# APPENDIX D
# SMART CODE ZONING DISTRICT

## Section 1.1 – Intent

A. The Smart Code Zoning District shall serve as a distinct zoning district within the City of North Little Rock.

B. The Smart Code Zoning District is established to promote and encourage the creation of neighborhoods:

1. That creates a “form based” district regulating the urbanism, use, parking, and public realm design.

2. That ties the regulating of specific geographic areas to a regulating plan showing the allocation of Transect Zones, public spaces, and special site-specific requirements.

3. That are compact, pedestrian oriented and mixed use; and

a. wherein ordinary activities of daily living occur within walking distance of most dwellings, thereby promoting the public health, conserving natural resources, and allowing independence to those who do not drive; and

b. wherein networks of thoroughfares disperse traffic and reduce the length of automobile trips; and

c. wherein a range of housing types and price levels are provided to accommodate diverse ages and incomes; and

d. wherein appropriate building densities and land uses are provided within walking distance of transit stops and schools; and

e. wherein a range of open space including parks, squares, and playgrounds are distributed.

C. Smart Code Zoning Districts can include one or several parcels of land owned by one or several property owners.

D. Smart Code Zoning Districts shall consist of 20 or more contiguous acres and be of a configuration that is conducive to the district. The simultaneous comprehensive planning of adjacent parcels is encouraged. The 20 acre minimum may be waived if the property is adjacent to and seeks to become part of an existing Smart Code Regulating Plan.

E. The Smart Code Zoning District shall run with the land. Change in land ownership within the Smart Code Zoning District shall not change the Smart Code Zoning District Ordinance requirements and standards.

F. The provisions of this Ordinance are severable. If any section, phrase, or provision shall be declared or held invalid, such invalidity shall not affect the remainder of the sections, phrases or provisions

**Section 1.2 – Applicability**

A. The Smart Code Zoning District Ordinance is intended to provide a unified approach to development regulations that rely upon both the City's authority to zone property and control development, as well as the City's authority to enter voluntary agreements with landowners that govern the use and appearance of property. As such, Smart Code Zoning District regulations shall supersede both the existing Zoning Ordinance and existing Regulations to Control Development and the Subdivision of Land (hereinafter the "Subdivision Ordinance") in areas rezoned to the Smart Code Zoning District.

B. Smart Code Zoning Districts are intended to be special places within the City that rely upon owners and residents of the Smart Code Zoning Districts to assist in the interpretation of uniform regulations to achieve a uniform and desired result. Thus, each Smart Code Zoning District shall include a Smart Code Board of Adjustments to review administrative determinations and hear variances related to property within their respective Smart Code District.

C. Provisions of the Smart Code Zoning District Ordinance are activated by "shall" when required; "should" when recommended; and "may" when optional.

D. The provisions of the Smart Code Zoning District Ordinance, when in conflict, shall take precedence over those of all other city ordinances, including but not limited to the existing Zoning Ordinance and the Subdivision Ordinance. The Argenta Historic District and the Flood Plain Overlay District shall continue to overlay Smart Code Zoning Districts, if they overlap with the proposed Smart Code Zoning District. All other overlay districts, ordinances and part of ordinances of a permanent and general nature in effect at the time of adoption of the ordinance, and not included herein, are hereby superseded where they are in conflict with the ordinance. All other City ordinances shall continue to be applicable when not covered by the Smart Code Zoning District Ordinance except where these ordinances would be in conflict with Section 1.1, in which case the conflict shall be resolved in favor of the Smart Code Zoning District Ordinance.

E. Terms used throughout the Smart Code Zoning District Ordinance shall be accorded their commonly accepted meanings or as defined in herein. If there is a conflict between the Smart Code Zoning District Ordinance and any other City ordinance, the definitions in the Smart Code Zoning District Ordinance shall take precedence.

F. Section 1.61 (definitions) contains regulatory language that is integral to the Smart Code Zoning District Ordinance.

G. The provisions of this Ordinance are severable. If any section, phrase, or provision shall be declared or held invalid, such invalidity shall not affect the remainder of the sections, phrases or provisions

**Section 1.3 – General Instructions**

A. The adoption of the Smart Code Zoning District Ordinance creates a new zoning district. Provisions of the Smart Code Zoning District Ordinance shall be applied in their entirety or not at all.

B. Any property to be developed under Appendix D must be zoned to the Smart Code Zoning District.

C. Applicant(s) requesting rezoning of land to the Smart Code Zoning District shall follow the requirements and procedures outlined in the North Little Rock Zoning Ordinance.

**Section 1.4 – Smart Code Zoning District Rezoning**

A. After land has been rezoned to the Smart Code Zoning District designation, the property owner(s) within the rezoned Smart Code Zoning District shall submit a Smart Code Regulating Plan for review and approval by the Planning Commission and the City

Council. If a Smart Code Regulating Plan is submitted for review and approval at the same time as rezoning to a Smart Code Zoning District then a separate rezoning hearing shall not be necessary. If a Smart Code Regulating Plan is considered for adoption at a separate time, it is subject to a public/rezoning hearing.

B. Amendments to the Smart Code Regulating Plan shall be approved by City Council.

C. Variances from the standards of the Smart Code Regulating Plan require approval by the Smart Code Board of Adjustments.

D. Adding or removing land parcels to the area regulated by the Smart Code Regulating Plan shall be approved by City Council.

**Section 1.5 – Regulating Plan Pre-Application Conference**

A. To begin the approval process for a Smart Code Regulating Plan, the property owner(s) and the Subdivision Committee of the Planning Commission may hold a pre-application conference to discuss informally the intent of the proposed Smart Code Regulating Plan. This meeting shall be held at one of the regularly scheduled meetings of the Subdivision Committee. If part or all of the proposal is within an historic district, then the property owners shall provide written notice of the pre-application conference to the Historic District Commission. The purpose of the pre-application conference is to familiarize the Subdivision Committee with the proposed Smart Code Regulating Plan and the property owner(s) with the development procedures in North Little Rock's Smart Code Zoning District Ordinance. The property owner(s) should share sketch plans and data showing existing conditions within the site and its vicinity and the proposed layout and development of the proposed Smart Code Development. The property owner(s) may also share the acreage of the tract, proposed land uses, a proposed Bill of Assurance and any unusual site characteristics. At the pre-application conference, the general character of the development will be discussed and items including zoning, utility service, street requirements, flooding and drainage, and other pertinent factors related to the proposed development will be reviewed. The purpose and intent of the pre-application conference allows both parties to identify potential challenges, opportunities and items that need to be addressed.

**Section 1.6 – Regulating Plan Submission**

A. A Smart Code Regulating Plan shall be a rendered plan that reflects the character of the overall development and includes maps, explanatory text, and development data describing the streets, blocks, general lot sizes, and public spaces and may show public buildings or other notable buildings. The Smart Code Regulating Plan shall assign

Transect Zones, civic space, civic buildings and thoroughfare network and types, in compliance with the standards described in the district.

B. A Statement of Intent describing how the Smart Code Regulating Plan submitted is consistent with the intent and spirit of the Smart Code Zoning District.

C. Preliminary Architectural and Landscape Pattern Book (hereinafter the "Pattern Book). This book shall include general concepts of proposed building styles, shapes and design requirements and recommendations for proposed buildings in the Smart Code Zoning District and general conceptual landscaping.

D. Phasing plan if the property is to be divided into phases.

E. For Smart Code Regulating Plan approval, the following shall be addressed in the Smart Code Regulating Plan, Statement of Intent or Pattern Book:

1. Plan density
2. Thoroughfare network (include right of way)
3. Building density
4. Building and parking placement
5. Building height
6. Building function
7. Architecture and landscape
8. Screening, signage and any other requirements

**Section 1.7 – Regulating Plan Approval**

A. The Smart Code Regulating Plan shall be submitted to the Planning Department for review by the Subdivision Committee of the Planning Commission. The Subdivision Committee shall review the Smart Code Regulating Plan and submit a recommendation to the Planning Commission indicating approval, approval with conditions or disapproval. If part or all of the proposal is within the Argenta Historic District or other historic district that regulates development, then a Certificate of Appropriateness (CoA) from the Historic District Commission is required before consideration by the Subdivision Committee.

B. The Planning Department shall place the item on the agenda for the next available Planning Commission meeting after allowing for legal advertisement. The Planning Commission shall review the Smart Code Regulating Plan and submit a recommendation to the City Council indicating approval, approval with conditions or disapproval.

C. After submission of the Smart Code Regulating Plan to the City Council with a recommendation from the Planning Commission, the City Council shall place the item on the agenda for the next available meeting. The City Council shall review and shall approve, approve with conditions, disapprove the Smart Code Regulating Plan submission or take action that is in the best interest of the City.

**Section 1.8 – Preliminary Plat Process**

A. Prior to any development, an application for preliminary plat approval, based on the approved Smart Code Regulating Plan, must be submitted and approved. The application shall be submitted to the Planning Director in accordance with Article 4 of the Subdivision Regulations, "Preliminary Plat Requirements."

B. Following the review and approval of a preliminary or final plat associated with the Smart Code Regulating Plan, the Smart Code Regulating Plan shall be valid for the period of the preliminary or final plat's validity. In the case of a phasing plan, the Smart Code Regulating plan shall be considered complete after the final plat approval of the first phase.

C. The preliminary plat shall be reviewed for conformity with the Smart Code Regulating Plan and the Smart Code Zoning Ordinance.

D. After the Subdivision Committee and the Planning Commission have reviewed the preliminary plat and taken into account any staff recommendations, the applicant shall be advised of any required changes and/or additions. The Planning Commission shall approve, approve conditionally, or disapprove the preliminary plat. If disapproved, the preliminary plat shall be returned to the applicant with a written statement as to the reasons for disapproval.

E. Development Phasing. A Smart Code Regulating Plan may be divided into phases, with the preliminary plat for each phase submitted separately. The preliminary plat for the first phase shall be submitted at a date no later than one year after Smart Code Regulating Plan approval or the Smart Code Regulating Plan shall be considered null and void. If the applicant wishes to make changes to the Smart Code Regulating Plan after it has been adopted, the applicant shall resubmit the Smart Code Regulating Plan for approval along with the preliminary plat for the first phase or for any subsequent phases.

**Section 1.9 – Final Plat Process**

A. When the requirements of the Smart Code Zoning Ordinance have been satisfied and while the preliminary plat approval is in effect, the applicant may submit to the Planning

Director an application for review and approval of the Final Plat in accordance with Article 5 of the Subdivision Regulations. If the submitted final plat conforms to an approved preliminary plat and all the requirements listed in Section 1.8, then the plat may be reviewed, approved and signed by the Planning Director after review and approval by staff and without further review by the Planning Commission.

**Section 1.10 – Replats**

A. The applicant may replat or further divide one or more lots after filing of the final plat. Any replatting shall be in accordance with the provisions of the ordinance and shall not conflict with the approved Smart Code Regulating Plan. Preliminary Plat procedures shall be followed for submission of a replat.

**Section 1.11 – Procedure for Building Plan Review and Sign Permit Review**

A. All building and sign permit applications will be reviewed for conformity with the Pattern Book and the provisions of the Smart Code District.

B. The City of North Little Rock shall not issue a building or sign permit that is not in accordance with an approved Pattern Book or the Smart Code District.

C. If the proposed building or sign is located within the Argenta Historic District or other historic district that regulates development, then a Certificate of Appropriateness (CoA) from the Historic District Commission shall be required.

**Section 1.12 – Smart Code Board of Adjustment**

There shall be and herby is created a Smart Code Board of Adjustment (hereinafter called the "Smart Code Board") consisting of 5 members for each Smart Code District created within the City. The members of the Smart Code Board shall be owners or residents of property within the applicable Smart Code District and shall be appointed by the Mayor with the approval of the Council for a term of three years. Any vacancy which occurs in the Smart Code Board shall be filled by the Mayor with the approval of the Council for the unexpired term of any member whose term became vacant. No member of the Smart Code Board shall be an employee of the City.

A. Powers of the Smart Code Board. The Smart Code Board shall have the power to consider variances of the Smart Code Regulations.

1. Appeals. The Smart Code Board shall hear appeals from the decision of the administrative officers in respect to the enforcement and application of said smart code regulation; and may affirm or reverse, in whole or part, said decision of the administrative officer.

2. Variances. The Smart Code Board may hear and approve requests for variances from the literal provisions of the smart code regulations as provided in Ark. Code Ann. § 14-56-416(b)(2)(B)

3. Powers strictly construed. Nothing herein contained shall be construed to empower the Smart Code Board to change the terms of this ordinance, to effect changes in the official map or to add to the specific uses permitted in any district.

B. Proceedings. The Smart Code Board shall adopt rules governing all proceedings before it. Such rules shall provide and require that:

1. An application or appeal filed according to stated procedures shall be given a case number within 3 days from the date filed, applications or appeals will be assigned for hearing in the order in which they are received.

2. The Recording Secretary of the Smart Code Board shall notify the parties in interest of the time scheduled for the Public Hearing.

3. At the time of the Public Hearing, the applicant may appear in his own behalf or be represented by counsel or by agent. The applicant shall be given an opportunity for a final rebuttal.

4. Final Decision of any application or appeal to the Smart Code Board shall be in the form of a motion. The Chairman shall vote on all matters and approval and in all cases shall require a quorum of the membership of the Smart Code Board.

5. Within 30 days after the hearing, the Board shall notify the parties in interest of its decision.

6. Public notice shall be given of all hearings and all hearings shall be open to the public.

7. Due notice of all hearings shall be given to parties at interest.

8. At any public hearing, a representative or any other interested party may appear in person, by agent, or attorney, to offer evidence and testimony.

9. All evidence and testimony shall be presented publicly. The Board may take judicial notice of facts to the same extent and manner as courts of record and may consider any relevant facts within the personal knowledge of any member. For each case or matter heard, the Board may cause a record of its proceedings to be prepared. The record of proceedings may include all documents and physical evidence considered in the case together with a transcribed record of all public proceedings. The transcribed record may include, but need not be limited to, the verbatim testimony offered by all witnesses in the case and all personal knowledge of members of the Board considered by the Board in reaching its decision. The deliberations of the Board shall show the grounds for each decision and the vote of each member upon each question. Any record of proceedings shall be filed as soon as possible in the office of the Board and shall be a public record.

C. Appeals Process

Any person, taxpayer, the municipality, or any officer or department of the municipality may have a decision of the Board reviewed in the manner provided by rules relating to civil proceedings.

D. Notice. Any property owner seeking a hearing with the Board shall adhere to the following:

1. Notice shall be given, in writing, to the property owners abutting the property where the variance is sought.

    a. If the abutting property is owned by the same property owner as the property where the variance is sought, then notice shall be given to the next abutting property or properties beyond.

2. A public notice shall be placed in the newspaper at least one time 7 days prior to the meeting.

3. Any property owner seeking a variance shall place a sign designating the intent of a variance for the property, for a period of at least 7 days prior to the meeting.

**Section 1.13 –Variances**

A. Variances are exceptions to the strict interpretation of the Smart Code Zoning District standards, the approved Smart Code Regulating Plan or the Pattern Book which may be granted by the Smart Code Board of Adjustment when strict enforcement of the same would cause undue hardship due to circumstances unique to the individual property under consideration.

1. Requests for variances within a Smart Code District shall be submitted to the applicable Smart Code Board of Adjustment (SCBOA). If part or all of the proposal for a variance is within the Argenta Historic District, then a Certificate of

Appropriateness (CoA) from the Historic District Commission may be required before consideration by the Design Review Board.

2. The SCBOA shall review and shall approve, approve with conditions, disapprove the variance submission or take action that is in the best interest of the City. SCBOA shall grant the variance only if the variance will be in harmony with the general purpose and intent of the Smart Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

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

C. Variances shall be considered unique and shall not set precedent for others.

**Section 1.14 – Instructions for Smart Code Regulation Plan**

A. The Smart Code Regulating Plan shall be submitted in accordance with Section 1.3 thru 1.13.

B. Smart Code Regulating Plans may be prepared by a property owner(s) or a developer.

C. Smart Code Regulating Plans shall include not less than 2 Transect Zones subject to the following:

1. The land use of at least 2 Transect zones shall each be greater than 20% of the Smart Code Regulating Plan area.

2. The total land area of a third or fourth Transect Zone may be less than 20% of the Smart Code Regulating Plan area.

D. The site shall be structured using one or several pedestrian sheds.

1. A pedestrian shed is an area, approximately circular, that is centered on an area of focused community activity, such as traffic intersections, commercial developments, natural features, or a civic building or space. The Smart Code Regulating Plan may include all or part of a pedestrian shed.

2. A standard pedestrian shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. The common destination should have the present or future capacity to accommodate a T5 or T6 Transect Zone.

**Section 1.15 – Transect Zones**

A. Transect Zones shall consist of the elements described in Table 1 and the standards summarized in Table 12. After a Smart Code Regulating Plan is adopted, the Transect Zones specified in the Smart Code Ordinance shall constitute the official zoning standards according to the Smart Code Regulating Plan.

**Section 1.16 – Density Calculations**

A. The density allowances in the Smart Code Zoning District shall supersede any density specifications in the North Little Rock Zoning Ordinance or Subdivision Ordinance.

