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SECTION (a) STATEMENT OF PURPOSE

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

(a)(1) The Regional Scale and Sector Principles

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

(a)(2) The Development Pattern Plan

- A. That Hamlets, Villages, and Regional Centers shall be compact, pedestrian-oriented and mixed-use.*
- B. That Villages and Regional Centers shall be the preferred pattern of development and that districts specializing in single-use should be the exception.*
- C. That ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.*
- D. That interconnected networks of thoroughfares shall be designed to disperse and reduce the length of automobile trips.*
- E. That within Villages, a range of housing types and price levels shall be provided to accommodate diverse ages and incomes.*
- F. That building densities and land uses supportive of transit shall be provided within walking distance of transit stops.*
That Villages shall incorporate "park & rides" (T3, T4), bus shelters (T4, T5, T6), and transit centers (T5, T6).
- G. That civic, institutional, and commercial activity shall be mixed, not isolated in remote single-use complexes.*

- H. *That schools shall be sized and located to enable children to walk or bicycle to them.*
- I. *That a range of open space including parks, squares, and playgrounds shall be distributed within neighborhoods and urban center zones.*

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

- A. *That buildings and landscaping shall contribute to the physical definition of thoroughfares as civic places.*
- B. *That development shall adequately accommodate automobiles while respecting the pedestrian and the spatial form of public space.*
- C. *That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.*
- D. *That architecture and landscape design shall grow from local climate, topography, history, and building practice.*
- E. *That buildings shall provide their inhabitants with a clear sense of geography and climate through energy efficient methods.*
- F. *That civic buildings and public gathering places shall be provided at locations that reinforce community identity and support self-government.*
- G. *That civic buildings shall be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.*
- H. *That the preservation and renewal of historic buildings shall be facilitated to affirm the continuity and evolution of society.*
- I. *That the harmonious and orderly evolution of urban areas shall be secured through graphic codes that serve as guides for change.*

SECTION (b) General to All Plans**(b)(1) AUTHORITY**

- A. Provisions of this section are adopted in the exercise of the power granted municipalities by these statutes and pursuant to the provision of Article 1, Section 3, paragraphs 9 and 13 of the Charter of the City of San Antonio.
- B. These regulations are adopted as one of the instruments of implementation of the public purposes and objectives of the adopted City of San Antonio Master Plan Policies. These regulations are to be applied toward properties that have the Form Based Zoning District designation.
- C. These regulations have been adopted by a vote of the City Council.
- D. These regulations have been adopted to promote the health, safety and general welfare of the City of San Antonio, Texas, and its citizens, including without limitation, protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of pedestrian environment, historic preservation, education and recreation, reduction in sprawl development and improvement of the built environment and human habitat.

(b)(2) APPLICABILITY

- A. Provisions of these regulations are activated by "shall" when required; and "may" when optional.
- B. The Unified Development Code continues to be applicable to issues not covered by these regulations except where these would conflict with the Form Based Use Pattern, in which case the conflict shall be resolved in favor of the Form Based Use Pattern.
- C. Terms used throughout these regulations shall take their commonly accepted meanings or as defined in the Definitions [Section 209(h)]. In the event of conflicts between these definitions and those of the Unified Development Code, those of these regulations shall take precedence.
- D. The Definitions of Terms contain regulatory language that is integral to these regulations.
- E. Unless otherwise indicated, all Section references in these regulations pertain to Chapter 35 of the Code of Ordinances for San Antonio, Texas.

(b)(3) PROCESS

- A. Sectors [defined geographically in Section 209(c)] permit Development Patterns [defined by extent and intensity in Section 209(d)], which are composed of Transect Zones [defined by the elements appropriate to them in Sections 209(f)].

- B. The City of San Antonio Department of Development Services shall include a Consolidated Review Committee (CRC) comprised of a representative from each of the various regulatory agencies and departments that have jurisdiction over the permitting of a project. The CRC shall provide a single interface between the developer and the agencies.

The Consolidated Review Committee (CRC) shall be comprised of one representative from each of the following Plat Certifying Agencies:

- **Public Works (Stormwater, Transportation, Bicycle Coordination);**
- **Development Services (Engineering, Trees, Subdivisions, Zoning);**
- **Planning & Community Development;**
- **SAWS;**
- **CPS Energy;**
- **Parks & Recreation;**
- **Bexar County (if applicable).**

In addition to the Plat Certifying agencies, a representative from the following entities shall be a member of the CRC:

- **VIA Metropolitan Transit;**
- **Fire Department;**
- **School Districts;**
- **MDP (Master Development Plan) Division;**
- **Building Review Division**

The CRC shall issue a Certificate of Compliance for approvals of Master Development Pattern Plans, Plats, and Building Plans. Decisions may be appealed to the Director of Development Services. The CRC shall be coordinated by the Department of Development Services.

- C. An applicant may appeal a decision of the CRC to the Director of Development Services. Decisions of the Director of Development Services may be appealed by the Board of Adjustment [Section 209(f)] or Planning Commission [Section 209(d)].
- D. Should a violation of an approved plan occur during construction, the Director of Development Services has the right to require the owner or developer to stop, remove, and/or mitigate the violation, or to require the owner or developer to secure a Variance to cover the violation.

(b)(4) ADMINISTRATIVE EXCEPTIONS AND VARIANCES

- A. ~~Administrative Exceptions may be granted administratively where specified in this Form Based Development Use Pattern through recommendation of the CRC, and written approval of the Director of Development Services.~~
- B. Variances shall be granted only by the Board of Adjustment or Planning Commission. Variances to **Section (c) and Section (d)(1)(F), (d)(6), (d)(7), and (d)(8)** shall be heard by the Planning Commission. All other variances ~~Variations to Section (f) [Building Scale Plans]~~ shall be heard by the Board of Adjustment.
- C. 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.

(b)(5) INCENTIVES

- A. ~~To encourage the use of this Code, the City Council shall grant the following incentives, to the extent authorized by state law:~~

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

1. The application may qualify for fee relief under the City's incentive tool kit program.
2. Density may be increased through utilization of a) Transfer of Development Rights or b) the Sustainable Design Option [See Section 209(d)(5)].
3. A Traffic Study shall be required that indicates Trip Generation (Daily and Peak-Hour Volumes), Trip Distribution (Daily and Peak-Hour Volumes), and Level of Service Capacity. A Trip generation Worksheet is required at the time of Zoning. Mitigation shall not be required for Level of Service indicators reported in the Traffic Study.

SECTION (c) Sector Analysis Report**(c)(1) INSTRUCTIONS**

- A. The Form Based Development Use Pattern is based on Regional Planning principles that incorporate six (6) sectors. These sectors are based on geographic characteristics (including but not limited to topography and transportation networks) of the planning area. The Sectors determine the Development Pattern(s) that are allowed.

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

A Sector Analysis Report shall be required and utilized as one criteria for the approval of a Form Based Development District rezoning application. The Sector Analysis shall be prepared by the Director of Planning and Community Development.

The Sector Analysis Report shall utilize the sector principles set forth in Sections 209(c)(3) through (c)(9).

The Sector Analysis shall factor existing conditions (including, but not limited to, existing land use, location, parcel size, physical geography, and the Major Thoroughfare Plan) with respect to the Development Pattern requested.

The Sector Analysis Report shall be presented to the Zoning Commission with the application for rezoning to the Form Based Development District.

(c)(2) TRANSFER OF DEVELOPMENT RIGHTS

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

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

- A. The Preserve Sector shall consist of open space that is protected from development. The Preserve Sector includes areas under environmental protection by law or standard, as well as land acquired for conservation through purchase, by easement, or by transferred development rights.
- B. The Preserve Sector shall consist of the aggregate of the following categories:
1. Surface Waterbodies
 2. Protected Wetlands
 3. Protected Habitat

4. Riparian Corridors
 5. Acquired or Dedicated Open Space
 6. Conservation Easements
 7. Transportation Corridors
 8. Residual to Hamlet
- C. No building shall be placed or excavation shall be conducted within the Preserve Sector provided, however, that rights-of-way for trails, any streets needed to provide access to the property and water, sewer, electric, or cable lines may be cleared. The Preserve Sector may be used for passive recreation.

