

NEW ALBANY VILLAGE CENTER

Urban Center Code

A FORM-BASED APPROACH

*Prepared for New Albany by MSI
2011
Updated 2023*

≡ NEW ALBANY ≡
COMMUNITY CONNECTS US

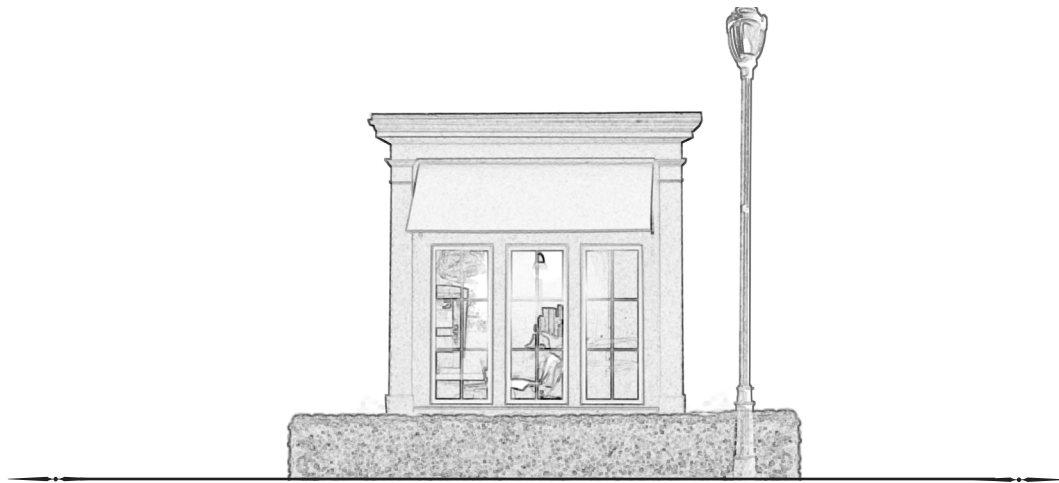


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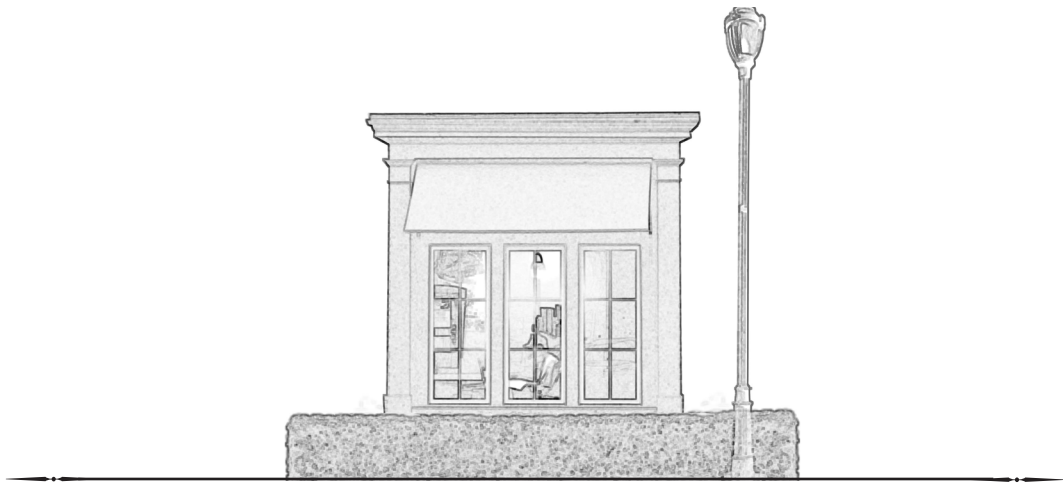
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I. INTRODUCTION

INTRODUCTION

Background

It has been widely recognized that the Village Center should be developed in a style that promotes a traditional town center form. This was envisioned in the 2005 Village Center Strategic Plan which recommended a future development pattern, arrangement of land uses, and desired density to occur within the Village Center District. To accomplish this vision, the community has taken deliberate planning and active involvement to create a form-based code to advance the proper development form. This form-based code standardizes the community design elements (design of buildings, streets, and public spaces) to create a vibrant and mixed-use district. Careful planning of the standards will promote the district's revitalization to create an attractive environment for new residents and businesses in the Village Center.

Promoting Cohesive Development

The success of the Village Center can be arguably linked to success of the urban design decisions that will be made for future development. Emphasis on the scale and massing of buildings, as well as their arrangement on the site and relationships to other buildings have been dominant discussion items for the Planning Commission, Architectural Review Board, and Council when reviewing development. Through the public planning process that created the Urban Center Code standards, many issues of this kind have been resolved. This will allow for a more direct approach to development review in the Village Center, in which the merit of building details can take precedence over older "straight zoning" principles.

Previously, the traditional zoning regulations have not sufficiently addressed the importance of urban design in revitalizing portions of the Village Center. The existing zoning standards have applied suburban design elements to what should be a traditional urban form. Furthermore, the need to match the desired development pattern in the master plan would require large scale parcel aggregation and wholesale redevelopment of an area. This cannot be easily accomplished in many of the areas of the Village Center – specifically along the historic platted streets where multiple property owners make aggregation difficult. The Urban Center Code will allow greater ability to improve individual parcels under the regulating plan framework of a form-based code. This framework will be applied evenly across the Village Center by unifying it under a single zoning district. Individual design decisions made by multiple property owners will coincide with the framework of the code but still allow for varied architectural styles and a unique character to be created.

The Urban Center Code recognizes that there is a wide range of conditions within the Village Center. No single zoning standard or design criteria can completely predict

development within the district. As a result, this code provides flexible options for development that will better respond to market conditions and encourage economic reinvestment with a focus on creating a stable building stock. The code creates a predictable investment environment where property owners will be assured that compatible development will occur on adjacent parcels.

Relationship to Other Regulatory Documents

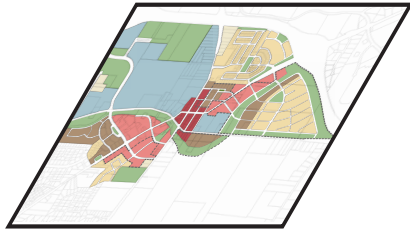
The Urban Center Code is meant to minimize references to other sections of the Planning and Zoning Code, and the Subdivision Regulations. Users are responsible, however, for reviewing and complying with all pertinent zoning and subdivision standards, including those not directly referenced in this document. The Urban Center Code will take precedence over any conflicting standard located in the Codified Ordinances of New Albany. This code is meant to work in conjunction with the Design Guidelines and Requirements.

Form-based Code Components

The Urban Center Code is comprised of layers of complimenting form-based graphic standards. These graphics are meant to show the main intent of development, but not a direct interpretation of what should be built. Individual design constraints on a site should still be considered while allowing for individual character of developments to be exhibited. The following components make up the layers to the Urban Center Code:

- I. Regulating Plan - a map that shows the distribution of building form standards for individual parcels by creating sub-districts.
- II. Building Form Standards - a collection of building types that sets standards for building massing and lot sizes. Placement of these building forms are dependant on the regulating plan.
- III. Urban Design Standards - a group of standards that regulate such things as frontage types, garage placement, and accessory dwellings within sub-districts or for specific building types
- IV. Use Standards - standards that are meant to allow flexibility and a mix of uses not otherwise permitted with the previous zoning standards for the district.
- V. Street Standards Plan - a number of street typologies which depict how improvements within the right-of-way should develop and how buildings interface with those improvements.

HOW TO USE THIS CODE



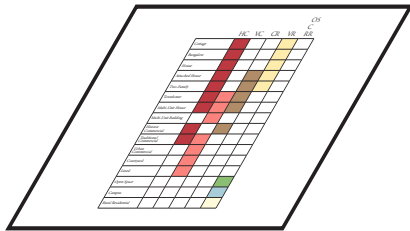
I. Check the subject parcel on the regulating map: 1.1

Numbering System: 2 . 1 . 1

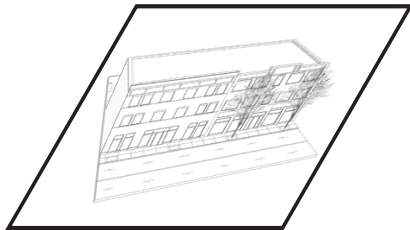
Refers to section number

Refers to subject heading (in bold)

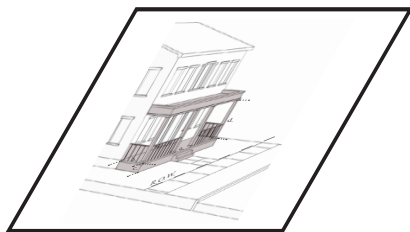
Refers to detailed standard (where applicable)



