

The neighborhood development code
Greenfield section (draft)

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TRADITIONAL NEIGHBORHOOD
DEVELOPMENT CODE
(TND CODE)

GREENFIELD SECTION

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1. INTRODUCTION

- 1.1 **General Description.** The TND Code is based on the following conventions:
 - 1.1.1 The basic increment of planning is the transit-supportive, mixed-use community of urban neighborhood and rural village.
 - 1.1.2 The Neighborhood is of a certain size defined by an easy walking distance from its edge to its center.
 - 1.1.3 A variety of housing, shops, workplaces and civic buildings is included within the Neighborhood and interspersed wherever possible.
 - 1.1.4 The housing stock is inclusive, serving a range of income and age groups.
 - 1.1.5 The workplace stock is inclusive, providing for home occupations

- as well as for conventional offices.
- 1.1.6 Special sites are reserved for civic buildings expected to be instruments and symbols of community.
 - 1.1.7 There are a variety of socially useful open space sites in the form of parks squares and plazas.
 - 1.1.8 There are a variety of thoroughfares designed as environments equitable for the pedestrian, the bicycle and the automobile.
 - 1.1.9 The building frontages spatially delineate the thoroughfares and mask most of the parking lots.
 - 1.1.10 The architecture and the landscaping respond to the climate and culture of the region.
- 1.2 Explanation.** The TND Code has the following justification:
- 1.2.1 The existing Code incorporates techniques derived from suburban practice. It does not support the vision of the current Master Plan which is to evolve pedestrian and transit-oriented communities.
 - 1.2.2 The existing Code has certain procedural weaknesses common to codes of its generation. Over time it has become increasingly complex and therefore imprecise, demanding an extensive public review process for all projects.
 - 1.2.3 The TND Code provides an alternative. It allows new development to complete neighborhood patterns within urban areas and to create villages in greenfields. Both of these patterns are envisioned in the current Master Plan.
 - 1.2.4 The TND Code does not eliminate existing suburban practices; rather, it increases the range of techniques available to include the truly urban and the truly rural. The parameters of the code assure that the increase in possibilities does not lead to abuse, particularly by selective application.
- 1.3 Incentives.** The TND Code includes the following incentives to its use:
- 1.3.1 The TND Code is an optional overlay to the existing Code. The process of using the existing Code, requiring public review, remains unchanged.
 - 1.3.2 The TND Code is vested. Permitting is by administrative review, intended to be faster, easier and more predictable than the conventional process. Projects following its provisions and requiring only waivers shall be processed administratively. Public review shall be required only for variances and for the creation of Districts.
 - 1.3.3 TND applications are granted priority in processing over all other types, including those with prior filing dates.
 - 1.3.4 Impact fees are lower, as shown in the TND Impact Fee Schedule, reflecting the relative efficiency of the TND in its requirements of infrastructure and services.
 - 1.3.5 Higher densities are allowed in order to compensate for the perceived additional cost of TND infrastructure, to support transit and to consume less land than the equivalent conventional

development.

2. ALLOCATION

2.1 General.

- 2.1.1 The minimum site for a TND shall be 40 acres. There is no maximum parcel size.
- 2.1.2 The site shall be apportioned as two sectors: mandatory Neighborhoods and optional Edge Zones.
- 2.1.3 The site shall be structured as one or several Neighborhoods; each defined in size by a *pedestrian shed*. The pedestrian shed is the distance that may be traversed by a five-minute walk at an easy pace, measured from the center of the Neighborhood to its edge. Sites larger than a pedestrian shed shall be developed as multiple Neighborhoods, each individually subject to the full complement of the TND Code provisions.
- 2.1.4 The Neighborhood shall consist of three zones at a minimum: the Neighborhood Center, the Neighborhood General and the Civic Reserve. The other zoning categories are optional.
- 2.1.5 The remnants of the site outside the pedestrian sheds shall be assigned to the Edge Zones.
- 2.1.6 Large-scale recreational uses such as golf courses and playing fields shall be assigned to the Edge Zones.

2.2 Regional Scale.

There are five regional zoning categories within which the TND Code operates. These zones create a transect of immersive environments ranging in character from rural to urban. The transect is shown in Appendix A. The Zones are summarized below and in Table I. These Zones are designated on the Regional Plan prepared by the County. A sample Regional Plan is shown in Appendix B.

- 2.2.1 Rural Preserve Zones are to be protected from development in perpetuity. They are confirmed in this status by scientific justification or established legally. These Zones consist generally of environmental lands acquired, protected wetlands, designated trails and transportation corridors.
- 2.2.2 Rural Reserve Zones are temporarily protected from development until such time as they are added to the Preserve by a variety of techniques, including outright purchase by public funds, controlled by low-density development or removed from development by the transfer of their development rights (TDR).
- 2.2.3 Rural Edge Zones are intended for later release for development only under the TND Code.
- 2.2.4 Neighborhood Zones include two categories - zones already developed and vested for the Infill TND Code; and Zones intended for initial development, vested for the Greenfield TND Code.
- 2.2.5 Core Zones are located at transportation nodes and designated for

TND or TOD development at higher than standard TND densities.

- 2.2.6 Districts are for development patterns that cannot follow the TND Code provisions, but are none-the-less justified.

2.3 Urban Scale.

There are seven local zoning categories within which the TND Code operates. These Zones shall be designated on the Regulating Plan prepared by the developer/applicant within the parameters of allocation shown in Table II. A sample Regulating Plan is shown in Appendix C.

- 2.3.1 Rural Edge Zone is the sector held for subsequent development.

- There shall be no requirement for nor any limit to the size of the Rural Edge Zone once a Neighborhood has been established.

- 2.3.2 Neighborhood Edge Zone is the least dense, most purely residential sector of a Neighborhood. It is optional, depending on whether the Neighborhood is more rural (village-like) or urban (town-like) in character.

- A maximum of 50% of the gross area of the Neighborhood may be allocated to NE Zone.

- 2.3.3 Neighborhood General Zone is the generalized, primarily residential sector of a Neighborhood. It is usually the largest area of the Neighborhood.

- A minimum of 30% and a maximum of 40% of the gross area of the Neighborhood shall be allocated to NG Zone.

- 2.3.4 Neighborhood Center Zone is the denser, mixed-use social condenser of a Neighborhood. It is usually centrally located within the Neighborhood.

- A minimum of 10% and a maximum of 40% of the gross area of the Neighborhood shall be allocated to NC and/or TC Zones jointly.

- 2.3.5 Town Center Zone: The generalized, fully mixed-use dense sector of a city usually lineal in form as it follows important thoroughfares. It is usually located at transportation nodes.

- A maximum of 40% of the gross area of the Neighborhood shall be allocated to TC and/or NC Zones jointly.

- 2.3.6 Downtown Core Zone is the densest business, cultural and entertainment sector of a city, it is always centroidal in form. A core serves the region as a whole. Cores occur where designated on the Regional Plan.

- The Core may occupy 100% of the area assigned to it on the Regional Plan.

- 2.3.7 Civic Reserve Zone is the individual site reserved for buildings and open spaces intended for communal use.

- A minimum of 5% of the gross area of the Neighborhood shall be permanently allocated to Civic Space Reserve.
- A minimum of 1% and a maximum of 15% of the gross area of the Neighborhood shall be permanently allocated to Civic

Building Reserve.

- 2.3.8 Specific Districts are created by variance in public hearing to accommodate building uses or configurations that are not included within the provisions of the TND Code.
- A maximum of 20% of the gross area of the Neighborhood may be designated as SD.

3. IMPLEMENTATION

3.1 Conflict.

- 3.1.1 Projects using the TND Code may be granted waivers by administrative review. A waiver is an exception for a discrepancy that is consistent with the general intent but not with specific provisions of the TND Code.
- 3.1.2 Projects using the TND Code and requiring variances and/or the designation of a Specific District shall be subject to public review. A variance accepts practices deemed not to be in accordance with the provisions nor the intent of the TND Code. Variances are secured through public review.
- 3.1.3 Where conflicts exist, the TND Code shall take precedence over the existing Code.
- 3.1.4 Where conflicts exist, the Standard Building Code shall take precedence over the TND Code.
- 3.1.5 The Definitions in the TND Code take precedence over definitions in the existing Code. In the absence of a definition in the TND Code, the definitions in the existing Code apply.
- 3.1.6 The provisions of the TND Code, when activated by the verb "shall" are mandatory, when activated by the verb "may" are recommended.
- 3.1.7 The Definitions in the TND Code may contain regulatory language.
- 3.1.8 The TND Code must be applied in its entirety or not at all.

3.2 Absolute Standards. The following provisions of the TND Code shall not be open to waiver or variance.

- 3.2.1 The parameters of zoning allocation.
- 3.2.2 The permission to construct outbuildings.
- 3.2.3 The storefront requirement on retail frontages.
- 3.2.4 The parking location requirements.
- 3.2.5 The maximum dimension of thoroughfares.
- 3.2.6 The requirements for alleys and lanes.
- 3.2.7 A minimum density of eight dwelling units per acre.

3.3 Exceptions.

- 3.3.1 Not applicable in Greenfield sites.

3.4 Submittals. The following documents shall be required for ap-

- proval.
- 3.4.1 A Regulating Plan with corresponding statistics showing lot lines, zoning categories, maximum unit counts, thoroughfare types, civic spaces and buildings, natural traces on the site and the layout of the developments adjacent to the site on all sides. A sample Regulating Plan is shown in Appendix C.
 - 3.4.2 Urban Standards for each of the zones showing graphically and with dimensions, the typical function, configuration and disposition of buildings and the location of the parking within private lots. Sample Urban Standards are shown in Appendix D.
 - 3.4.3 Architectural Standards describing materials and their configuration for walls, roofs, windows, and ancillary elements. Sample Architectural Standards are shown in Appendix E.
 - 3.4.4 Landscape Standards describing the planting within the thoroughfares, civic reservations, and private lots. Sample Landscape Standards are shown in Appendix F.
 - 3.4.5 Thoroughfare Standards showing graphically and with dimensions the details of the thoroughfares. Sample Thoroughfare Standards are shown in Table V.

4. ZONES IN GENERAL

4.1 FUNCTION of the Buildings.

- 4.1.1 The following uses are generally permitted: Residential, Lodging, Office, Retail, Manufacturing, and Civic. Each shall be limited by Zone as specified in Table III.
- 4.1.2 The required number of parking spaces shall be as specified in Table II. This requirement may be reduced by implementing a shared parking policy. This requirement may not be exceeded unless the development is designed to provide meaningful transit opportunities.
- 4.1.3 Parking on thoroughfares shall count toward fulfilling the parking requirement of enfronting lots. The required parking may also be provided within the pedestrian shed (1400 feet) of the lot that it serves.

4.2 CONFIGURATION of the Buildings.

- 4.2.1 The general configuration of buildings is determined by the combination of frontage, setback, height, lot size and parking location.
- 4.2.2 The size of lots shall be as specified in Table III. Existing lots may be subdivided into lots no less wide than shown. The lot depth shall be a minimum of 80 feet except that existing dimensions may be retained.
- 4.2.3 Stoops, balconies, galleries, awnings, bay windows, and open porches shall be permitted to encroach up to one half the depth of the setback. Galleries shall be permitted to encroach the depth of the enfronting sidewalk.
- 4.2.4 Principal buildings shall have their entrance opening directly to a frontage line. Parking structures shall not lead directly to the

buildings they serve, but provide a pedestrian access route along a frontage line to the main building entrance.

- 4.2.5 Parking lots shall not be located at a terminated vista nor at the intersection of thoroughfares. Parking lots along frontages shall be masked by a facade or a streetwall.

4.3 DISPOSITION of the Streetscape.

- 4.3.1 The permitted design of thoroughfares appears in the Table V.
- 4.3.2 A thoroughfare, a rear alley, or a rear lane shall provide access to each lot or tract.
- 4.3.3 Thoroughfares shall terminate at other thoroughfares. The provision of cul-de-sacs is not permitted unless justified by natural conditions and approved by waiver.
- 4.3.4 An interconnected bicycle network shall be identified as part of the overall transportation system. All streetscapes shall make provision for the parking of bicycles.
- 4.3.5 The average perimeter of all blocks (bounded by thoroughfares) shall not exceed 2400 ft, with the smaller blocks toward the Center Zones and the larger toward the Edge Zones.