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

- A. The Reserve Sector shall consist of open space that should be, but is not yet, protected from development, as well as open space reserved for future development.
- B. The Reserve Sector shall consist of the aggregate of the following categories:
1. Flood Plain
 2. Steep Slopes
 3. Open Space to be Acquired
 4. Corridors to be Acquired
 5. Buffers to be Acquired
 6. Woodland
 7. Farmland
 8. Viewsheds
- C. The Reserve Sector is the Transferable Development Rights (TDR) sending area, available for the gradual transfer of development rights to New Development Patterns in the three Growth Sectors or other areas identified within the City of San Antonio. The TDRs shall be available to be used to exceed the allocated densities of the Development Patterns [Section 209(d)(4) and Table 209-18]. Areas where development rights have been transferred from the Reserve Sector, become integral to the Preserve Sector (S1).

(c)(5) (S3) RESTRICTED GROWTH SECTOR

- A. The Restricted Growth Sector shall be appropriate to those areas that have physical conditions suitable to Agricultural and Agriculturally related uses. Development within these

areas shall be compatible with the viability of adjacent agriculture and agriculturally related uses.

- B. Within the Restricted Growth Sector, Hamlets shall be permitted by right. Hamlets consist of no more than one Standard (1/4-mile radius) Pedestrian Shed with that portion of its site assigned to the T1 Natural or T2 Rural Zones as specified in Section 209(d)(3)(A).

(c)(6) (S4) CONTROLLED GROWTH SECTOR

- A. The Controlled Growth Sector shall be appropriate to those locations where development is encouraged, as it can support mixed-use by virtue of proximity to a thoroughfare.
- B. Within the Controlled Growth Sector, Villages shall be permitted by right, as well as Hamlets. Villages consist of one or several Standard Pedestrian Sheds as specified in Section 209(d)(3)(B).

(c)(7) (S5) INTENDED GROWTH SECTOR

- A. The Intended Growth Sector shall be appropriate to those locations planned for high-capacity thoroughfares (or transit) that can thereby support a substantial commercial program.
- B. Within the Intended Growth Sector, communities in the pattern of Regional Centers, as well as Villages shall be appropriate. Regional Centers consist of one Long Pedestrian Shed as specified in Section 209(d)(3)(C). Villages may be freestanding or may adjoin a Regional Center without buffer requirements.

(c)(8) (S6) INFILL SECTOR

Reserved.

- A. The Infill Sector shall be appropriate for existing areas of development, that over time, have produced opportunities for infill of vacant lots, redevelopment of existing buildings, and/or a change in the predominant pattern of uses permitted.
- B. The Infill Sector shall be analyzed within a larger context of the immediate Pedestrian Shed as well as the larger regional environment in which it exists.
- C. Within the Infill Sector, there are two Development Pattern options: the Infill Village and the Infill Regional Center. A Pedestrian Shed Analysis shall be conducted by the Director of Planning and Community Development to determine which pattern is most appropriate.
- D. An Infill Village shall be assessed within the context of a Standard Pedestrian Shed (1/4 mile radius). An Infill Regional Center shall be assessed within the context of a Long Pedestrian Shed (1/2 mile radius).

(c)(9) (SD) SPECIALIZED DISTRICT

- A. Specialized District designations shall be appropriate to areas that, by their intrinsic function, cannot conform to one of the Development Patterns specified in this Section.
- B. The standards determined for Specialized Districts shall be recorded on Table 209-19.

- C. Specialized Districts shall be limited to one use and related ancillary uses.

SECTION (d) Development Patterns

(d)(1) GENERAL

- A. Development Patterns of the types corresponding **shall correspond** to their Sectors and **be** planned according to the provisions of these regulations. ~~shall be approved administratively by the Consolidated Review Committee (CRC).~~
- B. The design of the Development Pattern shall connect and continue thoroughfares; bike trails; green corridors; and historic/archeological surveys on adjacent developments, master plans, and plats as determined by the CRC.
- C. Each Development Pattern, according to its type, and to existing conditions, shall be structured as one or several Pedestrian Sheds as specified in Section 209(d)(3). The Pedestrian Shed shall determine the approximate boundaries and centers of the Development Pattern.
- D. Transect Zones and densities shall be allocated as specified in Table 209-18, while accommodating the environmental requirements as specified in Section 209(d)(6).
- E. Remnants of the site outside the Pedestrian Sheds may ~~, by Administrative Exception, be approved~~ allocated as Natural Zones (T1), Rural Zones (T2), Sub-Urban Zones (T3), or as Civic Space (CS). Remnants assigned to a T-Zone may not constitute more than 10% of the overall size of the Pedestrian Shed.
- F. The thoroughfare network shall be laid out according to the provisions of Section (d)(8) and Table 209-6.
- G. Civic requirements shall be provided according to Section 209(d)(9).
- H. Special Requirements described in Section 209(d)(10) may be designated on the Development Pattern by the applicant.
- I. Overhead utility lines are not permitted within Hamlets, Villages and Regional Centers, unless located in the rear of lots. ~~and approved by Administrative Exception.~~
- J. Public Frontage Streetscape Trees shall **avoid placement** ~~not be placed~~ within utility easements. ~~, unless approved by Administrative Exception.~~

(d)(2) TRANSECT ZONES

- A. Transect Zones shall be constituted of the elements described in Table 209-3 (Transect System Illustrated), 209-3 (Transect Zone Descriptions) and 209-18 (Summary). **Each Development Pattern requires a minimum of three transects.**

(d)(3) DEVELOPMENT PATTERNS

- A. Hamlets
 1. Hamlets are Development Patterns of at least 20 contiguous acres within the S3 Restricted Growth Sector and S4 Controlled Growth Sector.

2. A Hamlet shall consist of no more than one Standard Pedestrian Shed (1/4-mile radius) including T1 and/or T2, T3, and T4 Zones as specified in Table 209-18. A minimum of 50% of the parcel shall be allocated to a Natural or Rural Zone (T1 & T2).

B. Villages

1. Villages are Development Patterns of at least 80 contiguous acres appropriate within the S4 Controlled Growth Sector and S5 Intended Growth Sector.
2. The simultaneous planning of adjacent parcels is encouraged.
3. A Village shall consist of one Standard Pedestrian Shed (1/4-mile radius) including T3, T4 and T5 Zones as specified in Table 209-18. Larger sites shall be designed and developed as multiple Pedestrian Sheds, each with the individual Transect Zone requirements of a Village as specified in Table 209-18 (Summary).
4. Villages shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD shall reduce parking requirements by 30%.

C. Regional Centers

1. Regional Centers are Development Patterns appropriate within S5, the Intended Growth Sector.
2. The minimum developable area of a site to be planned as a Regional Center shall be 160 acres. The simultaneous planning of larger and adjacent parcels is encouraged.
3. A Regional Center shall be limited to one Long Pedestrian Shed (1/2 mile radius) including T4, T5 and T6 Zones as specified in Table 209-18, and may be adjoined without buffers by one or several Standard Pedestrian Sheds with the individual Transect Zone requirements of a Village as specified in Table 209-18 (Summary).
4. Regional Centers shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD may reduce parking requirements by 30%.

D. Infill Villages Development

~~_____ (Reserved).~~

1. The Infill Village and Infill Regional Center are Development Patterns appropriate within the S6, Infill Sector.

2. Infill Village

- A. The Infill Village shall be within the context of a Standard Pedestrian Shed. The minimum site that may be designated an Infill Village shall be 15 acres.

3. Infill Regional Center

- A. The Infill Regional Center shall be within the context of a Long Pedestrian Shed. The minimum site that may be designated an Infill Regional Center shall be 25 acres.

4. Transit-Oriented Development

- A. Infill Villages and Infill Regional Centers shall be designated as Transit-Oriented Development (TOD) if they are planned for, or have access to, a High Capacity Transit Corridor (Light Rail or Bus Rapid Transit) within 1/4 mile. TOD may reduce parking requirements by 30%.