II. Determine permitted building typologies: 2.1



III. Refer to building typology standards: 2.5 - 2.137



IV. Refer to additional urban design components: 3.1

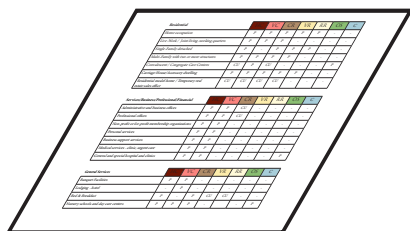
Building Frontages: 3.2

Architectural Focal Points: 3.3

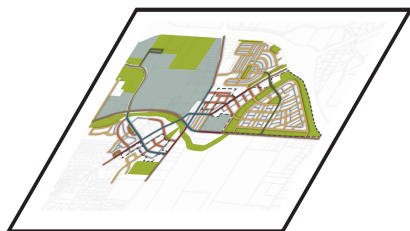
Covered Parking: 3.4

Garden Structures: 3.5

Coach Houses: 3.6



V. Check permitted uses: 4.1



VI. Refer to street standards key for required improvements: 5.1

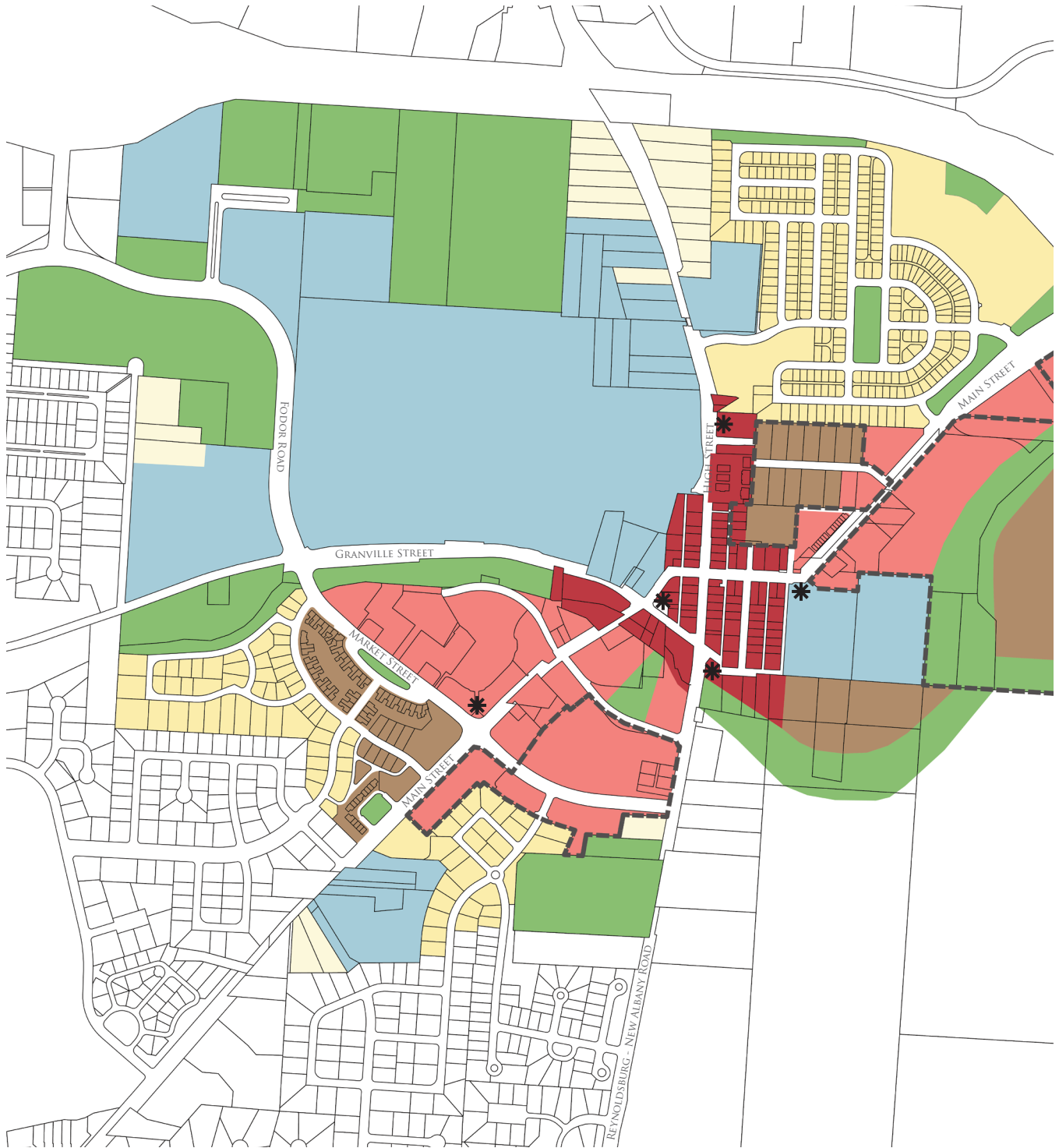
Block Requirements: 5.7

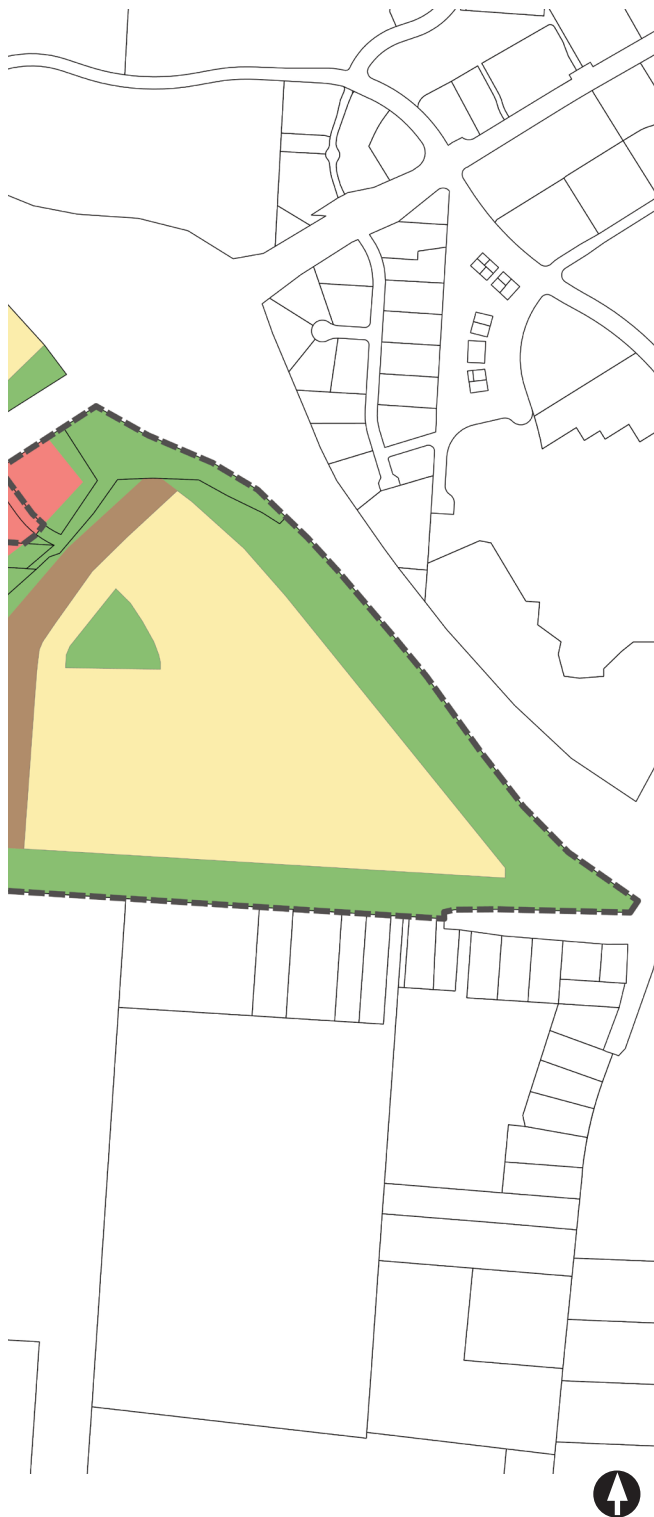
Street Typologies: 5.9-5.23

Campus/Parks and Preservation Edges: 5.25

Bicycle Integration: 5.29










REGULATING PLAN





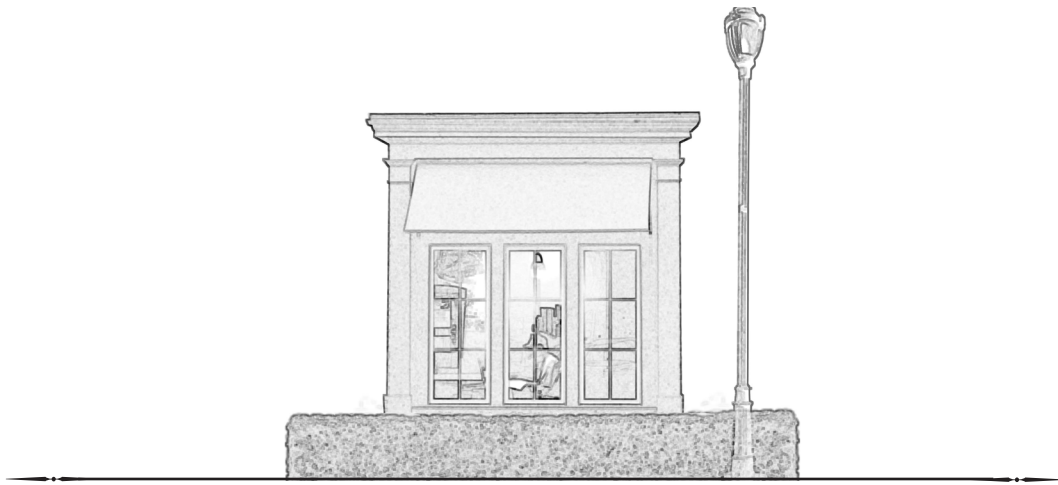
1.1 Regulating Plan

- 1.1.1 The Regulating Plan divides the Urban Center District into sub-districts. These sub-districts identify areas of common building form based upon existing conditions and recommended future conditions from the Village Center Strategic Plan.
- 1.1.2 The sub-districts allocate the location of building forms, building frontages, and other development considerations to create the desired urban design standards for each.
- 1.1.3 The conceptual area boundary indicates a required arrangement of sub-districts and conceptual street layout for areas where the existing condition does not match the desired future building form or street layout. Modifications to sub-district boundaries can be made through the amendment process (Chapter 1111). Acceptable circumstances for modifications to the Regulating Plan would include the following:
 - a. modifications to the street standards plan
 - b. protection of natural features not previously identified
 - c. revisions to the Village Center Strategic Plan
- 1.1.4 Multiple locations within the Urban Center District have been identified as important visual termini. The locations should be seen as opportunities to highlight architectural interest through building orientation, unique massing, or frontage treatments. Refer to Section 3.3 for additional guidelines for required architectural focal points.

- | | |
|---|---|
|  | <i>Historic Center</i> |
|  | <i>Village Core</i> |
|  | <i>Core Residential</i> |
|  | <i>Village Residential</i> |
|  | <i>Rural Residential</i> |
|  | <i>Campus</i> |
|  | <i>Parks and Preservation</i> |
|  | <i>Conceptual Area Boundary</i> |
|  | <i>Required Architectural Focal Point</i> |

Street Standards Plan

Refer to the Street Standards Plan for required and recommended street, alley, and building envelope standards.



II. BUILDING FORM

BUILDING FORM

2.1 Building Typologies

- 2.1.1 Sixteen building typologies are identified for Village Center development. A collection of building typologies with similar form and scale define the urban environment of each sub-district.
- 2.1.2 Building typologies are permitted in corresponding sub-districts. Where a grid unit is shaded, the building typology will be permitted in that sub-district.

Permitted Building Typologies		HC	VC	CR	VR	PK CP RR
Cottage (2.5)						
Bungalow (2.14)						
House (2.23)						
Attached House (2.32)						
Two-Family Building (2.41)						
Townhome (2.50)						
Multi-Unit House (2.59)						
Multi-Unit Building (2.68)						
Classic Commercial (2.77)						
Traditional Commercial (2.86)						
Urban Commercial (2.95)						
Courtyard (2.104)						
Lined (2.113)						
Rural Residential (2.122)						
Parks & Preservation (2.131)						
Campus (2.137)						

- 2.1.3 Lot standards also correspond to each building typology. These standards may vary depending on the sub-district in which the building typology is permitted.
- 2.1.4 The Urban Center Code and the building typologies in this section do not prescribe any specific architectural style. Massing diagrams and benchmark images used represent the desired form, massing, scale, and qualities for development in the Village Center. It is inherent that certain architectural styles represent slight variations to the diagrams and benchmark images provided. These types of variations are permitted as long as they meet the requirements of the New Albany Design Guidelines and Requirements.
- 2.1.5 All requirements of the New Albany Design Guidelines and Requirements apply unless otherwise defined in this code.
- 2.1.6 Any existing building which is non-conforming due to fact it is not a permitted building typology may be enlarged, extended, reconstructed or structurally altered if such modifications meet the requirements of the New Albany Design Guidelines and Requirements and all other development standards.
- 2.1.7 Parking standards also correspond to each building typology. Once parking spaces are developed under the Urban Center Code, if the use of the building changes removal of parking spaces to meet maximum parking space requirements shall not be required.

2.2 Additional Building Typologies

- 2.2.1 Additional building typologies not represented in this code can be considered with certificate of appropriateness review and approval from the ARB. See Codified Ordinance Chapter 1140.
- 2.2.2 For a new typology to be considered, the applicant must prepare graphic exhibits and lot standards that correspond to

the desired placement in a sub-district.

- 2.2.3 New building typologies shall be project specific and cannot be used for other development applications.

2.3 Wide Buildings

- 2.3.1 Buildings with lot widths that are longer than 300 feet should be sensitive to adjacent building patterns.
- 2.3.2 If a wide building is across from an existing set of buildings with significantly narrow lot widths, the wide building must mitigate the facade length by creating the appearance of smaller lot widths.
- 2.3.3 Wide buildings may implement vertical architectural elements to the building facade, changes in material, color, breaks in plane to the facade, or a varied roof line.

2.4 Reference Regulations

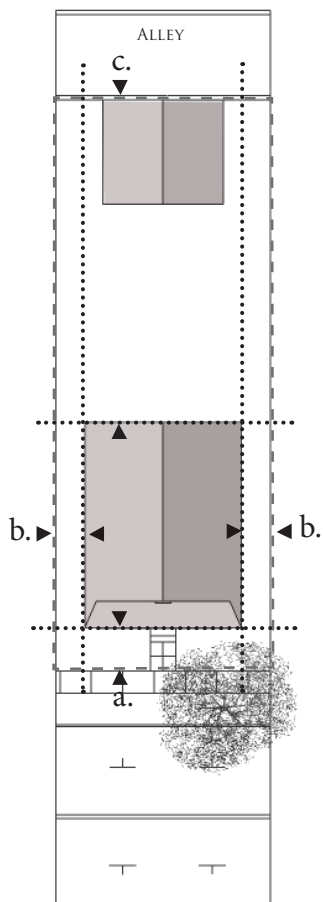
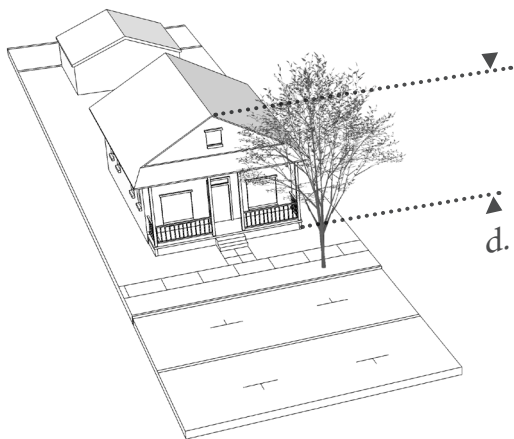
- 2.4.1 Unless otherwise specified in this document, the development standards of Part Eleven of the Codified Ordinances of New Albany shall apply.
- 2.4.2 Decks are permitted and shall be regulated by Codified Ordinance Chapter 1165.
- 2.4.3 Open-sided structures are permitted and shall be regulated by Codified Ordinance Chapter 1165.
- 2.4.4 Swimming pools shall be regulated by Codified Ordinance Chapter 1173.
- 2.4.5 Fencing and hedges shall be regulated by Codified Ordinance Chapter 1175.
- 2.4.6 Satellite antennas shall be regulated by Codified Ordinance Chapter 1177.
- 2.4.7 Wireless Telecommunication Facilities shall be regulated by Codified Ordinance Chapter 1179.

COTTAGE

2.5 Cottage Description

A small detached structure with small side and street yards.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.6 Lot and Building Standards

The following lot and building standards shall be utilized for cottage buildings:

	HC		VC	CR	VR
	Min.	Max.	Not Permitted	Not Permitted	Not Permitted
Lot Area:	3,000 ft ²	6,000 ft ²			
Lot Width:	30'	60'			
Lot Coverage:	no min	60%			
Street Yard (a):	3'	10'			
Side Yard (b):	5'	no max			
Rear Yard (c):	15'	no max			
Bldg. Width:	60%	90%			
Stories:	1	2			
Height (d):	no min	35'			

2.7 Lot Access Standards

- 2.7.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.7.2 Where an alley is not present, parking and services shall be accessed by a driveway of 8' to 12' wide at the top of the apron, with at least a 3' landscaped side yard setback.
- 2.7.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at top of the apron with a 3' landscaped side or rear yard setback.

2.8 Parking Standards

- 2.8.1 Minimum one off-street space per cottage.
- 2.8.2 Non-residential: Maximum one space per 500 square feet.
- 2.8.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in either the side yard behind the building frontage or in the rear yard.
- 2.8.4 Parking in the street yard is prohibited.
- 2.8.5 Covered parking shall be in accordance with Section 3.4.