5. SPECIFIC REGIONS

5a RURAL EDGE ZONE

5a.1 FUNCTION of the Buildings.

- 5a.1.1 Rural Edge Zones shall allow buildings to be used as specified in Table III.
- 5a.1.2 Rural Edge Zones shall contain corridors, wetlands, retention ponds, playing fields, golf courses, and other large open spaces. The Rural Edge may include large residential lots at 5 acres minimum to assign maintenance and supervision.

5a.2 CONFIGURATION of the Building.

- 5a.2.1 Lots shall be no less than 5 acres as specified in Table II.
- 5a.2.2 One principal building and two outbuildings may be built on each lot.
- 5a.2.3 Frontage types shall be as shown in Table IV.
- 5a.2.4 Buildings shall have their facade built beyond 24 feet from the frontage lines as specified in Table III.
- 5a.2.5 The minimum side setback for all buildings shall be 12 feet.
- 5a.2.6 The minimum rear setback shall be 24 feet for buildings and 12 feet for outbuildings.
- 5a.2.7 Building height shall be not exceed 3 stories.
- 5a.2.8 Parking shall be allowed in the third layer and in the first and second layers on a driveway leading enclosed within a garage in the third layer.

5a.3 DISPOSITION of the Streetscape.

- 5a.3.1 Lots shall enfront on roads as specified in Table V. Roads consist of two 9-foot travel lanes and optional sidewalks. The curb radius shall not exceed 25 feet.
- 5a.3.2 Lots shall have their rear lot lines coinciding with lanes. Lanes consist of a 24-foot easement that may be graded and compacted and may be left unpaved.
- 5a.3.3 Street trees shall be installed on both sides of thoroughfares in a naturalistic pattern of single trees and clusters equivalent to one tree for every 30 feet of frontage.
- 5a.3.4 Street lamps may be provided at intersections of thoroughfares.
- 5a.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific site conditions.

5b NEIGHBORHOOD EDGE ZONE**5b.1 FUNCTION of the Buildings.**

- 5b.1.1 Neighborhood Edge Zones shall allow buildings to be used as specified in Table III.

5b.2 CONFIGURATION of the Buildings.

- 5b.2.1 Lots shall be a minimum of 72 feet wide.
- 5b.2.2 One principal building and two outbuildings may be built on each lot.
- 5b.2.3 Frontage types shall be as specified in the Table IV.
- 5b.2.4 Buildings shall have their facade built beyond 24 feet from the frontage line along a minimum of 30% of its length as specified in Table II.
- 5b.2.5 The minimum side setback for all buildings shall be 12 feet.
- 5b.2.6 The minimum rear setback shall be 24 feet for buildings and 12 feet for outbuildings.
- 5b.2.7 Building height shall be not exceed 2.5 stories.
- 5b.2.8 Parking shall be allowed in the first and second layers on a driveway and within an enclosed garage in the third layer as specified in Table II.

5b.3 DISPOSITION of the Streetscape.

- 5b.3.1 Lots shall enfront on roads as specified in Table V. Roads consist of two 9-foot travel lanes with an optional parking lane of 6 feet and optional sidewalks. The curb radius shall not exceed 15 feet.
- 5b.3.2 Lots shall have their rear lot lines coinciding with a lanes as specified in Table II. Lanes consist of a 24-foot easement that may be graded and compacted and may be left unpaved.
- 5b.3.3 Street trees shall be installed on both sides of the thoroughfare in irregular clusters equivalent to one for every 30 feet of frontage.

- 5b.3.4 Street lamps shall be installed at intersections and may be installed between intersections at regular intervals not exceeding 90 feet.
- 5b.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific site and building conditions.

5c NEIGHBORHOOD GENERAL ZONE

5c.1 FUNCTION of the Buildings.

- 5c.1.1 Neighborhood General Zones shall allow buildings to be used as specified in Table III.
- 5c.1.2 Commercial uses shall be located only on corner lots.

5c.2 CONFIGURATION of the Buildings.

- 5c.2.1 Lots shall be a between 36 feet and 72 feet wide. A maximum of two lots may be consolidated. Existing lots may be subdivided by waiver.
- 5c.2.2 One principal building and one outbuilding may be built on each lot.
- 5c.2.3 Frontage types shall be as specified in Table IV.
- 5c.2.4 Buildings shall have their facade built between 12 feet and 18 feet of the frontage line along a minimum of 40% of its length as specified in Table II.
- 5c.2.5 Side setbacks shall be an aggregate of 12 feet. Outbuilding setbacks shall be a minimum of 6 feet.
- 5c.2.6 The minimum rear setbacks shall be 24 feet for principle buildings and 6 feet for outbuildings.
- 5c.2.7 Building height shall be not exceed 2.5 stories.
- 5c.2.8 Parking shall be allowed in the first and second layers on a driveway and within an enclosed garage in the third layer as specified in Table II.

5c.3 DISPOSITION of the Streetscape.

- 5c.3.1 Lots shall enfront on roads or streets as specified in Table V. Roads and Streets consist of two 10-foot travel lanes, one or two 7-foot parallel parking lanes, and two minimum 6-foot wide sidewalks. The curb radius shall not exceed 15 feet.
- 5c.3.2 Lots shall have their rear lot lines coinciding with an alley or lane as specified in Table V. Alleys and Lanes consist of a 24-foot easement with vehicular pavement a minimum of 8 feet wide.
- 5c.3.3 Street trees shall be installed on both sides of the thoroughfare at regular intervals not to exceed 40 feet.
- 5c.3.4 Street lamps shall be installed on both sides of the thoroughfares at regular intervals not to exceed 60 feet.
- 5c.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific site and building conditions.

5d NEIGHBORHOOD CENTER ZONE

5d.1 FUNCTION of the Buildings.

5d.1.1 Neighborhood Center Zones shall allow buildings to be used as specified in Table III.

5d.2 CONFIGURATION of the Buildings.

5d.2.1 Lots shall be between 18 wide and 144 feet wide.

5d.2.2 One principal building and one outbuilding may be built on each lot.

5d.2.3 Frontage types shall be as specified in Table IV. Along retail frontages designated in the Regulating Plan, shopfronts shall be mandatory.

5d.2.4 Buildings shall have their facade built to within 6 feet of the frontage line along a minimum of 50% of its length.

5d.2.5 Buildings shall have no side or rear setbacks required. In conditions where the side or rear lot lines are adjacent to a different zoning category, the setback shall reciprocate the adjacent one up to 6 feet.

5d.2.6 Building height shall be between 2 and 4 stories.

5d.2.7 Parking shall be allowed in the second and third layers and shall be masked by a garden wall or a building.

5d.3 DISPOSITION of the Streetscape.

5d.3.1 Lots shall enfront on streets or avenues as specified in Table V. Streets and avenues consist of two 10-foot travel lanes, one or two 7-foot parallel parking lanes, and two minimum 6-foot wide sidewalks. The curb radius shall not exceed 15 feet.

5d.3.2 Lots shall have their rear lot lines coinciding with an alley as specified in Table V. Alleys consist of a 24-foot easement with vehicular pavement a minimum of 24 feet wide.

5d.3.3 Street trees shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.

5d.3.4 Street lamps shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.

5d.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific building entrance locations.

5e TOWN CENTER ZONE

5e.1 FUNCTION of the Buildings.

5e.1.1 Town Center Zones shall allow buildings to be used as specified in Table III.

5e.2 CONFIGURATION of the Buildings.

- 5e.2.1 Lots shall be between 18 feet and 144 feet wide.
- 5e.2.2 One principal building may be built on each lot.
- 5e.2.3 Frontage types shall be as specified in Table IV. Along retail frontages designated in the Regulating Plan, shopfronts shall be mandatory.
- 5e.2.4 Buildings shall have their facade built to within 6 feet of the frontage line along a minimum of 80% of its length.
- 5e.2.5 Buildings shall have no side or rear setbacks required. In conditions where the side or rear lot lines are adjacent to a different zoning category, the setback shall reciprocate the adjacent one up to 12 feet.
- 5e.2.6 Building height shall be between 2 and 6 stories.
- 5e.2.7 Parking shall be allowed in the second and third layers as specified in Table II, and shall be masked by a garden wall or a building.

5e.3 DISPOSITION of the Streetscape.

- 5e.3.1 Lots shall enfront on streets or avenues as specified in Table V. Streets and avenues consist of two to four 11-foot travel lanes, two 8-foot parallel parking lanes, and two minimum 12-foot wide sidewalks. The curb radius shall not exceed 15 feet.
- 5e.3.2 Lots shall have their rear lot lines coinciding with an alley as specified in Table V. Alleys consist of a 24-foot easement with vehicular pavement a minimum of 24 feet wide.
- 5d.3.3 Street trees shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.
- 5d.3.4 Street lamps shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.
- 5e.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific building entrance locations.

5f DOWNTOWN CORE ZONE**5f.1 FUNCTION of the Buildings.**

- 5f.1.1 Downtown Core Zones shall allow buildings to be used as specified in Table III.

5f.2 CONFIGURATION of the Buildings.

- 5f.2.1 Lots shall be a minimum of 18 feet wide.
- 5f.2.2 One principal building may be built on each lot.
- 5f.2.3 Frontage types shall be as specified in Table IV. Along retail frontages designated in the Regulating Plan, shop fronts shall be mandatory.
- 5f.2.4 Buildings shall have their facade built to within 6 feet of the frontage line along a minimum of 80% of its length.
- 5f.2.5 Buildings shall have no side or rear setbacks required except in

conditions where the side or rear lot lines are adjacent to a different zoning category, where the setback shall reciprocate the adjacent one up to 12 feet.

- 5f.2.6 Building height shall be between 2 and 18 stories.
- 5f.2.7 Parking shall be allowed in the second and third layers as specified in Table II, and shall be masked by a garden wall or a building.

5f.3 DISPOSITION of the Streetscape.

- 5f.3.1 Lots shall enfront on streets, avenues, or boulevards as specified in Table V. Streets, avenues, and boulevards consist of three or four 11-foot travel lanes, two 8-foot parallel parking lanes, and two minimum 12-foot wide sidewalks. The curb radius shall not exceed 15 feet.
- 5f.3.2 Lots shall have their rear lot lines coinciding with an alley as specified in Table V. Alleys consist of a 24-foot easement with vehicular pavement a minimum of 24 feet wide.
- 5d.3.3 Street trees shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.
- 5d.3.4 Street lamps shall be installed on both sides of the thoroughfares at regular intervals not to exceed 30 feet.
- 5f.3.5 Exact locations of street trees and street lamps shall be adjusted based on specific building entrance location.

5g CIVIC RESERVE ZONE

5g.1 FUNCTION of the Buildings and Spaces.

- 5g.1.1 The master developer shall covenant to construct a meeting hall within each neighborhood on a Civic Reservation tract. The construction of the meeting hall shall be completed upon the sale of 50% of the lots.
- 5g.1.2 There shall be a Civic Reservation tract suitable for childcare use reserved within each neighborhood. The Community Council, not the master developer, shall be responsible for the organization, funding, and construction of an appropriate building as the need arises.
- 5g.1.3 The ongoing construction of other civic improvements including buildings and open spaces on civic tracts shall be supported by an annual assessment dedicated to this purpose raised and administered by the Community Council.

5g.2 CONFIGURATION of the Buildings and Spaces.

- 5g.2.1 Each neighborhood shall contain at least one Civic Space Tract designed as a plaza, square or green no less than one acre and no greater than three acres. This Reserve shall be within 500 feet of the geographic center of the pedestrian shed unless topographic or existing thoroughfare locations suggest a waiver.
- 5g.2.2 The remaining area of required Civic Reserve shall be distributed

such that no portion of the neighborhood is further than 700 feet from a playground.