(d)(4) DENSITY CALCULATIONS

- A. The Developable Areas of the site shall be considered the Net Site Area within Transect Zones T3, T4, T5, and T6. The Net Site Area shall include thoroughfares but not land allocated to Civic functions. The Net Site Area shall be allocated to these Transect Zones according to the parameters specified in Table 209-18 (Summary).
- B. The Overall Density shall be calculated in terms of housing units as specified for the area of each Transect Zone by Table 209-18.
- C. The overall density of the development may be increased by the purchase of Development Rights or exercising the Sustainable Design option. When a density bonus is granted, the units allowed per acre in Table 209-18 become minimums. Maximum densities are not prescribed. For the purposes of calculating the exchange of residential base units to other functions, the minimum density allowed per acre shall be used. They are prescribed as follows: four (4) units/acre for T3, eight (8) units/acre for T4, twelve (12) units/acre for T5, and sixteen (16) units/acre for T6.
- D. When a density bonus is not utilized, the units per acre allowed in Table 209-18 are maximums. The units in Table 209-18 shall be used to calculate the exchange of residential base units to other functions.
- E. The resulting density is calculated in housing units. The housing units shall be exchanged for a combination of other functions at the following rates:
1. For Lodging: 1-3 bedrooms for each unit of Overall Density
 2. For Office or Retail: 750-1500 square feet for each unit of Overall Density.
 3. ~~The number of units exchanged shall be approved by Administrative Exception~~

(d)(5) DENSITY BONUS OPTIONS

- A. Transfer of Development Rights
1. When Transfer of Development rights are purchased, the density bonus shall apply to the receiving area.
- B. Sustainable Design Option
1. The Sustainable Design Option requires compliance with two components:

- a. Housing Mix Requirement, and
 - b. Sustainable Design Option Point System
2. When the Sustainable Design option is utilized the density bonus applies to the entire Development Pattern.
- C. Housing Mix Requirement
1. From the list of Residential Types [Table 209-5B], for each Development Pattern the following residential housing mix shall be required for each applicable Transect:
 - a. T1 – Not applicable
 - b. T2 – Not Applicable
 - c. T3 – At least three (3) residential types (each must be at least 5% of total units of the Transect)
 - d. T4 -- At least four (4) residential types (each must be at least 5% of total units of the Transect)
 - e. T5 -- At least four (4) residential types (each must be at least 5% of total units of the Transect)
 - f. T6 – No minimum mix required
 2. Phasing
 - a. Projects exercising the Sustainable Design Option shall commence construction of the mixed housing types according the phase or acreage indicated below. Building permits shall not be issued for projects that do not meet the thresholds below. Phases of construction shall correspond with the phasing of the Master Development Pattern Plan and Plat approvals.
 - b. In T3, the second of three residential types shall be commenced by the second phase of construction, or when more than 20 acres (excluding civic space and trails) have been developed within the Development Pattern, whichever occurs first. The third residential type shall be commenced by the third phase of construction, or when more than 40 gross acres have been developed within the Development Pattern, whichever comes first.
 - c. In T4 and T5, the second of four residential types shall be commenced by the second phase of construction, or when more than 20 acres (excluding civic space and trails) have been developed within the Development Pattern, whichever occurs first. The third and fourth residential type shall be commenced the third phase of construction, or when more than 40 gross acres have been developed within the Development Pattern, whichever comes first.
- D. Sustainable Development Option Point System

1. To qualify for the Density Bonus, a minimum of sixteen (16) points are required from the Sustainable Development Option Point System (Table 209-5). The CRC shall determine if a Development Pattern meets the standards of Table 209-5.

(d)(6) ENVIRONMENTAL and STORMWATER REQUIREMENTS

A. General

1. Transect Zones manifest a range of natural and urban conditions. In case of conflict, the natural environment shall have priority in the more rural zones (T1-T3); the built environment shall have priority in the more urban zones (T4-T6).
2. There shall be three classes of Waterways classified according to the size of their contributing Drainage Area (DA). The Drainage Area for Class I is greater than five (5) square miles ($DA > 5 \text{ mi}^2$); Class II is between 1.5 and 5 square miles ($1.5 \text{ mi}^2 < DA < 5 \text{ mi}^2$); and Class III is less than 1.5 square miles ($DA < 1.5 \text{ mi}^2$). Each Waterway classification generates a Streamside Corridor subject to a standard for crossing and protection of its riparian condition as specified below for each Transect Zone.
3. There shall be wetlands subject to a standard of restoration, retention and mitigation as specified below for each Transect Zone.
4. ~~Administrative Exceptions to stormwater requirements in this section require approval of the Floodplain Administration in addition to the CRC.~~

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

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

C. Specific to Sub-Urban Zones (T3)

1. Within T3 Zones the continuity of the urbanized areas shall be subject to the precedence of the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions shall be limited according to Local, State and Federal guidelines.
 2. The Riparian Corridors shall extend a specific distance from each side of the centerline of the watercourse, or the limits of 100 year City of San Antonio (CoSA) ultimate floodplain, whichever is greater. Class I Waterways shall extend 150 feet from the Centerline; Class II shall extend 100 feet, Class III has no additional extension. These Riparian Corridors shall be maintained free of structures, except that Thoroughfare crossings may be allowed over Class I and II Waterways by ~~Administrative Exception of the Floodplain Administrator.~~ and Class III Waterways may be modified **upon review and approval of the Floodplain Administrator.** ~~Administrative Exception.~~
 3. Wetlands shall be retained and restored if in degraded condition. Buffers shall be maintained at 50 feet. Buffers shall be free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed by Variance.
 4. Impermeable surface shall be minimized and confined to the ratio of lot coverage by building specified in Table 209-18.
 5. Storm water management on thoroughfares shall be primarily through retention and percolation, channeled by curbside swales.
- D. Specific to General Urban Zones (T4)
1. Within T4 Zones the continuity of the urbanized areas should take precedence over the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, may be mitigated on or off-site utilizing the best management practice suggestions from the Light Imprint Storm Drainage (Table 209-20). The determination for modification and mitigation shall be made **upon review and approval of the Floodplain Administrator.** ~~Administrative Exception.~~
 2. Riparian Corridors of all classes of Waterways may be crossed by thoroughfares as required by the thoroughfare network.
 3. Wetlands shall be retained and maintained free of structures or other modifications to the natural landscape. Thoroughfare crossings may be allowed **upon review and approval of the Floodplain Administrator.** ~~by Administrative Exception.~~
 4. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.
 5. Storm water management on thoroughfares and lots shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lots.
- E. Specific to Urban Center Zones (T5)
1. Within T5 Zones the continuity of the urbanized areas shall take precedence over natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, may be mitigated off-site. The

determination shall be made **upon review and approval of the Floodplain Administrator** ~~by Administrative Exception.~~

by Administrative Exception.

2. The Riparian Corridors of all classes or Waterways may be embanked and crossed by thoroughfares as required by the thoroughfare network.
3. Class I and II Wetlands may be modified if mitigated on or off-site utilizing utilizing the best management practice suggestions from the Light Imprint Storm Drainage (Table 209-20). Thoroughfare crossings shall be allowed by Right.
4. Impermeable surface shall be confined to the ratio of lot coverage, as specified in Table 209-18.
5. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention or detention required on the individual lot.

F. Specific to Urban Core Zones (T6)

1. Within T6 Zones the continuity of the urbanized areas shall take precedence over the natural environmental conditions listed in Sections 209(c)(3)(B) and (c)(4)(B). The alteration of such conditions, where necessary, shall not require off-site mitigation. The determination shall be made **upon review and approval of the Floodplain Administrator** ~~by Administrative Exception.~~
2. The Riparian Corridors of all classes of Waterways may be embanked and crossed by Right or enclosed by thoroughfares as required by the thoroughfare network.
3. Class I and II Wetlands may be altered by Right not requiring off-site mitigation. Thoroughfare crossings shall be allowed by Right.
4. Impermeable surface shall be confined to the ratio of lot coverage by building, as specified in Table 209-18.
5. Storm water management shall be primarily through underground storm drainage channeled by raised curbs. There shall be no retention and detention required on the individual lot.