2.9 Service & Utility Standards.

- 2.9.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.

2.10 Building Frontage Standards

- 2.10.1 At least one functioning entrance to the cottage shall be provided from the street or side yard.
- 2.10.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.10.3 Cottages on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.

2.11 Landscape Standards

- 2.11.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.11.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.12 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.13 Coach Houses

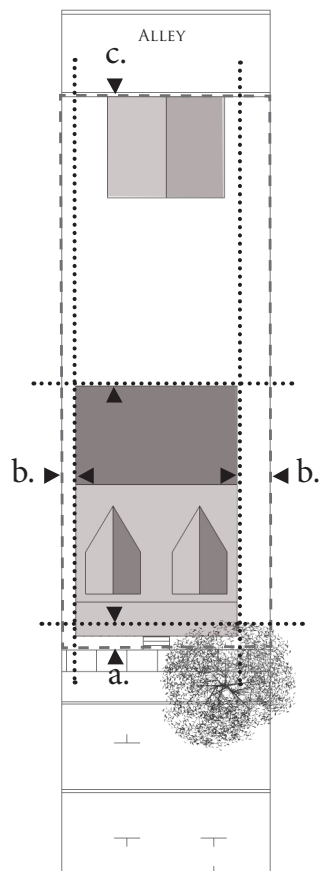
Permitted. See Section 3.6 for secondary dwellings in coach houses.

BUNGALOW

2.14 Bungalow Description

A medium sized detached structure that is typically 1.5 stories.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.15 Lot and Building Standards

The following lot and building standards shall be utilized for bungalow buildings:

	HC		VC	CR	VR	
	Min.	Max.	Not Permitted	Not Permitted	Min.	Max.
Lot Area:	4,000 ft ²	6,000 ft ²			5,000 ft ²	8,250 ft ²
Lot Width:	40'	60'			50'	80'
Lot Coverage:	no min	60%			no min	50%
Street Yard (a):	3'	10'			10'	25'
Side Yard (b):	5'	no max			10'	no max
Rear Yard (c):	15'	no max			15'	no max
Bldg. Width:	60%	90%			50%	80%
Stories:	1	2			1	2
Height (d):	no min	35'			no min	45'

2.16 Lot Access Standards

- 2.16.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.16.2 Where an alley is not present, parking and services shall be accessed by a driveway of 8' to 12' wide, with at least a 3' landscaped side yard setback.
- 2.16.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at the top of the apron with a 3' landscaped side or rear yard setback.

2.17 Parking Standards

- 2.17.1 Minimum one off-street space per bungalow.
- 2.17.2 Residential: No maximum
Non-residential: Maximum one space per 500 square feet.
- 2.17.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in either the side yard behind the building frontage or in the rear yard.
- 2.17.4 Parking in the street yard is prohibited.
- 2.17.5 Covered parking shall be in accordance to Section 3.4

2.18 Service & Utility Standards

- 2.18.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.

2.19 Building Frontage Standards

- 2.19.1 At least one functioning entrance to the bungalow shall be provided from the street or side yard.
- 2.19.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.19.3 Bungalows on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.

2.20 Landscape Standards

- 2.20.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.20.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.21 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.22 Coach Houses

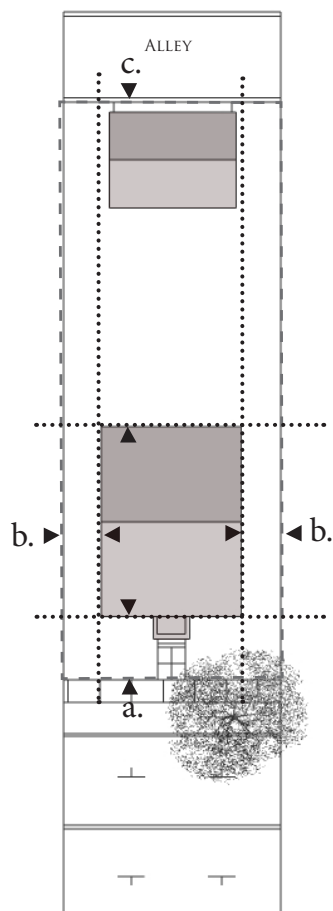
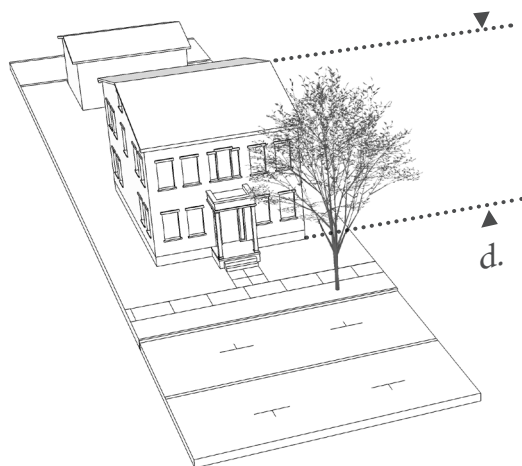
Permitted. See Section 3.6 for secondary dwellings in coach houses.

HOUSE

2.23 House Description

A large detached structure that is typically two stories.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.24 Lot and Building Standards

The following lot and building standards shall be utilized for house buildings:

	HC		VC	CR	VR	
	Min.	Max.	Not Permitted	Not Permitted	Min.	Max.
Lot Area:	4,000 ft ²	6,000 ft ²			5,000 ft ²	15,000 ft ²
Lot Width:	40'	60'			50'	125'
Lot Coverage:	no min	60%			no min	50%
Street Yard (a):	3'	10'			10'	25'
Side Yard (b):	5'	no max			10'	no max
Rear Yard (c):	15'	no max			15'	no max
Bldg. Width:	60%	80%			50%	80%
Stories:	2	2			2	3
Height (d):	no min	35'			no min	45'

2.25 Lot Access Standards

- 2.25.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.25.2 Where an alley is not present, parking and services shall be accessed by a driveway of 8' to 12' wide at the top of the apron, with at least a 3' landscaped side yard setback.
- 2.25.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at the top of the apron with a 3' landscaped side or rear yard setback.

2.26 Parking Standards

- 2.26.1 Minimum two off-street spaces per house.
- 2.26.2 Residential: No maximum
Non-residential: Maximum one space per 500 square feet.
- 2.26.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in either the side yard behind the building frontage or in the rear yard.
- 2.26.4 Parking in the street yard is prohibited.
- 2.26.5 Covered parking shall be in accordance to Section 3.4.

2.27 Service & Utility Standards

- 2.27.1 Above ground mechanical devices shall be located in the side or rear yard, behind all

portions of the principal façade, and shall be fully screened from the street and neighboring properties.

2.28 Building Frontage Standards

- 2.28.1 At least one functioning entrance to the house shall be provided from the street or side yard.
- 2.28.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.28.3 Houses on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.

2.29 Landscape Standards

- 2.29.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.29.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.30 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.31 Coach Houses

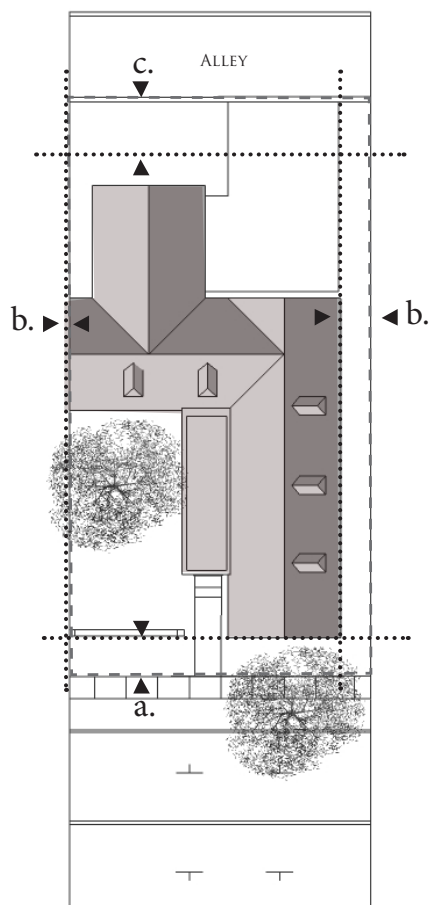
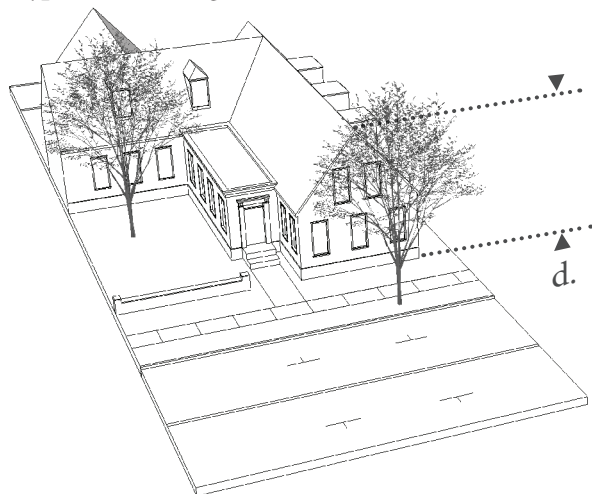
Permitted. See Section 3.6 for secondary dwellings in coach houses.

ATTACHED HOUSE

2.32 Attached House Description

A house structure that is partially attached to another house structure or closely clustered. Massing of the two adjacent structures may vary completely. Side yards are small or zero.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.33 Lot and Building Standards

The following lot and building standards shall be utilized for attached house buildings:

	HC		VC	CR		VR	
	Min.	Max.	Not Permitted	Min.	Max.	Min.	Max.
<i>Lot Area:</i>	4,000 ft ²	6,000 ft ²		5,000 ft ²	8,250 ft ²	5,000 ft ²	8,250 ft ²
<i>Lot Width:</i>	40'	60'		50'	75'	50'	75'
<i>Lot Coverage:</i>	no min	70%		no min	70%	no min	70%
<i>Street Yard (a):</i>	3'	10'		10'	25'	10'	25'
<i>Side Yard (b):</i>	0'	15'		0'	15'	0'	15'
<i>Rear Yard (c):</i>	15'	no max		15'	no max	15'	no max
<i>Bldg. Width:</i>	60%	100%		60%	100%	60%	100%
<i>Stories:</i>	2	2		2	3	2	3
<i>Height (d):</i>	no min	35'		no min	45'	no min	45'

2.34 Lot Access Standards

- 2.34.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.34.2 Where an alley is not present, parking and services shall be accessed by a driveway of 8' to 12' at the top of the apron with at least a 3' landscaped side yard setback.
- 2.34.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at the top of the apron with a 3' landscaped side or rear yard setback.
- 2.34.4 Shared access from a single drive to an auto-court is acceptable if access is required from the street yard. Shared driveways may be up to 15' wide at the top of the apron. Proof of shared access agreement must be provided to and approved by city staff.

2.35 Parking Standards

- 2.35.1 Minimum one off-street space per unit.
- 2.35.2 Residential: No maximum
Non-residential: Maximum one space per 500 square feet.
- 2.35.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in either the side yard behind the building frontage or in the rear yard.
- 2.35.4 Parking in the street yard is prohibited.
- 2.35.5 Covered parking shall be in accordance to Section 3.4

2.36 Service & Utility Standards

- 2.36.1 Above ground mechanical devices shall be located in the side or rear yard, behind all

portions of the principal façade, and shall be fully screened from the street and neighboring properties.

2.37 Building Frontage Standards

- 2.37.1 At least one functioning entrance to the attached house shall be provided from the street or side yard.
- 2.37.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.37.3 Attached houses on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.

2.38 Landscape Standards

- 2.38.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.38.2 Auto-courts shall be screened from the street with either landscaping or wall to a minimum height of 24".
- 2.38.3 Buffering and screening per Section 1171.05(c) shall not be required.

2.39 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.40 Coach Houses

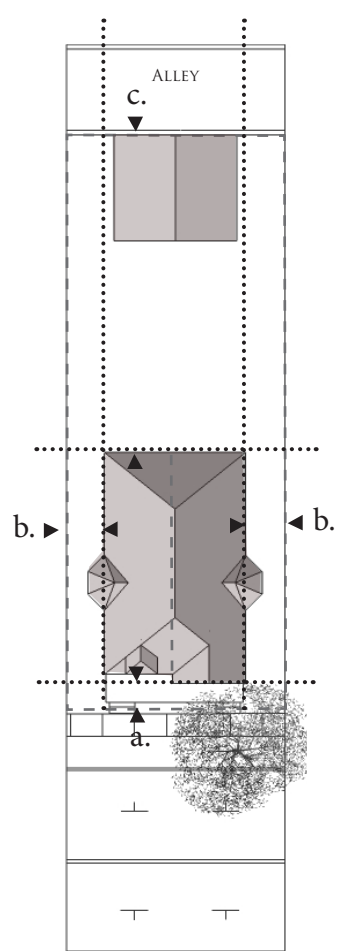
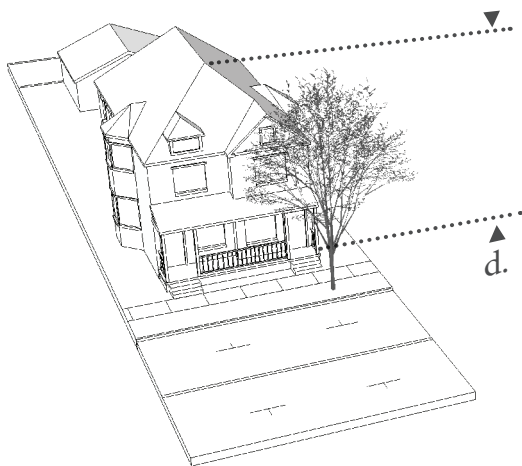
Not permitted.