B. The density for residential shall be limited by Transect Zone according to Table 12. Density shall be calculated as gross density of dwelling units within each Transect Zone. For purpose of density calculation, the Transect Zone Area shall include thoroughfares within the Smart Code District and land allocated to civic functions.

C. The density for lodging, office and retail shall be constrained by the combination of maximum lot coverage, building setbacks and maximum height in Table 5 and Table 12 and the required parking in Table 8.

**Section 1.17 – Impermeable Surface**

A. Impermeable surface is limited by a maximum ratio of lot coverage. Lot coverage by buildings parking or other impervious surfaces shall not exceed the maximum ratio allowed in Section 1.32 thru 1.52 and in Table 12.

**Section 1.18 – Storm Water Management**

A. To the extent not inconsistent with applicable state or federal law, the management of storm water shall be consistent with storm water management regulations adopted by the City of North Little Rock, including The City of North Little Rock Storm Water Management Manual.

**Section 1.19 – Utilities**

A. Utilities should be constructed by the property owner(s) as follows: In general, the pipe (wet) utilities should run along the frontage of the lots, and the conduit (dry) utilities should run along the rear of the lots, whenever an alley or lane is provided. The utilities may be laid in easements and beneath the paving.

    1. The wet utilities of sanitary sewer, storm drainage, water supply, and gas lines should be located within the thoroughfare rights-of-way (along the lot frontages).

    2. If alleys or lane easements exist, the dry utilities of power, cable, and telephone conduits should be located within the alley or lane easements. If an alley or lane easement does not exist, the dry utilities should be located at the rear of the lots or within rear parking areas. The utility pedestals may be located within the right-of-way or within the rear setback of the lots.

## Section 1.20 – Streetscape Requirements

A. The streetscape is the urban element that establishes the public realm. The streetscape consists of thoroughfares, public frontages, and private frontages. Thoroughfares are considered to be travel lanes for vehicles and bicycles, parking lanes for cars; and sidewalks or paths for pedestrians. Thoroughfares are intended for use by vehicular and pedestrian traffic. Thoroughfare standards are detailed in Section 1.21 and Tables 2A, 2B, and 2C. Public frontages include the area between the curb and the frontage line that includes but is not limited to the sidewalk, planters, street trees and street lights. Public frontages are detailed in Section 1.26 and Tables 3A and 3B. The private frontages include the building facades, yards, porches, fences, awnings or other conditions that impact the public realm. private frontages are explained in Section 1.27 and Table 4.

B. Within the more rural Transect Zones (T1 through T2) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.

C. Within the more urban Transect Zones (T3 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

## Section 1.21 – Thoroughfares

A. The following shall apply to all Thoroughfares:

    1. Thoroughfares shall generally consist of vehicular lanes and public frontages.

2. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The public frontage of thoroughfares that passes 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.

2. Pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflicts between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

3. Most lots shall front a vehicular thoroughfare, except the 20% of the lots within each Transect Zone may front a civic space, in which case the edge of said space shall be considered the frontage line.

4. All thoroughfares, whether public or private, shall be accessible to the public and not gated.

5. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval to accommodate specific site conditions only.

B. The standards for vehicular lanes shall be guided by Tables 2A, 2B and 2C. Table 2A provides a range of lane widths that may be used to modify the sample vehicular lane assemblies in Table 2B that together compose the thoroughfare assemblies in Table 2C.

C. The street width shall be measured from edge of curb to edge of curb or edge of pavement to edge of pavement where a curb does not exist. All parking lane widths include the gutter pan.

D. The following thoroughfare types are recommended for the construction of new neighborhoods and should be designed in a manner that responds to the adjacent uses.

1. Boulevard (BV): a thoroughfare designed for high vehicular capacity and moderate speed that is typically located in T5 and T6. Boulevards are long distance thoroughfares that serve a city wide function by connecting urbanized areas. Boulevards typically have at least four travel lanes (two in each direction) and may have parallel parking. The public frontage has curb, gutter, sidewalk and trees located in either planters or tree wells. Boulevards become arterials upon exiting urban areas.

2. Avenue (AV): a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues typically have at least two travel lanes (one in each direction) and parallel parking. Avenues may be equipped with a landscaped median. The public frontage has curb, gutter and sidewalk. When located in T3 and T4, avenues usually have trees located in planters and when located in T5 and T6, avenues usually have tree wells and wider sidewalks. Avenues become collectors upon exiting urban areas.

3. Urban Street (US): a thoroughfare of low speed and capacity that is located in T5 and T6. Urban streets are local thoroughfares in urban centers with more intensive commercial or civic uses. Urban streets may have one or two-way travel, typically with one or two travel lanes and parallel or angle parking. The public frontage has curb, gutter and wider sidewalks. Urban streets may have trees located in tree wells.

4. Street (ST): a local urban thoroughfare of low speed and capacity that is located in T3, T4 and T5. Streets are local thoroughfares in urban areas with predominately residential uses. Streets may have one or two-way travel, typically with one or two travel lanes and parallel parking. The public frontage has curb, gutter, sidewalks and trees located in planters.

5. Road (RD): a thoroughfare of low vehicular speed and capacity that is located in T3 and T4. Roads are local and suburban thoroughfares with low intensity residential uses. Roads usually have two-way travel and do not usually have parking. The public frontage may have curb and gutter or swales; sidewalks, walking paths or bicycle trails; and trees located in planters or natural clusters.

**Section 1.22 – Rear Access to Buildings**

A. Rear access to buildings should also be provided, with the design of the access lane to be based on its context. The following standards should be used to provide different types of access.

    1. Rear Alley (AL): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Rear alleys are intended for more intense uses (typically T5 and T6 zones). Rear alleys should be paved for the full right-of-way width, with drainage typically by inverted crown.

2. Rear Lane (LA): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes are intended for more intense uses (typically T3 and T4 zones). Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by inverted crown or percolation.

**Section 1.23 – Bicycle Travel**

A. Bicycle travel may also be included in the thoroughfare design, based on the following standards.

1. Bicycle Lane (BL): a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

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

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

**Section 1.24 – Pedestrian Only Travel**

A. Pedestrian only travel may also be included in the thoroughfare design, based on the following standards:

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

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

**Section 1.25 – Thoroughfares and Blocks**

A. All thoroughfares should terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be permitted only by a variance when necessary to accommodate natural site conditions.

B. The thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 12. The size shall be measured as the sum of lot frontage lines. These frontage lines may include those that front on a vehicle thoroughfare, such as a street or an avenue, or a pedestrian thoroughfare, such as a pedestrian path.

**Section 1.26 – Public Frontages**

A. The public frontage contributes to the character of the Transect Zone, and is the area between the curb of the vehicular lanes and the frontage line. Elements of the public frontage include the curb, sidewalk, planter, street tree and streetlight. Public frontages should be designed based on the types shown in Tables 3A and 3B and allocated within Transect Zones as specified in Table 12, and as established by the regulating plan. See Section 1.21 for more explanations of thoroughfare and their respective public frontages.

B. Public frontages may be adjusted by a variance if the site conditions or unique design circumstances necessitate a change from the types shown in Tables 3A and 3B.

C. Within the public frontage, the prescribed types of public planting and public lighting shall be designed as shown Table 3A, Table 3B, Table 4 and Table 5.

D. Specific to Transect Zone T4: The public frontage shall include trees planted in a regularly-spaced pattern of single or alternated species with shade canopy of a height that, at maturity, clears a least one story.

E. Specific to Transect Zones T5 and T6: The public frontage shall include trees planted in a regularly-spaced pattern of single species with shade canopies of a height that, when maturity, clears at least one story. At retail frontage, the spacing of the trees may be irregular, to avoid visually obscuring the shop fronts.

**Section 1.27 – Private Frontages**

A. The private frontages that define the portion of a building facing a thoroughfare shall generally follow Table 4 and Table 12. The variables of private frontage are the depth of the setback and include the combination of architectural elements such as fences, stoops, porches, entrances, windows, awnings and galleries.

B. Private frontages may be adjusted by a variance if the site conditions or unique design circumstances necessitate a change from the types shown in Table 4.

**Section 1.28 – Civic Functions**

A. Places for public use shall be required for each community and designated on the Smart Code regulating plans as civic space(s) and/or civic building(s).

B. Civic spaces are public sites permanently dedicated to usable open space.

C. Civic buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, transit and/or municipal parking.

D. No less than 5% of a Smart Code regulating plan area shall be civic space, subject to the following:

1. Civic spaces shall be generally designated as described in Table 8, their type determined by the surrounding or adjacent Transect Zone.

2. Detention ponds, wetlands, parking lot landscape islands, and required hydrologic buffers, shall not be used in meeting these requirements.

3. In phased developments, the sum of civic spaces provided in a given phase, plus any such space built in a previous phase, shall not be less than 5% of the total developed area.

4. A development applicant shall submit a maintenance agreement establishing an on-going mechanism for maintaining civic spaces.

5. At a minimum, civic spaces shall be open to the public during regular City of North Little Rock park hours.

**Section 1.29 – Civic Space Specific to T-3-T6 Zones**

A. Civic spaces shall be designed as generally described in Table 9 and allocated to zones as described in Table 10.

B. Each civic space shall have public access and should have a minimum of 25% of its perimeter fronting a thoroughfare.

**Section 1.30 – Civic Buildings Specific to T-3-T6 Zones**

A. A civic building serves as a landmark and a public gathering place. These buildings should be constructed as permanent additions to the long-term vibrancy of the town and should serve to exemplify the very best architectural designs and building practices.

B. Civic building sites should be located at prominent places, such as within or adjacent to civic spaces, or at the axial termination of significant thoroughfares. Lots for future civic buildings are encouraged to be reserved for later construction if appropriate.

**Section 1.31 – Building Scale Plans**

A. Lots and buildings located within the Smart Code regulating plan shall be subject to the requirements of Appendix D.

B. The requirements described in Appendix D shall control the configuration, density, setbacks, height and function of buildings, as well as their architectural, landscape, parking, and signage standards.

**Section 1.32 – Building Configuration**

A. General to all Transect Zones:

1. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 9.

2. Fences and street screens shall only be permitted as established in Table 4 and herein.

3. Buildings on corner lots shall have two private frontages as shown in Table 12. Prescriptions for the second and third layers pertain only to the principle frontage. Prescriptions for the first layer pertain to both frontages.

4. All facades shall be glazed with clear glass no less than 30% of the first story.

5. Building heights shall conform to Table 12.

6. Stories may not exceed 15 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 15 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.

7. In a parking structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.

8. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

9. Civic buildings shall not be subject to the standards of this section.

10. Buildings shall be located in relation to the boundaries of their lots according to Table 4.

B. Specific to Transect Zone T3:

1. No portion of the private frontage may encroach into the sidewalk.

2. Open porches may encroach the first layer 50% of its depth. (Table 13)

3. Balconies and bay windows may encroach the first layer 25% of its depth except that balconies on porch roofs may encroach as does the porch.

4. Street screens shall be prohibited.

C. Specific to Transect Zone T4:

1. Balconies, open porches and bay windows may encroach the first layer 50% of its depth. (Table 13)

2. Street screens shall be prohibited.

D. Specific to Transect Zones T5, T6:

1. Awnings and galleries may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 9 feet.

2. Stoops, balconies, bay windows, and terraces may encroach the first layer 100% of its depth. (Table 13)

3. Loading docks and service areas may be permitted on frontages as a variance.

4. In the absence of a building façade along any part of a frontage line, a street screen shall be built co-planar with the facade. Street screens should be between 3.5 and 8 feet in height. The street screen may be replaced by a hedge or fence as a variance. Street screens shall have openings no larger than necessary to allow automobile and pedestrian access.

**Section 1.33 – Lot Requirements**

A. Lots should be dimensioned by Transect Zone according to Table 12.

B. Lot coverage by buildings, parking or other impervious surfaces shall not exceed the maximum ratio allowed by Table 5 and Table 12.

C. Lots are not restricted to the number of principal buildings or outbuildings per lot nor are lots required to be contiguous; however the configuration of all buildings should follow the principle and intent of Table 4 in order to form a similar plan consistent with the adjacent sites in the same Transect Zone.

D. In Table 5, outbuildings are not shown in T6 and are only permitted by a variance.

**Section 1.34 – Reserved**

**Section 1.35 – Building Setbacks**

A. Setbacks for principal buildings shall be as shown in Table 4 and Table 9. In the case of an infill lot, setbacks may match one or the other of the existing adjacent setbacks.

B. Arcades and awnings may encroach the public sidewalk without limit. Arcades, if provided, should be located as close to the back of curb as possible. However, arcades should also be designed to avoid the swing of car doors parked parallel to the arcade and meet ADA clearance requirements.

C. Buildings with arcades on public right of way may build an additional 2 stories on top of arcade.

D. Stoops may encroach 100% of the depth of a setback. Open porches and awnings may encroach up to 50% of the depth of the setback. Balconies and bay windows may encroach up to 25% of the depth of the setback.

E. Handicapped ramps may encroach 100% of the depth of the front, side or rear setbacks.

F. Rear setbacks for outbuildings shall be a minimum of 6 feet from the rear lot line if the outbuilding and/or driveway parking is intended to be perpendicular to the alley or rear lane. Rear setbacks for outbuildings shall be a minimum of 2 feet from the rear lot line if the outbuilding and/or driveway parking is intended to be parallel to the alley or rear lane. In the absence of rear alley or lane, the rear setback shall be as shown in Table 5.

G. The principal façade of a building should generally follow the private frontage types specified in Section 1.27 and Table 4.

**Section 1.36 – Building Heights**

A. Building heights shall be regulated by Table 5 according to Transect Zone.

B. Building height is measured as the vertical distance above the highest abutting ground plane measured to the highest point of a parapet or of a flat roof, the highest ridge of a pitched roof or of a mansard roof.

C. All specified building heights may be increased by the base elevations required by applicable FEMA standards.

D. Specific to T5 and T6: A first level residential shall be raised a minimum of 2 feet from the average sidewalk grade.

E. All buildings over 6 stories are subject to the following conditions. The first 6 stories, constituting the building base, must follow the setback requirements in Table 4 and Table 5. All stories above the first 6 stories must be recessed 20 feet from the front and side street facades.

**Section 1.37 – Building Function**

A. Building functions shall be regulated by Table 10 according to Transect Zone. Uses may be either permitted by right or not permitted.

**Section 1.38 – Street Screen and Screening**

A. Any commercial outdoor storage shall be screened from the view from any frontage by a street screen. A street screen shall be considered to be a freestanding wall built along the frontage line, or coplanar with the façade that masks storage from the thoroughfare. Street screens should be between 3.5 and 8 feet in height. They should be constructed of a material matching the adjacent building façade or may be a hedge or fence. Street screens should have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all street screens over 4 feet high should be permeable or articulated to avoid blank walls.

B. Containment areas for trash and recyclables, including but not limited to compactors, dumpsters, commercial roll-out bins, and areas for storing cardboard, shall be located and designed so as not to be visible from adjacent streets and properties and shall be placed in side or rear yards only. Containment areas on corner lots shall be located and designed so as not to be visible from the principle street and the secondary street.

**Section 1.39 – Permitted Uses and Building Function**

A. Buildings in each Transect Zone shall conform to the Functions on Table 8, and Table 10.

**Section 1.40 – Pre Existing Buildings**

A. Existing building and appurtenances that do not conform to the provisions of the Smart Code Zoning District may continue in the same use and form until a substantial modification to the existing building occurs or is requested, at which time the provisions of the Smart Code Zoning District shall apply.

B. The modification of existing buildings is permitted by right if such changes result in greater conformance with the requirements of the Smart Code Zoning District.

C. Where buildings exist on adjacent lots, the Smart Code Board of Adjustments may allow as a variance the construction of a proposed building in such a manner as to match one or the other of the adjacent Setbacks and heights rather than the provisions of the Smart Code Zoning District.

D. The restoration or rehabilitation of an existing building, regardless of use, shall not require the provisions of parking in addition to that existing. Existing parking requirements that exceed those for the Smart Code Zoning District may be reduced.

**Section 1.41 – Building Disposition**

A. Newly platted lots shall be dimensioned according to Table 5 and Table 12.

B. Building disposition types shall be as shown in Table 5 and Table 9.

C. Buildings shall be disposed in relation to the boundaries of their lots according to Table 5, Table 9 and Table 10.

D. One principal building at the frontage, and one outbuilding to the rear of the principle building, may be built on each lot as shown in Table 5.

E. Lot coverage by building shall not exceed that shown in Table 5 and Table 12.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage build out on Table 5 and Table 12.

G. Setbacks for principle buildings shall be as shown in Table 5 and Table 12, or as established by regulating plan.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 5 and Table 12.

I. Civic buildings shall not be subject to the standards of this section.

**Section 1.42 – General Architectural Standards**

A. All buildings shall follow the requirements of the Architectural Standards Pattern Book.

B. The property owner(s) is responsible for ensuring compliance with all Architectural Standards. The City of North Little Rock shall issue a building permit only upon presentation of proof of architectural compliance.

C. Facades on public thoroughfares shall be brick, stone, terra cotta, glass, hard coat true stucco, stacked stone, wooden clapboard siding, or cemetitious clapboard siding, or other acceptable finishes as approved by the Smart Code Board of Adjustments through a request for variance.

D. Facades that are not on public thoroughfares may be any material permitted along a thoroughfare, along with metal, painted concrete masonry units or exterior insulation finishing systems (EIFS).