(d)(7) TREE PRESERVATION

- A. Tree Preservation shall be in accordance with Section 35-523. Whereas Section 35-523(e) designates minimum tree preservation requirements by use (35% for single-family uses and 40% for multi-family and commercial uses), the Form Based Development Use Pattern shall require them by Development Pattern. The tree preservation minimum shall be 35% for Hamlets and Villages, and 40% for Regional Centers

(d)(8) STREETScape REQUIREMENTS

A. General

1. All thoroughfares shall be accessible to the public including pedestrians, bicycles and automobiles as accommodated by the thoroughfare type.
2. Thoroughfares shall be designed ~~for designed~~ in context with the urban form and desired design speed of the Transect Zones through which they pass. Thoroughfares that pass from one Transect Zone to another shall adjust their Public Frontages accordingly or, alternatively, the Transect Zone may follow the trajectory of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.
3. Within the more rural Zones (T1 through T3) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be generally decided in favor of vehicular mobility.
4. Within the more urban Transect Zones (T4 through T6) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.

B. Thoroughfares

1. Thoroughfares shall be assembled according to Design Speed (Table 209-6A), Curb Radius (Table 209-6B), Turning Radius (Table 209-6C), Parking (Table 209-6D), and Public Frontages (Table 209-6E). Examples of Thoroughfare assemblies are illustrated in Table 209-6F.
2. Block Size. The thoroughfare network shall be designed to define blocks not exceeding the maximum size prescribed in Table 209-18. The size shall be measured as the sum of lot frontage lines.
3. Connectivity. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs may be permitted **only by variance and shall be Administrative Exceptions only** justified by natural site conditions.
4. Lot Orientation to Street. Lots shall enfront a vehicular thoroughfare, except that 25% of the lots within each Transect Zone may enfront a pedestrian path, green, or conservation area provided the Third Place shall front a public street.
5. B-Grid. Thoroughfares along a designated B-Grid may be exempted from one or more the specified public or private frontage requirements as indicated in Section 209(d)(10)(A)(1).
6. Bicycle Network. A bicycle network consisting of lanes, routes and Multi-Use Paths should be provided throughout as defined in Table 209-7 and Section 209(d)(8)(C). The community bicycle network should be connected to existing or proposed sector networks in accordance with the San Antonio-Bexar County Regional Bicycle Master Plan.
7. Transit. The street network shall be designed to facilitate the movement of transit vehicles between centers of activity. Boulevards with a dedicated transit lane shall be utilized to connect high traffic areas.

8. School Bus. Transit shall be coordinated with School Bus Routes.
- C. Bicycle and Pedestrian Path Connectivity (green corridor).
1. An overall integrated bicycle network must be established on the Development Pattern Plan and shall consist of bicycle lanes (permitted on Standard Streets, Commercial Streets, Boulevards, and Avenues); bicycle routes (permitted on Rural Roads and Parkways); and multi-use paths on roadways where adequate separation from vehicle lanes is possible or through parks and linear creekways. The placement of bike lanes shall be coordinated at the Master Development Pattern Plan level with the CRC and the Bicycle Coordinator to provide connection to neighborhoods, schools, universities, retail, community centers, and civic spaces. Bike facilities shall be designed and construction in accordance with the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities and the Texas MUTCD (Manual on Uniform Traffic Control Devices).
 2. Bicycle parking shall be provided free and nearby major destinations within each Transect Zone. All bicycle parking shall be secure and visible. Short Term and Long Term Parking shall be required in T4, T5, and T6. Short Term Parking shall be adequate, prevalent, visible, and convenient to entrances. Long Term Parking shall be covered or indoors (such as under stairways, at the end of hallways, basements, or unused areas of parking structure).
 3. The Standards for bicycle parking shall be found in Section 209(g).
- D. Public Frontages
1. Public frontages shall be designed as shown in Tables 209-6E and 209-6F and 209-6G and allocated within Transect Zones as specified in Table 209-18.
 2. Within the public frontages, the prescribed type of street trees and street lights shall be as shown in Table 209-6 (Public Frontage), 209-8 (Street Lights), 209-21 (Street Trees) and 209-18 (Summary). ~~The spacing may be adjusted by Administrative Exception to accommodate specific site conditions, such as building entrances.~~
- E. Public Frontages by Transect
1. The Public Frontage in T1 and T2 (Table 209-6 and 209-18) shall include trees of various species, naturalistically clustered, as well as understory. ~~Sod shall be permitted only by Administrative Exception.~~ The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance (Table 209-21).
 2. The Public Frontage in T3 (Table 209-6 and 209-18) shall include trees of various species (no more than 25% of any single species), naturalistically clustered, as well as low maintenance understory. The overall number of trees shall be determined by the ratio of one tree per 50 linear feet lot frontage. ~~Lawn shall be permitted only by Administrative Exception.~~ The introduced landscape shall consist primarily of native species and shall be established by drip irrigation (Table 209-21). Single trees shall require a tree well of at least 100 square feet (e.g. 5' x 20'); Clustered tree wells shall be approved on a site by site basis. Parts of the tree well may be capped with

pervious or impervious materials as permitted by ~~the CRC~~ with approval by **of** the City Arborist.

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

F. Specific to Specialized Districts

1. The standards for thoroughfares and public frontages within Specialized Districts shall be ~~determined by Administrative Exception~~ **indicated on the Zoning Site Plan.**

(d)(9) CIVIC REQUIREMENTS

A. General

1. Places for public use shall be required and designated on the Master Development Pattern Plan as Civic Spaces (CS), Civic Buildings (CB), and Civic Transit Zones (CT).
2. Civic Spaces are public sites permanently dedicated as Open Space (or Civic Space). Civic Spaces may not be dedicated to the City of San Antonio Parks and Recreation Department unless specifically permitted by the Director of Parks and Recreation.
3. Civic Buildings are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, government, and municipal parking, or for a use approved by the City Council.
4. The ongoing construction and improvement of the required Civic Spaces and Buildings shall be supported by an annual assessment dedicated to this purpose and administered by a mandatory home or property owners association established by the developer under the Texas Property Code.
5. Civic Transit Zones are sites dedicated for Transit amenities including Bus Shelters, Park & Rides, and Transit Centers.

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

1. Each Pedestrian Shed shall assign at least 5% of its urbanized area (T-3 through T-6) to Civic Spaces. The calculation shall include rights-of-way.
2. Civic Spaces may not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Space requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. [See Section 209(c)(9)].
3. Civic Spaces shall be designed as generally described in Table 209-9A and approved by the Consolidated Review Committee and allocated to zones as described in Table 209-18.
4. **Main Civic Space.** Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances justify it.
5. **Playgrounds.** Within 800 feet of every lot in residential use, a Civic Space designed as a playground shall be provided.
6. Each Civic Space shall have a minimum of 50% of its perimeter fronting a Thoroughfare, except greens which may have a minimum of 25% of its perimeter fronting a Thoroughfare.
- ~~6. Civic Spaces may be permitted within Specialized Districts by Administrative Exception.~~

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

1. **Meeting Hall.** The developer shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.
2. **Elementary School.** Each Development Pattern shall reserve a site for an elementary school. Hamlets shall be exempt from this requirement. Each elementary school should follow the guidelines set forth in Section (g). If a Master Development Pattern Plan includes more than one Development Pattern, a shared site that serves both Development Patterns is permissible. A plat may not be approved for a Development Pattern that does not include a designated school site or reference a shared school site on an approved Master Development Pattern Plan. Although the school site may be used for Civic Space, it does not count toward the minimum 5% per Pedestrian Shed.
3. **Child Care.** One Civic Building lot suitable for a childcare building shall be reserved within each Pedestrian Shed. The Developer or the Community Council may organize, fund and construct an appropriate building as the need arises.
4. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed. **A Civic Building requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District. [See Section 209(c)(9)].**
5. Civic Building sites shall be located within or adjacent to Civic Spaces, or at the axial termination of significant Thoroughfares.
6. Civic Buildings shall not be subject to the standards of Section (f). The particulars of the design of Civic Buildings shall be ~~approved~~ subject to approval by the Director of Planning and Community Development upon review by **the Historic Design and Review Commission** and recommendation to issue or deny a certificate of appropriateness [in accordance with guidelines of Section 35-803]. ~~Administrative Exception by the CRC upon recommendation of the Director of Planning and Community Development.~~
7. ~~Parking for Civic Buildings shall be adjusted by Administrative Exception.~~ **Parking for Civic Functions shall be calculated per the standards of Table 526-3a and 3b of the Unified Development Code. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot. The required parking may also be provided within one-quarter mile of the site that it serves.** Civic parking lots may remain unpaved if graded, compacted and landscaped.
8. **Civic Buildings do not count toward the minimum 5% of Civic Space per Pedestrian Shed.**
- ~~8. Civic Buildings may be permitted within Districts by Variance.~~