- 5g.2.3 Civic Building Reserves shall be within or adjacent to a Civic Space Reserve or at a terminated vista.
- 5g.2.4 One principal building and any number of outbuildings may be built on each lot.
- 5g.2.5 Each Civic Reserve Tract shall have a minimum of 50% of its perimeter along a thoroughfare excluding alleys.
- 5g.2.6 Buildings shall have their façade built anywhere on the tract.
- 5g.2.7 Side and rear setbacks shall be no less than that required on adjacent lots.
- 5g.2.8 Building height shall be determined administratively. A portion of the building not exceeding 400 square feet may be any height.
- 5g.2.9 Parking Location shall be as determined administratively. Parking lots for Civic uses shall be graded, compacted and landscaped, but may remain un paved.
- 5g.2.10 Civic buildings shall not be subject to the requirements of this section. The particulars of design are conditional upon approved by the Planning Board.

5g.3 DISPOSITION of the Streetscape.

- 5g.3.1 Thoroughfares enfronting Civic Space Reserves and Civic Building Reserves coincide with the standards of the underlying Zone.

5h SPECIFIC DISTRICT

5h.1 FUNCTION of the Buildings.

- 5h.1.1 Districts may be created by variance to accommodate uses that do not correspond to uses described in the other Zones or listed as prohibited, specified in Table III.

5h.2 CONFIGURATION of the Buildings.

- 5h.2.1 The configuration of buildings shall be approved as a condition of the variance.

5h.3 DISPOSITION of the Streetscape.

- 5h.3.1 Districts shall enfront on thoroughfares corresponding to the standards for the underlying zone. The curb radius shall not be limited; lots may enfront thoroughfares of municipal standard.

DEFINITIONS of the Terms

- **Administrative Review:** the review and approval of a TND application that requires only waivers. Administrative review is an incentive for use the TND Option and should be structured accordingly. The process should, at a minimum, include priority in staff allocation over non-TND applications.
- **Adverse impact:** the negative consequences of a use on adjacent lots, usually as a result of noise, vibration, odor or pollution. Consequences confined to the lot boundary are not considered to create adverse impact.
- **Alley:** a narrow service access to the rear of more urban buildings providing service areas, parking access, and utility easements. Alleys, as they are used by trucks and must accommodate dumpsters, should be paved from building face to building face, with drainage by inverted crown at the center. (See Lane)
- **Apartment:** a dwelling not coinciding with an individual lot, sharing a building with other dwellings above and/or below.
- **Architectural Harmony:** in urbanism, the condition of buildings sharing tectonic expression. A mixed-use sector requires a high level of harmony among its building types in order to absorb the variety of uses under the scrutiny of public review. Harmony is necessary along a block face.
- **Architectural Standards:** a set of lists that specifies the materials and configurations permitted for walls, roofs, openings, and attachments. The Architectural Standards are intended to produce visual compatibility among disparate building types. They relate the new buildings to the vernacular building traditions of the region, thus inheriting a suitable response to climate. Because urban quality is enhanced by architectural compatibility but is not dependent on it, the provisions of the Architectural Standards may range from liberal to strictly deterministic. What appears on the list is permitted, that which does not, is forbidden except by waiver.
- **Architectural Syntax:** the visual language of a building derived from the materials and configuration of its construction.
- **Attic:** the area within the slope of a roof. An inhabited attic does not count in the building height limitations. (See raised basement)
- **Avenue:** a limited distance, free movement thoroughfare connecting civic locations within an urbanized area. Unlike a boulevard, its trajectory is terminated. An avenue may be conceived as an elongated square. (See boulevard)
- **Backbuilding:** an extension of the principal building into the rear of the lot. A backbuilding is usually a linear structure of one story that enhances the privacy of the back yard while permitting sunlight to enter. A backbuilding may allow a separate apartment or a home occupation less than 500 sq. ft. in area. An ancillary apartment within a backbuilding does not count against the maximum unit count. Ancillary apartments shall be under single ownership with the principal building.
- **Bicycle Network:** ways dedicated specifically to, or available for, bicycle use. The general network of thoroughfares, if correctly dimensioned, is generally usable by cyclists sharing lanes with motor vehicles moving slowly. Specialized accommodation is required only where the speed of traffic precludes sharing. There are three types of bicycle ways: Trail: independent bicycle ways generally running through the countryside or parallel with highways. Lane: dedicated bicycle ways generally created by striping from the edges of

thoroughfares. Route: undesignated bicycle ways shared with other vehicles within thoroughfares.

- Block: the aggregate of lots and alleys, circumscribed by thoroughfares.
- Block face: the aggregate of the building facades on the side of a block. For the purposes of establishing architectural harmony, the block face provides a basic datum of precedent for comparison.
- Boulevard: a long-distance, free movement thoroughfare traversing an urbanized area. A boulevard is flanked by parking, sidewalks, and parkways buffering the buildings along the sides. (See avenue)
- Building Area Calculation: one method of calculating the size of a building by measuring its area in square feet, for the purposes of code compliance. Building area calculations includes the conditioned area of a building but excludes open porches and galleries. For the purposes of sales comparison, and appraisals, porches and galleries are included.
- Building Height (General): the limit to the vertical extent of a building. The building height may be prescribed as a maximum number of stories or as a dimension from sidewalk grade to point on the facade (such as the ceiling of an arcade or the eave). To not discourage pitched roofs, the maximum building height is measured to the eave, not to the ridge of the roof. The height limit shall not apply to inhabited attics, raised basements, chimneys, machine rooms, or similar structures. In order to permit towers, portions of buildings with a lot coverage less than 240 ft. shall not be subject to a height limit.
- Building Height (Exceptions): where the maximum number of stories is marked along each frontage line on the Regulating Plan. Heights so marked are exceptions to the general building heights.
- By Right: TBD
- Clusters are small, compact housing developments that maintain the majority of land open. Unlike TNDs, Clusters are typically not mixed use, nor must they be mixed-income.
- Commercial Use: the general term that includes office and retail use.
- Community Areas are areas delineated for convenience in distributing a jobs/housing balance and completing a civic infrastructure of services, schools and meeting halls.
- Community Council: the association of owners of lots and buildings, their inhabitants and tenants, within a Greenfield TND. The articles of association shall reference the Regulating Plan and the Code in perpetuity; shall set procedures for building and maintenance on private lots and public tracts, and provide for the construction of civic buildings by an ongoing special assessment equivalent to no less than 10% of the total yearly assessment of the council. A Community Council, unlike the property owner's or homeowner's association, accounts for the mixed-use nature of the TND, providing representation by renters and retail tenants as well as by owners.
- Conditional Uses: TBD
- Core Zone: the most dense business, service, institutional center. It is usually shared by several neighborhoods. It always straddles thoroughfares at their most active intersection. It is usually within walking distance of a large residential catchment.
- Corridor: the minimum standard required by the B Streetscape. A corridor is a frontage that attempts to maintain certain transit-supportive pedestrian quality despite having a

parking lot in front of the building facade. A corridor has no more than 2 rows of head-in parking between the facade and the thoroughfare. It has connective sidewalks between the public sidewalk and the building entrance. It has a landscaped streetwall to mask the parking and it has controls for freestanding signage.

- **Curb Radius:** the curved edge of a thoroughfare at an intersection, measured at the inside edge of the travel lane. The curb radius is determined by the turning radius of a vehicle. The smaller the curb radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the maximum curb radius is therefore an important variable in the fostering of a pedestrian environment.
- **Density:** the theoretical capacity of a lot to accommodate quantities of certain building uses. It is a code technique to designate the number of dwellings which may be accommodated within a standard measure of land area i.e. units/acre.
- **Density, gross:** the measure of dwelling units per acre inclusive of other uses.
- **Density, net:** a dependable measure of the efficiency of a building type as it excludes the highly variable areas of thoroughfare and open space included in gross density calculations.
- **Districts** are areas dedicated to a single function. These include housing subdivisions, shopping centers and office parks. Districts are otherwise known as Conventional Suburban Development (C.S.D.).
- **Driveway:** a vehicular access way within a private lot connecting a garage to a thoroughfare. Driveways are built to a lesser standard than public thoroughfares. The costs of rear lanes should be offset by that of the driveway it replaces.
- **Easements:** a private tract dedicated to vectoring minor utilities and vehicular movement. An easement overlaps a private lot and is therefore more flexible in its trajectory than a right-of-way. Easements are subject to setback requirements. (See right-of-way)
- **Elevation:** the surface of a building around its perimeter. Elevations are subject to setback and Architectural Standards but not to frontage standards. (See Facade).
- **Enfronting:** The provision of an element along a frontage line. Usage: "porches are enfronting the avenue". Source: Charles Moore.
- **Entrance Door:** The principal entrance to a building, usually leading directly to a lobby, the main shopping floor or the living room. In the support of pedestrian activity, the entrance door should give to the frontage rather than to the parking.
- **External Thoroughfare:** thoroughfares providing access to, but not passing through a neighborhood proper. External thoroughfares may conform to state, city, or county standards.
- **Facade:** those elevations of a building that are set along a frontage line. Facades are subject to frontage requirements additional to those required of elevations.
- **Facilitator:** an administrator who coordinates the process of applying and receiving a permit for projects subject to the TND Code. A facilitator provides a single interface between the applicant and the various city and state agencies that have power of approval over the project.
- **Freestanding Signage:** signage along a boulevard may be independent of building so long its top is no higher than the top of the building to which it corresponds, and in no

case higher than 18 ft. Each building shall display no more than one freestanding sign with an area not to exceed 80 sq ft.

- **Frontage:** that layer of a lot between the facade and the lot line that enfronts a public open space or a thoroughfare. Those elements of building and landscape which are within a frontage are held to a specific standard by the Urban Code. The privately-held layer between the facade of a building and the lot line. The variables of private frontage are the dimensional depth of the setback and the combination of architectural elements such as fences, stoops, porches, and galleries. These elements influence social behavior in the public realm. Syn: Front Facade Zone (Source: U.D.A.)
- **Frontage Line:** those lot lines that coincide with a thoroughfare. Facades along frontage lines define the public realm and are therefore more highly regulated than elevations that coincide with other lot lines. Frontage lines are assigned only along thoroughfares which are required to provide an excellent pedestrian experience (A-grid). Other thoroughfares are assumed to be assigned to secondary or support functions and are therefore exempted from the Frontage requirements (B and C-grid). To allow for necessary open parking lots, unmasked parking decks, drive-throughs and hermetic building fronts.
- **Frontage Standards:** an illustrated matrix referenced by the urban standards that describes the range of frontages available for residential and commercial construction, and assigns those frontages to the different sectors of the Regulating Plan.
- **Gallery Frontage Line:** those frontage lines designated on the Regulating Plan required to provide a covered gallery over the enfronting sidewalk. (See Frontage Standards)
- **Grayfield:** a development site within the existing urban fabric large enough to require the layout of thoroughfares and to contain a variety of densities and uses within a large number of buildings. (See greenfield & infill)
- **Green:** a medium-sized public space available for unstructured recreation, circumscribed by building facades, its landscape consisting of grassy areas and trees, naturalistically disposed and requiring only limited maintenance. (See Plaza & Square)
- **Greenway:** a corridor encompassing a trail for bicycles and pedestrians. The trajectory of a greenway should lead through rural as well as urban areas, connecting the countryside to urban parks. The landscaping pattern should be appropriate to the location: naturalistic within the countryside, and formal within the neighborhoods. A greenway should follow a natural trajectory which is transformed to its purpose. Typically, these are riverfronts (riverwalk) or disused tracks (the rails-to-trails).
- **Greenfield:** a development site outside the existing urban fabric large enough to require the layout of thoroughfares and to absorb a variety of densities and uses within a large number of buildings. (See Infill & Grayfield)
- **Highway:** a long-distance, speed movement thoroughfare traversing open countryside. A highway should be relatively free of intersections, driveways, and adjacent buildings, otherwise it becomes strip development which interferes with traffic flow and human comfort.
- **Immersive Environment:** a sector wherein the urban elements of building type, frontage, function, public space, and streetscape mutually reinforce each other toward the creation of a specific character.
- **Incentives** are techniques applied to encourage the creation of Town Centers, Neighborhoods and Hamlets rather than conventional suburban development (CSD).