E. Civic buildings shall not be subject to the standards of this section.

F. Building façade materials shall be combined only horizontally, with the heavier below the lighter.

G. Chimneys visible from a street shall not be faced in wood or fiber cements siding and shall not be a metal or ceramic pipe. Chimneys shall be wrapped in a full-depth brick, stone or masonry finish material.

H. It is recommended that garage materials match those of the principal structure.

I. Roofs:

1. Roof shingles shall be slate, cedar, metal, asphalt or other synthetic material types.

2. Roof tiles shall be clay, terra cotta, concrete or other synthetic material types.

3. Gutters shall be copper, aluminum, factory finished sheet metal or galvanized steel.

4. Downspouts shall match the gutters in material and finish.

5. Metal flashing, where utilized, shall be copper, galvanized steel or factory finished sheet metal and shall be of a color that blends with other building material.

J. Foundations shall be constructed as a distinct building element that contrasts with façade materials. Exposed above-ground shall be parged with cement, stuccoed over or faced in full-depth brick, natural stone, or cast stone.

K. Where used, window shutters shall match one-half the width of the window opening.

L. Painted window or door glass is prohibited.

M. Shop fronts:

1. Shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4.

2. Shall provide glass that is clear, unpainted, and not tinted such that views into the building are obstructed.

3. Shall be vertically shaped with a height greater than width, including display windows but not transoms.

N. Primary facade windows shall provide glass that is clear, unpainted, and not tinted such that views into the building are obstructed.

O. Front yard fences shall be picket-wood, stone, composite materials or ornamental metal compatible with the adjacent building and with the finished side facing the street.

P. Front yard walls shall be faced with stone, brick, or smooth stucco.

Q. Retaining walls shall not exceed 32 inches in height

**Section 1.43 – Specific Architectural Standards**

A. Specific to Transect Zones T3, T4

1. Front facades shall provide windows for a minimum of 20% and maximum of 60% of the total front facade area, with the façade of each unit being calculated independently.

2. All front façade windows shall be vertically shaped with a height greater than width. The top and bottom of said windows shall be no higher and no lower than the top of the adjacent door frame.

3. Chimneys shall extend to the ground and shall be faced in brick or stacked stone. Chimneys shall extend between 3 and 6 feet above the roof line.

B. Specific to Transect Zones T5, T6

1. All stories on front facades above the ground floor shall have windows and doors that equal a minimum of 30% and maximum of 60% of the total façade area, with each story being calculated independently.

2. Front façade upper story windows shall be equally sized, vertically, oriented, equally spaced and arranged in a grid pattern.

**Section 1.44 – General Landscape Standards**

A. Impermeable surfaces shall be confined to the ratio of lot coverage specified in Table 12.

B. Landscape standards will be provided in the Pattern Book. The landscape plans shall follow the requirements of the landscape standards. C. The property owner(s) is responsible for ensuring compliance with all landscape standards.

**Section 1.45 – Specific Landscape Standards**

A. Specific to Transect Zone T3

1. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 13)

2. Trees shall be naturalistically clustered.

B. Specific to Transect Zones T3

1. T3-T4: A minimum of one tree should be planted within the first layer of every lot for each 40 feet of frontage line where the building type permits. (See first layer illustration in Table 13)

C. Specific to Transect Zone T4

1. A minimum of one tree shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 13)

D. Specific to Transect Zones T5, T6

1. Trees shall not be required in the first layer.

2. The first layer may be paved or hardscape.

**Section 1.46 – General Parking Standards**

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 masked from the frontage by a building or street screen.

C. For buildings on B-Grids, open parking areas may be allowed unmasked on the frontage by a variance, except for the corner lots at intersections with the A-Grid.

**Section 1.47 – Specific Parking Standards**

A. Specific to Transect Zone T3

1. Open parking areas shall be located at the second and third lot layers, except that driveways, drop-offs and unpaved parking areas may be located at the first lot layer.

2. Garages shall be located at the third layer except that side-or-rear entry types may be allowed in the first or second layer by a variance.

3. Driveways at frontages shall be no wider than 10 feet in first layer

B. Specific to Transect Zone T4

1. All parking areas and garages shall be located at the second or third layer.

C. Specific to Transect Zones T5, T6

1. All parking lots, garages, and parking structures shall be located at the second or third layer.

2. Vehicular entrances to parking lots, garages, and parking structures shall be no wider than 24 feet at the frontage.

3. Pedestrian exits from all the parking lots, garages, and parking structures shall be directly to a frontage line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

4. Parking structures on the A-Grid shall have liner buildings limning the first and second stories.

5. A minimum of one space in a bicycle rack shall be provided within the public or private frontage for every 10 vehicular parking spaces.

**Section 1.48 – Parking Ratios**

A. Vehicular parking shall be required according to Table 8, as specified by use and Transect Zone.

**Section 1.49 – Variations in Parking Requirements**

A. On-street parking. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot

B. Shared parking. Shared parking may be provided according to the reduction for uses that have different peak parking requirements. Parking requirements may be reduced according to the sharing factor shown in Table 8. Shared parking is subject to the following standards:

1. The peak usage of the parking facility by one use is at a different time than the peak usage by another use.

2. The joint use of shared off-street parking between two or more uses may be made by contract between two or more adjacent property owners.

C. Satellite parking

1. The required parking may be provided within one-quarter mile of the site that it serves.

2. A parking lot used only for occasional use (use that occurs two or fewer days per week) or is temporary in nature (not exceeding 24 months), may be exempted from providing off-street parking by variance if sufficient on-street parking can be shown to exist within one-quarter mile.

3. A safe, direct, attractive, lighted and convenient pedestrian route shall exist or be provided between the off-site parking and the use being served.

D. Alley Parking. Parking in an alley is not prohibited; however space used for parking in an alley may not count toward parking requirements and is intended as overflow parking.

E. Change in Use. Developments which do not involve an increase of more than 25% in the building floor area or which will not increase the number of parking spaces required under this chapter by more than 25% may be exempted from the parking standard by variance.

**Section 1.50 – Loading Space**

A. Off-street loading space shall be provided for all retail or other commercial uses that receive regular delivery or shipping of goods, merchandise or equipment to the site by trucks. Loading space may not be used as parking.

B. Loading docks and service areas shall be permitted on frontages only by a variance.

C. Live-work units may use any alley or driveway access for loading space and are not required to have a separate loading space.

**Section 1.51 – Parking Design Standards**

A. Disabled parking shall be provided in accordance with the Americans with Disabilities Act.

B. Adjacent parking lots should be interconnected except in the case of existing steep topography between sites. Each parking area that is interconnected may reduce its minimum parking requirement by five percent.

C. Standard parking spaces should be 9 feet by 18 feet but may be adjusted as needed.

D. Parking should be accessed by an alley or rear lane.

E. Parking and loading areas shall be masked from the frontage by a liner building or street screen.

F. Location

1. T3: Open parking areas shall be located at the second and third lot layers, as shown in Tables 5 and 13. Driveway aprons and drop-offs may be located at the first layer. Outbuildings that include garage space shall be located in the third layer.

2. T4: All parking areas except for driveways shall be located in the third layer as illustrated in Tables 5 and 13. Parking areas should generally be accessed via rear lane. Driveway entrances are allowed within the first layer if a rear lane or alley is not permitted; however driveway entrances should be limited to 15 feet or less. Outbuildings that include garage space shall be located in the third layer.

3. T5-T6: All parking areas shall be located in the third lot layer as illustrated in Tables 5 and 13. Parking areas should generally be accessed via rear alley or lane. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet. Pedestrian entrances to all parking lots and parking structures open to the public shall be directly from a frontage line. Where applicable, outbuildings that include garage space shall be located in the third layer.

G. Off street parking lots shall include trees, plants and other landscape provisions. This landscape shall be specified in greater detail in the Landscape Pattern Book.

**Section 1.52 – Parking Construction Standards**

A. Parking and driving area surfaces may include asphalt, concrete, unit pavers or other dust-free paving treatment.

B. Porous or permeable paving materials are also permitted for parking and driving area surfaces. Permeable pavement areas may be exempted from the maximum lot coverage requirement by a variance.

C. Gravel shall be permitted by variance.

D. Curbing is recommended for all parking areas. It may be rolled curb or stone curb.

**Section 1.53 – General Signage Standards**

A. These signage standards shall regulate the design, height, location and size of signs to be visually complementary and compatible with the scale, and architectural style of the primary structures on the site. These standards shall supersede the North Little Rock Sign Ordinance. The process for obtaining a sign permit shall be as stated in Section 14.16.

B. Any other types of signage not specified in the ordinance or the Architectural and Landscape Pattern Book standards for the Smart Code Zoning District may only be approved by a variance approved by the Smart Code Board of Adjustments and must be visually complementary and compatible with the character of the other signage.

C. Billboards are prohibited.

D. An address number shall be attached to the building in proximity to the principal entrance or at mailbox, and shall meet all Fire and Building code requirements.

**Section 1.54 – Specific Signage Standards**

A. Transect Zones T3-T4 Standards

1. One projecting sign for each business may be permanently installed perpendicular to the façade and shall not exceed a total of 4 square feet. Projecting signs may be attached to the building or suspended from a post.

2. Signage may be externally lit in T4. Signage shall not be lit in T3.

B. Transect Zones T5-T6 Standards

1. Projecting signs, not to exceed 8 square feet for each separate business entrance, may be attached perpendicular to the facade.

2. All permitted wall signs shall face required street frontage except in complexes where a sign without street frontage would be the only means of identification for a tenant. The wall sign should be sized not to exceed 5% of the aggregate area of building elevation or 3 feet in height by 95% of the building length, whichever is greater. For buildings with multiple tenants or businesses, the total wall signage permitted per façade may be divided amongst all building tenants.

3. An awning sign may cover up to 50% of the total awning area. Awnings are permitted on any storefront as shown in Table 4.

4. Window signs located within a building are limited to 25% of the total window area.

5. Monument signs may be 32 square feet or less per side and less than 6 feet in height. Monument signs shall be at least 5 feet from any property line.

6. Sidewalk signs are movable freestanding signs that are typically double sided and placed near the entrance of a business to attract pedestrians. Sidewalk signs must be removed from the public right-of-way when the business is not open. Sidewalk signs may have changeable copy that is hand written, drawn, or printed. Electronic changeable copy is not permitted. Sidewalk signs shall not be located within 15 feet of a street corner.

7. Signage shall be externally lit, except that window signs may be neon lit.

**Section 1.55 – Civic Uses**

A. Civic uses may have one monument sign that is less than 24 square feet per side and less than 4 feet in height. Monument signs shall be at least 5 feet from any property line

B. Civic uses may also have one wall sign on each façade. The wall sign should be sized not to exceed 5% of the aggregate area of building facade.

C. Signage shall be externally lit.

**Section 1.56 – Building Mechanical and Accessory Features**

A. Fences and walls shall be permitted in the side and rear yards in all Transect Zones. Maximum height of a fence in a side yard is 6 feet. Maximum height of a fence in a rear yard is 8 feet.

B. Mechanical and accessory features shall not be located within the front yard.

C. When located on rooftops, mechanical and accessory features shall be incorporated in the design of the building and screened with materials similar to the building.

D. Dumpsters shall be entirely screened from view of any street with vertically enclosed opaque walls matching the materials of the principle structure.

E. No barbed wire, razor wire, chain link or similar elements shall be permitted.

F. Roof mounted lights prohibited. Roof mounted satellite dishes or telecommunication devices should be screened from public view and shall blend with the background of the building as practical.

**Section 1.57 – Special Requirements**

A. A Smart Code Regulating Plan may assign a special requirement that buildings along active streets may be designated for retail frontage with a shop front at sidewalk level along the entire length of the frontage. The shop front shall be no less than 50% glazed in clear glass and provided with an awning or an arcade overlapping the sidewalk as generally illustrated in Table 4. The first floor shall be confined to retail use through the depth of the first layer.

**Section 1.58 – Inapplicability of Certain Regulations**

A. Where the City of North Little Rock Zoning Ordinance and/or City of North Little Rock Subdivision Ordinance are in conflict with the intent of the Smart Code Zoning District, the Smart Code Zoning District Ordinance shall prevail. For example, within the Smart Code Zoning District Ordinance, certain regulations set forth in the City of North Little Rock Zoning Ordinance and City of North Little Rock Subdivision Ordinance shall either not apply or shall be modified, as follows.

**Section 1.59 – Inapplicability of Specified Subdivision Regulations**

A. Curb radius shall be not less than 5 feet.

B. Property line corners may be square instead of rounded

C. The minimum right-of-way, and minimum street widths shall conform to Section 1.21 thru 1.27 and Table 2 of the Smart Code Zoning Ordinance.

D. The paved width of alleys (lanes) may be not less than 12 feet.

E. Parking is allowed in alleys unless specifically prohibited by City ordinance.

F. Easements may be less than 10 feet in width if reviewed by the City Engineer and approved by the Planning Director.

G. Blocks of less than 200 feet in length shall be prohibited.

H. The setback requirements in Section 1.31 thru 1.43 and Tables 5 and 12 of the Smart Code Zoning Ordinance, shall apply.

I. Curbs and gutters may have a 12 inch pan with a rectangular or trapezoidal curb.

J. Open ditches on the site may be restored to natural stream or landscaped stream conditions.

K. Detention basins on the site may be restored to natural stream or landscaped stream conditions.

L. There is no minimum or maximum distance the sidewalk edge must be from the curb.

M. Street lighting designed to minimize light pollution is recommended, generally involving lower intensities and shielding or cut-off. In case of conflicts with current standards and spacing prescribed by the City, the property owner(s) is encouraged to negotiate revisions or exceptions to the standards and spacing with the City of North Little Rock Electric Department.

**Section 1.60 – Inapplicability of Specified Zoning Regulations**

A. Within the Smart Code Zoning District Ordinance, certain regulations set forth in the Zoning Ordinance shall either not apply or shall be modified, as follows:

B. Lot, yard and height regulations shall be those set forth in Appendix D and Tables 5 and 12 of the Smart Code Zoning District Ordinance rather than those set forth in Zoning Ordinance Articles 4-9.

C. Development criteria for commercial and office space shall be those set forth in Appendix D of the Smart Code Zoning District Ordinance, rather than those set forth in Zoning Ordinance Article 5.

D. Parking requirements, including but not limited to off-street parking, loading and parking area landscaping requirements shall be those set forth in Appendix D and Table 3 of the Smart Code Zoning District Ordinance rather that those set forth in the Zoning Ordinance - Article 13.

E. Placement, size, and maximum rear yard coverage of outbuildings and ancillary buildings shall be governed by Appendix D and Table 5 of the Smart Code Zoning District Ordinance, rather than those set forth in the Zoning Ordinance Section 12.2.

F. The maximum building heights shall be as specified in Appendix D and Tables 5 and 12 of the Smart Code Zoning District Ordinance rather than those set forth in the Zoning Ordinance Articles 4-9.

G. Architectural matters shall be governed by the Architectural Pattern Book as stipulated in Appendix D.

H. Maximum impermeable surface shall be governed by Appendix D and Table 12 of the Smart Code Zoning District Ordinance.

I. The provisions of Article 15 of the Zoning Ordinance regarding landscaping shall be governed by the landscape standards submitted with the preliminary plat, therefore the provisions of Article 15 shall not apply.

**Section 1.61 – Definitions of Terms**

A. This section provides definitions for terms in this code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this section, then the Planning Office shall determine the correct definition of the term.

**DEFINITIONS**

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

**Ancillary Unit:** an apartment not greater than 600 square feet sharing ownership and utility connections with a principal building. An ancillary unit may or may not be within an outbuilding. Ancillary units do not count toward maximum density calculations. (*see Tables 5, 12 and 13*)

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

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

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

**Avenue (AV):** a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues typically have at least two travel lanes (one in each direction) and parallel parking. Avenues may be equipped with a landscaped median. The public frontage has curb, gutter and sidewalk. When located in T3 and T4, Avenues usually have trees located in planters and when located in T5 and T6, Avenues usually have tree wells and wider sidewalks. Avenues become collectors upon exiting urban areas.

**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. (Syn: secondary grid.)

**Bicycle Lane (BL):** a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

**Bicycle Route (BR):** a thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.
**Bicycle Trail (BT):** a bicycle way running independently of a high-speed vehicular thoroughfare.

**Bill of Assurance:** a general description of any proposed covenants, restrictions and conditions applicable to the property included in the submitted plat.

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

**Block Face:** the aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

**Boulevard (BV):** a thoroughfare designed for high vehicular capacity and moderate speed that is typically located in T5 and T6. Boulevards are long-distance thoroughfares that serve a city-wide function by connecting urbanized areas. Boulevards typically have at least four travel lanes (two in each direction) and may have parallel parking. Boulevards are usually equipped with slip roads that buffer the sidewalks and buildings or with a median. The public frontage has curb, gutter, sidewalk and trees located in either planters or tree wells. Boulevards become arterials upon exiting urban areas.

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

**Building Configuration:** the form of a building, based on its massing, private frontage, and height.

**Building Disposition:** the placement of a building on its lot. (*see Tables 5, 9 & 13*)

**Building Function:** the uses accommodated by a building and its lot. (*see Table 10*)

**Building Height:** is measured as the vertical distance above the highest abutting ground plane measured to the highest point of a parapet or of a flat roof, the highest ridge of a pitched roof or of a mansard roof. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building height shall be measured from the average grade of the front thoroughfare. (*see Table 5*)

**Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

**By Right:** a proposal or a component of a proposal for a building or community plan that complies with the code and may thereby be 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 designed specifically for a civic function.