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

1. **Transit.** At least one "Park & Ride", Transit Center, or Bus Shelter shall be located within each Pedestrian Shed. Park & Rides are permitted in T3 and T4. Transit

Centers are permitted in T5 and T6. Bus Shelters are permitted in all T3, T4, T5, and T6. Bus shelters shall be located within close proximity to commercial and mixed use areas. Sites for transit do not count toward the minimum 5% of Civic Space per Pedestrian Shed.

2. The Guidelines for Transit routes and facilities can be found in Section 209(g). Transit locations and facilities are subject to approval by VIA as part of the CRC approval process.

C. Civic Zones Specific to T1 & T2 Zones

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

(d)(10). SPECIAL REQUIREMENTS

A. A Development Pattern may designate the following special requirements:

1. **Differentiation of the thoroughfares as A-Grid and B-Grid.**

- a. Streets are classified as A-Grid or B-Grid. The Frontages assigned to the B-Grid shall not exceed 20% of the total length all Frontages within a Pedestrian Shed.

- b. ~~Property fronting A-Grid streets shall be held to the highest standard of this Section in support of pedestrian activity.~~
Property fronting B-Grid streets allows the following exemptions to accommodate automobile-oriented uses:

- i. Parking lots and garages may be allowed in the First or Second Lot Layer. [Streetscreens and liner buildings not required to mask parking facilities. Parking Lot Shading and Screening Requirements of the Unified Development Code [Section 35-511(c)(7) and (e)(3) shall apply].

- ii. Drive-thru facilities permitted as indicated in Table 209-13B. The front building setback may be increased up to 15 feet by-right to allow for the safe flow of traffic.

- iii. To allow for safe ingress and egress for Gas Stations, gas pump canopies may be used to calculate compliance with the maximum front setback requirement. The front building setback may be increased up to 15 feet by-right to accommodate the safe flow of traffic.

~~may be considered for Administrative Exceptions to standards that do not otherwise permit automobile-oriented access (limited to standards for ingress and egress, parking location, drive throughs, and streetscape trees).~~

2. **Shop Fronts.** A designation for Mandatory or Recommended Retail Frontage requiring that a building provide a Shopfront at sidewalk level along the entire length of the frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an awning overlapping the sidewalk as generally illustrated in Table 14 (Private Frontage). The first floor shall be confined to retail use through the depth of the First Lot Layer as illustrated in Table 209-10C (Lot Layers).
3. **Sidewalk Cover.** A designation for Mandatory or Recommended Gallery Frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The Gallery Frontage may be combined with a Retail Frontage as shown in Table 209-12 (Private Frontage).
4. **Common Lawn.** A designation for Mandatory or Recommended Common Lawn Frontage requiring that individual private lawns at frontages not be delineated with fences or hedges and thus read as a continuous lawn.
5. **Coordinated Public and Private Frontage.** A designation of Coordinated Streetscape Frontage, requiring that the Public and Private Frontages be coordinated as a single, coherent landscape and paving design.
6. **Terminated Vista.** A designation of Terminated Vista location, requiring that the building be provided with architectural articulation of a type and character that responds to the location as approved by the Planning Director.
7. **Pedestrian Passage.** A designation for Cross Block Passages, requiring a minimum 8-foot-wide pedestrian access be reserved between buildings.

SECTION (e) Infill Development

Reserved.

(e)(1) GENERAL

- A. A Zoning Site Plan for Infill shall be required for the Infill Village and Infill Regional Center Development Pattern Plans.
- B. A Pedestrian Shed Analysis shall be prepared by the Director of Planning and Community Development and submitted as a report to the Zoning Commission with the application for Rezoning to the Form-Based Development District. The Pedestrian Shed Analysis shall be prepared by the applicant or the Director of Planning and Community Development and shall be prepared in a process of public consultation.
- C. The Pedestrian Shed Analysis shall identify the Development Pattern appropriate based on existing conditions and intended evolution of the Pedestrian Shed area.
- D. The Zoning Site Plan for Infill shall include those items identified in Section 35-357(f)(2) [including, but not limited to: location of Pedestrian Sheds, location of Development Patterns, location of Transect Zones, and location of Street Network].

(e)(2) DEVELOPMENT PATTERNS

A. Infill Village

1. An Infill Village shall be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill Village shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a network, oriented around one or more existing or planned Common Destinations.
2. The edges of an Infill Village should blend into adjacent neighborhoods and/or a downtown without buffers.
3. An Infill Village shall include T3, T4, and T5 zones.

C. Infill Regional Center

1. An Infill Regional Center shall be assigned to downtown areas that include significant Office and Retail uses as well as government and other Civic institutions of regional importance. An Infill Regional Center shall be mapped as at least one complete Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.
2. The edges of an Infill Regional Center should blend into adjacent neighborhoods without buffers.
3. An Infill Regional Center shall include T4, T5, and T6 zones.

(e)(3) TRANSECT ZONES

A. The Transect Zone standards for Infill Development shall be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation.

B. The calibration of Transect Zone standards and Building-Scale standards to reflect existing or intended conditions shall be documented, attached, and approved as part of the rezoning as Table 18B and Section (f)(8).

Table 18B shall be limited to:

1. Allocation of Zones
2. Base Residential Density
3. Block Size
4. Public Frontages
5. Civic Space
6. Lot Occupation
7. Setbacks
8. Building Disposition
9. Private Frontages
10. Building Height
11. Building Function

Section (f)(8) shall be limited to:

1. Building Disposition
2. Building Configuration
3. Building Function
4. Parking Standards
5. Architectural Standards
6. Landscape Standards
7. Sign Standards

C. Unless otherwise indicated, the Transect Zones and Building-Scale Plans shall follow the standards set forth in Table 209-18 and Section 209(f).

D. A Master Development Pattern Plan (MDPP) shall be submitted and approved for property zoned Form Based Development District before any building permits shall be issued.

E. The Master Development Pattern Plan shall follow the standards set forth in Section 209(d), 209(f), and 209(g) and shall be in accordance with the provisions of Section 35-357(h).

(e)(4) CIVIC REQUIREMENTS

A. General

1. Zoning Site Plans for Infill shall designate Civic Space Zones (CS), Civic Building Zones (CB), and Civic Transit Zones (CT) within each development pattern. No minimum allocation is required.
2. A Civic Space, Building, or Transit Zone shall be permitted if it does not occupy more than 20% of a Pedestrian Shed; otherwise it is subject to the creation of a Special District [See Section 209 (e)(5)].
3. Civic Zones shall follow the parking standards set forth in Section 209(d)(9)(C)(7).

B. Civic Space Zones (CS)

1. Civic Spaces shall be permitted in accordance with Table 209-9.

C. Civic Building Zones (CB)

1. Civic Buildings shall be approved in accordance with the standards of Section 209(d)(9)(C)(6).

(e)(5) SPECIALIZED DISTRICT

- A. An Infill Development may designate a Specialized District in accordance with Section 209(d)(9).

(e)(6) SPECIAL REQUIREMENTS

- A. An Infill Development may designate any of the Special Requirements listed in Section 209(d)(10).