TWO-FAMILY BUILDING

2.41 Two-Family Building Description

A detached structure with two units that is massed as a single structure. Yards can range from small to large and units can be side-by-side or stacked.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.42 Lot and Building Standards

The following lot and building standards shall be utilized for two-family buildings:

	HC		VC	CR		VR	
	Min.	Max.	Not Permitted	Min.	Max.	Min.	Max.
<i>Lot Area:</i>	4,000 ft ²	6,000 ft ²		5,000 ft ²	8,250 ft ²	5,000 ft ²	10,800 ft ²
<i>Lot Width:</i>	40'	60'		50'	75'	50'	90'
<i>Lot Coverage:</i>	no min	70%		no min	70%	no min	60%
<i>Street Yard (a):</i>	3'	10'		10'	25'	15'	30'
<i>Side Yard (b):</i>	5'	no max		5'	no max	10'	no max
<i>Rear Yard (c):</i>	15'	no max		15'	no max	15'	no max
<i>Bldg. Width:</i>	60%	90%		60%	80%	50%	80%
<i>Stories:</i>	2	2		2	3	2	3
<i>Height (d):</i>	no min	35'		no min	45'	no min	45'

2.43 Lot Access Standards

- 2.43.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.43.2 Where an alley is not present, parking and services shall be accessed by a driveway of 8' to 12' wide at the top of the apron, with at least a 3' landscaped side yard setback.
- 2.43.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at top of the apron with a 3' landscaped side or rear yard setback.

2.44 Parking Standards

- 2.44.1 Minimum two off-street spaces per two-family.
- 2.44.2 Residential: No maximum
Non-residential: Minimum 2 spaces.
Maximum one space per 500 square feet.
- 2.44.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in either the side yard behind the building frontage or in the rear yard.
- 2.44.4 Parking in the street yard is prohibited.
- 2.44.5 Covered parking shall be in accordance to Section 3.4.

2.45 Service & Utility Standards

- 2.45.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and

shall be fully screened from the street and neighboring properties.

2.46 Building Frontage Standards

- 2.46.1 At least one functioning entrance to each two-family shall be provided from the street yard.
- 2.46.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.46.3 Two-family buildings on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.

2.47 Landscape Standards

- 2.47.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.47.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.48 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.49 Coach Houses

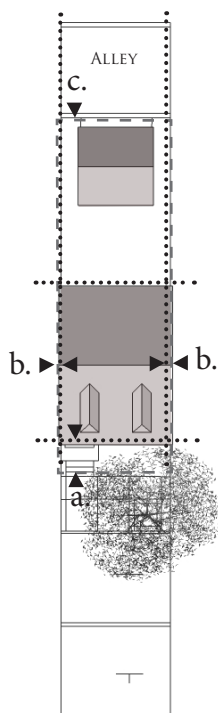
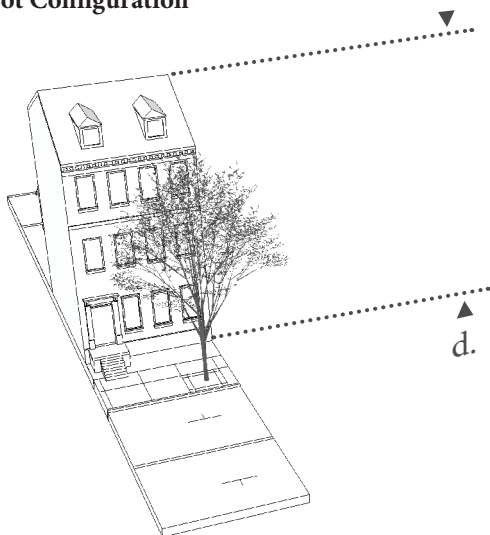
Not permitted.

TOWNHOME

2.50 Townhome Description

A structure with common walls on either side with no units above or below it.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

* An aggregated parcel may be platted but individual townhome unit subsets must meet the min/max area standards.
**Sideyards are for end units.

2.51 Lot and Building Standards

The following lot and building standards shall be utilized for townhome buildings:

	HC		VC		CR		VR
	Min.	Max.	Min.	Max.	Min.	Max.	Not Permitted
<i>Lot Area*</i> :	800 ft ²	4,500 ft ²	800 ft ²	5,000 ft ²	800 ft ²	5,000 ft ²	
<i>Lot Width</i> :	25'	50'	25'	50'	25'	50'	
<i>Lot Coverage</i> :	no min	80%	no min	80%	no min	80%	
<i>Street Yard (a)</i> :	3'	10'	5'	15'	10'	25'	
<i>Side Yard** (b)</i> :	5'	no max	5'	no max	5'	no max	
<i>Rear Yard (c)</i> :	10'	no max	10'	no max	10'	no max	
<i>Bldg. Width</i> :	90%	100%	90%	100%	90%	100%	
<i>Stories</i> :	2	2	2	3	2	3	
<i>Height (d)</i> :	no min	35'	no min	45'	no min	45'	

2.52 Lot Access Standards

- 2.52.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.52.2 Where an alley is not present, parking and services shall be coordinated through a rear private drive serving multiple townhomes. Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18 feet in width.
- 2.52.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide at top of the apron with a 3' landscape side or rear yard setback.

2.53 Parking Standards

- 2.53.1 Minimum one off-street space per unit.
- 2.53.2 Residential: No maximum
Live-Work: Maximum two and ¼ off-street spaces per unit.
Non-residential: Maximum one space per 500 square feet.
- 2.53.3 An alley accessed lot must provide parking in the rear yard. A non-alley accessed lot shall provide spaces in the rear yard.
- 2.53.4 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.53.5 Covered parking shall be in accordance with Section 3.4.

2.54 Service & Utility Standards

- 2.54.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be

fully screened from the street and neighboring properties.

- 2.54.2 Above ground utility structures should be located in the alley or side or rear yard and fully screened from the street.

2.55 Building Frontage Standards

- 2.55.1 At least one functioning entrance to the townhome shall be provided from the street or side yard.
- 2.55.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.
- 2.55.3 Townhouses on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.
- 2.55.4 The maximum allowed building length shall be as follows:
a) HC: 150' b) VC: 450' c) CR: 300'

2.56 Landscape Standards

- 2.56.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.56.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.57 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.58 Coach Houses

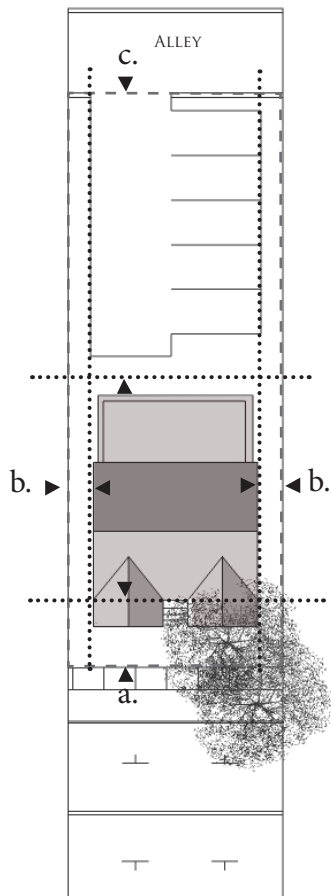
Permitted. See Section 3.6 for secondary dwellings in coach houses.

MULTI-UNIT HOUSE

5.59 Multi-Unit House Description

A structure designed to resemble a large house but contains multiple units above and beside each other. Typically contains 3-4 units.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts



2.60 Lot and Building Standards

The following lot and building standards shall be utilized for multi-unit house buildings:

	HC		VC		CR		VR
	Min.	Max.	Min.	Max.	Min.	Max.	Not Permitted
<i>Lot Area:</i>	4,000 ft ²	10,000 ft ²	6,000 ft ²	15,000 ft ²	6,000 ft ²	15,000 ft ²	
<i>Lot Width:</i>	40'	100'	60'	120'	60'	120'	
<i>Lot Coverage:</i>	no min	80%	no min	75%	no min	75%	
<i>Street Yard (a):</i>	3'	10'	5'	15'	10'	25'	
<i>Side Yard (b):</i>	5'	no max	5'	no max	5'	no max	
<i>Rear Yard (c):</i>	10'	no max	15'	no max	15'	no max	
<i>Bldg. Width:</i>	70%	90%	70%	90%	60%	80%	
<i>Stories:</i>	2	2	2	2.5	2	2.5	
<i>Height (d):</i>	no min	35'	no min	45'	no min	45'	

2.61 Lot Access Standards

- 2.61.1 Where an alley is present, parking and services shall be accessed through an alley.
- 2.61.2 Where an alley is not present, parking and services shall be accessed by a driveway of 10' to 12' wide, with at least a 3' landscaped side yard setback.
- 2.61.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways may be up to 12' wide with a 3' landscape buffer on each side.

2.62 Parking Standards

- 2.62.1 Residential: Maximum one off-street space per unit plus ½ space for each additional bedroom.
- 2.62.2 Non-residential: Minimum 2 spaces
Maximum one off-street space per 500 square feet.
- 2.62.3 All alley and non-alley accessed lots must provide parking in the rear yard.
- 2.62.4 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the off-street parking requirements.
- 2.62.5 At least half of the required parking shall be on-site.
- 2.62.6 Surface parking shall be at minimum 10' from any street right-of-way (not including alleys) and 5' from any side lot line.
- 2.62.7 Covered parking shall be in accordance to Section 3.4

2.63 Service & Utility Standards

- 2.63.1 Above ground mechanical devices shall

be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.

- 2.63.2 Where an alley is not present, above ground utility structures should be located in the side or rear yard and fully screened from the street and neighboring properties.

2.64 Building Frontage Standards

- 2.64.1 No more than two entrances to multi-unit houses may be from a street yard.
- 2.64.2 Each front and side entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2.
- 2.64.3 Multi-unit house buildings on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.
- 2.64.4 Stairways to upper story units must be enclosed and internal to the building footprint.

2.65 Landscape Standards

- 2.65.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.65.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.66 Garden Structures

Not Permitted.

2.67 Coach Houses

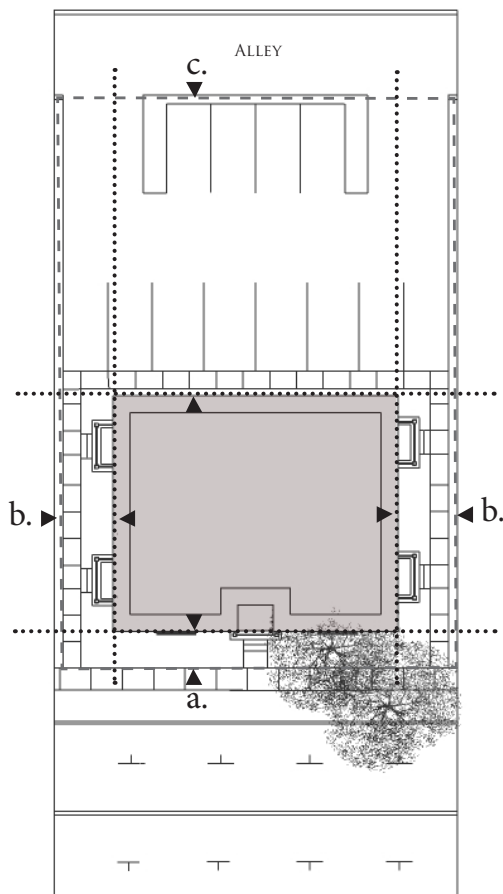
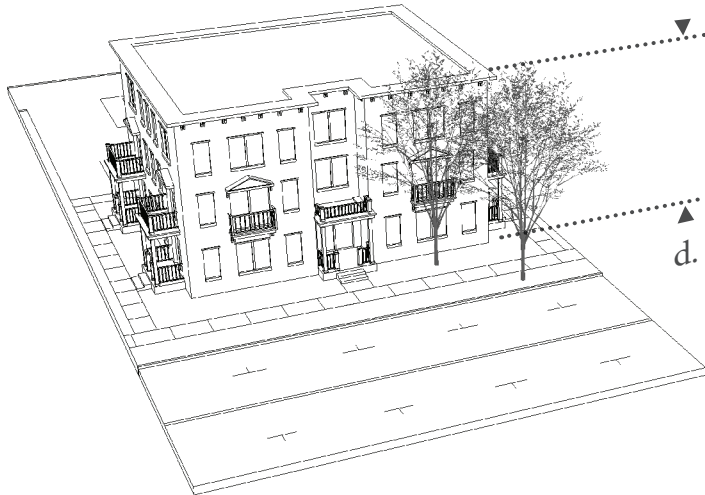
Not Permitted.