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

**Civic Space:** an outdoor area dedicated for public use. Civic space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their buildings. (*see Table 11*)

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

**Common Destination:** An area of focused community activity defining the approximate center of a pedestrian shed. It may include without limitation one or more of the following: a civic space, a civic building, a commercial center, a bus stop. A common destination may act as the social center of a neighborhood.

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

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

**Cottage**: A single-family dwelling, on a regular lot, often shared with an ancillary building in the rear yard.

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

**Curb:** the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The curb usually incorporates the drainage system.

**Density:** the number of dwelling units within a standard measure of land area, usually given as units per acre.

**Design Speed:** is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: very low: (below 20 MPH); low: (20-25 MPH); moderate: (25-35 MPH); high: (above 35 MPH). Lane width is determined by desired design speed.

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

**Elevation:** an exterior wall of a building not along a frontage line.

**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.

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

**Estate House**: A single-family dwelling on a very large lot of rural character, often shared by one or more Ancillary buildings. (Syn: Country house, Villa)

**Facade:** the exterior wall of a building that is set along a frontage line.

**Frontage:** The area adjacent to the street. This includes the public frontage and the front yard (the area of a private lot adjacent to the street).

**Frontage Line:** the lot lines that coincide with a public frontage. Facades along frontage lines define the public realm and are therefore more regulated than the elevations that coincide with other lot lines. (*see Table 3*)

**GIS (Geographic Information System):** a computerized program in widespread municipal use that organizes data on maps.

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

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

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

**Home Occupation:** non-retail commercial enterprises permitted in Zones T3-T6. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding.

**House**: A single-family dwelling on a large lot, often shared with an ancillary building in the rear yard.

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

**Infill:** a project within existing urban fabric.

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

**Layer:** a range of depth of a lot within which certain elements are permitted.

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

**Live-Work:** a fee-simple dwelling unit that contains a commercial component anywhere in the unit. (See Work-Live)

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

**Lot Line:** the boundary that legally and geometrically demarcates a lot (see frontage line). Such lines appear graphically on community and site plans. Codes reference lot lines as the baseline for measuring setbacks.

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

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

**Meeting Hall:** a building available for gatherings, including conferences. If constructed, the meeting hall may be used for the marketing purposes of the development.

**Mixed Use:** multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of Smart Code development from which many of its benefits are derived, including compactness, pedestrian activity, and parking space reduction.

**Neighborhood:** an urbanized area that is primarily residential. A neighborhood shall be based upon a partial or entire standard pedestrian shed. The physical center of the neighborhood should be located at an important traffic intersection associated with a civic or commercial institution.

**Net Developable Area, Net Site Area:** the developable areas of a site.

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

**Outbuilding:** an accessory building, usually located towards the rear of the same lot as a principal building. It is sometimes connected to the principal building by a single-story structure. Outbuildings shall not include more than 700 square feet of habitable space.

**Parking Structure:** a building containing two or more stories of parking. Parking structures shall have liner buildings at the first story or higher.

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

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

**Pattern Book:** a book establishing standards for all development within the Smart Code Regulating Plan for 1) Architecture such as building design, style, materials and colors; and 2) Landscaping such as trees, plans and layout.

**Pedestrian Shed:** An area, approximately circular, that is centered on a common destination. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. The common destination should have the present or future capacity to accommodate a T5 or T6 Transect Zone.

**Pedestrian Shed - Long:** A pedestrian shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the common destination. People have been shown to walk ten minutes to transit.

**Pedestrian Shed - Standard:** An area, approximately circular, that is centered on a Common Destination. A pedestrian shed is applied to determine the approximate size of a neighborhood. A standard pedestrian shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive.

**Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

**Principal Building:** the main building on a lot, usually located toward the frontage.

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

**Public Frontage:** the area between the curb of the vehicular lanes and the frontage line. Elements of the public frontage include the type of curb, walk, planter, street tree and streetlight.

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

**Rear Lane (LA):** a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by inverted crown or percolation.

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

**Regulating Plan:** a plan that reflects the character of the overall development, shows the phasing for the entire tract, and assigns Transect Zones to the entire Smart Code Zoning District development.

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

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

**Retail Frontage Line:** Frontage lines designated on a community plan that require the provision of a shop front, causing the ground level to be available for Retail use.

**Road (RD):** a thoroughfare of low vehicular speed and capacity that is located in T3 and T4. Roads are local and suburban thoroughfares with low intensity residential uses. Roads are two-way travel and do not usually have parking. The public frontage may have curb and gutter or swales; sidewalks, walking paths or bicycle trails; and trees located in planters or natural clusters.

**Rowhouse**: a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line (Syn: Townhouse).

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

**Service Boundary Line:** the extent of potential or feasible urban growth as determined by the extension of infrastructure, principally sewer.

**Setback:** the area of a lot measured from the lot lines to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first Story level) which are permitted to encroach into the setback.

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

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

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

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

**Story:** a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling.

**Street (ST):** a local urban thoroughfare of low speed and capacity that is located in T3, T4 and T5. Streets are local thoroughfares in urban areas with predominately residential uses. Streets may have one or two-way travel, typically with one or two travel lanes and parallel parking. Streets have curb, gutter, sidewalks and trees located in planters.

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

**Street screen:** A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot or storage from the thoroughfare. Street screens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building façade or may be a hedge or fence. Street screens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all Street screens over 4 feet high should be permeable or articulated to avoid blank walls.

**Substantial Modification:** Any extension, repair, reconstruction, or other improvements of a property, the cost of which equals or exceeds 50 percent of the fair market value of a property

either before the improvement is started or, if the property has been damaged and is being restored, before the damage occurred.

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

**Thoroughfare:** a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

**Town Center:** the mixed-use center or main commercial corridor of a community. A town center in a hamlet or small Smart Code may consist of little more than a meeting hall, corner store, and main civic space or may be a substantial downtown commercial area, often connected to other town centers by transit.

**Townhouse: (**See Rowhouse)

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

**Transect Zone (T-Zone):** Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the public Streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core (*see Table 1*).

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

**Type:** a category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. (See Building Type)

**Variance**: an exception to the strict interpretation of the Smart Code Zoning District standards, the approved Smart Code Regulating Plan or the Pattern Book which may be granted by the Smart Code Board of Adjustment when strict enforcement of the same would cause undue hardship due to circumstances unique to the individual property under consideration.

**Urban Street (US):** a thoroughfare of low speed and capacity that is located in T5 and T6. Urban streets are local thoroughfares in urban centers with more intensive commercial or civic uses. Urban streets may have one or two-way travel, typically with one or two travel lanes and parallel or angle parking. The public frontage has curb, gutter and wider sidewalks. Urban streets may have trees located in tree wells.

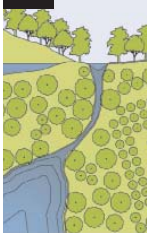
**Work-Live:** a fee-simple mixed-use unit with a substantial Commercial component that may accommodate employees and walk-in trade. (See Live-Work)

**Section 1.62 – Standards and Tables**

A. The Tables and their associated metrics are an integral part of the Smart Code Zoning District Ordinance.

## TABLE 1: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone.

**T1**



T-1 NATURAL

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.

| | |
|---|---|
| General Character: | Natural landscape with some agricultural use |
| Building Placement: | Not applicable |
| Frontage Types: | Not applicable |
| Typical Building Height: | Not applicable |
| Type of Civic Space: | Parks, Greenways |

**T2**

T-2 RURAL

T-2 Rural Zone consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.

| | |
|---|---|
| General Character: | Primarily agricultural with woodland & wetland and scattered buildings |
| Building Placement: | Variable Setbacks |
| Frontage Types: | Not applicable |
| Typical Building Height: | 1- to 2-Story |
| Type of Civic Space: | Parks, Greenways |

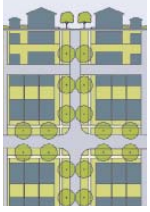
**T3**

T-3 SUB-URBAN

T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that 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.

| | |
|---|---|
| General Character: | Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally |
| Building Placement: | Large and variable front and side yard Setbacks |
| Frontage Types: | Porches, fences, naturalistic tree planting |
| Typical Building Height: | 1- to 2-Story with some 3-Story |
| Type of Civic Space: | Parks, Greenways |

**T4**

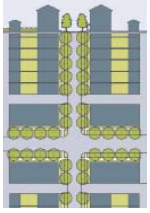


T-4 GENERAL URBAN

T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.

| | |
|---|---|
| General Character: | Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians |
| Building Placement: | Shallow to medium front and side yard Setbacks |
| Frontage Types: | Porches, fences, Dooryards |
| Typical Building Height: | 2- to 3-Story with a few taller Mixed Use buildings |
| Type of Civic Space: | Squares, Greens |

**T5**

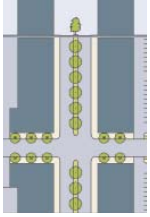


T-5 URBAN CENTER

T-5 Urban Center Zone consists of higher density mixed use building that accommodate etail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

| | |
|---|---|
| General Character: | Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activit |
| Building Placement: | Shallow Setbacks or none; buildings oriented to street defining a street wall |
| Frontage Types: | Stoops, Shopfronts, Galleries |
| Typical Building Height: | 3- to 5-Story with some variation |
| Type of Civic Space: | Parks, Plazas and Squares, median landscaping |

**T6**



T-6 URBAN CORE

T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. Typically only large towns and cities have an Urban Core Zone.

| | |
|---|---|
| General Character: | Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity |
| Building Placement: | Shallow Setbacks or none; buildings oriented to street, defining a street wall |
| Frontage Types: | Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades |
| Typical Building Height: | 4-plus Story with a few shorter buildings |
| Type of Civic Space: | Parks, Plazas and Squares; median landscaping |

## TABLE 2A: Vehicular Lane Dimensions.

This table assigns lane widths to Transect Zones. The Design ADT (Average Daily Traffic) is the determinant for each of these sections. The most typical assemblies are shown in Table 2B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Variance.

| DESIGN SPEED | TRAVEL LANE WIDTH | T1 | T2 | T3 | T4 | T5 | T6 |
|---|---|---|---|---|---|---|---|
| Below 20 mph | 8 feet | ■ | ■ | ■ | ▫ | | |
| 20-25 mph | 9 feet | ■ | ■ | ■ | ■ | ▫ | ▫ |
| 25-35 mph | 10 feet | ■ | ■ | ■ | ■ | ■ | ■ |
| 25-35 mph | 11 feet | ■ | ■ | | | ■ | ■ |
| Above 35 mph | 12 feet | ■ | ■ | | | ■ | ■ |

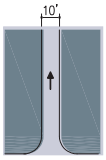
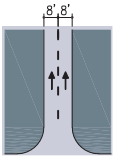
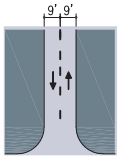
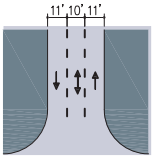
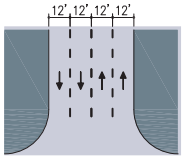
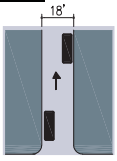
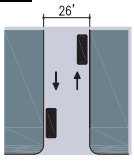
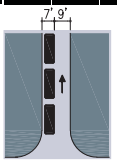
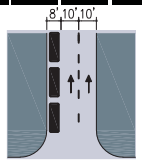
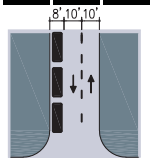
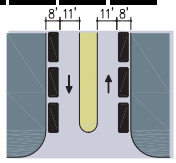
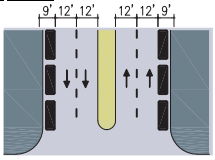
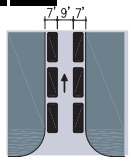
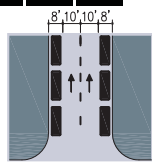
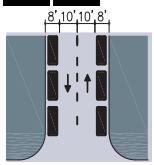
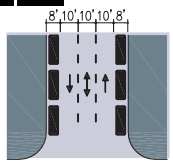
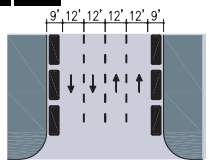
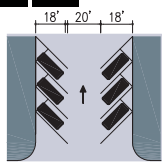
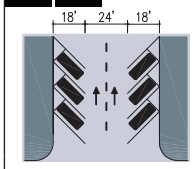
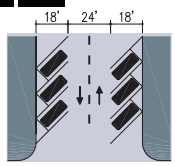
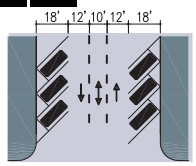
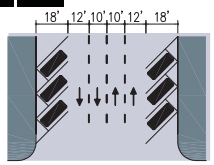
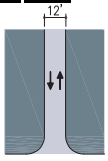
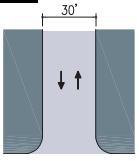
| DESIGN SPEED | PARKING LANE WIDTH | | | | | | |
|---|---|---|---|---|---|---|---|
| 20-25 mph | (Angle ) 18 feet | | | | | ■ | ■ |
| 20-25 mph | (Parallel) 7 feet | | | | ■ | | |
| 25-35 mph | (Parallel) 8 feet | | | ■ | ■ | ■ | ■ |
| Above 35 mph | (Parallel) 9 feet | | | | | ■ | ■ |

| DESIGN SPEED | EFFECTIVE TURNING RADIUS | | | | | | |
|---|---|---|---|---|---|---|---|
| Below 20 mph | 5-10 feet | | | ■ | ■ | ■ | ■ |
| 20-25 mph | 10-15 feet | ■ | ■ | ■ | ■ | ■ | ■ |
| 25-35 mph | 15-20 feet | ■ | ■ | ■ | ■ | ■ | ■ |
| Above 35 mph | 20-30 feet | ■ | ■ | | | ▫ | ▫ |

■ BY RIGHT

▫ BY VARIANCE

## TABLE 2B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and turning radii assembled to create thoroughfares. Dimensions shown here are examples and may vary in implementation.

| | ONE WAY MOVEMENT | | TWO WAY MOVEMENT | | |
|---|---|---|---|---|---|
| a. NO PARKING | T1 T2 T3   | T1 T2 T3   | T1 T2 T3 T4   | T1 T2   | T1 T2   |
| Design AADT | 300 VPD | 600 VPD | 2,500 VPD | 22,000 VPD | 36,000 VPD |
| Pedestrian Crossing | 3 Seconds | 5 Seconds | 5 Seconds | 9 Seconds | 13 Seconds |
| Design Speed | 20-30 MPH | Below 20 MPH | 20-25 MPH | 25-35 MPH | 35 MPH and above |
| b. PARKING BOTH SIDES PARALLEL ALTERNATE YIELD | T3 T4   | | T3 T4   | | |
| Design ADT | 1,000 VPD | | 1,000 VPD | | |
| Pedestrian Crossing | 5 Seconds | | 7 Seconds | | |
| Design Speed | Below 20 MPH | | Below 20 MPH | | |
| c. PARKING ONE SIDE PARALLEL | T3 T4 T5 T6   | T3 T4 T5 T6   | T3 T4 T5 T6   | T3 T4 T5 T6   | T5 T6   |
| Design ADT | 5,000 VPD | 18,000 VPD | 16,000 VPD | 15,000 VPD | 32,000 VPD |
| Pedestrian Crossing | 5 Seconds | 8 Seconds | 8 Seconds | 11 Seconds | 13 Seconds |
| Design Speed | 20-30 MPH | 25-30 MPH | 25-30 MPH | 25-30 MPH | 35 MPH and above |
| d. PARKING BOTH SIDES PARALLEL | T4 T5   | T4 T5 T6   | T4 T5 T6   | T5 T6   | T5 T6   |
| Design ADT | 8,000 VPD | 20,000 VPD | 15,000 VPD | 22,000 VPD | 32,000 VPD |
| Pedestrian Crossing | 7 Seconds | 10 Seconds | 10 Seconds | 13 Seconds | 15 Seconds |
| Design Speed | Below 20 MPH | 25-30 MPH | 25-30 MPH | 25-30 MPH | 35 MPH and above |
| e. PARKING BOTH SIDES DIAGONAL | T5 T6   | T5 T6   | T5 T6   | T5 T6   | T5 T6   |
| Design ADT | 18,000 VPD | 20,000 VPD | 15,000 VPD | 22,000 VPD | 31,000 VPD |
| Pedestrian Crossing | 15 Seconds | 17 Seconds | 17 Seconds | 20 Seconds | 23 Seconds |
| Design Speed | Below 20 MPH | 20-25 MPH | 20-25 MPH | 25-30 MPH | 25-30 MPH |
| f. PARKING ACCESS | | | T3 T4 T5   | T5 T6   | |
| Design ADT | | | | | |
| Pedestrian Crossing | | | 4 Seconds | 8 Seconds | |
| Design Speed | | | Below 20 MPH | Below 20 MPH | |

## TABLE 2C: Thoroughfare Assemblies. These thoroughfares are assembled from the elements that appear in Tables 2A and 2B and incorporate the Public Frontages from Table 3B and 3B. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. Dimensions shown in the examples may vary within given ranges in implementation.