SECTION (f) Building-Scale Plans**(f)(1) INSTRUCTIONS**

- A. The requirements described in this Section shall control the disposition, configuration and function of buildings, as well as their architectural, landscape, parking, signage and ambient standards. Special Requirements that appear on the Development Pattern shall be mandatory.
- B. Plan Submittals for the Master Development Pattern Plan, Plat, and Building Permit shall show adequate information to determine that each Development Pattern is in compliance with these regulations at each stage of permitting. The specific submittal requirements are outline in Section 35-357.

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

- ~~A. Buildings in the T2 Zone are permitted by Administrative Exception. Permission to build and the standards for disposition, configuration, function, parking, architectural, environmental, ambient and visitability shall be determined by the Consolidated Review Committee.~~
- B. Environmental Standards
The modification of the natural conditions listed in Sections (c)(3)(B) and (c)(4)(B) shall be according to Local, State and Federal guidelines.

(f)(3) GENERAL TO T3 T2-T6

- A. Building Disposition
 1. Newly platted lots shall be dimensioned as shown graphically on the Master Development Pattern Plan addendum and platted or re-platted according to the standards of Table 209-18.
 2. One principal building at the frontage, and one outbuilding to the rear of it, may be built on each lot as shown in Table 209-10.
 3. Rear setbacks for outbuildings shall be as indicated on Table 209-18.
 4. Buildings shall be disposed in relation to the boundaries of their lots according to Table 20-11 and Tables 209-18.
 5. Lot coverage by building shall not exceed that shown in Table 209-18.
 6. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. ~~unless otherwise determined by Administrative Exception.~~ The other shall be the Reverse Frontage.
 7. Buildings shall have their principal entrance on a frontage line.
 8. Setbacks for principal buildings shall be as shown in Table 209-18. In the case of an infill lot, setbacks shall match one or the other of the existing adjacent setbacks. ~~Setbacks may be otherwise adjusted by Administrative Exception.~~

9. ~~For Buildings on B-Grid streets, parking lots may be allowed on the frontage by Administrative Exception.~~
10. In a parking structure or garage, each level counts as a single story regardless of its relationship to habitable stories.
- B. Building Configuration
1. Private Frontage types shall be as described in Table 209-12 and allocated in Table 209-18.
 2. Building heights shall be as described in Table 209-18.
- C. Building Function
1. Buildings in each Transect Zone may be dedicated to functions described in Table 209-13.
 2. The Functions specified in Table 209-13A shall be limited in Intensity by the Actual Parking available to meet the Parking Standards (Table 209-14). This shall constitute the Base Density.
 3. The Base Density may be adjusted upward by adding the Actual Parking available for each of two functions within any pair of adjacent blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 14B). The result shall be the Effective Parking available for calculating the Adjusted Density.
- D. Parking Standards
1. Vehicular parking shall be provided as required and adjusted for mixed-use as shown in Tables 20-14.
 2. 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.
 3. The required parking may be provided within one-quarter mile of the site that it serves. ~~by Administrative Exception.~~
 4. Parking lots shall be masked from the frontage by a liner building or Streetscreen as specified in Section (f)(3)(E)(1).
- E. Architectural Standards
1. Streetscreens shall be made of brick or stucco on block to match the façade of the Principal Building as shown in Table 209-11 or a hedge or fence not to exceed 3.5 feet in height.
 2. Windows shall use clear glass.
 3. Openings above the first story shall not exceed 50% of the total building wall area, with each facade being calculated independently.

F. Landscape Standards

1. A minimum of 70 points are required for each site (see table below).
2. Street trees shall be of a type illustrated Table 209-21.

Landscaping Point System:

General Options

- **Street Trees* – 25 points** (not same as Streetscape** trees mandatory in public ROW)
- **Parking Lot Screening – 25 points**
- **Preservation of Existing Trees – up to 40 points**
- **Understory Preservation – 15 points**
- **Understory Installation – 15 points**
- **Other non-lawn vegetation – up to 20 points**

Mandatory Landscaping

- **Parking Lot Shading (mitigation requires 20-50 points)**
- **Public Frontage Streetscape Trees**

Mitigation Options:

- **Landscaped Roofs**
- **Wildlife Enhancement**
- **Landscaping along Bike, Pedestrian Network to promote “green corridor”**
- **Landscaping in Civic Space or Park**
- **BioSwale vegetation for natural stormwater features**

* **Street Tree = one per 30 linear feet of lot frontage**
** **Streetscape Tree = one per 50 linear of lot frontage**

G. Sign Standards

1. One address number no more than 6 inches vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.
2. One blade sign for each business may be permanently installed perpendicular to the facade. Such a sign shall not exceed a total of 4 square feet unless otherwise specified.
3. Encroachment. Freestanding signs will have a minimum 5-foot setback from ROW lines or a 15-foot setback from lot lines. Address Numbers. Numbers (not letters spelling numbers) shall be placed near the front door or front porch steps. Numbers shall be mounted to the door, the wall beside the door, the entablature, a square porch column or the top riser. Directional Signs. Parking Directional signs shall not exceed 4 square feet in area per side and 3 feet in height.
4. Off-site signs that are freestanding and detached are prohibited.
5. Configuration-

Band Signs.

Band signs consist of a band of lettering across the entire width of the building. Band signs shall be a maximum of 36" tall, and the bottom of the band sign shall not be installed more than 12' or less than 8' above the sidewalk. Band signs may be front-lit with gooseneck lights.

Board Signs.

Board signs consist of painted or vinyl graphics on a signboard attached flush with wall.

Window Signs

Window Signs may be neon behind the glass, or, paint or vinyl applied directly to the glass. Neither shall be mounted on opaque sign boards. The height of any window sign is limited to 1/3 the height of the glass in the sash where the sign is installed, excluding muntins.

Painted Wall Signs. Painted wall signs shall be rectangular, oriented horizontally or vertically, and no larger in area than 2' by 2 times the building width.

Home-based Business Signs. Signs advertising a home-based business shall be wood, painted, and a maximum size of 4 square feet. Signs may have engraved, gold leaf letters and symbols. Signs may be mounted to a freestanding post, hung below a porch roof, or mounted to a building wall. Alternately, brass may be used for signs mounted to masonry building walls. One sign advertising a home-based business is permitted at each frontage.

Real Estate Sign.

One real estate sign advertising a property for sale or rent may be displayed at each frontage, not to exceed 6 square feet.

(f)(4) SPECIFIC TO SUB-URBAN ZONES (T3)

A. Building Disposition

1. No portion of the Private Frontage may encroach the sidewalk.
2. Open porches may encroach up to 50% of the depth of the First Layer.
3. Balconies and bay windows may encroach up to 25% of the depth of the First Layer.
4. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage, unless otherwise determined by Administrative Exception. The other shall be the Reverse Frontage.
5. Buildings shall have their principal entrance on a frontage line

B. Building Configuration

[See Section 209(f)(3)(B).]

C. Building Function

[See Section 209(f)(3)(C).]

D. (T3) Parking Standards

1. Open parking areas shall be located at the Second and Third Lot Layers, except that driveway aprons and drop-offs may be located at the First Layer. Garages shall be located at the Third Layer as illustrated in Table 209-10.
2. Parking may be accessed from the frontage by means of a driveway.
3. Maximum Parking Ratios may be established by the CRC.

E. (T3) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish material on all facades shall be limited to brick, wood siding, cement fiber siding, and/or stucco with the exception of cast and molded metal which can be used for detailing on storefronts.
3. Balconies and porches shall be made of painted wood/wood fiber composite.
4. Buildings shall have sloped roofs.
5. Fences, if provided, shall be at the Frontage Line as illustrated in Table 209-10. Fences at Lot Lines may be of painted wood board. Chain link may be used in Second and Third Layers provided that chain link is not installed on street frontage.

Fences shall not exceed 4 feet in height in the First Layer and 6 feet in height in the Second and Third Layers. Solid fencing is not allowed in the First Layer.

F. (T3) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Table 209-10 and 209-12.
2. The First Lot Layer as shown in Table 209-10 shall consist of trees of various species, naturalistically clustered, as well as low maintenance understory. ~~Lawn shall be permitted by Administrative Exception.~~
3. The landscape installed shall consist primarily of native species (80%) and established by drip irrigation.