Incentives include exemption from the DRI process and permitting as-of-right, providing the TND requirements are met.

- **Infill:** A building site within the existing urban fabric small enough to involve only the design of a single or a very few buildings. Proximity requires that the new buildings be harmonious typologically (See Type) and tectonically (See Architectural Harmony) with the adjacent buildings of the block face. Infill buildings need not be identical in function to their neighbors as the organic evolution of urbanism is towards increased density and greater mixture of functions.
- **Landscape Standards:** A list of plant species with instructions regarding their location, planting pattern, and maintenance. The lists are separated into those pertaining to public open spaces and thoroughfares, and those pertaining to private lots at frontage yards. The public and private planting lists are coordinated towards achieving a visually coherent reforestation of the urban fabric. The selection and disposition of the species is intended to support the urban or rural character of each zone and to coalesce the private and public landscaping towards an ecosystem harmonious with the region.
- **Lane:** a narrow service access to the rear of the more rural buildings, usually houses. Usually yield movement, lanes are applicable to Edge Zones. Lanes may have a narrow strip of paving at the center, or they may be left unpaved, draining by percolation (depending on local soil conditions). (See Alley)
- **Liner Building:** a building conceived specifically to mask a parking lot or a parking structure from the frontage. Liner buildings are shallow in depth as they are conceived to mask parking without consuming it, as a conventional building would.
- **Lot:** a separately platted subdivision of land held privately, usually intended for building purposes.
- **Lot Line:** the boundaries that legally and geometrically demarcate parcels held in private ownership and intended primarily for the construction of buildings. For the purposes of coding such lines appear graphically on the Regulating Plan. Codes reference lot lines as the baseline for measuring setbacks. (See Tract)
- **Lodging:** premises available for short-term residence, including daily and weekly letting.
- **Lot Coverage:** that area of the lot occupied by buildings, excluding unenclosed porches, galleries, and projecting balconies.
- **Lot Width:** the dimension of a lot measured parallel to the frontage line at the rear of the lot. Lot width is prescribed in 9 ft. increments as this is the minimum dimension of a parking place. Parking controls density, and the rationalized lot width thereby tends to increase density, which is an intention of the TND Code (i.e. A lot 17 ft. wide will park only one car, while a lot of 18 ft. will park two.) The width is measured at the rear of the lot as it is generally assumed that parking access is via a rear alley or lane.
- **Manufacturing:** premises available for the creation, assemblage, and/or repair of artifacts, including their retail sale except when such activity creates an adverse impact. (See Adverse Impact).
- **Meeting Hall:** a building designed for public assembly, containing at least one room having an area equivalent to 10 sq ft. for each dwelling of the neighborhood.
- **Neighborhood Proper:** that sector of a neighborhood that is within the Pedestrian shed;

the urbanized area of a TND, including blocks, streets, squares, greens, and parks but excluding the secondary areas and the Rural Reserve.

- Office: premises available for the transaction of general business, including professional and information services but excluding retail sales and manufacturing activity.
- Outbuilding: an ancillary building, additional to the principal building, usually located towards the rear of the lot. To allow an apartment above a garage while limiting its size, outbuildings shall be a maximum of two stories with a maximum lot coverage of 500 ft. An apartment within an outbuilding does not count against the maximum unit count or lot coverage restrictions. Outbuildings shall be under single ownership as the principal building.
- Parking Garage Reservation: a site designated on the Regulating Plan determined to be so evidently suitable as location for a parking garage, that it is zoned for that purpose. A parking garage reservation can be rescinded only by appeal to the Planning Board in public hearing.
- Parking Layer: the depth of the lot within which open parking is permitted. The first layer: the area between the frontage line and the facade. The second layer: the area behind the facade to the rear lot line. The third layer: the area starting 20 ft. behind the front facade to the rear lot line. In the absence of a building, the facade shall be replaced by a streetwall.
- Parking Structure: a building dedicated to the accommodation of parked cars in quantity. Parking structures consist of superimposed parking lots. They have a propensity to create very negative pedestrian experiences along the frontages. This can be mitigated by the provision of a liner building at the first floor. Parking garages are less likely to be willingly used as they become larger than two trays wide.
- Pedestrian Continuity: TBD
- Pedestrian Shed: the distance that may be traversed by a five minute walk at an easy pace. A dimension used to determine the outer limit of the Neighborhood proper to the edge to the Neighborhood Center. This dimension shall be approximately one quarter of a mile or 1400 ft. This dimension may be adjusted by waiver to accommodate site conditions and for transit availability, by extension of the pedestrian shed to a distance of a half mile or 2800 ft.
- Playground: a small open area specifically designed and equipped for the play of small children. A playground is usually fenced and may include an open shelter. A playground should be interspersed within residential areas, a short walking distance from dwellings.
- Plaza: a public space at the intersection of important streets set aside for civic purposes and commercial activities. A plaza is circumscribed by frontages, its landscape consisting of durable pavement for parking and trees requiring little maintenance. All parking lots on frontages shall be designed and developed as plazas with the paving not marked or detailed as a parking lot. (See Green & Square)
- Potential Historic Value: a building over fifty years since its initial construction. The time period is determined by the National Trust for Historic Preservation as the threshold for consideration for historical designation. Buildings of such age shall be subject to public review for permission for demolition or substantial modification.
- Preserve: See also Rural Preserve

- **Principal building:** the main building on a lot, always located towards the frontage. A principal building accommodates the functions described in the Use Standards.
- **Prohibited Uses:** uses which are not permitted anywhere within a neighborhood proper or a secondary area but allowed within a District by variance.
- **Public Building Reservation:** a site designated on the Regulating Plan determined to be so evidently suitable as location for a public building as a public asset that it is zoned for that purpose. A public building reservation can be rescinded only by appeal to the Planning Board in public hearing.
- **Public Space Reservation:** a site designated on the Regulating Plan determined to be so evidently suitable as location for public space that it is effectively zoned for that purpose. A public space reservation can be rescinded only by appeal to the Planning Board in public hearing.
- **Public Review:** the discussion of a variance by the Planning Board in public hearing, properly advertised. Public Review is required for variances, to secure Special District designation and to appeal an administrative review decision by the Department of Planning and Development.
- **Raised Basement:** a semi-underground story raising the principal floor level no more than 6 ft. above sidewalk grade. A raised basement protects a first floor window from the pedestrian passerby in the case of a short setback. A raised basement shall not count against the building height limitations. (See Attic)
- **Receiving Area:** See also Town Centers (TDR receiving areas)
- **Remnant:** a developable area, too small to be a complete neighborhood unless conjoined to an adjacent area. TND policy encourages incentives towards the joint design of such small adjacent parcels.
- **Required Parking:** the quantity of parking spaces required to service a certain building according to its use. The Required parking is prescribed in the Use Standards. Required parking may be provided on the site (off-street), along the street frontage that corresponds to the lot (on-street) or off-street within a pedestrian shed of approximately 1400 ft from the lot. If there is a municipal parking garage existing or planned within the shed, the required parking may be purchased, depending on availability. The restoration or rehabilitation of a building, of potential historic value shall not require the provision of parking additional to that which it already possesses.
- **Residential:** premises available for long-term human habitation by means of ownership or rental, but excluding short-term letting of less than a month's duration.
- **Retail:** premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing activity.
- **Retail Frontage Line:** those frontage lines designated on the Regulating Plan that are required to provide a shopfront, making the ground level available for retail or commercial use.
- **Right-of-Way (ROW):** a public tract dedicated to vectoring major utilities and vehicular movement. A right-of-way includes the thoroughfare and the streetscape, comprising the major part of the urban public realm. Lot lines coinciding with a right-of-way are thus designated as frontages and usually subject to additional code prescriptions. (See Easement)

- **Road:** a local, slow movement thoroughfare suitable for the more rural Edge and General Zones. Roads provide frontage for low-density buildings such as houses. A road tends to be rural in character without curbs or striped on-street parking. Roads have clustered planting and paths instead of sidewalks. The degree of rural or rustic character of a road may be adjusted by the manipulation of such elements. (See Street)
- **Rowhouse:** a single family house placed on its own lot, sharing at least one sidewall with an adjacent rowhouse.
- **Rural Preserves (Open Space)** are areas that are to remain free of development in perpetuity. The preserves include environmental lands acquired by the Environmental Lands Acquisition & Protection Program (ELAPP), wetlands, lakes, greenways, trail corridors, and parks.
- **Rural Reserves (Transfer of Development Rights Sending Areas)** are areas that should eventually be added to the Open Space Preserves. Rural Reserves include open space identified for public acquisition, transfer of development rights, public/private management and/or extremely low density development. Rural Reserves include significant wildlife habitats, stream corridors, buffers, ELAPP lands, and Preserve connecting corridors. Reserves are designated sending areas for TDRs.
- **Secondary Areas:** sectors outside of the neighborhood proper composed of remnants, and/ or Rural Reserves.
- **Sector:** a portion of land. The term sector is free of the semantic overlay of Neighborhood or District.
- **Setback:** the areas of a lot that must be maintained clear of permanent structures. Setbacks are measured from lot lines. Galleries, fences, arcades, porches, stoops, balconies, bay windows, terraces, and decks (that align with the first floor level) are permitted to encroach into the frontage and the rear setback.
- **Shared Parking:** the condition wherein day/night and weekday/weekend schedules allow the parking to be shared by more than one building or more than one use within the same building. When a shared parking condition is demonstrated, the Planning Department shall grant an administrative variance to reduce the required parking by 25%.
- **Shopfront:** a building type with its facade aligned close to the frontage line and with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with cantilevered roof, an awning or an attached gallery. An easement may be necessary to accommodate the encroaching roof. The absence of a raised basement precludes residential use on the ground floor. (See Stoop)
- **Square:** a public space, seldom larger than a block, at the intersection of important streets, and circumscribed spatially by frontages, its streetscape consisting of paved walks, lawns, trees, and civic buildings all formally disposed, and requiring substantial maintenance. (See Plaza & Green)
- **Story:** a habitable level within a building. To control maximum building height and prevent mezzanine retrofits, a story can be no more than 14 ft. in height from finished floor to finished ceiling.
- **Street:** a local, slow movement thoroughfare suitable for General, Center, and Core Zones. Streets provide frontage for higher-density buildings such as offices, shops, apartment buildings, and rowhouses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in individual planting areas.

Streets vary somewhat in character, responding to the enfronting commercial or residential uses. (See Road)

- Streetscape: the publicly-held layer between the lot line and the edge of the vehicular lanes. The combination of elements between enfronting facades define the character of the public realm. The Streetscape includes the private frontage of a building together with the public thoroughfare. The variables of streetscape are the type and dimension of curbs, walks, planters, street trees, and streetlights. The Streetscape, depends on the design of its component elements to support a pedestrian environment or undermine it.
- Streetscape A: Those thoroughfares designated by triage on the Regulating Plan to preserve or achieve high-quality pedestrian-oriented streetscapes. For these the TND Option is available.
- Streetscape B: Those thoroughfares designated by triage on the Regulating Plan to remain or become automobile-oriented corridors of high aesthetic quality. For these the TND Option is available. Property owners on B Streetscapes can petition by block face group to upgrade to the A Streetscape category.
- Streetscape C: Those thoroughfares intended to remain as they are and the TND Option is therefore not available. The C Streetscapes do not appear on the Regulating Plan. The property owners on C Streetscapes can petition by block face group to upgrade to the A or the B Streetscape category.
- Street Lamp: a light standard between 8 ft. and 14 ft. in height equipped with an incandescent or metal halide light source.
- Street Tree: a deciduous species or palm, resistant to root pressure, of proven viability in the region, no less than 6 inches in caliper and 8 ft. of clear trunk at the time of planting.
- Streetwall: a structure used in the absence of a facade to mask parking. A streetwall consists of a masonry wall between 4 and 6 ft. in height constructed according to the Architectural Standards. By administrative variance, a streetwall may be replaced by a clipped hedge of equal height.
- Substantial Modification: changes proposed that alter the exterior of a building. A substantial modification excludes effects that result from restoration, maintenance or rehabilitation of the interior.
- TDR: Transfer of Development Rights
- Tandem Building: a second building additional to the principal building, sharing a corner lot. Both buildings shall have a separate entry onto a frontage. Tandem buildings may be under condominium ownership.
- Terminated Vista: a location at the axial termination of a thoroughfare. A building located at a terminated vista may be required by the Regulating Plan to receive the axis with an articulation of the facade.
- Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested

by the thoroughfare's associated building and frontage types as determined by its location within the transect.