### THOROUGHFARE STANDARDS

| | LA-XX-XX | AL-XX-XX |
|---|---|---|
| Thoroughfare Type | Lane | Alley |
| Transect Zone Assignment | T3 & T4 | T5 & T6 |
| Right-of-Way Width | 8-24 feet | 14-24 feet |
| Pavement Width | 10-14 feet | 14-24 feet |
| Capacity | Very Low Capacity | Very Low Capacity |
| Movement | Yield Movement | Yield or Slow Movement |
| Design Speed | 8-10 MPH | 8-10 MPH |
| Pedestrian Crossing Time | 2.5-3.5 seconds | 2.5-6.5 seconds |
| Traffic Lanes | 1-2 lanes | 1-2 lanes |
| Parking Lanes | None | None |
| Curb Radius | 2-10 feet | 2-10 feet |
| Walkway Type | None | None |
| Planter Type | None | None |
| Curb Type | No Curb - Inverted Crown Pavement | No Curb - Inverted Crown Pavement |
| Landscape Type | None | None |
| Transportation Provision | None | None |

### KEY

**ST-57-20-BL**

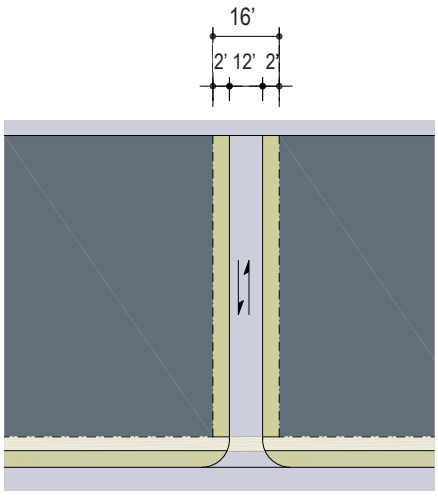
- ST — Thoroughfare Type
- 57 — Right of Way Width
- 20 — Pavement Width
- BL — Transportation

### THOROUGHFARE TYPES

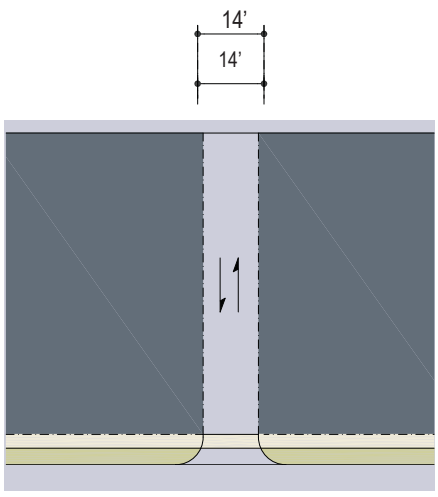
| | |
|---|---|
| Boulevard: | BV |
| Avenue: | AV |
| Urban Street: | US |
| Street: | ST |
| Road: | RD |
| Alley: | AL |
| Lane: | LA |
| Bicycle Path: | BP |
| Bicycle Lane: | BL |
| Bicycle Route: | BR |
| Path: | PT |
| Transit Route: | TR |

### THOROUGHFARE EXAMPLES

Example: LA-16-12




Example: AL-14-14



## TABLE 2C: Thoroughfare Assemblies. These thoroughfares are asseembled from the elements that appear in Tables 2A and 2B and incorporate the Public Frontages from Table 3A and 3B. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. Dimensions shown in the examples may vary within given ranges in implementation.

### THOROUGHFARE STANDARDS

| | RD-XX-XX | ST-XX-XX |
|---|---|---|
| Thoroughfare Type | Road | Street |
| Transect Zone Assignment | T1, T2, T3, T4 | T3, T4, T5 |
| Right-of-Way Width | 30-60 feet | 40-60 feet |
| Pavement Width | 14-24 feet | 18-36 feet |
| Capacity | Low Capacity | Low Capacity |
| Movement | Slow Movement | Slow or Yield Movement |
| Design Speed | 15-20 MPH | 20-25 MPH |
| Pedestrian Crossing Time | 4-7 seconds | 7-10 seconds |
| Traffic Lanes | 2 lanes | 1-2 lanes |
| Parking Lanes | None | Parallel One or Both Sides |
| Curb Radius | 10-25 feet | 5-15 feet |
| Walkway Type | 4-8 ft. Sidewalk or Path optional | 4-15 foot Sidewalk |
| Planter Type | Continuous planter or swale | Continuous planter or Tree Well |
| Curb Type | Curb or Swale | Curb |
| Landscape Type | Trees clustered at 40' o.c. Avg. | Trees at 40' o.c. Avg. |
| Transportation Provision | BR | BR |

**KEY** **ST-57-20-BL**

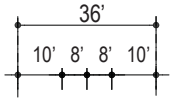
- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

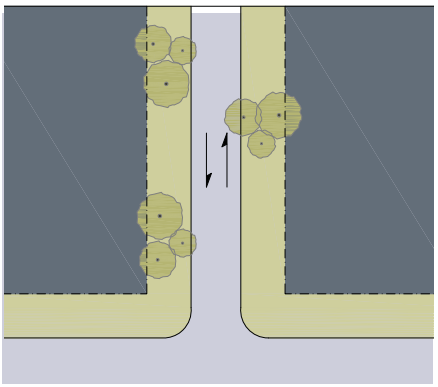
### THOROUGHFARE TYPES

| | |
|---|---|
| Boulevard: | BV |
| Avenue: | AV |
| Urban Street: | US |
| Street: | ST |
| Road: | RD |
| Alley: | AL |
| Lane: | LA |
| Bicycle Path: | BP |
| Bicycle Lane: | BL |
| Bicycle Route: | BR |
| Path: | PT |
| Transit Route: | TR |

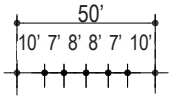
### THOROUGHFARE EXAMPLES

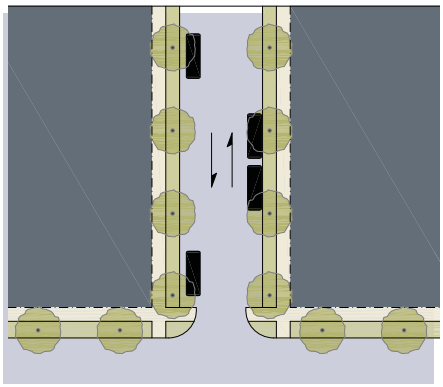
Example: RD-36-16



Example: ST-50-30



## TABLE 2C: Thoroughfare Assemblies.

These thoroughfares are asseembled from the elements that appear in Tables 2A and 2B and incorporate the Public Frontages from Table 3. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. Dimensions shown in the examples may vary within given ranges in implementation.

### THOROUGHFARE STANDARDS

| | US-XX-XX | AV-XX-XX |
|---|---|---|
| Thoroughfare Type | Urban Street | Avenue |
| Transect Zone Assignment | T5, T6 | T3, T4, T5, T6 |
| Right-of-Way Width | 40-100 feet | 60-90 feet |
| Pavement Width | 20-80 feet | 36-56 feet |
| Capacity | High Capacity | High Capacity |
| Movement | Slow Movement | Slow Movement |
| Design Speed | 25 MPH | 25 MPH |
| Pedestrian Crossing Time | 8-12 seconds | 12-16 seconds |
| Traffic Lanes | 1-2 lanes | 2-4 lanes |
| Parking Lanes | One or Both Sides, parallel or angle | Parallel Both Sides |
| Curb Radius | 5-15 feet | 5-15 feet |
| Walkway Type | 12-24 foot Sidewalk | 6-24 foot Sidewalk |
| Planter Type | Tree well | 5-15 foot Continuous planter |
| Curb Type | Curb | Curb |
| Landscape Type | Trees at 40' o.c. Avg. optional | Trees at 40' o.c. Avg. |
| Transportation Provision | BL | BR, TR |

**KEY** **ST-57-20-BL**

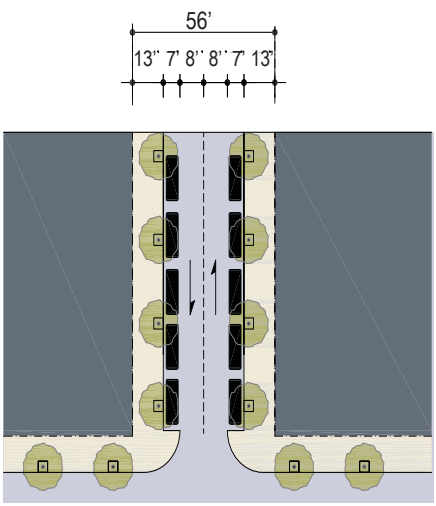
- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

### THOROUGHFARE TYPES

| | |
|---|---|
| Boulevard: | BV |
| Avenue: | AV |
| Urban Street: | US |
| Street: | ST |
| Road: | RD |
| Alley: | AL |
| Lane: | LA |
| Bicycle Path: | BP |
| Bicycle Lane: | BL |
| Bicycle Route: | BR |
| Path: | PT |
| Transit Route: | TR |

### THOROUGHFARE EXAMPLES

Example: US-56-30




Example: AV-84-50

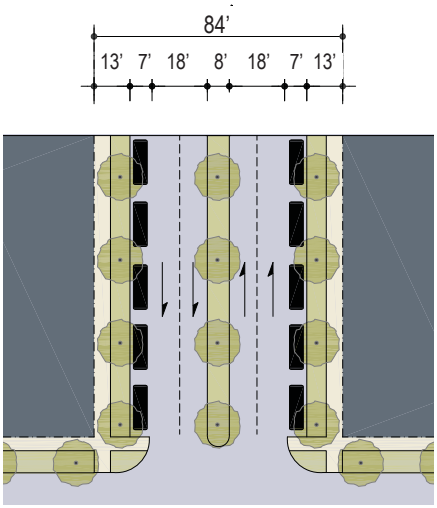


TABLE 2C: Thoroughfare Assemblies. These thoroughfares are asseembled from the elements that appear in Tables 2A and 2B and incorporate the Public Frontages from Table 3A and 3B. The key gives the thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability. Dimensions shown in the examples may vary within given ranges in implementation.

## THOROUGHFARE STANDARDS

BV-XX-XX

| | |
|---|---|
| Thoroughfare Type | Boulevard |
| Transect Zone Assignment | T5, T6 |
| Right-of-Way Width | 100-135 feet |
| Pavement Width | 20 feet - 43 feet - 20 feet (average) |
| Capacity | high capacity |
| Movement | Free Movement |
| Design Speed | 35 MPH |
| Pedestrian Crossing Time | 6 seconds - 13 seconds - 6 seconds (average) |
| Traffic Lanes | 4 lanes & optional two one-way slip roads |
| Parking Lanes | Parallel both sides optional |
| Curb Radius | 5-15 feet |
| Walkway Type | 5-15 foot Sidewalk |
| Planter Type | 5-15 foot Continuous planter |
| Curb Type | Curb |
| Landscape Type | Trees at 40' o.c. Avg. |
| Transportation Provision | BR, TR |

**KEY** **ST-57-20-BL**

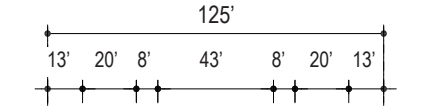
- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

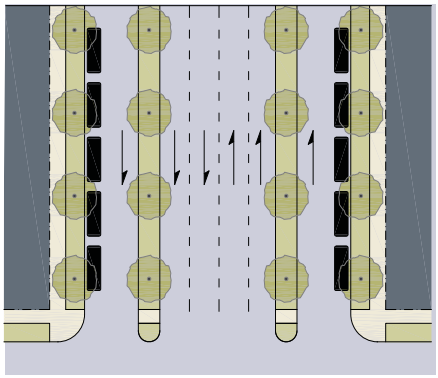
### THOROUGHFARE TYPES

| | |
|---|---|
| Boulevard: | BV |
| Avenue: | AV |
| Urban Street: | US |
| Street: | ST |
| Road: | RD |
| Alley: | AL |
| Lane: | LA |
| Bicycle Path: | BP |
| Bicycle Lane: | BL |
| Bicycle Route: | BR |
| Path: | PT |
| Transit Route: | TR |

## THOROUGHFARE EXAMPLES

Example: BV-125-43



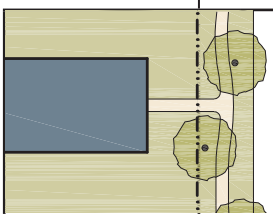



## TABLE 3A: Public Frontages - General. The Public Frontage is the area between the private lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B (Public Frontages - Specific)

PLAN

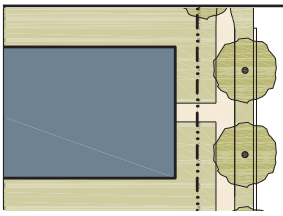
LOT PRIVATE FRONTAGE ► | R.O.W. ◄ PUBLIC FRONTAGE

a. (RD) For Roads: This frontage may have curb & gutter or open swales drained by percolation and sidewalks or a walking path or bicycle trail along one or both sides. Yield parking is optional. The landscaping consists of trees in a clustered or regular spaced pattern.



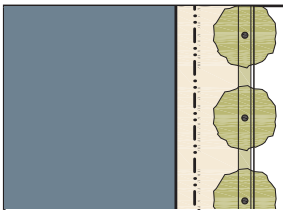
T3
T4

b. (ST) (AV) For Street or Avenues: This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees aligned in a regularly spaced pattern.



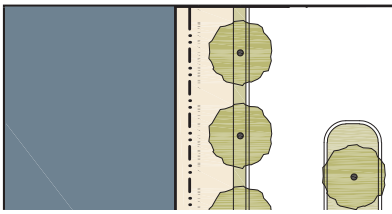
T3
T4
T5

c. (US) (AV) For Urban Streets or Avenues: This frontage has raised curbs drained by inlets; wide sidewalks along both sides separated from vehicular lanes by tree wells; and parking on both sides. The landscaping may consist of trees aligned in a regularly spaced pattern where possible. This public frontage may be encroached upon by building awnings or arcades.



T5
T6

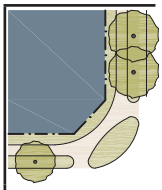
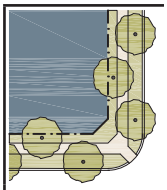
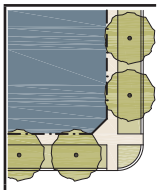
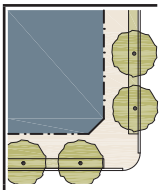
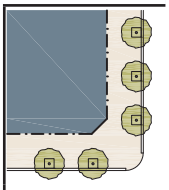
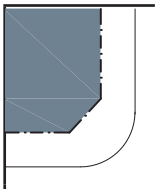
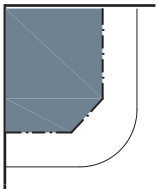
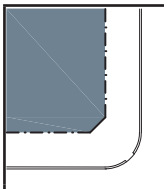
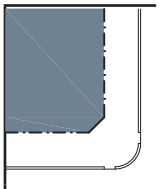
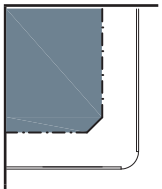
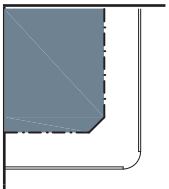
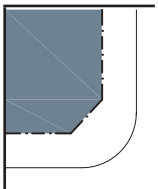
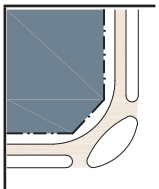
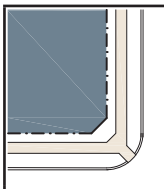
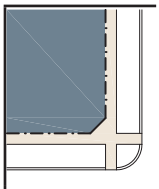
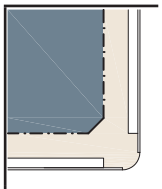
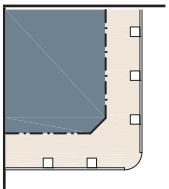
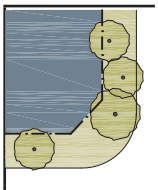
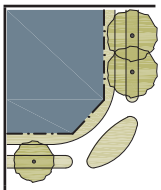
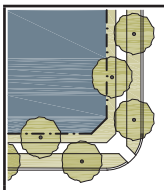
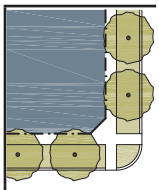
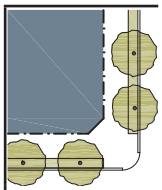
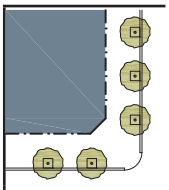
d. (BV) For Boulevards: This frontage often has slip roads on both sides. It consists of raised curbs drained by inlets and sidewalks along both sides, separated from the vehicular lanes by planters. The landscaping consists of double rows of street trees aligned in a regularly spaced pattern.