G. (T3) Sign Standards – T3 Specific

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

Blade Signs.

Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

4. There shall be no signage permitted additional to that specified in this section.

(f)(5) SPECIFIC TO GENERAL URBAN ZONES (T4)

A. (T4) Building Disposition

1. Balconies, open porches, and bay windows may encroach up to 50% of the depth of the First Layer.
2. ~~Loading docks and service areas shall be permitted on frontages only by Administrative Exception.~~
Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
3. ~~For Buildings on B-Grid streets, parking lots may be allowed on the frontage by Administrative Exception.~~
4. Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall

be the principal frontage, unless otherwise determined by Administrative Exception. The other shall be the Reverse Frontage.

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

B. (T4) Building Configuration

[See Section 209(f)(3)(B).]

C. (T4) Building Function

1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.
2. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.

D. (T4) Parking Standards

1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
2. Maximum Parking Ratios may be established by the CRC.
3. All parking areas except for driveways shall be located at the Third Lot Layer as illustrated in Table 209-10. Garages shall be at the Third Layer.

E. (T4) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to brick, clapboard, cement fiber siding, and/or stucco with the exception of cast or molded metal which can be used for detailing on retail storefronts.
3. Balconies and porches shall be made of painted wood/wood composite or metal.
4. Buildings shall have sloped roofs.
5. Fences, if provided, shall be at the Frontage Line as illustrated in Table 209-10. Fences at Lot Lines may be of painted wood board. Chain link may be used in Second and Third Layers provided that chain link is not installed on street frontage. Fences shall not exceed 4 feet in height in the First Layer and 6 feet in height in the Second and Third Layers. Solid fencing is not allowed in the First Layer.

F. (T4) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Tables 209-10 and 209-12.

2. The First Lot Layer as shown in Table 209-10 shall be planted with trees. Lawn shall be permitted.
3. The landscape installed shall consist of 80% native species that are of tolerant of soil compaction and established by drip irrigation.

G. (T4) Sign Standards

1. Signage may be lit externally only with full-spectrum source.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Address Numbers. Numbers shall be metal, ceramic or paint.
3. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.
4. There shall be no signage permitted additional to that specified in this Section.

(f)(6) SPECIFIC TO URBAN CENTER ZONES (T5)

A. (T5) Building Disposition

1. Stoops, lightwells, balconies, bay windows and terraces may encroach 100% of the depth of the First Layer.
2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least 8 feet.
3. ~~Loading docks and service areas shall be permitted on frontages only by Administrative Exception.~~
Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
4. ~~For Buildings on B-Grid streets, parking lots may be allowed on the frontage by Administrative Exception.~~
5. Facades shall be built parallel to the principal frontage line along a minimum of 70% of its length on the setback shown in Table 209-18. In the absence of a building along the remainder of the frontage line, a streetscreen shall be built co-planar with the facade.
6. ~~Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. unless otherwise determined by Administrative Exception. The other shall be the Reverse Frontage.~~

7. Buildings shall have their principal entrance on a frontage line.**B. (T5) Building Configuration**

1. A first level residential function shall be raised a minimum of 2 feet from average sidewalk grade.

C. (T5) Building Function

1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 14.
2. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.
3. First story retail shall be permitted throughout and shall be required at Mandatory Retail Frontages in accordance with Section 209(d)(10(A)(2).

D. (T5) Parking Standards

1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
2. Maximum Parking Ratios may be established by the CRC.
3. All parking areas shall be located at the Third Lot Layer as shown in Table 12C.
4. Parking shall have access from a rear alley.
5. Pedestrian entrances to all parking lots and parking structures shall be directly from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
6. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

E. (T5) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 70% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco with the exception of cast and molded metal which can be used for detailing on storefronts.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets or sloped roofs.
5. Streetscreens shall be located coplanar with the building facade line as shown in Table 209-10.

F. (T5) Landscape Standards

1. A minimum of one tree shall be planted within the First Layer for each 30 feet of frontage line as illustrated in Table 209-10 and 209-12
3. The First Layer as shown in Table 209-10 shall be landscaped or paved to match the enfronting Public Frontage as shown in Table 209-6.
4. Trees shall be a species with shade canopies that, at maturity, remain clear of building frontages.
5. The landscape installed shall consist of 80% native species tolerant of soil compaction and established by drip irrigation.

G. (T5) Signage Standards

3. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Address Numbers. Numbers shall be metal, ceramic or paint.

4. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. No blade sign shall exceed 6 square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one side of the building or at a 45-degree angle to the corner.

Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of 12' from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed 10' in height. Vertical corner signs shall be mounted 12" maximum away from the exterior wall of the building and shall be a maximum of 3' wide.

6. A single external sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.
7. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

(f)(7) SPECIFIC TO URBAN CORE ZONES (T6)

A. (T6) Building Disposition

1. Stoops, lightwells, balconies, bay windows and terraces may encroach 100% of the depth of the First Layer.
 2. Awnings, arcades, and galleries may encroach the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least 8 feet.
 3. ~~Loading docks and service areas shall be permitted on frontages only by Administrative Exception.~~
Loading docks, service entrances, and service yards shall be permitted on side and rear yards.
 2. ~~For Buildings on B Streets, parking lots may be allowed on the frontage by Administrative Exception.~~
 4. Facades shall be built parallel to the principal frontage line along a minimum of 80% of its length on the setback shown in Table 209-18G. In the absence of building along the remainder of the frontage line, a streetscreen shall be built co-planar with the facade.
 5. ~~Facades shall be built parallel or tangent to the principal frontage line. For lots having two frontages the one along the more urban frontage as shown in Table 209-10 shall be the principal frontage. unless otherwise determined by Administrative Exception. The other shall be the Reverse Frontage.~~
 6. Buildings shall have their principal entrance on a frontage line.
- B. (T6) Building Configuration
- [See Section 209(f)(3)(B).]**
- C. (T6) Building Function
1. Within the Long Pedestrian Shed of a Regional Center, the effective parking available for calculating the intensity on each lot may be increased by a multiplier of thirty percent (30%) without increasing parking requirements cited in Table 209-14.
 2. Ground floor retail shall be permitted throughout and shall be required at Mandatory Retail Frontages.
- D. (T6) Parking Standards
1. ~~Parking shall be accessed by the alley or rear lane, when such are available on Master Development Pattern Plan.~~
 1. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
 2. Maximum Parking Ratios may be established by the CRC.

3. All parking areas shall be located at the Third Lot Layer as shown in Table 209-10.
4. **Parking shall have access from a rear alley.**
5. Pedestrian entrances to all parking lots and parking structures shall be directly accessed from a frontage line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.
6. The vehicular entrance of a parking lot or garage on a frontage shall be no wider than 30 feet.

E. (T6) Architectural Standards

1. The facades on Retail Frontages shall be detailed as storefronts and glazed no less than 80% of the sidewalk-level story.
2. The exterior finish materials on all facades shall be limited to stone, brick and/or stucco with the exception of cast and molded metal which can be used for detailing on retail storefronts.
3. Balconies, galleries and arcades shall be made of concrete, painted wood/wood composite or metal.
4. Buildings may have flat roofs enclosed by parapets, or sloped roofs.
5. Streetscreens shall be located coplanar with the facades as shown in Table 209-10.

F. (T6) Landscape Standards

1. The First Layer as shown in Table 209-10 and 209-12 shall be landscaped or paved to match the public frontage as shown in Table 209-6.
2. Trees shall be species with shade canopies that, at maturity, remain clear of building frontages.
3. Trees shall not be required in the First Layer (Table 209-10).
4. The species of landscape installed shall consist of 80% native species tolerant of soil compaction and established by drip irrigation.

