder:** a paved portion of a Thoroughfare, often used by bicyclists, that exists outside of its Vehicular Lanes.

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

**Peg-a-Tracking:** parallel dashed pavement and/or chevron markings that continue a Bicycle Lane through an intersection. (Var. elephant feet, skip lines etc.)

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

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

**Prairie Style:** characterized by low, horizontal lines meant to blend with the landscape. Typically built with flat or hipped roofs with broad overhanging eaves, windows grouped in horizontal bands, belt courses between stories and frequently masonry construction. Dormers are uncommon.

**Principal Building:** the main building on a Lot, usually located toward the Frontage. See Table 27c.

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

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

**Private Frontage:** the privately held Layer between the Frontage Line and the Principal Building Façade. See Table 14 and Table 27.

**Private Yard Fence:** occurs at the Rear Alley or Rear Lane Lot Line and / or the interior Lot Line.

- Public Frontage:** the area between the Curb of the vehicular lanes and the Frontage Line. See Table 4.
- Rear Alley (RA):** a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.
- Rear Lane (RL):** a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.
- Rearyard Building:** a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 16. (Var: Townhouse, Multi-family)
- Regulating Plan:** includes information pursuant to Section 3.1.3 and Section 4.1.4.
- Residential:** characterizing premises available for long-term human dwelling.
- Retail:** characterizing premises available for the sale of merchandise and food service. See Table 18 and Table 21.
- Retail Frontage:** Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.
- Road (RD):** a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 4.
- Rumble Stripes:** A series of raised horizontal stripes painted along a bikeway facility in advance of an intersection crossing or an area of high pedestrian activity.
- Secondary Frontage:** on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 27.
- Sector:** a term for a geographic area that establishes the legal boundaries for open space and development. See Figure 4-11 of the City's Comprehensive Plan for Fitchburg's Sector Plan.
- Setback:** the area of a Lot measured from the Lot line to a building Façade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 5.7. See Table 2g. (Var: build-to-line.)
- Shared Use Path:** a dual-direction Bikeway that is under the jurisdiction of the City of Fitchburg. Such Paths are physically separated from vehicular Thoroughfares and usually shared with pedestrians, runners, and rollerbladers.
- Shared Use Trail:** a dual-direction Bikeway that is under the jurisdiction of the Dane County or The State of Wisconsin. Such Trails are physically separated from vehicular Thoroughfares and usually shared with pedestrians, runners, and rollerbladers.
- Shared Lane Marking:** a pavement marking featuring a bicycle symbol and chevron, applied to a Thoroughfare too narrow to accommodate Bicycle Lanes and with vehicular target speeds slow enough to allow cyclists to move safely with motor vehicles. (Syn: **Sharrow**)
- Sharrow:** ~~see Shared Lane Marking. Also known as the Shared Lane Marking in the Manual of Uniform Traffic Control Devices, is a pavement marking indicating that motorists and cyclists share a travel lane. The Sharrow shall be placed so that the centers of the markings are at least 3.4 m (11 ft) from the face of the curb, or from the edge of the pavement where there is no curb.~~
- Shopfront:** a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Façade is aligned close to the Frontage Line with the building entrance at Sidewalk grade, however it may also be used for services. See Table 14.
- Sidewalk:** the paved section of the Public Frontage dedicated exclusively to pedestrian activity.
- Sideyard Building:** a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 16.
- Specialized Building:** a building that is not subject to Residential, Commercial, or Lodging classification. See Table 16.
- Special District (SD):** an area that, by its intrinsic Use, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by these Zone. Special Districts may

be mapped and regulated at the regional scale or the Community scale.

**Special Requirements:** provisions of Section 3.9, Section 4.8, and Section 5.3 of this District and/or the associated designations on a Regulating Plan or other map for those provisions.

**Square:** a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 8.

**Standard Pedestrian Shed:** a Pedestrian Shed that is an average ¼ mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

**Stoop:** a Private Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 14.

**Story:** a habitable level within a building, excluding an ATTIC or raised basement. See Table 15.

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

**Streetscreen:** a freestanding wall built along the Frontage Line, or coplanar with the Façade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) See Section 5.10.1.