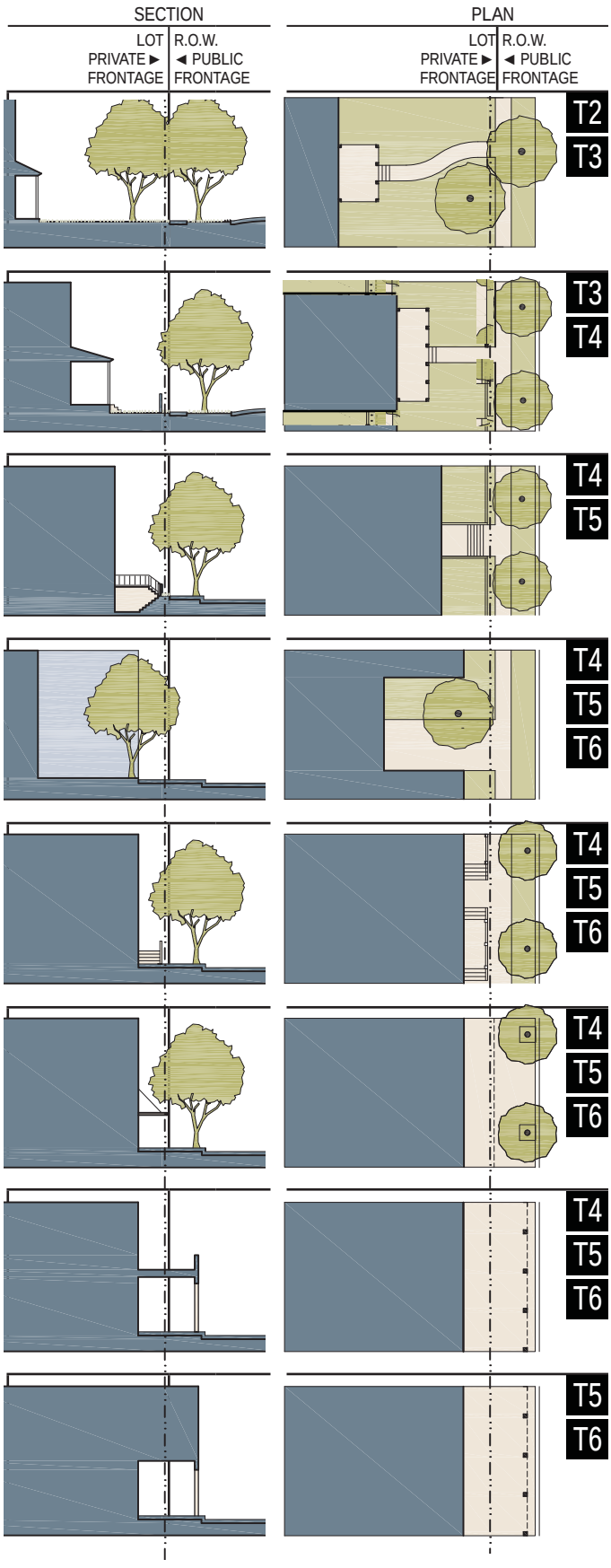
T5
T6

## Table 3B: Public Frontages - Specific. This table assembles prescriptions and dimensions for the public frontage elements - curbs, walkways and planters – relative to specific thoroughfare types within Transect Zones. Table 2C assembles all of the elements for the various street types.

RURAL ⟷ TRANSECT ⟷ URBAN

| TRANSECT ZONE / Public Frontage Type | T1 T2 T3 RD | T2 T3 T4 RD | T3 T4 ST | T4 T5 US-AV | T5 T6 US-AV-BV | T5 T6 US-AV-BV |
|---|---|---|---|---|---|---|
| a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape. |  |  |  |  |  |  |
| Total Width | 16-24 feet | 10-24 feet | 7-20 feet | 7-20 feet | 11-28 feet | 13-36 feet |
| b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage. |  |  |  |  |  |  |
| Type | Open Swale | Open Swale | Raised Curb | Raised Curb | Raised Curb | Raised Curb |
| Radius | 10-30 feet | 10-30 feet | 2-15 feet | 2-20 feet | 2-25 feet | 2-25 feet |
| c. Walkway: The pavement dedicated exclusively to pedestrian activity. |  |  |  |  |  |  |
| Type | Path Optional | Path | Sidewalk | Sidewalk | Sidewalk | Sidewalk |
| Width | n/a | 4-8 feet | 4-8 feet | 4-8 feet | 8-20 feet | 10-30 feet |
| d. Planter: The layer which accommodates street trees and other landscape. |  |  |  |  |  |  |
| Arrangement | Clustered | Clustered | Regular | Regular | Regular | Semi-Regular |
| Planter Type | Continuous Swale | Continuous Swale | Continuous Planter | Continuous Planter | Continuous Planter | Tree Well |
| Planter Width | 8 feet-16 feet | 6 feet-16 feet | 3 feet-12 feet | 3 feet-12 feet | 3 feet-8 feet | 3 feet-6 feet |

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




a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback may provide a buffer from the higher speed thoroughfares.

T2 T3

b. Porch & Yard: a frontage wherein the facade is set back from the frontage line. An attached porch may encroach upon the setback. A fence should be constructed between the sides of adjacent buildings. The porches should be no less than 8 feet deep.

T3 T4

c. Terrace or Light Court: a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public access. The terrace is suitable for conversion to outdoor cafes.

T4 T5

d. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created can be 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.

T4 T5 T6

e. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.

T4 T5 T6

f. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It includes shopfront windows at the sidewalk level and awnings that may overhang the sidewalk area.

T4 T5 T6

g. Gallery: a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overhanging the sidewalk. This type is conventional for retail use. The gallery should be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

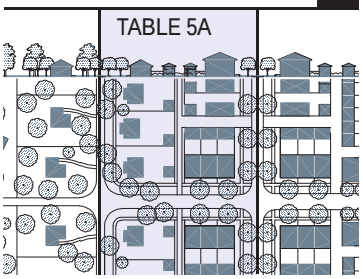
T4 T5 T6

h. Arcade: a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade should be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

T5 T6

# TABLE 5A: Building Plans

T3




(see Table 1)

| RESIDENTIAL DENSITY | |
|---|---|
| 6 units per acre | |

| BUILDING HEIGHT (see Table 12) | |
|---|---|
| a. Principal Building | 25 ft to eave |
| b. Outbuilding | 2 stories max. |

| LOT OCCUPATION | |
|---|---|
| a. Lot Width | 50 ft. min |
| b. Lot Coverage | 60% max |

| PRINCIPAL BUILDING SETBACK | |
|---|---|
| a. Front Setback | 20 ft. min. |
| b. Side Street Setback | 8 ft. min. |
| c. Side Setback | 6 ft. min. |
| d. Rear Setback | 12 ft. min. |

| OUTBUILDING SETBACK | |
|---|---|
| a. Front Setback | Prin. Bldg + 20 ft. min. |
| b. Side Street Setback | 8 ft. min. |
| c. Side Setback | 3 ft. min. |
| d. Rear Setback | 6 ft. min.* |

| PRIVATE FRONTAGES (see Table 4) | |
|---|---|
| a. Common Lawn | permitted |
| b. Porch & Yard | permitted |
| c.Terrace or L.C. | prohibited |
| d. Forecourt | prohibited |
| e. Stoop | prohibited |
| f Shopfront & Awning | prohibited |
| g. Gallery | prohibited |
| h. Arcade | prohibited |

| BUILDING TYPE (see Table 9) | |
|---|---|
| a. Edgeyard | permitted |
| b. Sideyard | prohibited |
| c. Rearyard | prohibited |
| d. Courtyard | prohibited |

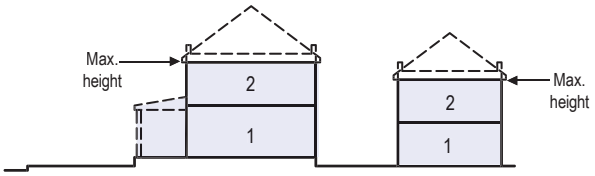
Refer to Summary Table 10

| PARKING PROVISIONS |
|---|
| See Table 8 |

*Setback may be reduced to 2 ft. where an alley is provided.

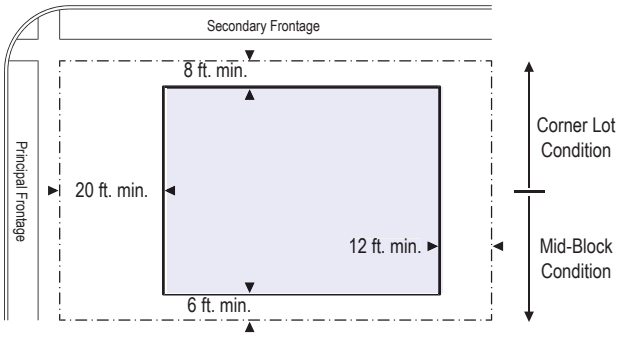
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 15 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



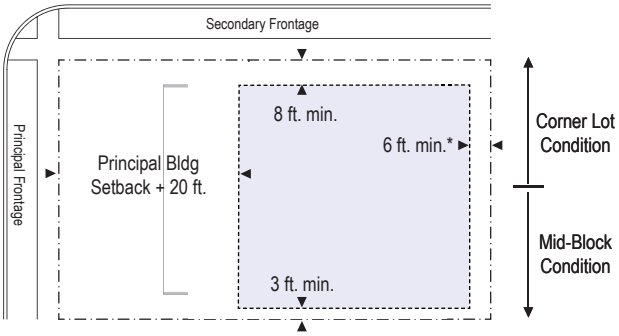

## BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.



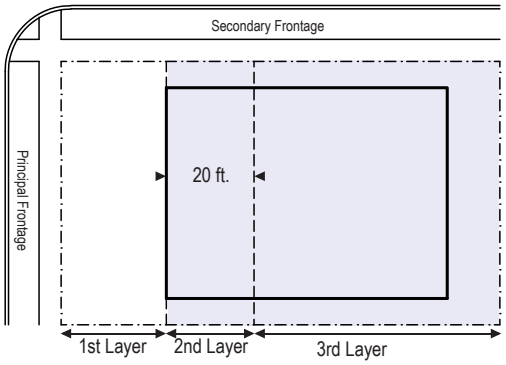

## OUTBUILDING DISPOSITION

1. The Outbuilding Setbacks shall be distanced from the lot lines as shown.
2. The Outbuilding Front Setback shall be the sum of the distance between the Principal Building and the lot line plus an additional 20 feet.



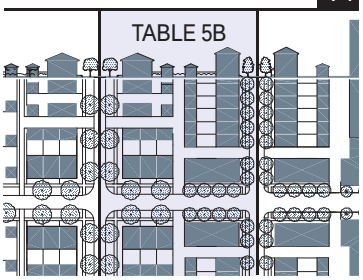

## PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 13).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 13).
3. Trash containers shall be stored within the 3rd Layer.



# TABLE 5B: Building Plans

T4




(see Table 1)

| RESIDENTIAL DENSITY | |
|---|---|
| 12 units per acre | |

| BUILDING HEIGHT (see Table 12) | |
|---|---|
| a. Principal Building | 3 stories max. |
| b. Outbuilding | 2 stories max. |

| LOT OCCUPATION | |
|---|---|
| a. Lot Width | 18 ft min. |
| b. Lot Coverage | 70% max. |

| PRINCIPAL BUILDING SETBACK | |
|---|---|
| a. Front Setback | 6 ft. min. 20 ft. max. |
| b. Side Street Setback | 4 ft. min. |
| c. Side Setback | 0 ft. min. |
| d. Rear Setback | 3 ft. min.* |

| OUTBUILDING SETBACK | |
|---|---|
| a. Front Setback | 20 ft. min. + bldg. setback |
| b. Side Street Setback | 3 ft. min. |
| c. Side Setback | 0 ft. min. |
| d. Rear Setback | 2 ft. min. |

| PRIVATE FRONTAGES (see Table 4) | |
|---|---|
| a. Common Lawn | prohibited |
| b. Porch & Yard | permitted |
| c.Terrace or L.C. | permitted |
| d. Forecourt | permitted |
| e. Stoop | permitted |
| f. Shopfront & Awning | permitted |
| g. Gallery | permitted |
| h. Arcade | prohibited |

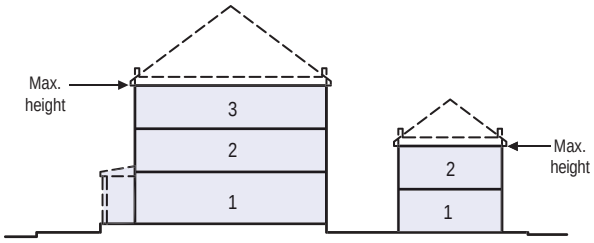
| BUILDING TYPE (see Table9) | |
|---|---|
| a. Edgeyard | permitted |
| b. Sideyard | permitted |
| c. Rearyard | permitted |
| d. Courtyard | permitted |

Refer to Summary Table 12

| PARKING PROVISIONS |
|---|
| See Table 8 |

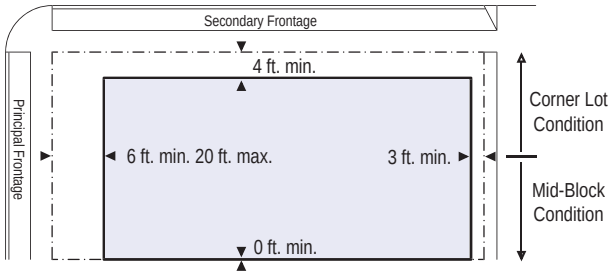
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 15 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



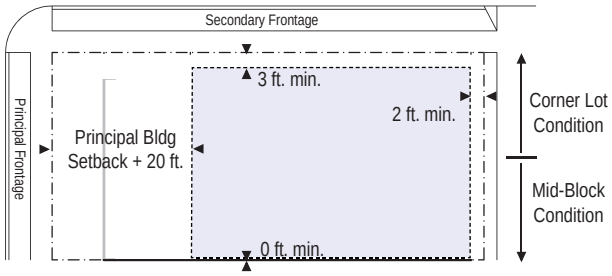

## BUILDING DISPOSITION

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Buildings shall have facades along principal frontage lines and elevations along lot lines. (see Table 13).



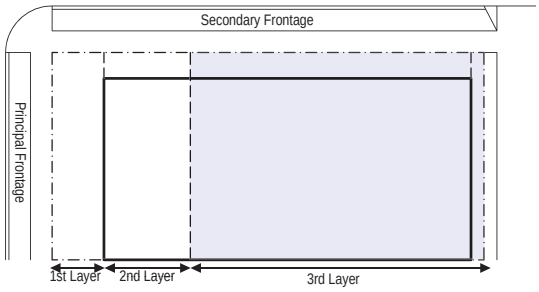

## OUTBUILDING PLACEMENT

1. The Outbuilding Setbacks shall be distanced from the lot lines as shown.
2. The Outbuilding Front Setback shall be the sum of the distance between the Principal Building and the lot line plus an additional 20 feet.

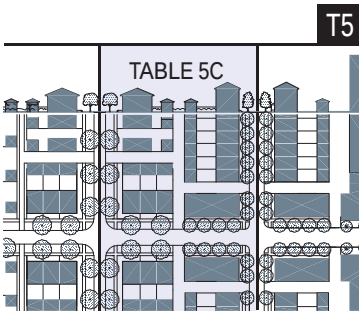



## PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 13).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 13).
3. Trash containers shall be stored within the 3rd Layer.



# TABLE 5C: Building Plans




(see Table 1)

| RESIDENTIAL DENSITY | |
|---|---|
| 24 units per acre | |

| BUILDING HEIGHT (see Table 12) | |
|---|---|
| a. Principal Building | 4 stories max. 2 min. |
| b. Outbuilding | 2 stories max. |

| LOT OCCUPATION | |
|---|---|
| a. Lot Width | 18 ft min. |
| b. Lot Coverage | 80% max. |

| PRINCIPAL BUILDING SETBACK | |
|---|---|
| a. Front Setback | 0 ft. min. 12 ft. max. |
| b. Side Street Setback | 3 ft. min. 18 ft. max. |
| c. Side Setback | 0 ft. min. 24 ft. max. |
| d. Rear Setback | 3 ft. min. |

| OUTBUILDING SETBACK | |
|---|---|
| a. Front Setback | Prin. Bldg + 20 ft. min. |
| b. Side Street Setback | 3 ft. min. |
| c. Side Setback | 0 ft. min. |
| d. Rear Setback | 2 ft. min. |

| PRIVATE FRONTAGES (see Table 4) | |
|---|---|
| a. Common Lawn | prohibited |
| b. Porch & Yard | prohibited |
| c.Terrace or L.C. | permitted |
| d. Forecourt | permitted |
| e. Stoop | permitted |
| f. Shopfront & Awning | permitted |
| g. Gallery | permitted |
| h. Arcade | permitted |

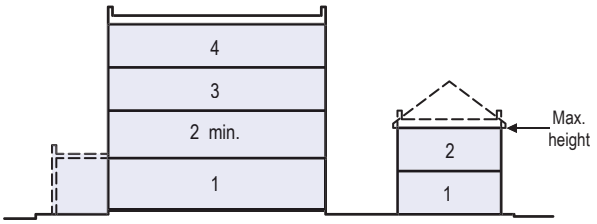
| BUILDING TYPE (see Table 9) | |
|---|---|
| a. Edgeyard | prohibited |
| b. Sideyard | permitted |
| c. Rearyard | permitted |
| d. Courtyard | permitted |

Refer to Summary Table 12

| PARKING PROVISIONS |
|---|
| See Table 8 |

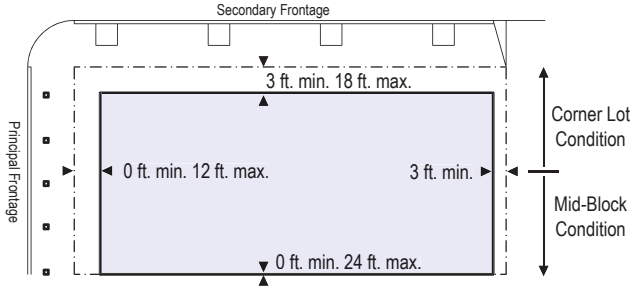
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 15 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



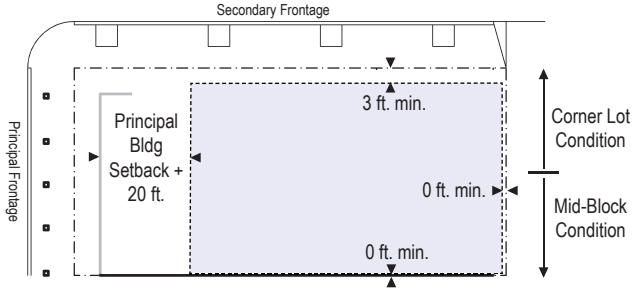

## BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along the principal frontage lines and elevations along lot lines (see Table 13e).