- Town Centers (TDR Receiving Areas) are locations at transportation nodes intended for higher density developments. These locations are often in current use as shopping centers. Others are along rail lines and yet others are at busy intersections. These Town Centers are designated TDR receiving areas and may be made more dense by the purchase of development rights from sending areas.
- Traditional Neighborhood Development, TNDs are walkable, compact, mixed-use, mixed-income developments, supporting transit. TNDs are the basic increment of development that is encouraged by the Master Plan.
- Tract: a separately platted portion of land held in common, usually intended for the construction of civic buildings or as a public open space in the form of a plaza, square, park or green. Tract Lines demarcate boundaries of parcels held for common use. Tracts are to be developed and maintained by a municipal government, a private management association, a property owner's association, or a nonprofit organization.
- Transect: a system of classification deploying the conceptual range rural-to-urban to arrange in useful order the typical elements of urbanism. The transect is a natural ordering system, as every urban element easily finds a place within its continuum. For example, a street is more urban than a road, a curb more urban than a swale, a brick wall more urban than a wooden one, an alley of trees more urban than a cluster. Even the character of streetlights can be assigned in the transect according to their fabrication from cast iron, extruded pipe, or wood posts.
- Triage Zoning: the allocation of frontage requirements of superior and lesser pedestrian quality to thoroughfares. This system assumes that a portion of modern building types create intrinsically inferior pedestrian experiences (drive-throughs, convenience parking, service stations, blank walls, etc.). Rather than ban these types altogether, the Triage System assigns them to specific thoroughfares for the purpose of maintaining selected frontages, undiluted, at a high standard while the others are held to progressively lower standards.
- Type: A type is defined by the relationship of use to form and sometimes to its placement, confirmed by familiarity, (i.e. the wine bottle). For building type, there are three determinants. Function is the use or range of uses of the building. Configuration is the shape of the building. Disposition is the placement of the building on its site. This last is a necessary attribute of an urban type. These constants result in a predictable socioeconomic performance; for example, a rowhouse provides a relatively affordable dwelling place while creating urban character.
- Turning Radius: the tightest radial trajectory of a vehicle making a turn. In conventional practice, the turning radius of an emergency or trash-collection vehicle determines the size of the thoroughfare system. In TND practice, the vehicle should be sized to the intended character of the thoroughfare, rather than vice versa.
- Urban Boundary / Rural Boundary: there are two conceptual instruments of regional planning used to control and direct the location of urban growth. Each has physical, political, and transportation implications. The Urban Boundary restrains the flood of urban growth by surrounding the city with a single, continuous line, as a dam contains a rising lake. The Rural Boundary surrounds the open space with multiple lines, as levees protect valuable areas while allowing the urban flood to stream past. The Urban Boundary is conceptualized from the point of view of the city. The Rural Boundary is conceptualized from the point of

view of nature.

- Urban Standards: text that regulates those aspects of private building which affects the public realm. The urban standards vary according to the zoning categories of the Regulating Plan. The urban standards define the streetscape, encouraging the provision of certain building elements which influence social behavior, such as stoops and porches. They also encourage certain building types in order to serve a full range of age, income, and occupation groups. The Urban Standards make reference to the Frontage and Use Standards.
- Uses by Right: TBD
- Uses Not by Right: TBD
- Use Standards: A matrix of text referenced by the Urban Standards that designates the uses permitted in each of the zoning categories. The uses include residential, lodging, office, retail, and manufacturing, each to various degrees, with emphasis on allowing flexibility wherever possible. Parking needs are correlated to the various combinations of use.
- Variance: the acceptance of practices not vested by the TND Code and those deemed to be not in accordance with the intent of the TND by County. Variances are secured through public review. (See Waiver).
- Vesting: those practices specifically permitted by the TND Code, requiring only administrative approval by the County. (See Variance)
- Waiver: an exception granted by the County. Administrative waivers may be granted for a discrepancy that is consistent with the intent but not with a specific provision of the TND. (See Variance)

C O L U M B U S , O H I O									
T N D C O D E									
R U R A L									
REGIONAL ZONES	RURAL PRESERVE (P)	RURAL RESERVE (R)	EDGE (E)	NEIGHBORHOOD (N)			CORE (C)		DISTRICTS (D)
LOCAL ZONES			RURAL EDGE (RE)	NEIGHBORHOOD EDGE (NE)	NEIGHBORHOOD GENERAL (NG)	NEIGHBORHOOD CENTER (NC)	TOWN CENTER (TC)	DOWNTOWN CORE (DC)	SPECIFIC DISTRICTS (SD)
ALLOCATION OF ZONES	n/a	n/a	n/a	0% to 50%	30% to 40%	10% to 40%	0% to 40%	0% to 100%	n/a

C O L U M B U S , O H I O									
T N D C O D E									
R U R A L									
REGIONAL ZONES	RURAL PRESERVE (P)	RURAL RESERVE (R)	EDGE (E)	NEIGHBORHOOD (N)			CORE (C)		DISTRICTS (D)
LOCAL ZONES			RURAL EDGE (RE)	NEIGHBORHOOD EDGE (NE)	NEIGHBORHOOD GENERAL (NG)	NEIGHBORHOOD CENTER (NC)	TOWN CENTER (TC)	DOWNTOWN CORE (DC)	SPECIFIC DISTRICTS (SD)
LOT WIDTH	n/a	n/a	5 acres min	72 ft min	36 ft to 72 ft	18 ft to 144 ft	18 ft to 144 ft	18 ft min	n/a
FRONTAGE BUILD-OUT	n/a	n/a	none	30% min	40% min	50% min	80% min	80% min	n/a
FRONTAGE SETBACK	n/a	n/a	24 ft min	24 ft min	12 ft to 18 ft	6 ft max	6 ft max	6 ft max	n/a
SIDE SETBACK	n/a	n/a	12 ft min	12 ft min	12 ft avg	0 min	0 min	0 min	reciprocal
REAR SETBACK (principal building)	n/a	n/a	24 ft min	24 ft min	24 ft min	0 min	0 min	0 min	reciprocal
REAR SETBACK (outbuilding)	n/a	n/a	12 ft min	12 ft min	6 ft min	0 min	0 min	0 min	n/a
BUILDING HEIGHT (outbuilding)	n/a	n/a	1 to 3 stories	1 to 2.5 stories	1 to 2.5 stories	2 to 4 stories	2 to 6 stories	2 to 18 stories	n/a
PARKING LOCATION	n/a	n/a	3rd layer, 1st & 2nd layers in driveway	3rd layer, 1st & 2nd layers in driveway	3rd layer, 1st & 2nd layers in driveway	2nd & 3rd layers, masked	2nd & 3rd layers, masked	2nd & 3rd layers, masked	n/a

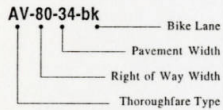
R U R A L U R B A N

REGIONAL ZONES	RURAL PRESERVE (P)	RURAL RESERVE (R)	EDGE (E)	NEIGHBORHOOD (N)			CORE (C)	DISTRICTS (D)	
LOCAL ZONES			RURAL EDGE (RE)	NEIGHBORHOOD EDGE (NE)	NEIGHBORHOOD GENERAL (NG)	NEIGHBORHOOD CENTER (NC)	TOWN CENTER (TC)	DOWNTOWN CORE (DC)	SPECIFIC DISTRICTS (SD)
RESIDENTIAL: Premises available for long-term human habitation by means of ownership and rental, but excluding short-term letting of less than a month's duration.	n/a	n/a	Residential: The number of dwellings is restricted to one within a principal building and one within an ancillary building, and by the requirement of one assigned parking space for each. Both dwellings shall be under single ownership, sharing a single set of utility connections. The habitable area of the ancillary dwelling shall not exceed 500 sq ft (e.g.: freestanding houses).	Residential: The number of dwellings is restricted to one within a principal building and one within an ancillary building, and by the requirement of one assigned parking space for each. Both dwellings shall be under single ownership, sharing a single set of utility connections. The habitable area of the ancillary dwelling shall not exceed 500 sq ft (e.g.: freestanding houses & cottages).	Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: houses, cottages & rowhouses).	Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).	Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).	Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).	Uses not by right: Uses that may only be allowed by creation of a District by variance. These include: Drive-through commercial where patrons remain in automobiles, except service stations, book and video shops, and banking facilities. Vending machines, except within buildings. Detached signs and billboards. "Big-Box" retail with parking on the frontage. Industrial enterprises emanating noise, vibration, or smell beyond the boundary of its site. Commercial Kennels and animal husbandry. Prisons except as accessories to police stations. Terminals for large scale transportation except bus terminals. Depots for large scale storage or distribution of goods. Scrap Yards for the processing, storage and disposal of waste materials, excepting recycling collection centers. Automotive sales. Service and repair are permitted. Golf Course and other large open spaces including nurseries. Mineral Extraction or mining. Cell phone towers. Labor pool buildings, hallway houses, & food pantries. Landfills & Dumps. Adverse impacts: uses with negative consequences on adjacent lots, usually as a result of noise, vibration, odor, pollution, or socioeconomic disruption. Conflicts are not considered to create adverse impact.
LODGING: Premises available for short-term human habitation, including daily and weekly letting.	n/a	n/a	Lodging: The number of bedrooms available for lodging is restricted to one within an ancillary building, and by the requirement of one assigned parking space for each leasable bedroom in addition to the parking requirement of two spaces for a dwelling (e.g.: guest cottage).	Lodging: The number of bedrooms available for lodging is restricted to one within an ancillary building, and by the requirement of one assigned parking space for each leasable bedroom in addition to the parking requirement of two spaces for a dwelling (e.g.: guest cottage).	Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, in addition to the parking requirement for each dwelling. Food service may be provided only before 11 am (e.g.: bed & breakfast inn).	Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times (e.g.: boarding house or hotel).	Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times (e.g.: boarding house or hotel).	Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times (e.g.: boarding house or hotel).	Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times (e.g.: boarding house or hotel).
OFFICE: Premises available for the transaction of general business, but excluding retail sales and manufacturing.	n/a	n/a	Office: The area available for office use is restricted to the first story of the principal building or an ancillary building, and by the requirement of one assigned parking space for each 250 sq ft, in addition to the parking requirement for each dwelling (e.g.: home occupation).	Office: The area available for office use is restricted to the first story of the principal building or an ancillary building, and by the requirement of one assigned parking space for each 250 sq ft, in addition to the parking requirement for each dwelling (e.g.: home occupation).	Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sq ft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).	Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sq ft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).	Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sq ft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).	Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sq ft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).	Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sq ft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).