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

**T-zone:** Transect Zone.

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

**Third Place:** a term used in the concept of community building to refer to social surroundings separate from the two usual social environments of home and work-place. Criteria for a Third Place include the following: highly accessible, proximate for many within walking distance, involve regulars, and inexpensive food and drink are important. Coffee shops and cafes are often used as a neighborhood's Third Place.

**TND:** Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and associated with a transportation route accommodating motor vehicles. See Table 2a. (Syn: village. Variant: Infill TND, neighborhood.)

**TOD:** Transit Oriented Development. a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. TOD takes the form of a high- Density Mixed Use center connected to other centers by transit. See Infill TOD, Table 2a and Table 3. (Var: town center, downtown. Syn: Regional Center) A TOD is created by designation on a Regional Plan, permitting increased Density to support transit as set forth in Section 5.9.2d.

**Townhouse:** See Rearyard Building.

**Transect:** a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment is divided into five Transect Zones for the City of Fitchburg. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

**Transect Zone (T-zone):** One of several areas on a Zoning Map regulated by this District. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See Table 1.

**Thoroughfare:** a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See Table 4 and Table 27a.

**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 4 and Table 27b.

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

**Urbanized:** generally, developed. Specific to this District, developed at T3 (Sub-Urban) Density or higher.

**Use:** the functions accommodated by a building and its Lot. See Table 18 and Table 21.

**Walkway:** The hard surface dedicated exclusively to pedestrian activity.

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

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

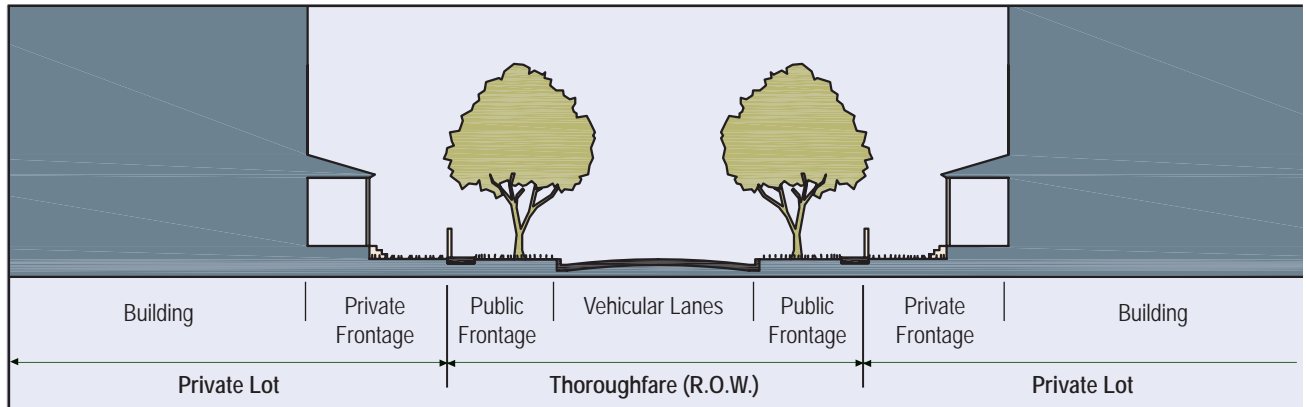
# ARTICLE 6. DEFINITIONS

# SMARTCODE DISTRICT

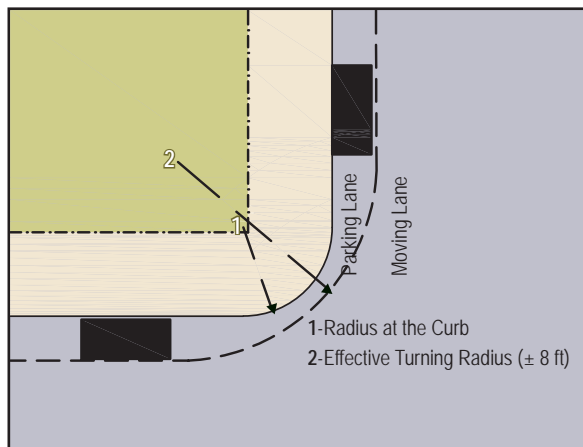
**TABLE 1. DEFINITIONS ILLUSTRATED**

*Fitchburg, Wisconsin*

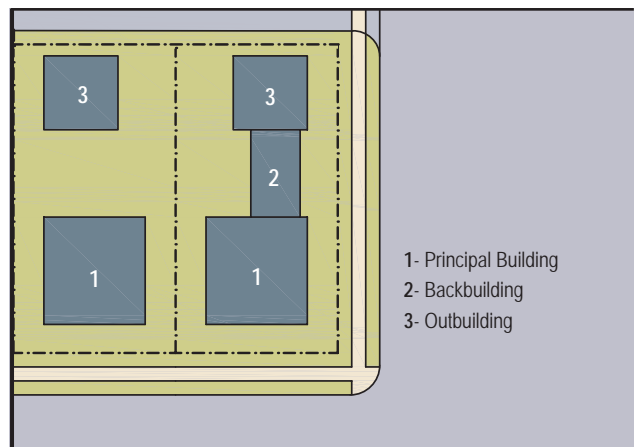
**a. THOROUGHFARE AND FRONTAGES**



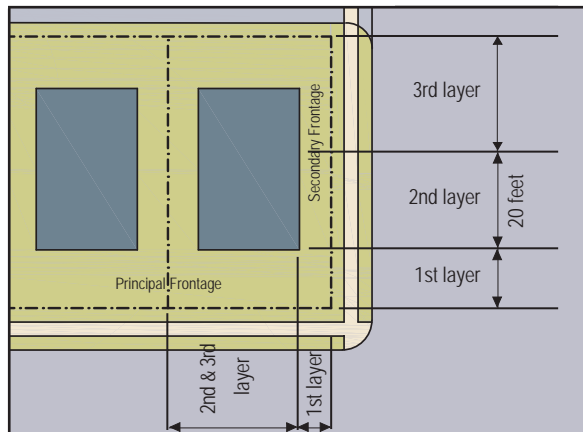
**b. TURNING RADIUS**



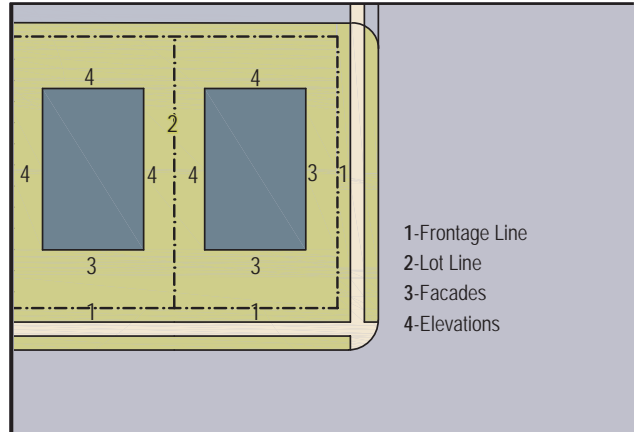
**c. BUILDING DISPOSITION**



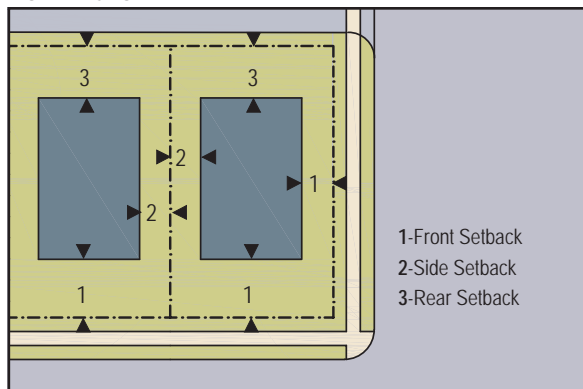
**d. LOT LAYERS**



**e. FRONTAGE LINES, LOT LINES & ELEVATIONS**



**f. SETBACKS**



**g. NETWORK-BASED PEDESTRIAN SHED**





P L A C E M A K E R S , L L C

ALBUQUERQUE, ATLANTA, CALGARY, FRANKLIN, MONTGOMERY, SAN DIEGO, WINNIPEG

T H E S T R E E T P L A N S  
C O L L A B O R A T I V E

N E W Y O R K C I T Y , M I A M I