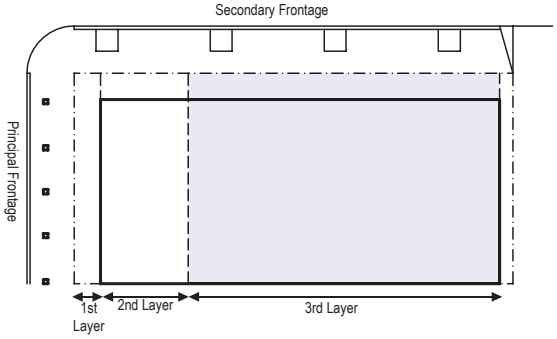

## OUTBUILDING DISPOSITION

1. The Outbuilding Setbacks shall be distanced from the lot lines as shown.
2. The Outbuilding Front Setback shall be the sum of the distance between the Principal Building and the lot line plus an additional 20 feet.

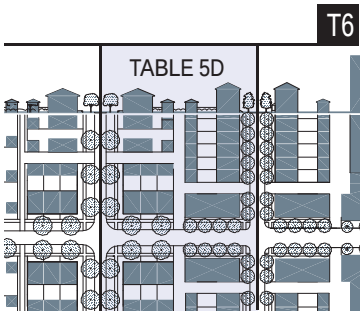



## PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 13d).
2. Covered parking, if provided, shall be within the 3rd Layer as shown in the diagram (see Table 13d).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 13d).



# TABLE 5D: Building Plans




(see Table 1)

| RESIDENTIAL DENSITY | |
|---|---|
| 60 units per acre | |

| BUILDING HEIGHT (see Table 12) | |
|---|---|
| a. Principal Building | 6 stories max. 2 min. |
| b. Outbuilding | N/A |

| LOT OCCUPATION | |
|---|---|
| a. Lot Width | 18 ft. min. |
| b. Lot Coverage | 90% max. |

| PRINCIPAL BUILDING SETBACK | |
|---|---|
| a. Front Setback | 0 ft. min. 12 ft. max. |
| b. Side Street Setback | 0 ft. min. 18 ft. max. |
| b. Side Setback | 0 ft. min. 24 ft. max. |
| c. Rear Setback | 0 ft. min. |

| OUTBUILDING SETBACK | |
|---|---|
| a. Front | byVariance |
| b. Side | by Variance |
| c. Rear | by Variance |

| PRIVATE FRONTAGES (see Table 4) | |
|---|---|
| a. Common Lawn | prohibited |
| b. Porch & Fence | prohibited |
| c.Terrace or L.C. | prohibited |
| d. Forecourt | permitted |
| e. Stoop | permitted |
| f. Shopfront & Awning | permitted |
| g. Gallery | permitted |
| h. Arcade | permitted |

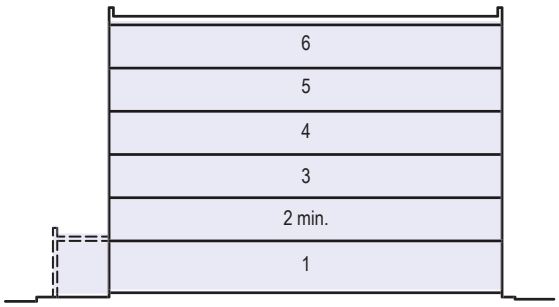
| BUILDING TYPE (see Table 9) | |
|---|---|
| a. Edgeyard | prohibited |
| b. Sideyard | prohibited |
| c. Rearyard | permitted |
| d. Courtyard | permitted |

Refer to Summary Table 12

| PARKING PROVISIONS |
|---|
| See Table 8 |

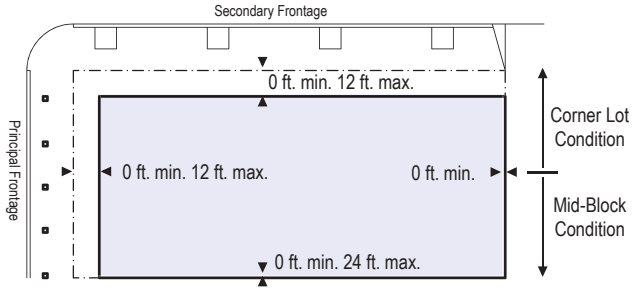
## BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 15 ft. clear, floor to ceiling. Check desired heights for retail bays.
3. Maximum height shall be measured to the eave or roof deck.




## BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines (see Table 13).
3. Outbuildings are only permitted by Minor Exception and shall follow the provisions in T5.




## PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 13).
2. Covered parking, if provided, shall be within the 2nd or 3rd Layer as shown in the diagram (see Table 13).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 13).

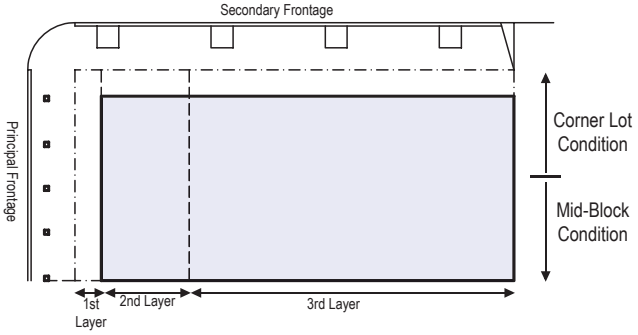
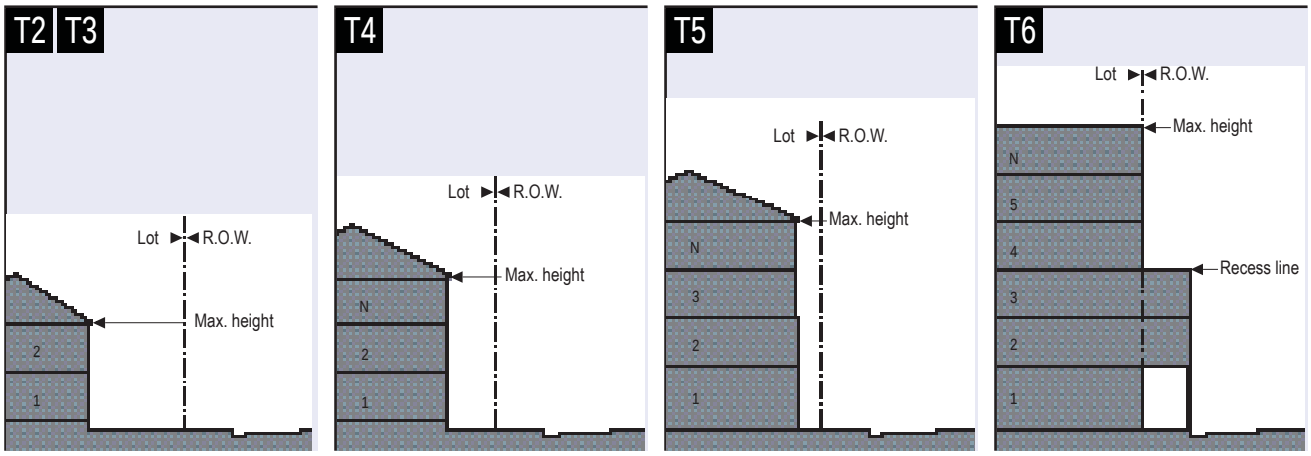


TABLE 6: Building Configuration. This table shows prescribed building heights for each Transect Zone. The vertical extent of a building is measured by number of stories, not including a raised basement or an inhabited attic. Heights are measured from the average grade of the frontage line to the eave of a pitched roof or to the surface of a flat roof. The term “tower” here refers to an attached or detached addition to a building, not to an entire building.



## TABLE 7: Building Function. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Minor Exception, see Table 8.

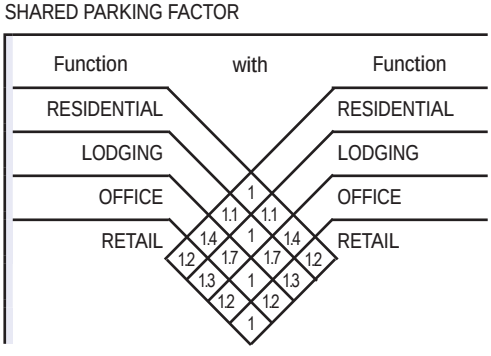
| | T2 T3 | T4 | T5 T6 |
|---|---|---|---|
| a. RESIDENTIAL | Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area. | Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 8). | Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 8). |
| b. LODGING | Restricted Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days. | Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied.Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days. | Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function. |
| c. OFFICE | Restricted Office: The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling. | Limited Office: The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling. | Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space. |
| d. RETAIL | Restricted Retail: The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20. | Limited Retail: The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40. | Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements. |
| e. CIVIC | See Table 10 | See Table 10 | See Table 10 |
| f. OTHER | See Table 10 | See Table 10 | See Table 10 |

## TABLE 8: Parking Calculations. The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

REQUIRED PARKING

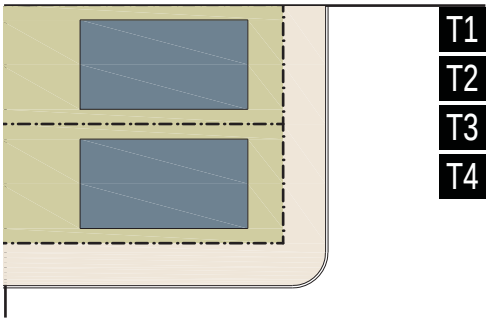
| | T2 T3 | T4 | T5 T6 |
|---|---|---|---|
| RESIDENTIAL | 2.0 / dwelling | 1.5 / dwelling | 1.0 / dwelling |
| LODGING | 1.0 / bedroom | 1.0 / bedroom | 1.0 / bedroom |
| OFFICE | 3.0 / 1000 sq. ft. | 3.0 / 1000 sq. ft. | 2.0 / 1000 sq. ft. |
| RETAIL | 4.0 / 1000 sq. ft. | 4.0 / 1000 sq. ft. | 3.0 / 1000 sq. ft. |
| CIVIC | To be determined by Variance | | |
| OTHER | To be determined by Variance | | |

SHARED PARKING FACTOR

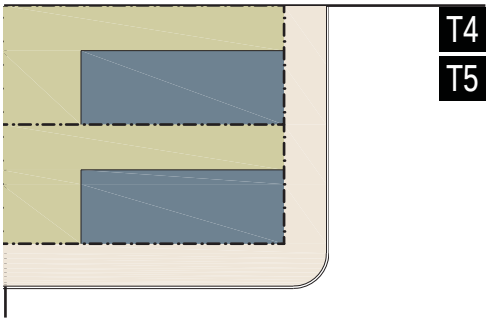


## TABLE 9: Building Type. This table approximates the location of the structure relative to the boundaries of each individual lot, establishing suitable basic building types for each Transect Zone.

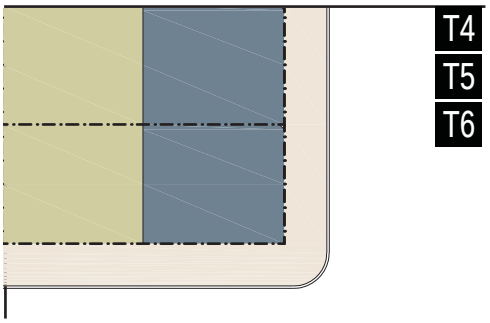
a. Edgeyard: A building that occupies the center of its lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding. Sample Types Include: Single family House, Cottage, Villa, Estate House, Urban Villa.



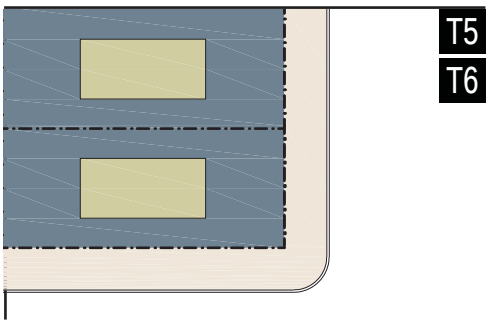

b. Sideyard: A building that occupies one side of the lot with the Setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage Setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. Sample Types Include: Charleston Single House, zero-lot-line house.




c. Rearyard: A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking. Sample Types Include: Townhouse, Rowhouse, Live-Work unit, perimeter block.




d. Courtyard: 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. Sample Types Include: Patio House.



## TABLE 10: Specific Function & Use.

The building functions permitted are specified according to Transect Zone below. Any functions not listed below are subject to approval by City Council.

| a. RESIDENTIAL | T1 | T2 | T3 | T4 | T5 | T6 |
|---|---|---|---|---|---|---|
| Apartment Building | | | | ■ | ■ | ■ |
| Row House | | | | ■ | ■ | ■ |
| Duplex House | | | | ■ | ■ | |
| Sideyard House | | | ■ | ■ | ■ | |
| Cottage | | | ■ | ■ | | |
| House | | ■ | ■ | ■ | | |
| Estate House | | ■ | | | | |
| Accessory Unit | | ■ | ■ | ■ | ■ | |
| Manufactured House | | | ▫ | | | |
| Temporary Tent | ▫ | ▫ | ▫ | ▫ | ▫ | ▫ |
| Live-Work Unit | | | ■ | ■ | ■ | ■ |

| b. LODGING | | | | | | |
|---|---|---|---|---|---|---|
| Hotel (no room limit) | | | | | ■ | ■ |
| Inn (up to 12 rooms) | | ▫ | | ■ | ■ | ■ |
| Inn (up to 5 rooms) | | ▫ | ■ | ■ | ■ | ■ |
| S.R.O. hostel | | | ▫ | ▫ | ▫ | ▫ |
| School Dormitory | | | | ■ | ■ | ■ |

| c. OFFICE | | | | | | |
|---|---|---|---|---|---|---|
| Office Building | | | | ■ | ■ | ■ |
| Live-Work Unit | | | ■ | ■ | ■ | ■ |

| d. RETAIL | | | | | | |
|---|---|---|---|---|---|---|
| Open-Market Building | | ■ | ■ | ■ | ■ | ■ |
| Retail Building | | | | ■ | ■ | ■ |
| Display Gallery | | | | ■ | ■ | ■ |
| Restaurant | | | | ■ | ■ | ■ |
| Kiosk | | | | ■ | ■ | ■ |
| Push Cart | | | | | ▫ | ▫ |
| Private Club | | | | | ■ | ■ |

| e. CIVIC | | | | | | |
|---|---|---|---|---|---|---|
| Bus Shelter | | | ■ | ■ | ■ | ■ |
| Convention Center | | | | | | ▫ |
| Conference Center | | | | | ▫ | ■ |
| Exhibition Center | | | | | | ▫ |
| Fountain or Public Art | | ■ | ■ | ■ | ■ | ■ |
| Library | | | | ■ | ■ | ■ |
| Live or Movie Theater | | | | | ■ | ■ |
| Museum | | | | | ▫ | ■ |
| Outdoor Auditorium | | ▫ | ■ | | ■ | ■ |
| Parking Structure | | | | | ■ | ■ |
| Passenger Terminal | | | | | ▫ | ▫ |
| Playground | | ■ | ■ | ■ | ■ | ■ |
| Sports Stadium | | | | | | ▫ |
| Surface Parking Lot | | | | ▫ | ▫ | ▫ |
| Religious Assembly | | | | | ■ | ■ |

| f. OTHER: AGRICULTURE | T1 | T2 | T3 | T4 | T5 | T6 |
|---|---|---|---|---|---|---|
| Grain Storage | ■ | ■ | | | | |
| Livestock Pen | ▫ | ▫ | | | | |
| Greenhouse | ■ | ■ | ▫ | | | |
| Stable | ■ | ■ | ▫ | | | |
| Kennel | ■ | ■ | ▫ | ▫ | ▫ | ▫ |

| f. OTHER: AUTOMOTIVE | | | | | | |
|---|---|---|---|---|---|---|
| Gasoline | | ▫ | | | ▫ | ▫ |
| Automobile Service | | | | | | |
| Truck Maintenance | | | | | | |
| Drive -Through Facility | | | | | ▫ | ▫ |
| Rest Stop | ■ | ■ | | | | |
| Roadside Stand | ■ | ■ | | | | |
| Shopping Center | | | | | | |
| Shopping Mall | | | | | | |

| f. OTHER: CIVIL SUPPORT | | | | | | |
|---|---|---|---|---|---|---|
| Fire Station | | | ■ | ■ | ■ | ■ |
| Police Station | | | | ■ | ■ | ■ |
| Cemetery | | ■ | ▫ | ▫ | | |
| Funeral Home | | | | ■ | ■ | ■ |
| Hospital | | | | | ▫ | ▫ |
| Medical Clinic | | | | ▫ | ■ | ■ |