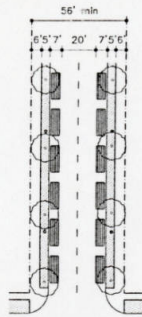
THOROUGHFARE TYPE	DOWNTOWN CORE ZONE		TOWN CENTER ZONE		NEIGHBORHOOD CENTER ZONE	
	90' min	73' min	62'	68' min	58' min	
HW: Highway	12' 8' 22' variable 22' 8' 12'	12' 8' 33' 8' 12'	12' 8' 11' 8' 12'	12' 7' 10' var. 10' 7' 12'	12' 7' 10' 10' 7' 12'	
AV: Avenue						
BV: Boulevard						
CS: Commercial Street						
ST: Street						
DR: Drive						
RD: Road						
RR: Rural Road						
AL: Alley						
LA: Lane						
PS: Passage						
PT: Path						
AV-80-34-bk	<ul style="list-style-type: none"> — Bike Lane — Pavement Width — Right of Way Width — Thoroughfare Type 					
Type	Commercial Avenue	Commercial Street	Commercial Street	Commercial Avenue	Commercial Street	
Movement	Speed Movement	Speed Movement	Speed Movement	Free Movement	Free Movement	
Vehicular Design Speed	35 MPH	35 MPH	35 MPH	30 MPH	30 MPH	
Traffic Flow	One Way each side	Two Ways	Two Ways	One Way each side	Two Ways	
Parking Lanes	One Side each side	Both Sides	Both Sides	One Side each side	Both Sides	
Curb Type	Raised	Raised	Raised	Raised	Raised	
Curb Radius	15 ft. max	15 ft. max	15 ft. max	15 ft. max	15 ft. max	
R.O.W. Width	90 ft.	73 ft.	62 ft.	68 ft.	58 ft.	
Pavement Width	30 ft. and 30 ft.	49 ft.	38 ft.	17 ft. and 17 ft.	34 ft.	
Sidewalk Width	12 ft.	12 ft.	12 ft.	12 ft.	12 ft.	
Planter Width	4 ft.	4 ft.	4 ft.	4 ft.	4 ft.	
Planter Type	Individual	Individual	Individual	Individual	Individual	
Planting Pattern	Allee 30 ft. o.c.	Allee 30 ft. o.c.	Allee 30 ft. o.c.	Allee 30 ft. o.c.	Allee 30 ft. o.c.	
Street Lamp Spacing	30 ft. intervals	30 ft. intervals	30 ft. intervals	30 ft. intervals	30 ft. intervals	

THOROUGHFARE TYPE

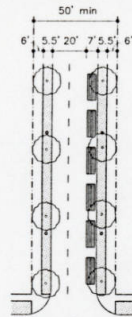
- HW: Highway
- AV: Avenue
- BV: Boulevard
- CS: Commercial Street
- ST: Street
- DR: Drive
- RD: Road
- RR: Rural Road
- AL: Alley
- LA: Lane
- PS: Passage
- PT: Path



NEIGHBORHOOD GENERAL

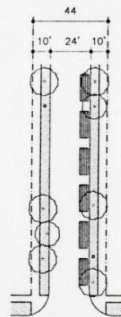


ST/RD-56-34

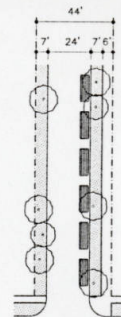


ST/RD-50-27

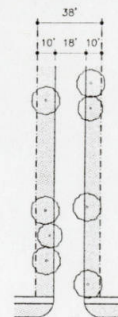
NEIGHBORHOOD EDGE ZONE



RD-44-24a



RD-44-24b



RD-38-18

Type
Movement
Vehicular Design Speed
Traffic Flow
Parking Lanes
Curb Type
Curb Radius
R.O.W. Width
Pavement Width
Sidewalk Width
Planter Width
Planting Type
Planting Pattern
Street Lamp Spacing

Residential Street or Road
Free Movement
30 MPH
Two Ways
Both Sides
Raised or None
15 ft. max
56 ft.
34 ft.
6 ft.
5 ft.
Continuous
Allee 40 ft. o.c.
60 ft. intervals

Residential Street or Road
Free Movement
30 MPH
Two Ways
One Side
Raised or None
15 ft. max
50 ft.
27 ft.
6 ft.
5.5 ft.
Continuous
Allee 40 ft. o.c.
60 ft. intervals

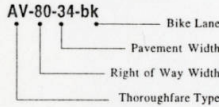
Residential Road
Slow Movement
20 MPH
Two Ways
One Side
Raised or None
15 ft. max
44 ft.
24 ft.
6 ft.
10 ft.
Continuous
Clusters 30 ft. o.c.
90 ft. intervals

Residential Road
Slow Movement
20 MPH
Two Ways
One Side
Raised or None
15 ft. max
44 ft.
24 ft.
6 ft.
7 ft.
Continuous
Clusters 30 ft. o.c.
90 ft. intervals

Residential Road
Slow Movement
20 MPH
Two Ways
None
Raised or None
15 ft. max
38 ft.
18 ft.
None
10 ft.
Continuous
Clusters 30 ft. o.c.
90 ft. intervals

THOROUGHFARE TYPE

HW:	Highway
AV:	Avenue
BV:	Boulevard
CS:	Commercial Street
ST:	Street
DR:	Drive
RD:	Road
RR:	Rural Road
AL:	Alley
LA:	Lane
PS:	Passage
PT:	Path



Type	
Movement	
Vehicular Design Speed	
Traffic Flow	
Parking Lanes	
Curb Type	
Curb Radius	
R.O.W. Width	
Pavement Width	
Sidewalk Width	
Planter Width	
Planter Type	
Planting Pattern	
Street Lamp Spacing	

RURAL-ZONE

RD-38-18a

Residential Road
Slow Movement
20 MPH
Two Ways
None
Swale
15 ft. max
38 ft.
18 ft.
None
10 ft.
Continuous
Clusters 30 ft. o.c.
none required

RD-38-18B

Residential Road
Slow Movement
20 MPH
Two Ways
None
Swale
15 ft. max
38 ft.
18 ft.
6 ft.
7 ft.
Continuous
Clusters 30 ft. o.c.
none required

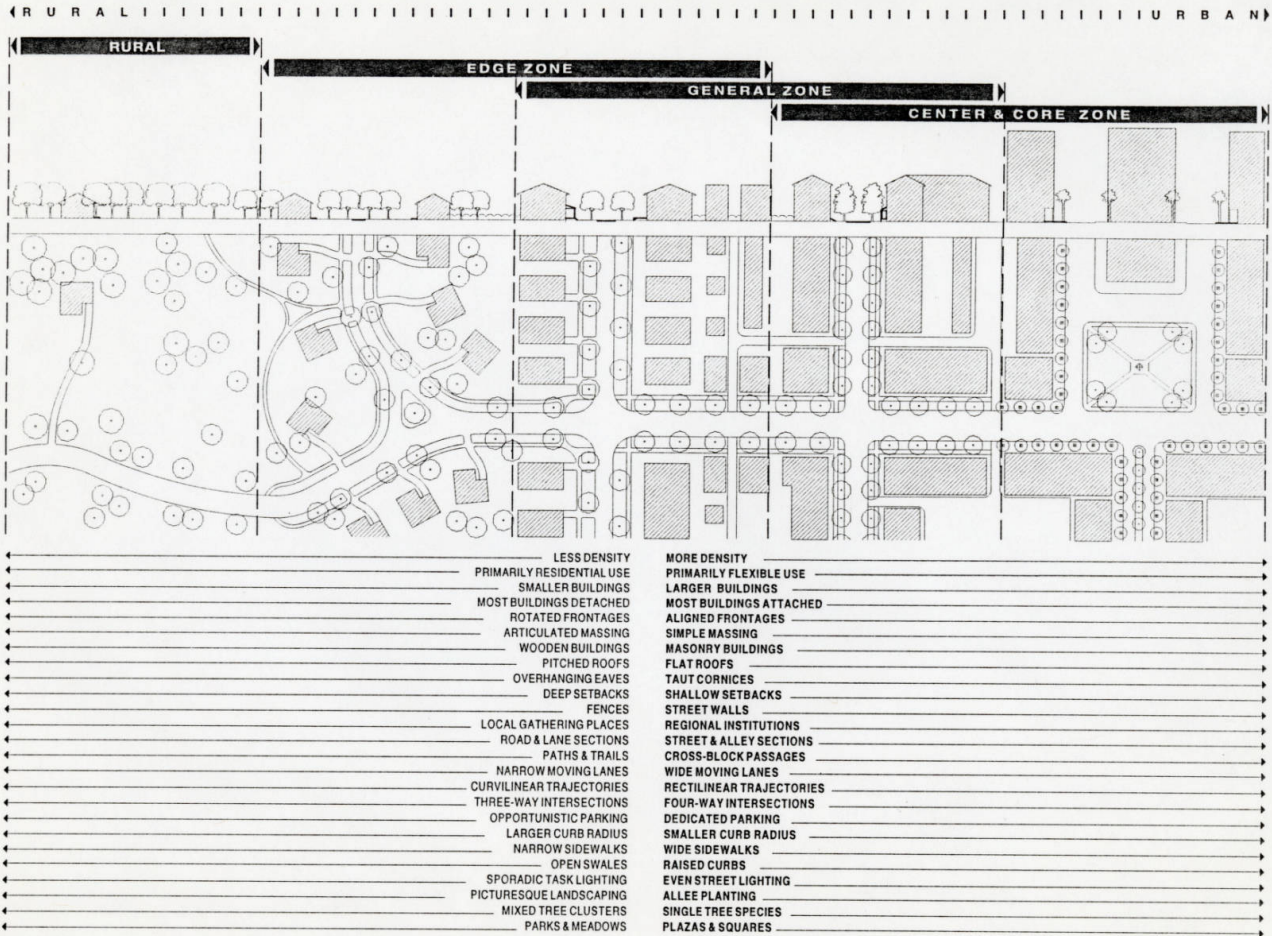
ALL ZONES

AL-24-24

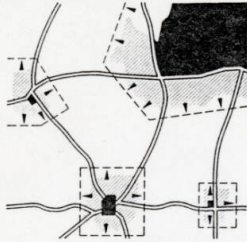
Alley
Slow Movement
20 MPH
Two Ways
None
None
15 ft. max
24 ft.
24 ft.
None
None
None
None
None
None
None

LA-24-8

Lane
Yield Movement
15 MPH
One Way
None
Swale
15 ft. max
24 ft.
8 ft.
None
7.5 ft.
Continuous
None



METHOD A: Implementation by Urban Boundary



(Diagram based on Madison, WI)

• **The Urban Boundary Model:** a regional planning method using statistical projection to delineate the urbanized area, beyond which is a rural area. The city is limited in its geographical extent, but not its density. Growth outside the boundary is envisioned as freestanding villages based on the Greenfield TND Code.

Step 1

Project the growth requirements of the region. The requirements should include the balancing of deficiencies of any land use which may be scarce and therefore cause overpricing. Translate the growth requirements into increments of land area that can accommodate them in five, ten, and twenty year phases.

Growth requirements include:

- Housing in a full set of price ranges
- Retail in each standard grouping
- Business parks of each class, including industrial
- Schools of every level
- Recreational open space

Step 2

Establish urban boundary lines that will accommodate the required growth areas in five, ten, and twenty year phases. The location for the expansions of the urban boundary should be seamless additions to incomplete neighborhoods and the creation of completely new neighborhoods. In some cases the creation of new villages (as freestanding neighborhoods) is more appropriate than the continued expansion of the urban fabric. The growth should be coordinated with the concurrent delivery of infrastructure. Set aside the trajectory of corridors.

Areas to remain temporarily or permanently outside of the urban boundary are to be designated **greenbelt** zone with subcategories of **reserve** and **preserve**. A **preserve** is a designation applied to areas intended for permanent preservation, never to be urbanized. A **reserve** is a designation applied to areas intended for temporary preservation until inclusion in the urban boundary. A **release** is the process of redesignating reserved land for urbanization according to established criteria.

Step 3

The areas within the urban boundary are vested for neighborhoods. Establish a proactive (much faster) permitting process which encourages earlier development at certain nodes that re-enforce the regional transit pattern.

Neighborhoods include:

- Greenfield development
- Grayfield development
- Urban infill
- Urban extensions
- Suburban retrofit
- Roadway intersections
- Rail stops

Step 4

The areas within the urban boundary are vested for the provisions of the TND Ordinance. Establish a proactive (much faster) permitting process which encourages earlier development at certain nodes that re-enforce the regional transit pattern.

Neighborhoods include:

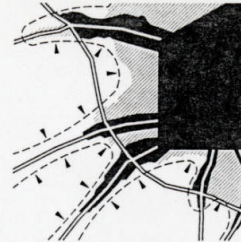
- Greenfield development
- Grayfield development
- Infill development
- Urban extensions
- Suburban retrofit
- Roadway intersections
- Rail stops

Step 5

All types of development other than TND's within the boundary are districts, permitted only through a public review process leading to a variance, intended to be a disincentive.