G. (T6) Signage Standards

1. Signage may be lit externally only with full-spectrum source, unless otherwise specified.
2. Sign Materials. Signs shall be constructed of wood, synthetic wood or metal, or they may be painted on building walls or windows. Neon shall be permitted as noted elsewhere. Address Numbers. Numbers shall be metal, ceramic or paint.
3. Configuration-

Blade Signs. Blade signs hung from an architectural element shall be centered on that element. Blade signs projecting from the wall may project a maximum of 5'. The top of the blade sign shall be between 9' and 12' above the sidewalk. The blade sign shall be 32" tall maximum. Blade signs shall be no more than 4' wide nor project more than 5' from the wall. No blade sign shall exceed 8 square feet. Brackets and other suspension devices shall match the sign style and shall not be computed as part of the allowable size of the sign.

Vertical Corner Signs. Vertical corner signs are permitted at the corners of blocks. They may project perpendicular from one side of the building or at a 45-degree angle to the corner.

Vertical corner signs shall be constructed of either signboards or metal, and they may be lit either with gooseneck lights or with surface neon. Vertical corner signs shall be mounted a minimum of 12' from the sidewalk, measured to the bottom of the sign. The height of the sign shall not exceed 10' in height. Vertical corner signs shall be mounted 12" maximum away from the exterior wall of the building and shall be a maximum of 3' wide.

- 4. A single external sign band may be applied to the facade of each building, provided that such sign not exceed 3 feet in height by any length.
- 5. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

~~(f)(8) CIVIC FUNCTIONS~~

~~A. General~~

- ~~1. Development Pattern Plans shall designate, or allow by Administrative Exception, Civic Space (CS) and Civic Building Functions (CB).~~
- ~~2. Civic Functions may be approved by Administrative Exception so long as they do not occupy more than a total of 20% of the area of each Pedestrian Shed. A Civic Function requiring more than 20% of the Pedestrian Shed shall be subject to the creation of a Special District with its own standards, to be coordinated on Table 209-19. [See Section 209(c)(9)].~~
- ~~3. Parking for Civic Functions shall be determined by Administrative Exception.~~

~~B. Civic Space (CS)~~

- ~~1. Civic Space may be approved by Administrative Exception.~~
- ~~2. Civic Spaces shall be generally designed as described in Table 209-9A.~~

~~C. Civic Buildings (CB)~~

- ~~1. Civic Building types shall be approved by Variance for sites reserved for civic buildings.~~

~~2. Civic Buildings shall not be subject to the Requirements of Section 209(f). The particulars of their design shall be determined by Variance.~~

~~D. Civic Space for Public Transit~~

~~1. Civic Space for Public Transit may be approved by Administrative Exception as provided in Section 209(d)(9)(D).~~

~~(f)(9) SPECIAL REQUIREMENTS~~

~~A. A Development Pattern Plan may designate special requirements as provided in Section 209(d)(10).~~

SECTION (g) Guidelines for Transit Facilities, Bicycle Parking, and Schools

1. TRANSIT GUIDELINES

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

2. BICYCLE PARKING GUIDELINES

- A. Bicycle parking shall be provided free and nearby all destinations and may be located in any Transect Zone. All bicycle parking should be secure and visible.
 1. Short Term Parking shall be adequate, prevalent, visible and convenient to entrances, and is required in Transect Zones T4, T5 and T6. This type of parking is intended for customers, visitors and messengers.
 2. Long Term Parking shall be provided in Transect Zones T4, T5 and T6. This type of parking is intended for employees, students, residents and commuters. Long Term Bicycle Parking must be covered or indoors, space is usually available inside under stairways, at the end of hallways, basements, or in unused areas of a parking structure.

- B. Bicycle Parking Spaces
1. One employee bicycle parking space for every 7,500 square feet, or portion thereof, of office floor area and one additional such visitor space for every 20,000 square feet, or portion thereof, of office floor area.
 2. One resident bicycle parking space for every three residential units, or portion thereof, of residential units and one visitor space for every 50 residential units, or portion thereof, of residential units.
- C. The facilities shall not encroach on any area in the public right-of-way intended for use by pedestrians or any required fire egress.

3. ELEMENTARY SCHOOL GUIDELINES

- A. It shall be anticipated that each public school shall require between 10 and 16 acres of land. Each public school shall be expected to serve between 600 and 800 students. Smaller public and private schools that are compatible with an urban environment are permissible.
- B. Per Section 209(d)(8)(B)(8) Transit shall be coordinated with School Bus Routes.

School Planning Factors

School Planning must be conducted on a project by project basis. Individual factors may vary. The following are some general factors that may be used.

Using a factor of .35 elementary-age school children per household (actual number may vary), and an average household size of 2.7 people, a school built for 800 students would draw from approximately 2,286 households $[800/.35]$ that contain a population of approximately 6,172 people $[2,286 \times 2.7]$. *[Note: if the factor doubled to .7 this would equal 1,143 households or 3,086 people.]*

For planning purposes a school should be considered for any development over 800 units (on the basis that a large portion of the school would come from the population of that development). Using the .35 factor, a development of 800 units would equal 280 elementary school age children $[800 \times .35]$ and a population of 2,160 $[800 \times 2.7]$. *[Note: if the factor doubled to .7, 800 units would equal 560 students within a projected population of 2,160.]*

SECTION (h) Definitions

A Grid / B Grid: thoroughfare designations appearing on the Regulating Plan. Buildings on the A Grid streets are subject to all of the provisions of these regulations. Buildings on the B Grid streets may by Administrative Exception be exempt from certain provisions allowing for open parking lots, unlined parking decks, drive throughs, gas station canopies, and hermetic building fronts. B Grid streets are only permitted in T5-T6.

Administrative Exception: permits a practice that is not consistent with a specific provision of these regulations. Administrative Exceptions may be recommended by the CRC and may be granted administratively through the Director of Development Services.

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

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.

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.

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

Block: the aggregate of private lots, passages, 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.

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

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

Building Function: the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Table 209-13).

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

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

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

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

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

Civic Building: a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section (f). The particulars of their design shall be determined by Administrative Exception.

Civic Parking Reserve: parking structure or lot within a quarter mile of the site that it serves.

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

Civic Transit Zone: area reserved for transit facilities.

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

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.

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 (see Table 209-6).

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre [See Section 209(d)(4)].

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

Developable areas: residual to the Preserved Open Space Sector.

Developable area of the site: See Net Developable Area or Net Site Area.

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

District: see Specialized District.

Driveway: a vehicular lane within a lot, usually leading to a garage. A Driveway in the First 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.

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

Elevation: the exterior walls of a building not along a Frontage Line. See Façade (Table 209-10)

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

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

Facade: the exterior wall of a building that is set along a Frontage Line (see Elevation; Frontage Line).

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

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

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

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

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

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

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. (See Table 209-6)

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

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

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

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

Lot Width: the length of the 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.

Master Development Pattern Plan: Master Development Plan submittal that contains one or more Development Patterns per the requirements of Section 35-357.

Meeting Hall: a building available for gatherings, including conferences. It should accommodate at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. ~~A Meeting Hall shall be completed upon the sale of 75% of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75% of the dwelling units, at which time control of its use shall be given to the Community Council.~~

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

Net Developable Area, Net Site Area: the developable areas of a site. The Net Site Area shall be allocated to the various Transect Zones according to the parameters in Table 209-18.

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

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

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

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.

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

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

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

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

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 (see Table 209-6).

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

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

Regional Center: A Development Pattern consisting of one Long Pedestrian Shed with a strong retail core.

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 Master Development Pattern Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

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

Sector: a neutral term for a geographic area. In the Form-Based Development Use Pattern there are six specific Sectors that establish the boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve) and the other four are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors, and the Infill Sector.) Sectors address the regional scale while Transect Zones address the physical character of communities. Sectors contain Development Patterns (Hamlet, Village, Regional Center, and TOD), which contain prescribed Transect Zones, which contain design standards appropriate to those T-Zones.

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

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

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

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

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

Specialized District (SD): Specialized District shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the normative Transect Zones or Development Patterns. Typical Districts may include large parks, institutional campuses, refinery sites, airports, etc.

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

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

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

Streetscreen: A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. ~~The streetscreen may be a hedge or fence by Administrative Exception.~~ Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 30% permeable or articulated to avoid blank walls. (Syn.: Streetwall).

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

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

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

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

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Development Pattern Plan is required to be designed in response to the axis.

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

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

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

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

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

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

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.

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

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