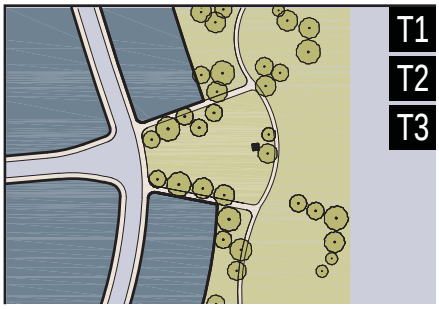
| f. OTHER: EDUCATION | | | | | | |
|---|---|---|---|---|---|---|
| College | | | | | ▫ | ▫ |
| High School | | | | ▫ | ▫ | ▫ |
| Trade School | | | | | ▫ | ▫ |
| Elementary School | | | ▫ | ■ | ■ | ■ |
| Other- Childcare Center | | ■ | ■ | ■ | ■ | ■ |

| f. OTHER: INDUSTRIAL | | | | | | |
|---|---|---|---|---|---|---|
| Heavy Industrial Facility | | | | | | |
| Light Industrial Facility | | | | | | ▫ |
| Truck Depot | | | | | | |
| Laboratory Facility | | | | | | ▫ |
| Water Supply Facility | | | | | | |
| Sewer and Waste Facility | | | | | | |
| Electric Substation | ▫ | ▫ | ▫ | ▫ | ▫ | ▫ |
| Wireless Transmitter | ▫ | ▫ | | | | |
| Cremation Facility | | | | | | |
| Warehouse | | | | | | ▫ |
| Produce Storage | | | | | | |
| Mini-Storage | | | | | | |

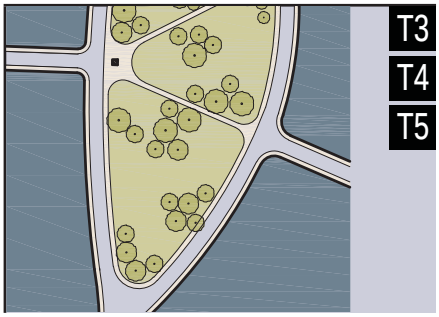
■ BY RIGHT
▫ BYCITY COUNCIL

# TABLE 11: Civic Space.

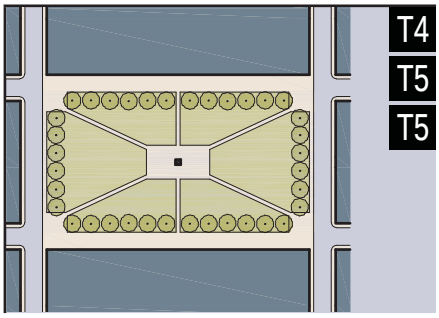
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.



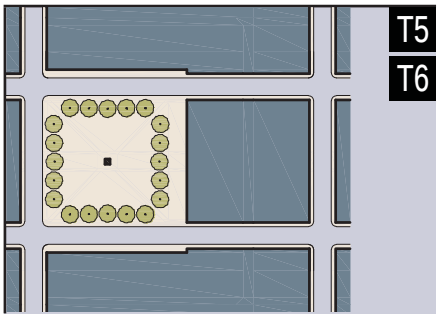

b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.



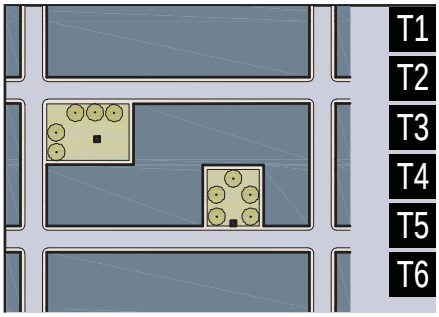

c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed.



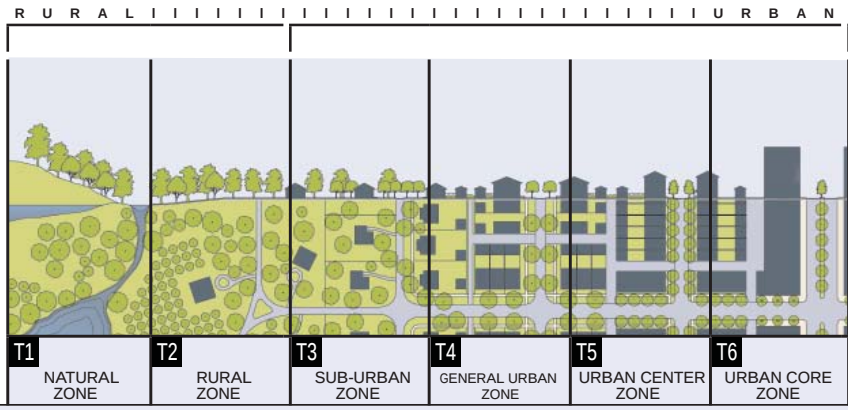

d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional.




e. Playground: An open space designed and equipped for the recreation of children. A playground shall 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 should be no minimum or maximum size.



# TABLE 12: Smart Code Summary

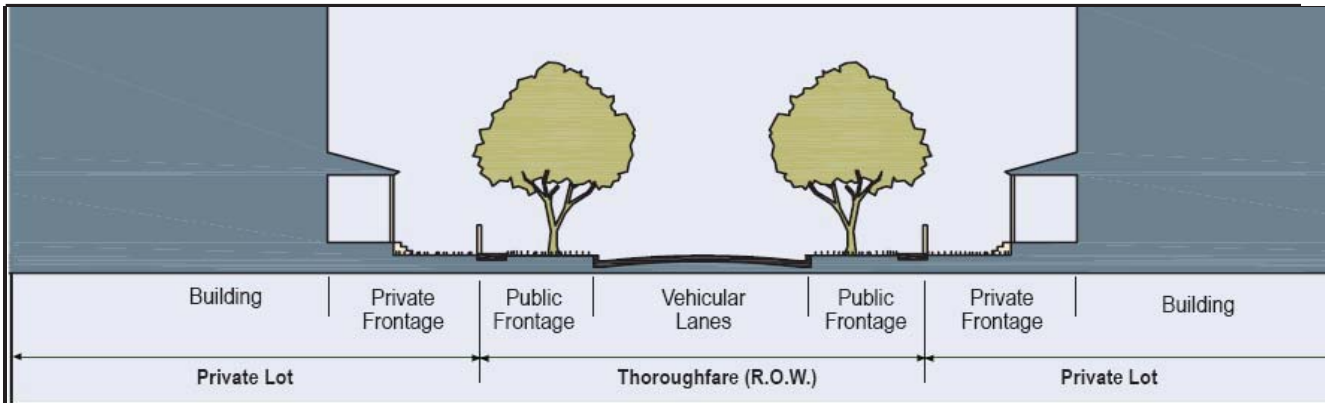



| | | | | | | |
|---|---|---|---|---|---|---|
| A. BASE RESIDENTIAL DENSITY (see Section | | | | | | |
| By Right | N/A | N/A | 6 units / acre | 12 units / acre | 24 units / acre | 60 units / acre |
| Other Functions | N/A | N/A | 80 - 100% min | 60 - 80% min | 40 - 60% min | less than 40% |
| B. BLOCK SIZE | | | | | | |
| Block Perimeter | N/A | N/A | 2400 ft. max | 2000 ft. max | 1800 ft. max | 2000 ft. max* |
| C.THOROUGHFARE/PUBLIC FRONTAGES (see Tables 2 and 3) | | | | | | |
| RD | N/A | N/A | permitted | permitted | prohibited | prohibited |
| ST | N/A | N/A | permitted | permitted | permitted | prohibited |
| US | N/A | N/A | prohibited | permitted | permitted | permitted |
| AV | N/A | N/A | permitted | permitted | permitted | permitted |
| BV | N/A | N/A | prohibited | prohibited | permitted | permitted |
| Lane | N/A | N/A | permitted | permitted | prohibited | prohibited |
| Alley | N/A | N/A | permitted | permitted | permitted | permitted |
| | | | | | | |
| Passage | N/A | N/A | permitted | permitted | permitted | permitted |
| Bicycle Trail | N/A | N/A | prohibited | prohibited | permitted | permitted |
| Bicycle Lane | N/A | N/A | prohibited | permitted | permitted | permitted |
| Bicycle Route | N/A | N/A | permitted | permitted | permitted | permitted |
| D. CIVIC SPACES (see Table 11) | | | | | | |
| Park | N/A | N/A | permitted | prohibited | prohibited | prohibited |
| Green | N/A | N/A | permitted | permitted | prohibited | prohibited |
| Square | N/A | N/A | prohibited | permitted | permitted | permitted |
| Plaza | N/A | N/A | prohibited | prohibited | permitted | permitted |
| Playground | N/A | N/A | permitted | permitted | permitted | permitted |
| E. BUILDING HEIGHT (see Table 5) | | | | | | |
| Principal Building | N/A | N/A | 25 ft. to eave | 3 stories max. | 4 stories max, 2 min | 6 stories max, 2 min |
| Outbuilding | N/A | N/A | 2 stories max. | 2 stories max | 2 stories max | N/A |
| F. LOT OCCUPATION | | | | | | |
| Lot Width | N/A | N/A | 50 ft. min 120 ft. | 18 ft. min 96 ft. max | 18 ft. min 180 ft. max | 18 ft. min |
| Lot Coverage | N/A | N/A | 60% max | 70% max | 80% max | 90% max |
| G. BUILDING SETBACK | | | | | | |
| Front Setback | N/A | N/A | 20 ft. min | 6 ft. min 20 ft. max | 0 ft. min 12 ft. max | 0 ft. min 12 ft. max |
| Secondary Front | N/A | N/A | 8 ft. min. | 4 ft. min. | 3 ft. min 18 ft. max | 0 ft. min 18 ft. max |
| Side Setback | N/A | N/A | 6 ft. min | 0 ft. min | 0 ft. min 24 ft. max | 0 ft. min 24 ft. max |
| Rear Setback | N/A | N/A | 12 ft. min | 3 ft. min. | 3 ft. min. | 0 ft. min. |
| H. OUTBUILDING SETBACK | | | | | | |
| Front Setback | N/A | N/A | Prin. bldg + 20 | 20 ft. min + bldg | Prin. bldg + 20 ft. min. | by Variance |
| | | | | | | |
| | | | | | | |
| Rear Setback | N/A | N/A | 2 ft. min | 2 ft. min. | 2 ft. min. | by Variance |
| I.PRIVATE FRONTAGES (see Table 4) | | | | | | |
| Common Yard | N/A | N/A | permitted | prohibited | prohibited | prohibited |
| Porch & Fence | N/A | N/A | permitted | permitted | prohibited | prohibited |
| Terrance or L.C. | N/A | N/A | prohibited | permitted | permitted | prohibited |
| Forecourt | N/A | N/A | prohibited | permitted | permitted | permitted |
| Stoop | N/A | N/A | prohibited | permitted | permitted | permitted |
| Shopfront & Awning | N/A | N/A | prohibited | permitted | permitted | permitted |
| Gallery | N/A | N/A | prohibited | prohibited | permitted | permitted |
| Arcade | N/A | N/A | prohibited | prohibited | permitted | permitted |
| J. BUILDING DISPOSITION (see Table 7) | | | | | | |
| Edgeyard | N/A | N/A | permitted | permitted | prohibited | prohibited |
| Sideyard | N/A | N/A | prohibited | permitted | permitted | prohibited |
| Rearyard | N/A | N/A | prohibited | permitted | permitted | permitted |
| Courtyard | N/A | N/A | prohibited | permitted | permitted | permitted |

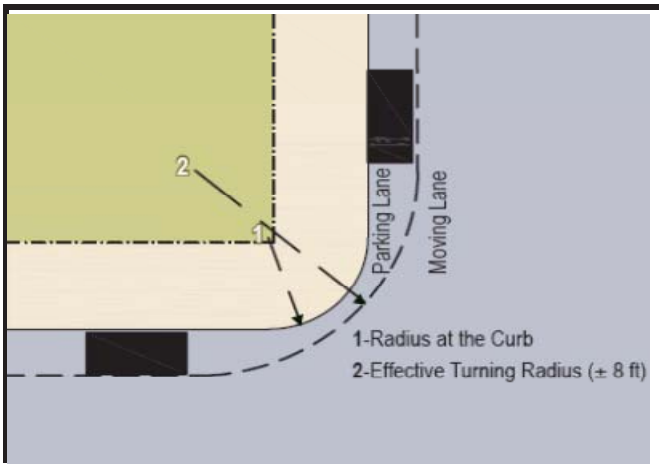
*3000 with interior parking deck

# TABLE 13: Definitions Illistrated

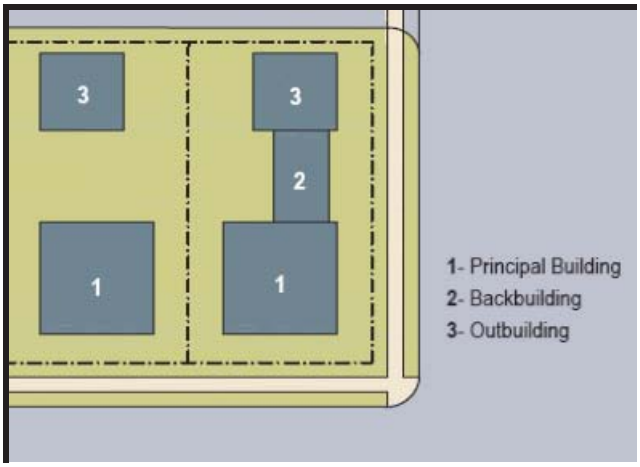
a. THOROUGHFARE & FRONTAGES



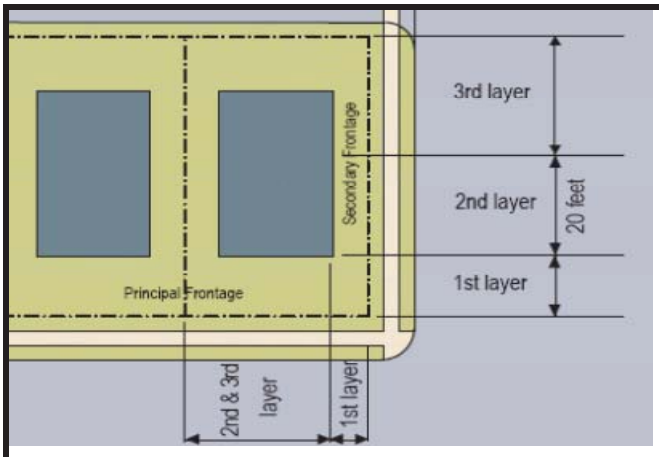

b. TURNING RADIUS



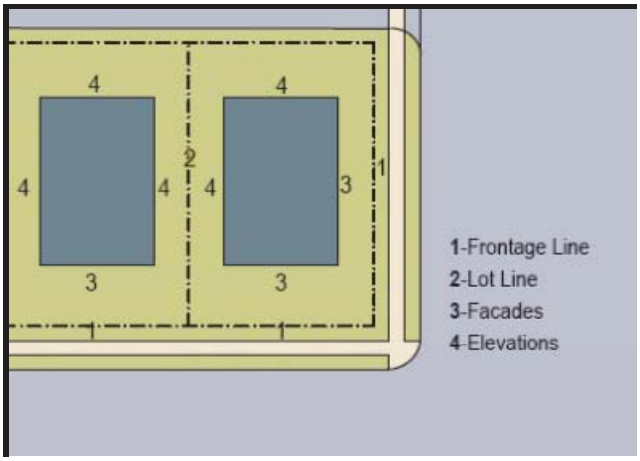

c. BUILDING DISPOSITION



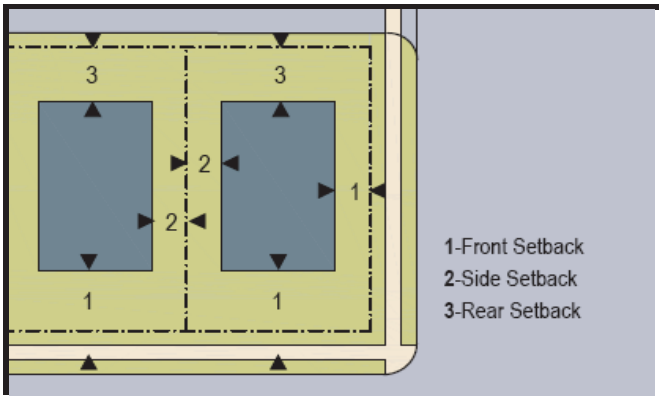

d. LOT LAYERS




e. FRONTAGE & LOT LINES




f. SETBACK DESIGNATIONS




g. NETWORK-BASED PEDESTRIAN SHED