MULTI-UNIT BUILDING

2.68 Multi-Unit Building Description

A structure designed to accommodate multiple units above or beside each other. Typically contains more than 5 units.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.69 Lot and Building Standards

The following lot and building standards shall be utilized for multi-unit buildings:

	HC <i>Not Permitted</i>	VC <i>Min. Max.</i>	CR <i>Not Permitted</i>	VR <i>Not Permitted</i>
<i>Lot Area:</i>		10,000 ft ² no max		
<i>Lot Width:</i>		90' 200'		
<i>Lot Coverage:</i>		no min 75%		
<i>Street Yard (a):</i>		5' 15'		
<i>Side Yard (b):</i>		5' no max		
<i>Rear Yard (c):</i>		15' no max		
<i>Bldg. Width:</i>		70% 100%		
<i>Stories:</i>		2 3		
<i>Height (d):</i>		no min 55'		

2.70 Lot Access Standards

- 2.70.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.70.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide.
- 2.70.3 On a corner lot without access to an alley, parking and services shall be accessed by a driveway off of the street not faced by the primary entrance to the building. These driveways should be minimized in quantity and width. Generally, drives should be no more than 18' wide.

2.71 Parking Standards

- 2.71.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.71.2 Residential: Minimum one off-street space per unit. Maximum one off-street space per unit plus ½ space for each additional bedroom.
- 2.71.3 Non-residential: Minimum 2 spaces. Maximum one off-street space per 400 s.f.
- 2.71.4 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the off-street parking requirements.
- 2.71.5 At least half of the required parking shall be on-site.
- 2.71.6 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.71.7 Covered parking shall be in accordance with Section 3.4
- 2.71.8 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

- 2.72.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.
- 2.72.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.
- 2.72.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.73 Building Frontage Standards

- 2.73.1 Entrances to units may be individual entrances, a foyer entrance, or internal corridor entrance from a street yard.
- 2.73.2 Each front and side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2
- 2.73.3 Multi-unit buildings on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.
- 2.73.4 Stairways to upper story units must be enclosed and internal to the building footprint.

2.74 Landscape Standards

- 2.74.1 All street and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.74.2 Buffering and screening per Section 1171.05(c) shall not be required.

- 2.75 **Garden Structures/2.76 Coach Houses**
Not Permitted.

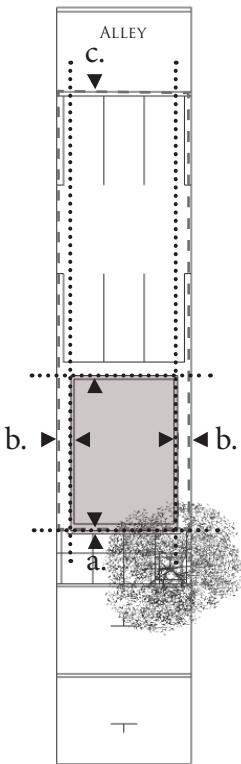
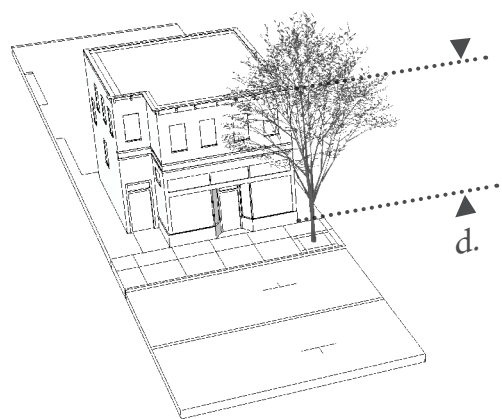
2.72 Service & Utility Standards

CLASSIC COMMERCIAL

2.77 Classic Commercial Description

A small scale structure designed to accommodate one or two users with small side and street yards.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.78 Lot and Building Standards

The following lot and building standards shall be utilized for classic commercial buildings:

	HC		VC		CR	VR
	Min.	Max.	Min.	Max.	Not Permitted	Not Permitted
<i>Lot Area:</i>	4,000 ft ²	no max	4,000 ft ²	no max		
<i>Lot Width:</i>	50'	100'	75'	150'		
<i>Lot Coverage:</i>	no min	95%	no min	90%		
<i>Street Yard (a):</i>	0'	15'	0'	15'		
<i>Side Yard (b):</i>	3'	16'	3'	16'		
<i>Rear Yard (c):</i>	10'	no max	15'	no max		
<i>Bldg. Width:</i>	70%	95%	70%	95%		
<i>Stories:</i>	1.5	2	1.5	2		
<i>Height (d):</i>	no min	45'	no min	45'		

2.79 Lot Access Standards

- 2.79.1 Where an alley is present, parking and services shall be accessed through an alley.
- 2.79.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.79.3 Coordinated driveway access and cross access to multiple sites should be provided where practical.

be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.

- 2.81.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.

- 2.81.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.80 Parking Standards

- 2.80.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.80.2 Residential: Minimum one off-street space. Maximum one off-street space per unit plus ½ space for each additional bedroom.
- 2.80.3 Non-Residential: Minimum 2 spaces. Maximum one off-street space per 500 s.f.
- 2.80.4 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the total off-street parking requirements.
- 2.80.5 At least half of the required parking shall be on-site.
- 2.80.6 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.80.7 Covered parking shall be in accordance to Section 3.4
- 2.80.8 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.82 Building Frontage Standards

- 2.82.1 At least one entrance to each ground floor unit must be from a street yard.
- 2.82.2 Stairways to upper stories must be enclosed.
- 2.82.3 Each front and side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2

2.83 Landscape Standards

- 2.83.1 All street and side yards, where present, shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.83.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.84 Garden Structures

Permitted. See Section 3.5 for garden structure standards.

2.85 Coach Houses

Not Permitted.

2.81 Service & Utility Standards

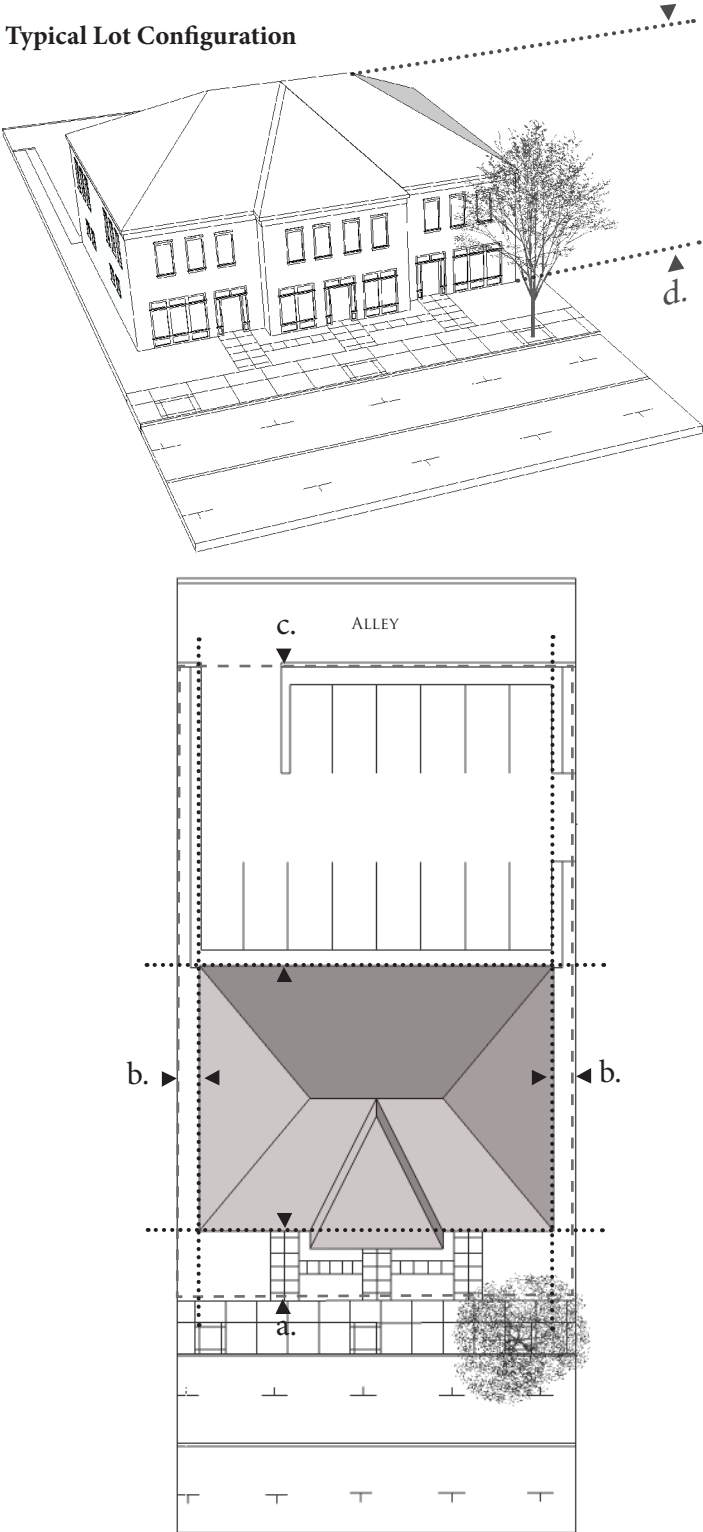
- 2.81.1 Above ground mechanical devices shall

TRADITIONAL COMMERCIAL

2.86 Traditional Commercial Description

A medium scale structure designed to accommodate a mix of uses. Can also be used for live-work scenarios. Building lengths are short and may not extend an entire block.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.87 Lot and Building Standards

The following lot and building standards shall be utilized for traditional commercial buildings:

	HC		VC		CR	VR
	<i>Min.</i>	<i>Max.</i>	<i>Min.</i>	<i>Max.</i>	<i>Not Permitted</i>	<i>Not Permitted</i>
<i>Lot Area:</i>	no min	no max	no min	no max		
<i>Lot Width:</i>	no min	200'	no min	200'		
<i>Lot Coverage:</i>	no min	100%	no min	100%		
<i>Street Yard (a):</i>	5'	20'	0'	20'		
<i>Side Yard (b):</i>	0'	20'	0'	20'		
<i>Rear Yard (c):</i>	15'	no max	15'	no max		
<i>Bldg. Width:</i>	80%	100%	80%	100%		
<i>Stories:</i>	2	3	2	3		
<i>Height (d):</i>	no min	55'	no min	55'		

2.88 Lot Access Standards

- 2.88.1 Where an alley is present, parking and services shall be accessed through an alley.
- 2.88.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.88.3 Coordinated driveway access and cross access to multiple sites should be provided where practical.

2.89 Parking Standards

- 2.89.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.89.2 Residential: Minimum one off-street space per unit. Maximum one off-street space per unit plus ½ space for each additional bedroom.
Live-Work: Minimum one off-street space per unit. Maximum two and ¼ off-street spaces per unit
Non-Residential: Minimum 2 spaces.
Maximum one off-street space per 400 s.f.
- 2.89.3 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the total off-street parking requirements.
- 2.89.4 At least half of the required parking shall be on-site.
- 2.89.5 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.89.6 Covered parking shall be in accordance to Section 3.4
- 2.89.7 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.90 Service & Utility Standards

- 2.90.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.
- 2.90.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.
- 2.90.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.91 Building Frontage Standards

- 2.91.1 At least one entrance to each ground floor unit must be from a street yard.
- 2.91.2 Each front and side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2.
- 2.91.3 Stairways to upper stories must be enclosed.

2.92 Landscape Standards

- 2.92.1 All street and side yards, where present, shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.92.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.93 Garden Structures

Not Permitted.

2.94 Coach Houses

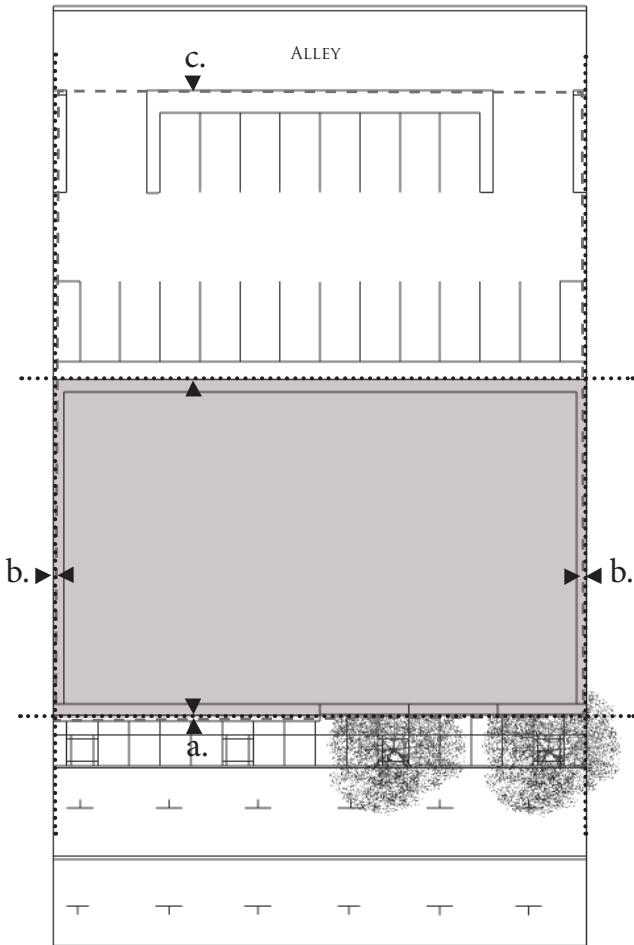
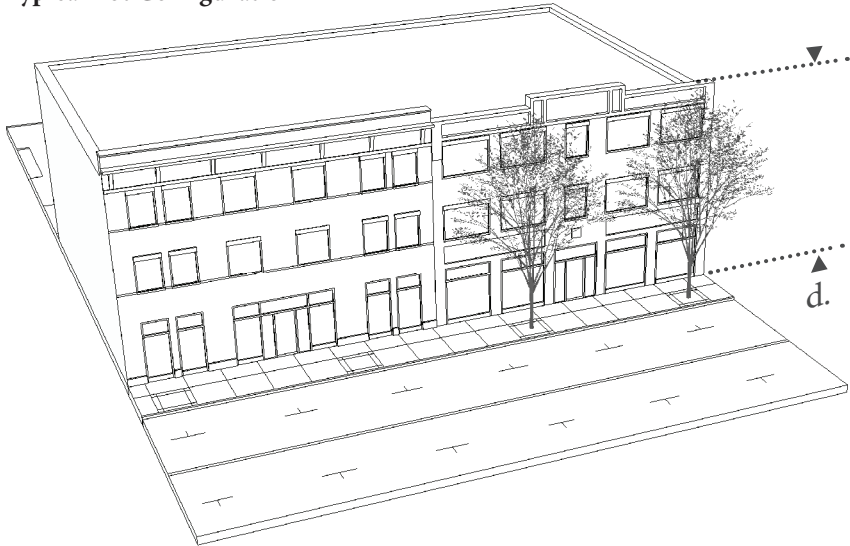
Not Permitted.