Specifically discourage the unjustified districts of Conventional Suburban Development that consist of single-use housing (housing subdivisions), single-use retail (shopping centers), and single-use workplace (business parks).

METHOD B: Implementation by Rural Boundary



(Diagram based on Baltimore, MD)

• **The Rural Boundary Model:** a regional planning method using cultural ecologically-based criteria to protect certain open space from urbanization. The city is channeled past these boundaries, without limit to its geographical extent. Urban growth thus forms corridors between wedges of open space. The corridors are structured by the Greenfield TND Code. Densification occurs at designated intersections and transit stops along the corridors. Leapfrog development is prevented by a system of temporary Reserves overlaid to the permanent Preserves.

Step 1

Designate certain areas for Rural. Determine these areas, irrespective of property lines, being careful to use authentic (defensible) technical, environmental, cultural, and aesthetic criteria. Circumscribe these areas with a rural boundary line.

The greenbelt has two subcategories: **preserve** and **reserve**. A **preserve** is a designation applied to areas intended to never be urbanized. A **reserve** is a designation applied to areas intended for temporary preservation until release for urbanization. A **release** is the process of redesignating reserved land for urbanization according to established criteria.

Rural Zones include:

- Waterways and larger wetlands
- Unique scenic areas
- Habitat for diverse species
- Steep slopes
- Forest, groves and wooded lots
- Cultural and historic resources
- Specialized agriculture
- View sheds for highways
- Current and future parks

Step 2

Connect the rural areas by a network of corridors. Map the corridors, leaving the specific trajectories somewhat flexible and establishing minimum standards for each type.

Corridors include:

- Natural corridors for wildlife
- Blazed trails
- Greenways for bicycles and pedestrians
- Parkways for motorized vehicles
- Reservations for rail lines

Step 3

The areas remaining after the mapping of the rural areas and the corridors are vested for the provision of the TND Ordinance. Avoid leapfrog development by establishing a proactive (much faster) permitting process which encourages earlier development at certain nodes that re-enforce the regional transit pattern.

Neighborhoods include:

- Greenfield development
- Grayfield development
- Infill development
- Urban extensions
- Suburban retrofit
- Parkway intersections
- Rail stops

Step 4

All types of development other than TND's are districts, permitted only through a public review process leading to a variance, intended to be a disincentive.

Specifically discourage the unjustified districts of CSD that consist of single-use housing (housing subdivisions), single-use retail (shopping centers), and single-use workplace (business parks).

TRIAGE OF STREETSCAPES:

Step 1

Establish by observation the streetscapes that have the greatest importance pedestrian frontages. Map them as Streetscape A on the Regulating Plan.

The following criteria may be used:

Step 2

Establish by observation the streetscapes that lack potential for pedestrian frontages but are nevertheless important to the image of the city and/or to its transit network. Map them as Streetscape B on the Regulating Plan.

The following criteria may be used:

Step 3

The remaining streetscapes are those without potential for pedestrian frontages, nor importance to the image of the city or to its transit network. Do not map them, although they may be referenced as Streetscape C.

Step 4

Mark on the Regulating Plan those streetscapes that require retail frontages and gallery frontages.

The following criteria may be used:

ALLOCATION OF
GENERAL ZONES:**Step 5**

Systematically determine (by observation and by consultation with the existing zoning ordinance) the desirable existing and/or potential characteristics of building groupings throughout the city. Allocate groups with shared dominant characteristics to the most appropriate categories described below and map them to the Regulating Plan.

•**DC-Downtown Core:** The most dense sector of a city, generally high-rise. It is primarily commercial but also contains residential and lodging uses.

•**TC-Town Center:** The generalized dense commercial sector of a city sometimes lineal in form as it follows important thoroughfares. It is fully mixed-use with attached buildings but not highrises.

•**NC-Neighborhood Center:** The denser, mixed-use civic center of a neighborhood. It is within walking distance of the surrounding residential areas, with some attached buildings.

•**NG-Neighborhood General:** The generalized, primarily residential sector of a neighborhood, a mixture of small building types.

•**NE-Neighborhood Edge:** The least dense, most purely residential sector of a neighborhood, exclusively houses.

ALLOCATION OF
SPECIAL ZONES**Step 6**

Map on the Regulating Plan the following special locations.

•**PR-Public Reserve** for tracts containing existing public buildings, tracts containing existing public open space, tracts reserved for future public buildings and open spaces, and tracts reserved for future parking garages.

•**SD-Specific Districts** for lots containing building types not able to be allocated to one or another of the standard TND zones. Each of the specific districts should receive a number (i.e. SD-6 tied to its site plan as its condition of permit.)

INSTRUCTIONS

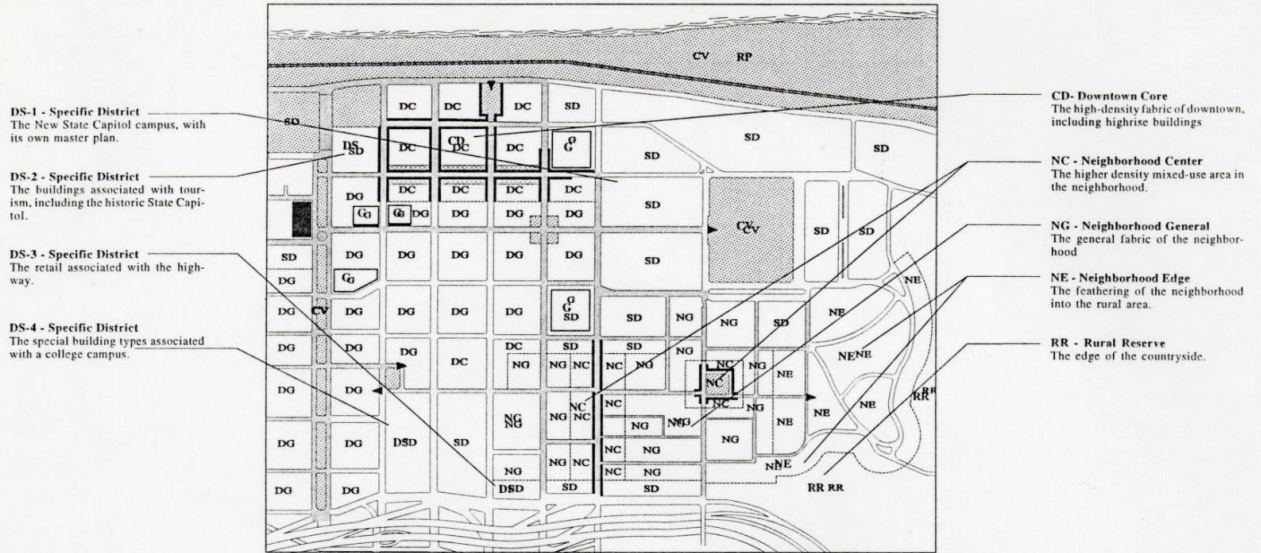
Step 7

Implement a TND Code that supports the following:

• Lots fronting the A and B streetscapes conforming to their Zone as described in the TND Ordinance. Such lots are vested and may be processed by administrative review.

• Lots fronting other streetscapes subject to the existing Land Development Regulations or to special criteria developed and approved by variance, in which case they are designated Special District.

• Lots designated Civic developed and approved in consultation with the Planning Department and the Planning Board.



- DS-1 - Specific District**
The New State Capitol campus, with its own master plan.
- DS-2 - Specific District**
The buildings associated with tourism, including the historic State Capitol.
- DS-3 - Specific District**
The retail associated with the highway.
- DS-4 - Specific District**
The special building types associated with a college campus.

- CD - Downtown Core**
The high-density fabric of downtown, including highrise buildings
- NC - Neighborhood Center**
The higher density mixed-use area in the neighborhood.
- NG - Neighborhood General**
The general fabric of the neighborhood.
- NE - Neighborhood Edge**
The feathering of the neighborhood into the rural area.
- RR - Rural Reserve**
The edge of the countryside.

- A Streetscape:** those thoroughfares designated by triage on the Regulating Plan to preserve or achieve high-quality pedestrian-oriented streetscapes. For these the TND Option is available.
- B Streetscape:** those thoroughfares designated by triage on the Regulating Plan to remain or become automobile-oriented corridors of high aesthetic quality. For these the TND Option is available. Property owners on B Streetscapes can petition by block face group to upgrade to the A category.
- Retail Frontage Required:** those frontage lines designated on the Regulating Plan that are required to provide a *shopfront* making the ground level available for retail or commercial use. (See Table IX - Frontage Standards)
- Gallery Frontage Required:** those frontage lines designated on the Regulating Plan required to provide a covered gallery over the fronting sidewalk. (See Table IX - Frontage Standards)
- Public Building Reservation:** a site designated on the Regulating Plan determined to be so evidently suitable as location for a public building as a public asset that it is zoned for that purpose. A *Public Building Reservation* can be rescinded only by appeal to the Planning Board in public hearing.
- Parking Garage Reservation:** a site designated on the Regulating Plan determined to be so evidently suitable as location for a parking garage that it is zoned for that purpose. A *parking garage reservation* can be rescinded only by appeal to the Planning Board in public hearing.
- Public Space Reservation:** a site designated on the Regulating Plan determined to be so evidently suitable as location for a public space that it is effectively zoned for that purpose. A *Public Space Reservation* can be rescinded only by appeal to the Planning Board in public hearing.
- Terminated Vista:** a location at the axial termination of a thoroughfare. A building located at a *terminated vista* may be required by the Regulating Plan to receive the axis with an articulation of the facade.

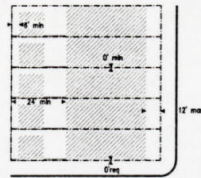
ZONING CATEGORY:
BUILDING TYPES:
GENERAL NOTES:

NC NEIGHBORHOOD CENTER
 SHOPFRONT, APARTMENT BUILDING, LIVEWORK, ROWHOUSE, DUPLEX

These provisions may be superseded by specific notations on the Regulating Plan that may include mandatory building-to-lines, mandatory retail frontages, mandatory arcade frontages, terminated vista locations, recommended tower locations and parking reserve areas.

BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades along frontage lines and elevations along lot lines.
3. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
4. Facades shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
5. Facades shall extend a minimum of 80% of the length of the frontage line. Where the facade is absent a streetwall shall be provided along the frontage line or the facade line.
6. Facades at corner lots shall hold clear a view triangle taken 12 feet from the intersection of the frontage lines.
7. Lot coverage for all buildings shall be a maximum of 65%. Lot coverage for an outbuilding shall not exceed 500 sq. ft. Arcades and open porches do not count towards lot coverage.



BUILDING HEIGHT

1. The maximum overall building height shall be measured in number of stories, each story not to exceed 13 ft. clear.
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. The height of a stoop floor shall be at +1.5 ft. min.
4. A portion of the building with lot coverage no greater than 240 sq. ft. may exceed the height limit.
5. Garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
6. Garden walls at and behind the front facade line shall be at +7.5 ft. max.



BUILDING USE

Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).

Lodging: The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times (e.g.: boarding house or hotel).

Office: The area available for office use is limited by the requirement of one assigned parking space for each 250 sqft of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).

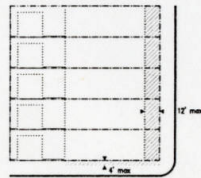
Retail: The area available for retail use is limited by the requirement of one assigned parking space for each 250 sq ft of gross retail space, a ratio which may be reduced according to the shared parking standards (e.g.: shopfront, store).

Manufacturing: The area available for manufacturing use is limited to the building and a contiguous yard to its rear circumscribed by a solid masonry wall no less than 8 ft high. The parking requirement shall be negotiated according to the specific manufacturing activity (e.g.: warehouse).

Civic: Civic uses are conditional by approval of the Planning Board.