URBAN COMMERCIAL

2.95 Urban Commercial Description

A larger scale structure designed to accommodate a mix of uses. Buildings share common walls to create an entire block. Floor to ceiling heights are taller.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.96 Lot and Building Standards

The following lot and building standards shall be utilized for urban commercial buildings:

	HC <i>Not Permitted</i>	VC <i>Min. Max.</i>	CR <i>Not Permitted</i>	VR <i>Not Permitted</i>
<i>Lot Area:</i>		no min no max		
<i>Lot Width:</i>		no min no max		
<i>Lot Coverage:</i>		no min 100%		
<i>Street Yard (a):</i>		0' 20'		
<i>Side Yard (b):</i>		0' 20'		
<i>Rear Yard (c):</i>		15' no max		
<i>Bldg. Width:</i>		90% 100%		
<i>Stories:</i>		2 3		
<i>Height (d):</i>		no min 55'		

2.97 Lot Access Standards

- 2.97.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.97.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.97.3 Coordinated driveway access and cross access to multiple sites should be provided where practical.

2.98 Parking Standards

- 2.98.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.98.2 Residential: Minimum one off-street space per unit. Maximum one off-street space per unit plus ½ space for each additional bedroom.
Non-Residential: Minimum two off-street spaces per unit. Maximum one off-street space per 350 s.f.
- 2.98.3 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the total off-street parking requirements.
- 2.98.4 At least half of the required parking shall be on-site.
- 2.98.5 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.98.6 Covered parking shall be in accordance to Section 3.4
- 2.98.7 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.99 Service & Utility Standards

- 2.99.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.
- 2.99.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.
- 2.99.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.100 Building Frontage Standards

- 2.100.1 At least one entrance to each ground floor unit must be from a street or side yard.
- 2.100.2 Each front or side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2.
- 2.100.3 Stairways to upper stories must be enclosed.

2.101 Landscape Standards

- 2.101.1 All street and side yards, where present, shall be landscaped, with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.101.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.102 Garden Structures

Not Permitted.

2.103 Coach Houses

Not Permitted.

COURTYARD

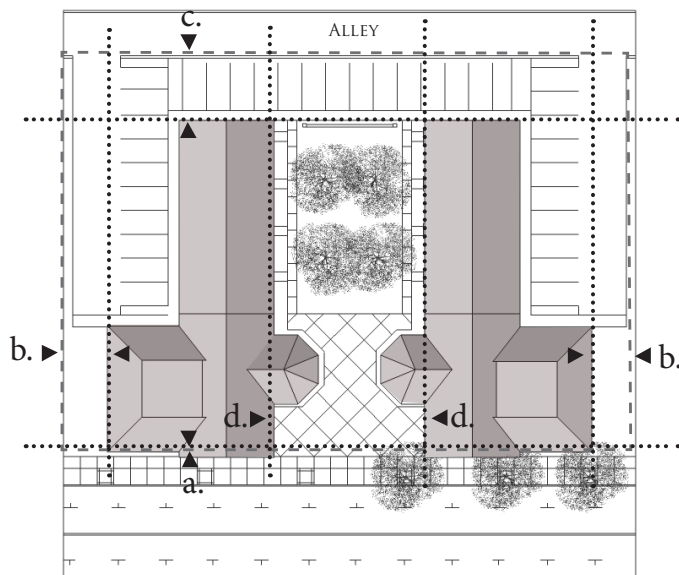
2.104 Courtyard Description

A set of structures (attached or detached) arranged around a private green or plaza space.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.105 Lot and Building Standards

The following lot and building standards shall be utilized for urban courtyard buildings:

	HC <i>Not Permitted</i>	VC <i>Min. Max.</i>	CR <i>Not Permitted</i>	VR <i>Not Permitted</i>
<i>Lot Area:</i>		no min no max		
<i>Lot Width:</i>		no min 400'		
<i>Lot Coverage:</i>		no min 90%		
<i>Street Yard (a):</i>		0' 20'		
<i>Side Yard (b):</i>		0' 20'		
<i>Rear Yard (c):</i>		15' no max		
<i>Court Yard (d):</i>		40' 200'		
<i>Bldg. Width:</i>		50% 100%		
<i>Stories:</i>		2 3		
<i>Height (e):</i>		no min 55'		

2.106 Lot Access Standards

- 2.106.1 Where an alley is present, parking and services shall be accessed through the alley.
- 2.106.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.106.3 Coordinated driveway access and cross access to multiple sites should be provided.

be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.

- 2.108.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.
- 2.108.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.107 Off-Street Parking Standards

- 2.107.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.107.2 Residential: Minimum one off-street parking space. Maximum one off-street space per unit plus ½ space for each additional bedroom.
Non-Residential: Minimum two off-street parking spaces. Maximum one off-street space per 400 s.f.
- 2.107.3 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the total off-street parking requirements.
- 2.107.4 At least half of the required parking shall be on-site.
- 2.107.5 Surface parking shall be at minimum 5' from any street right-of-way or side lot line and 10' behind the street yard.
- 2.107.6 Covered parking shall be in accordance to Section 3.4
- 2.107.7 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.109 Building Frontage Standards

- 2.109.1 At least one entrance to each ground floor unit must be from a street or court yard.
- 2.109.2 Each front or side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2.
- 2.109.3 Courtyard buildings on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.
- 2.109.4 Stairways to upper stories must be enclosed.

2.110 Landscape Standards

- 2.110.1 All street and side yards, where present, shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.110.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.111 Garden Structures

Not Permitted.

2.108 Service & Utility Standards

- 2.108.1 Above ground mechanical devices shall

2.112 Coach Houses

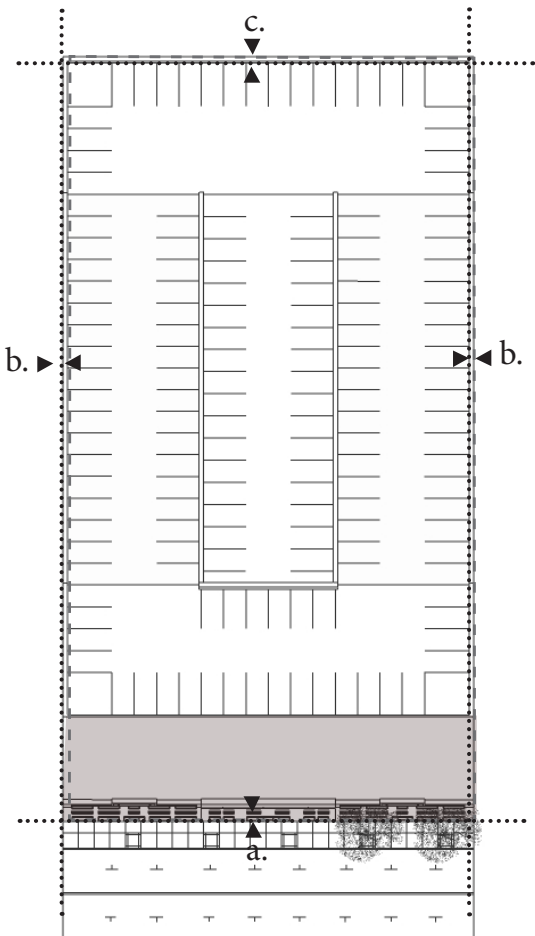
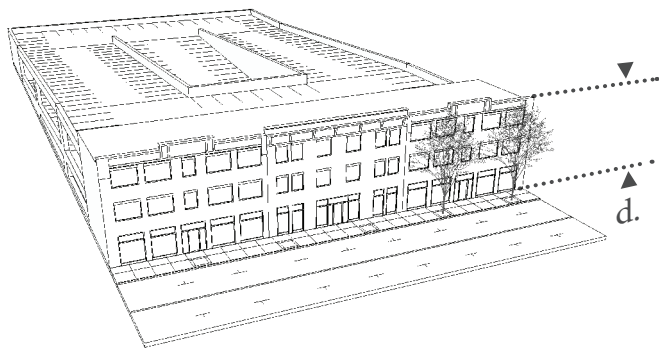
Not Permitted.

LINED

2.113 Lined Description

A structure that fronts a parking deck to screen it from view.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts

HC	VC	CR	VR

2.114 Lot and Building Standards

The following lot and building standards shall be utilized for urban courtyard buildings:

	HC <i>Not Permitted</i>	VC <i>Min. Max.</i>	CR <i>Not Permitted</i>	VR <i>Not Permitted</i>
<i>Lot Area:</i>		no min no max		
<i>Lot Width:</i>		no min no max		
<i>Lot Coverage:</i>		no min 100%		
<i>Street Yard (a):</i>		0' 20'		
<i>Side Yard (b):</i>		0' 20'		
<i>Rear Yard (c):</i>		0' no max		
<i>Bldg. Width:</i>		90% 100%		
<i>Stories:</i>		2 3		
<i>Height (d):</i>		no min 55'		

2.115 Lot Access Standards

- 2.115.1 Where an alley is present, parking and services may be accessed through the alley.
- 2.115.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.115.3 Coordinated driveway access and cross access to multiple sites should be provided where practical.

2.116 Parking Standards

- 2.116.1 All lots shall provide off-street parking spaces in the rear yard.
- 2.116.2 Residential: Minimum one off-street parking space per unit. Maximum one off-street space per unit plus ½ space for each additional bedroom.
Non-Residential: Minimum 2 off-street parking spaces. Maximum 1 off-street space per 500 sf.
- 2.116.3 Available on-street parking within 100' of the property lines shall provide a ½ space credit towards the total off-street parking requirements.
- 2.116.4 At least half of the required parking shall be on-site.
- 2.116.5 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.117 Service & Utility Standards

- 2.117.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.
- 2.117.2 Above ground utility structures should be

located in the alley, side and rear yard and fully screened from the street.

- 2.117.3 Trash containers shall be stored out of public view and be screened from adjacent properties.

2.118 Building Frontage Standards

- 2.118.1 At least one entrance to each ground floor unit must be from a street yard.
- 2.118.2 Each front or side yard entrance to the building shall incorporate a permitted building frontage in accordance with Section 3.2.
- 2.118.3 Lined buildings on corner lots shall be designed to include windows and at least one vertical plane break in elevation on the second side facing the street.
- 2.118.4 Parking garages must be fully screened from public roadways, except for where garage entrances may be present.
- 2.118.5 Stairways to upper stories must be enclosed.

2.119 Landscape Standards

- 2.119.1 All street and side yards, where present, shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.119.2 Buffering and screening per Section 1171.05(c) shall not be required.

2.120 Garden Structures

Not Permitted.

2.121 Coach Houses

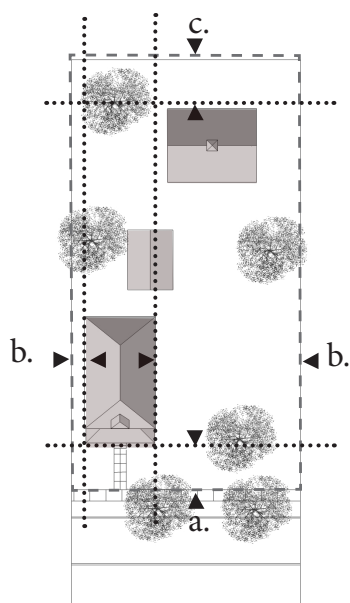
Not Permitted.

RURAL RESIDENTIAL

2.122 Rural Residential Description

A large detached structure placed on a generous lot and larger permitted accessory structures.

Typical Lot Configuration

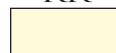


Benchmark Examples



Permitted Sub-districts

RR



2.123 Lot and Building Standards

The following lot and building standards shall be utilized for rural residential buildings:

RR

Min. Max.

<i>Lot Area:</i>	20,000 ft ²	no max
<i>Lot Width:</i>	100'	no max
<i>Lot Coverage:</i>	no min	50%
<i>Street Yard (a):</i>	20'	no max
<i>Side Yard (b):</i>	15'	no max
<i>Rear Yard (c):</i>	20'	no max
<i>Bldg. Width:</i>	no min	no max
<i>Stories:</i>	1	2.5
<i>Height (d):</i>	no min	35'

2.124 Lot Access Standards

- 2.124.1 Parking and services shall be accessed by a driveway of 8' to 12' wide, with at least a 3' landscaped side yard setback.
- 2.124.2 A secondary access off of the street up to 12' wide with a 3' landscaped side yard setback may be permitted for lots greater than 200'

2.125 Parking Standards

- 2.125.1 Minimum two off-street spaces per house.
- 2.125.2 Non-covered parking shall be located in either the side yard behind the building frontage or in the rear yard.
- 2.125.3 Covered parking shall be in accordance with Section 3.4

2.126 Service & Utility Standards

- 2.126.1 Above ground mechanical devices shall be located in the side or rear yard, behind all portions of the principal façade, and shall be fully screened from the street and neighboring properties.
- 2.126.2 Above ground utility structures should be located in the alley, side and rear yard and fully screened from the street.

2.127 Building Frontage Standards

- 2.127.1 An entrance to the dwelling shall be from the street or side yard.
- 2.127.2 A building frontage in accordance with Section 3.2 shall be incorporated at the street or side yard entrance.

2.128 Landscape Standards

- 2.128.1 All street and side yards, where present, shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.

2.129 Garden Structures

Permitted. See Section 3.5 for garden structure standards however, this structure may be up to 1,000 s.f. in area and 30' in height.

2.130 Coach Houses

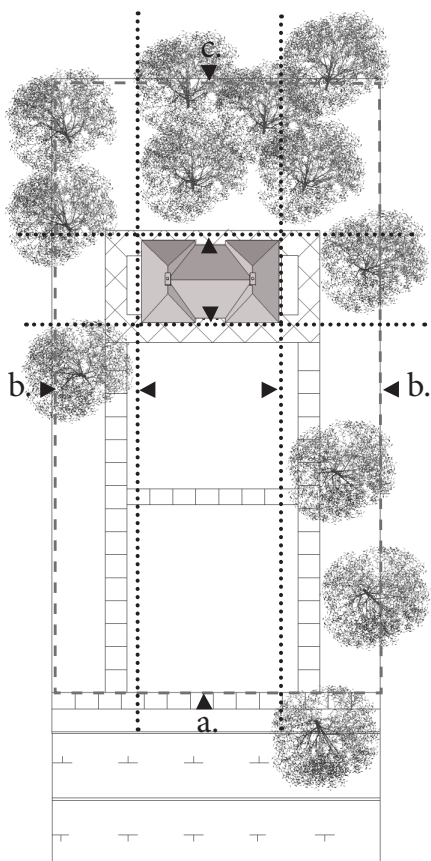
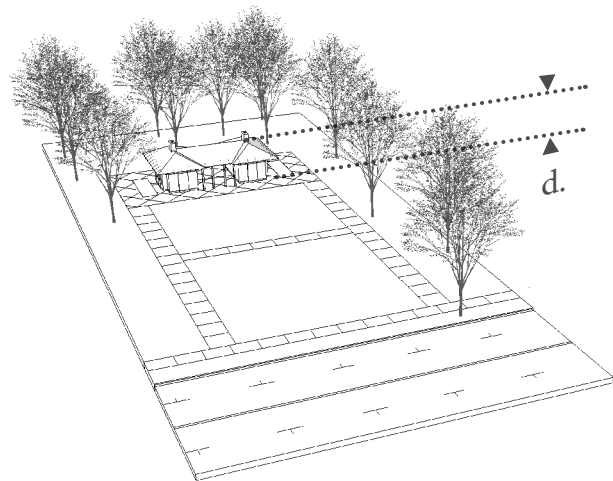
Not Permitted.

PARKS & PRESERVATION

2.131 Parks & Preservation Description

A structure used to support passive or active recreation purposes. The size and type of structure can vary depending upon the support function.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts



2.132 Lot and Building Standards

The following lot and building standards shall be utilized for parks and preservation buildings:

	PK	
	Min.	Max.
Lot Area:	no min	no max
Lot Width:	no min	no max
Lot Coverage:	no min	no max
Street Yard (a):	30'	no max
Side Yard (b):	20'	no max
Rear Yard (c):	20'	no max
Bldg. Width:	no min	no max
Stories:	no min	no max
Height (d):	no min	45'

2.133 Parking Standards

- 2.133.1 Parking shall be provided as needed and based upon a demand supported by documentation of specific park uses, capacity, or applicable studies.
- 2.133.2 Surface parking shall meet the parks and preservation building typology yard standards.
- 2.133.3 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.134 Building Frontage Standards

- 2.134.1 Buildings may incorporate a variety of architectural components for building frontages as suited to the nature of the parks and preservation space.
- 2.134.2 Entrances should be accessible and clearly recognizable.

2.135 Landscape Standards

- 2.135.1 Unless otherwise noted, all requirements of the Codified Ordinances Chapter 1171 must be met.

2.136 Coach Houses

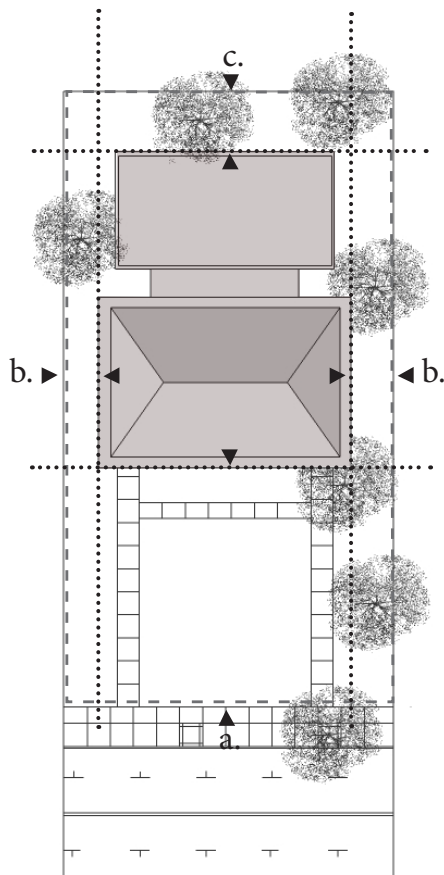
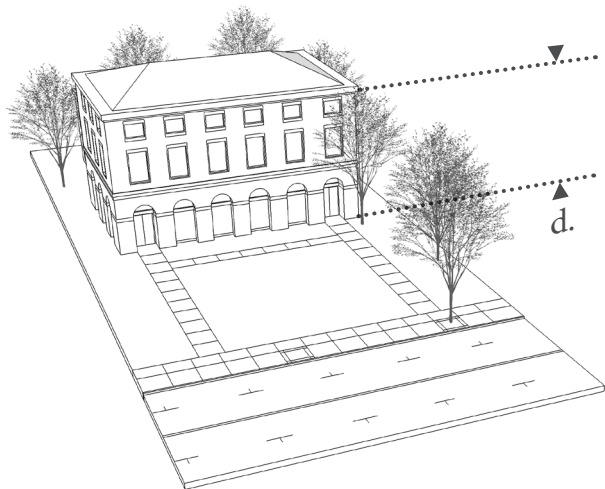
Not permitted.

CAMPUS

2.137 Campus Description

A structure or a grouping of structures placed amongst open space in a semi-formal arrangement.

Typical Lot Configuration



Benchmark Examples



Permitted Sub-districts



2.138 Lot and Building Standards

The following lot and building standards shall be utilized for campus buildings:

CP

Min. Max.

<i>Lot Area:</i>	no min	no max
<i>Lot Width:</i>	no min	no max
<i>Lot Coverage:</i>	no min	no max
<i>Street Yard (a):</i>	30'	no max
<i>Side Yard (b):</i>	20'	no max
<i>Rear Yard (c):</i>	20'	no max
<i>Bldg. Width:</i>	no min	no max
<i>Stories:</i>	1	4
<i>Height (d):</i>	no min	55'

2.139 Lot Access Standards

- 2.139.1 Where an alley is present, parking and services may be accessed through the alley.
- 2.139.2 Driveways off of the street should be minimized in quantity and width. Generally drives should be no more than 18' wide
- 2.139.3 Coordinated driveway access and cross access to multiple sites should be provided where practical.

2.140 Off-Street Parking Standards

- 2.140.1 Parking shall be provided as needed and supported by evidence-based standards.
- 2.140.2 Bicycle parking required. Refer to Section 5.30 for bicycle parking standards.

2.141 Service & Utility Standards

- 2.141.1 Above ground mechanical devices shall be located in the side or rear yard and shall be fully screened from the street and neighboring properties.
- 2.141.2 Above ground utility structures should be located in the alley, side or rear yards and shall be fully screened from the street.

2.142 Building Frontage Standards

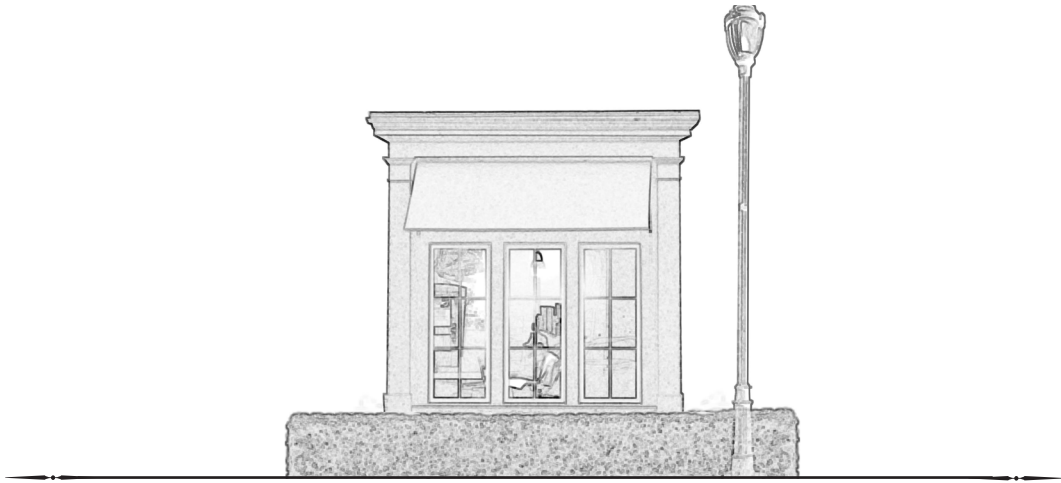
- 2.142.1 Buildings may incorporate a variety of architectural components for building frontages as suited to the nature of the campus.
- 2.142.2 Entrances should be accessible and clearly recognizable.

2.143 Landscape Standards

- 2.143.1 All street, side, and side yards shall be landscaped with trees, shrubs, grass, ground covers, or other plant materials or a combination of these materials.
- 2.143.2 Unless otherwise noted, all requirements of the Codified Ordinances Chapter 1171 must be met.

2.144 Coach Houses

Not Permitted.



III. URBAN DESIGN STANDARDS

URBAN DESIGN STANDARDS

3.1 Urban Design Components

The following urban design standards regulate elements that influence how a building relates with the streetscape and its adjacent structures. These elements include, but are not limited to, how entrances are adorned, the massing of secondary structures and the permitted uses for those structures, as well as specific design criteria for highly visible sites. When and how the urban design standards apply can be found with each building typology.

3.2 Building Frontages

Building typologies located in the HC, VC, CR, VR, or RR sub-district are required to incorporate a frontage depicted in this section. The frontage diagrams and examples shown are meant to convey a typical condition as it relates to the purpose of the frontage and how it integrates with the building. The detailed architectural design of the frontages may be flexible and can be interpreted into a number of styles while still remaining within the constraints of the standards presented. Frontages do not include landscape walls, arbors, hedge rows, or fences that may occur within the street or side yards.

Permitted Building Frontages

	HC	VC	CR	VR	RR
Stoop (3.7)					
Covered Stoop (3.9)					
Porch (3.11)					
Side Stoop (3.13)					
Balcony (3.15)					
Storefront (3.17)					
Awning (3.19)					
Gallery (3.21)					
Arcade (3.23)					

3.3 Architectural Focal Points

Architectural focal points are meant to reinforce a sense of place for the Village Center. Refer to the Regulating Plan (1.1) for the location of required architectural points and to Section 3.25 for detailed standards.

3.4 Covered Parking

All building typologies may incorporate covered off-street parking. These spaces count toward the parking requirements for building typologies. The primary use of covered parking structures is for the storage of vehicles. Home occupations or secondary dwelling units are not permitted in covered parking structures. The diagrams presented for covered parking are meant to be conceptual showing location and massing and do not indicate required architectural elements. Incorporation of Coach House standards where permitted (3.39) are noted below.

Permitted Covered Parking Configurations

	HC	VC	CR	VR	RR
*Detached Rear (3.27)					
*Attached Rear (3.29)					
Tuck-Under (3.31)					
*Side Attached (3.33)					

* May incorporate a coach house according to Section 3.39

3.5 Garden Structures

Garden Structures are multi-purpose structures that can be used for storage or ancillary living space. Home occupations in these spaces are not permitted. Refer to Sections 3.35-3.38 for detailed standards.