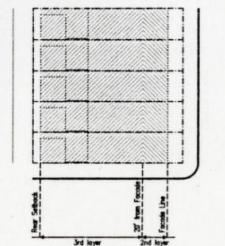
BUILDING ELEMENTS

1. Stoops, bay windows and balconies may encroach into the setbacks as shown in the diagram. Each building requires at least a balcony, a stoop or an arcade built along a minimum of 60% of the length of the principal frontage.
2. Facades may show no more than 4 outside corners to the principal frontage. Corners created by open porches are exempted from this limit.
3. An upper story may encroach up to 1.5 ft. into the setbacks.
4. A garden wall shall be built on the frontage lines.
5. Balconies on facades shall be no more than 2ft. in depth.
6. A single- or two-story outbuilding (if provided for) shall be built as shown in the diagram.



PARKING PLACEMENT

1. The number of parking places provided shall be as required by the Building Use.
2. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 20 ft. behind. The third layer is the remainder of the lot.
3. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
4. The required off-street parking shall be placed within the second and third layer as shown in the diagram.
5. Parking shall be accessed only from a rear
6. Trash containers shall be located within the second or third layer shown in the diagram.



WALLS

Material

Walls shall be in brick, stone, stucco; or wood clapboard, drop siding, board and batten; or Hardiplank lapsiding.

Streetwalls shall be in brick or stucco or a clipped evergreen hedge as a special exception.

Garden Walls shall be stucco or brick.

Fences along frontages and in front yards shall be made of wood pickets or iron sections. Fences at all other yards may be made of wood boards. Wood fences may have stucco, brick, or stone columns. **Brick** may be painted.

Wood, if visible shall be painted or stained with an opaque stain, except walking surfaces, which may be left natural.

Arches and piers shall be brick, stone, or stucco. **Posts** shall be wood.

Stoops shall be made of wood, brick, stone or concrete.

Undercrofts shall be enclosed with horizontal wood boards, wood louvers, or framed wood lattice. Lattice shall be installed within wood frame.

Configuration

Walls shall show no more than two materials above the basement or undercroft. Materials shall change along a horizontal line, with the heavier material below the lighter.

Stucco shall be cement with smooth sand-finish. **Trim** shall be highest grade lumber; and shall be 3.5 inches to 6 inches in width at corners and around openings, except at the front door which may be any size or configuration.

Arches and Piers of masonry shall be no less than 12 inches x 12 inches in plan.

Posts shall be no less than 6 inches x 6 inches.

Arcades shall have vertically proportioned openings.

Streetwalls shall be minimum 8 inches in thickness with a projecting cap. Streetwalls shall be 4 ft to 6 ft in height.

Fences at frontages shall be 2.5 ft to 3.5 ft in height. Side fences and garden walls may be up to 6 ft in height.

ELEMENTS

Material

Chimneys shall be brick, stone, or stucco.

Flues may be galvanized or painted metal.

Porches and galleries shall have their columns, and posts made of wood, fiberglass, iron, cast metal, or precast concrete. Porch enclosures are not permitted at frontage locations.

Signs shall be made of painted wood or metal.

Awnings shall have a metal armature covered with canvas membrane open at the sides.

Railings shall be made of wood or metal. Metal shall be used in the Core and Center Zones.

Equipment including HVAC, utility meters, clothes-lines, satellite dishes, play equipment, decks, and hot tubs, shall be permitted at rear yards.

Front Walks shall be brick or concrete to match

Configuration

Chimneys shall be capped. Visible chimneys shall extend to the ground.

Porches shall have vertically proportioned openings.

Railings shall have horizontal top and bottom rails centered on the balusters. The openings between balusters shall not exceed 4 inches. Bottom rails shall be raised above the level of the floor.

Balconies which cantilever shall be visibly supported by structural brackets. Balconies shall not exceed 3 ft in depth on frontages.

Building Signs attached to buildings shall be integral to the shopfronts, no larger than 3 ft in height by any length, and shall be externally illuminated.

Highway Signs: TBD

Pedestrian Signs may be attached perpendicular to the facade extending up to 4 ft from the frontage line and shall not exceed 2 ft in height.

Shopfronts and Signage shall be painted a single background gloss color. Letters may be any color.

Awnings shall be sloping rectangles. Awnings shall not have side or bottom soffit panels. Awnings shall not be internally lit.

Panelized Materials, including keystones and quoins shall be permitted only by special approval.

ROOFS

Material

Roofs, when sloped, shall be clad in clay tile, slate, galvanized metal or fiberglass shingles.

Gutters, downspouts and projecting drainpipes shall be made of copper, galvanized metal, or painted aluminum.

Flashing shall be galvanized metal or copper.

Configuration

Principal Roofs shall have a symmetrical gable or hip with a slope between 6:12 and 8:12, or if flat, shall have a horizontal parapet wall no less than 2 ft high.

Ancillary Roofs (sheds or porches attached to walls of the principal building) may be sloped no less than 2:12.

Eaves shall be continuous. Eaves which overhang less than 1 ft shall have a closed soffit. Eaves which overhang more than 1 ft shall have exposed rafters.

Rafter Tails shall not exceed 6 inches in depth at the tip.

Gutters shall be profiled at closed soffits and half-round at exposed eaves.

Dormers shall be habitable, placed a minimum of 3 ft from side building walls with gable or shed roofs.

Roof Penetrations, including vent stacks, shall be placed on the rear slope of the roof. Roof penetrations shall be finished to match the color of the roof.

Skiylights shall be flat and mounted only on the rear slope of the roof.

OPENINGS

Material

Windows shall be made of wood, aluminum, or vinyl and glazed with clear glass.

Doors (including garage doors) shall be painted.

Configuration

Windows shall be single, double, triple-hung, or operable casement types. Windows shall be rectangular with a vertical or square proportion, except that transoms may be oriented horizontally. Multiple windows in the same rough opening shall be separated by a 4 inches minimum post. The centerline of the window sash shall align within the centerline of the wall (flush mounted windows are not permitted).

Muntins shall be true divided panes or fixed on the interior and exterior surfaces. Panes shall be of square or vertical proportion.

Bay Windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, or be visually supported by structural brackets.

Storm Windows and Screens, if provided, shall cover the entire window area.

Doors (except garage doors) shall be side hinged (no sliders) at frontages.

Garage Doors at frontages shall be a maximum of 9 ft wide.

Shutters shall be sized and shaped to match the associated openings.

INSTRUCTIONS FOR THE PUBLIC LANDSCAPE

Soil preservation: Grades for thoroughfare and open spaces shall follow existing topography and drainage patterns. Open places shall remain fenced and undisturbed during construction. The deep soil structure of wide planting strips shall be protected from compaction with stakes and standards of access and soil movement shall be established for deep utilities and manholes. The topsoil of construction areas shall be removed, stored and amended with organic matter and coarse sand for later use.

Compaction: All planting strips shall be rotolilled with 3 inches of recycled fine organic matter. Deeply compacted strips shall be trenched to a depth of 3 feet and backfilled with an addition of loose topsoil, coarse sand and compost. Expanded slate and young peat shall be added further to compensate for compaction and root displacement under planting strips of Commercial Streets. Playing fields shall be underlain with a mix of coarse sand and sintered fly ash.

Hydrology: All planting strips shall find lower drainage outlets in preference to high placement of the root ball. Playing fields shall be carefully graded to a 1% slope. Hydrological permeability shall be assured by grass or by placing cobble over coarse sand incised into the trenched strip without further compaction.

Cover: Squares shall be carefully graded, leveled, and planted with a dwarf bluegrass species mix. Playing fields and high use areas shall include appropriate fescue varieties in the mix. Greens shall be planted or managed with appropriate low care and drought tolerant turf grasses cut high. Fertilization shall be yearly, in spring, with a full spectrum balanced tree fertilizer with 100% water insoluble organic nitrogen.

Nursery: Stated cultivars shall be searched by a plant broker before consideration of alternative cultivars. Public trees in the Neighborhood Center, General and Edge shall range from 10 to 16 feet high, lower branches pruned one month before planting. Scarce cultivars and native trees are exempted from the height requirements. Additional trees shall be planted at an on site field nursery for replacement.

Planting procedures: All transplanted trees shall be sprayed with anti-transpirant before movement in late winter. No planting hole amendment other than the area amendment of de-compaction procedures shall be permitted. Otherwise follow the highest industry standards.

INSTRUCTIONS FOR THE PRIVATE LANDSCAPE

Planting Code: One species or cultivar of tree from the following lists shall be planted for every 24 feet of frontage or fraction. Planting other tree species is permitted, but shall not count toward the fulfillment of the code requirements or the objective of establishing a visually coherent long term spatial structure for microclimate and wildlife that is supportive of the public landscape.

Size: Acceptable tree heights on planting shall vary according to species and availability and shall be determined by the city forester.

Placement: Frontage trees shall be placed within 10 feet of the lot frontage line and its extension. Alley trees shall be placed 4 feet on either side of the back lot line. Yard trees in the Neighborhood Edge can be placed anywhere in the property, except one species must be placed within 8 feet of the back lot line, on either side, to constitute the lane.

Substitution: One required tree may be substituted by a hedge along the side of the property lines.

Availability: The landscape supervisor shall provide lists of approved and available trees for homeowners and manage a yearly buying system of 20 gallon material from wholesale nurseries or ball and burlap from the site field nursery.

Soil preservation: Existing topsoil from the building footprint shall be reserved. The remaining soil profile shall be protected from deep compaction during building construction by mandating and staking alley or lane access during construction. Compacted soil areas shall be de-compacted and hydrological permeability assured by mechanically breaking up remnant basement soil and rotolilling 2-3 inches of recycled organic matter, before the addition of a mix of organically amended topsoil.

Fertilization and Stewardship: Fertilization shall be yearly with a balance of full-spectrum tree fertilizer with 100% water insoluble organic nitrogen, spread on turf. Stewardship areas shall be covered with a meadow mix similar to abutting park and shall remain unfertilized.

Prohibited Species (as recommended by the City of Ann Arbor Parks and Recreation Department.)

Autumn olive; Barberry; Buckthorn: Common buckthorn, Glossy "Tall hedge" Buckthorn; Crown vetch; European alder; Honeysuckle; Multiflora rose; Norway maple; Oriental bittersweet; Periwinkle (Myrtle); Privet; Purple loosestrife; Siberian elm.

TREES

STREET TREES/FRONTAGE YARDS

NC	NG	NE
Sycamore	Sycamore	White Ash
Red Oak	Red Oak	Hickory
Tulip Tree	Tulip Tree	Linden
Little Leaf Linden	Little Leaf Linden	Japanese Zelkova
Ginko	Ginko	Red Maple
White Oak	White Ash	Sugar Maple
	Hickory	
	Linden	
	Japanese Zelkova	

UNDERSTORY

NC	NG	NE
Magnolia	Magnolia	Red Bud
Dogwood	Dogwood	Viburnum
Boxwood	Boxwood	Service Berry
Musclemwood	Musclemwood	Witch Hazel
	Red Bud	Mullberry
	Viburnum	Ironwood
	Service Berry	
	Witch Hazel	
	Mullberry	
	Ironwood	

GROUND COVER

NC/NG/NE
Fescue/
Bluegrass Blend
Fern
Ivy
Myrtle
Wild Ginger

OTHER YARDS

NC	NG	NE
Bass Wood	Bass Wood	Sugar Maple
Magnolia	Magnolia	Pin Oak
English Oak	English Oak	Birch
Dogwood	Dogwood	Red Maple
	Sugar Maple	Hawthorne-Thornless
	Pin Oak	Burr Oak
	Birch	Catalpa
	Red Maple	
	Hawthorne-Thornless	
	Burr Oak	
	Catalpa	
	Norway Spruce	
	Service Berry	

NC	NG	NE
Michigan Holly	Rhododendron	Forsythia
Sassafras	Azalea	Lilac
Elderberry	Euonymus	Burning Bush
Spicebush	Barberry	Pony
Boxwood	Juniper	Flowering Almond
	Hydrangea	Arboretum
	Mahonia	Bayberry
	Pieris	Sumac
	Spirea	
	Weigela	

NC/NG/NE
Creeping Phlox
Fern
Blackeyed Susan
Lily
Aster
Fescue/
Bluegrass Blend