3.6 Coach Houses

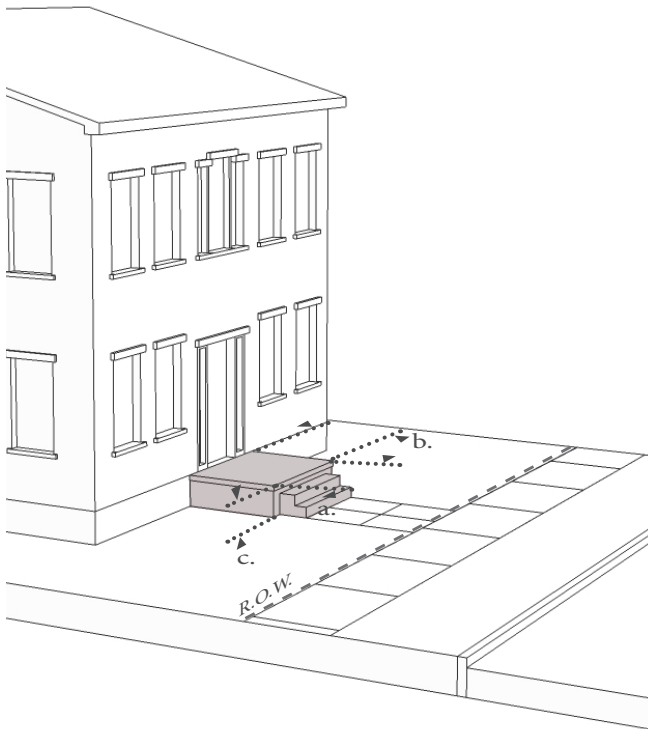
Coach houses can be a secondary living space, dwelling unit, or home occupation location associated with a covered parking structure. They are permitted in accordance with each building typology. Refer to Section 3.39 for detailed standards.

STOOP

3.7 Stoop Description

Entry platform for buildings that have elevated first floors to secure privacy for first floor windows. Stoops may have perimeter railings and walls and are also acceptable for commercial type buildings.

Typical Building Frontage Configuration



3.8 Stoop Standards

3.8.1 The following standards shall be used for stoops:

Minimum width (a): 4'

Minimum depth (b): 4'

Maximum landing height (c): 42"

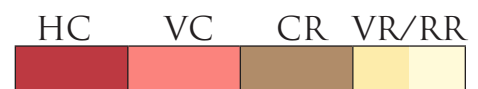
3.8.2 Stoops and steps may encroach up to 2' into the right-of-way, subject to the approval of the City Manager or designee. A minimum pedestrian clear zone of 5' must be maintained.

3.8.3 Landings may be partially or fully recessed into the building footprint.

Benchmark Examples



Permitted Sub-districts

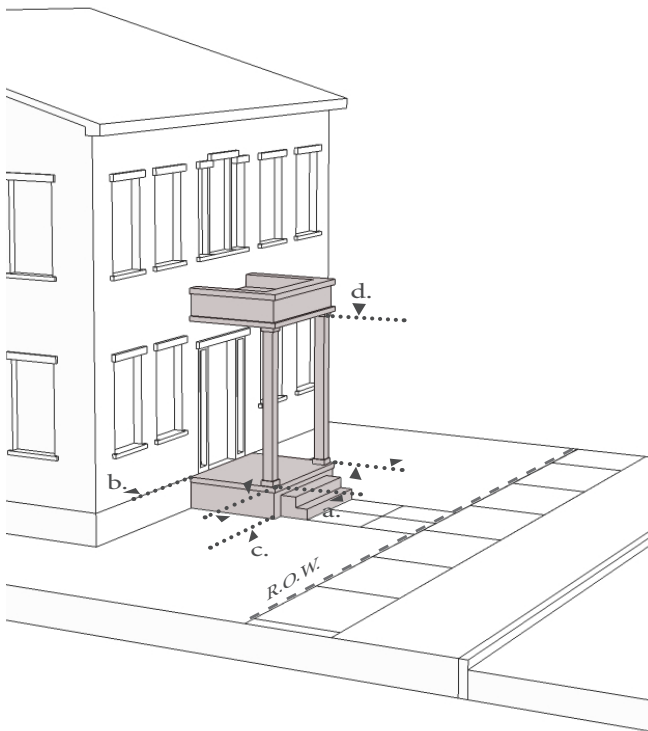


COVERED STOOP

3.9 Covered Stoop Description

A stoop entry with a covering that is appended to the building face.

Typical Building Frontage Configuration



Benchmark Examples



3.10 Covered Stoop Standards

3.10.1 The following standards shall be used for covered stoops:

Minimum width (a): 5'

Minimum depth (b): 4'

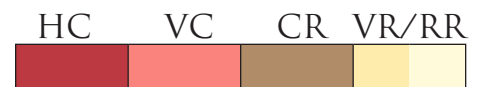
Maximum landing height (c): 42"

Minimum clearance (d): 8'

3.10.2 Covered stoops and steps may encroach up to 2' within the right-of-way, subject to the approval of the City Manager or designee. A minimum pedestrian clear zone of 5' must be maintained.

3.10.3 Stoop roof may be used as balcony space or enclosed to create habitable space.

Permitted Sub-districts

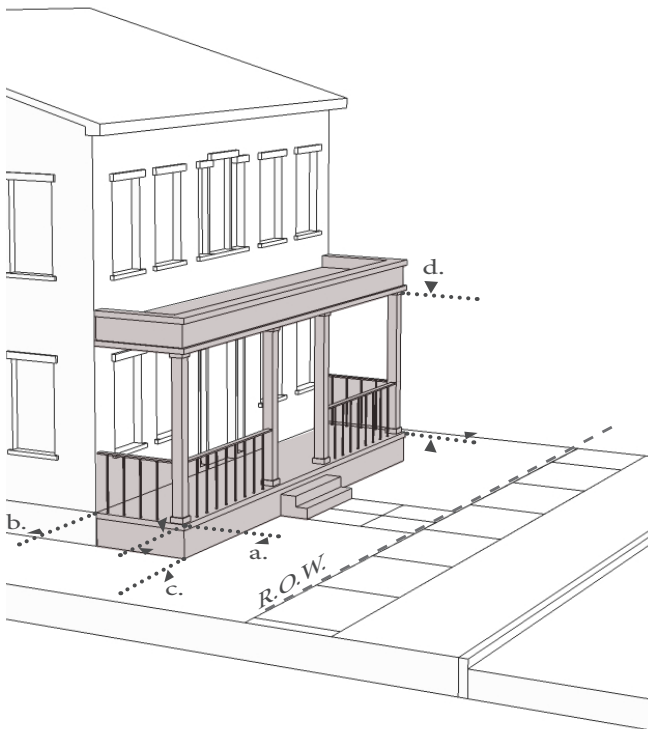


PORCH

3.11 Porch Description

Common frontage type for residential type buildings. Porches should be designed to be an extension of the internal living space with appropriate dimensions to do so.

Typical Frontage Configuration



3.12 Porch Standards

3.12.1 The following standards shall be used for porches:

Minimum width (a): 40% of the facade length

Minimum depth (b): 8'

Maximum floor height (c): 42"

Minimum clearance (d): 10'

3.12.2 Front porches may encroach up to 50% of their depth into the street or side yard.

3.12.3 A minimum of three foot clear zone must be maintained between the public walk and/or side lot line and the porch.

Benchmark Examples



Permitted Sub-districts

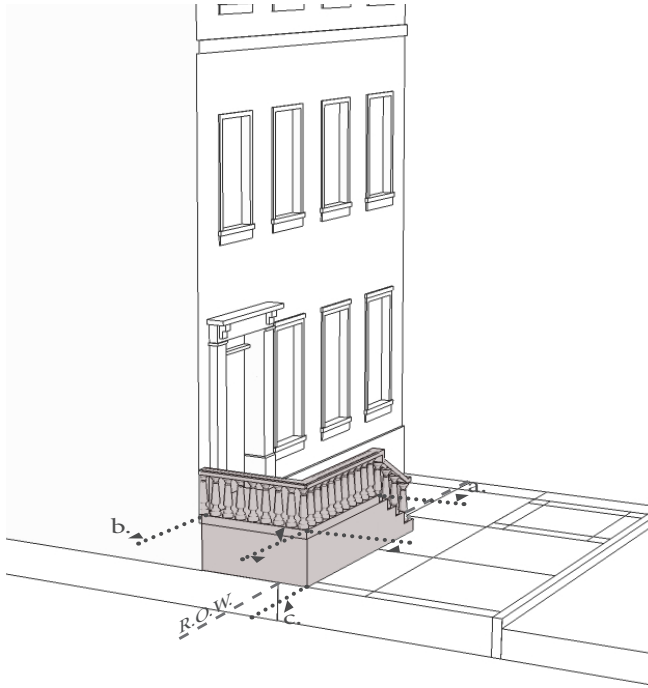
HC	VC	CR	VR/RR

SIDE STOOP

3.13 Side Stoop Description

A stoop entry with entry stairs parallel to the public sidewalk. This frontage is common where there is little or no street yard in urban conditions.

Typical Frontage Configuration



Benchmark Examples



3.14 Side Stoop Standards

3.14.1 The following standards shall be used for side stoops:

Minimum width (a): 4'

Minimum depth (b): 4'

Maximum landing height (c): 42"

3.14.2 Side stoops and steps may encroach entirely into the right-of-way subject to the approval of the City Manager or designee. A minimum pedestrian clear zone of 6' must be maintained.

Permitted Sub-districts

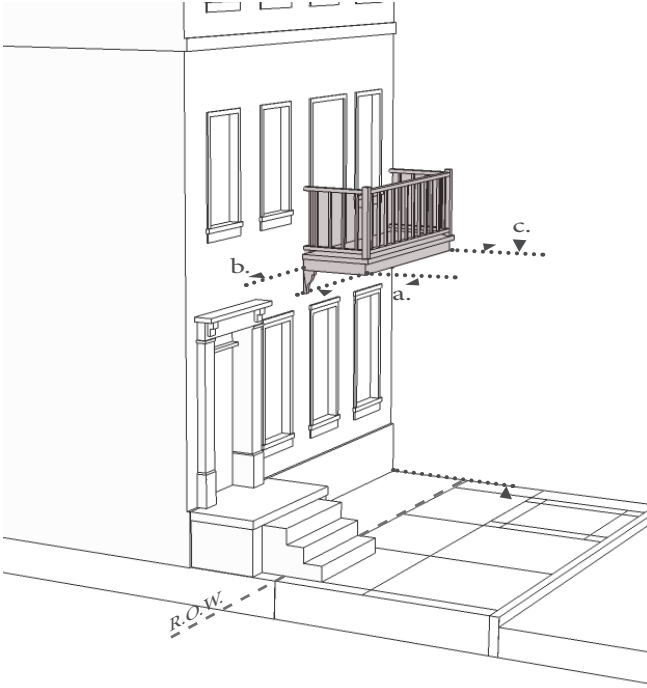
HC	VC	CR	VR/RR

BALCONY

3.15 Balcony Description

Balconies provide outside space for upper stories, shading for sidewalks, and architectural detailing opportunities.

Typical Frontage Configuration



Benchmark Examples



3.16 Balcony Standards

3.16.1 The following standards shall be used for balconies:

Minimum width (a): 5'

Minimum depth (b): 5'

Minimum clearance (c): 10'

3.16.2 Balconies may encroach entirely into the right-of-way, subject to the approval of the City Manager or designee, but not extend into any the tree lawn

3.16.3 Supporting structures may not be anchored within the right-of-way.

3.16.4 Balconies may be combined with stoop, covered stoop, side stoop, storefront, or awning frontages.

Permitted Sub-districts

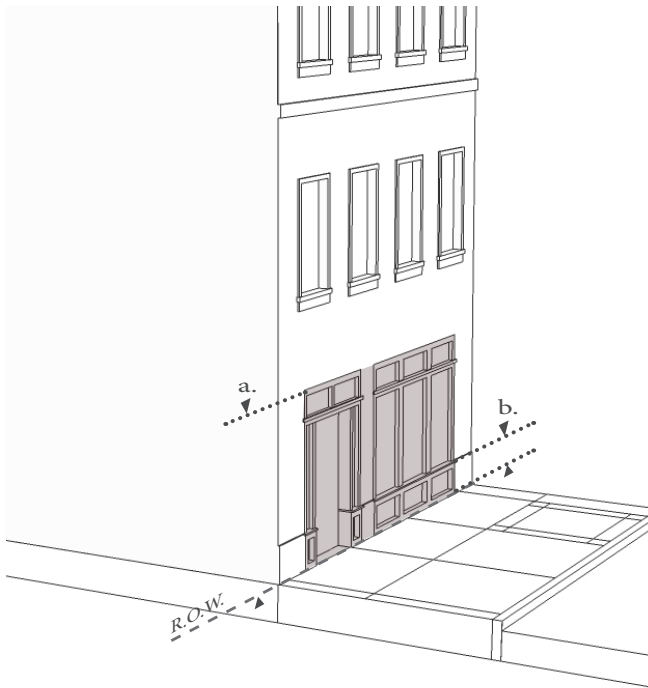
HC	VC	CR	VR/RR

STOREFRONT

3.17 Storefront Description

A first floor facade of primarily glass for display purposes or to make visible commercial activity. Common to retail or live-work uses.

Typical Frontage Configuration



Benchmark Examples



3.18 Storefront Standards

3.18.1 The following standards shall be used for storefronts:

Minimum height (a): 9'

Maximum height (a): 18'

Minimum bulkhead (b): 24"

3.18.2 Storefronts must be constructed at sidewalk grade.

3.18.3 Entrances may be recessed up to 4' from the face of the storefront.

3.18.4 Storefronts may be combined with awning, balcony, gallery, and arcade frontages.

3.18.5 When used above storefronts, awnings shall only extend to the width of the storefront.

Permitted Sub-districts

HC	VC	CR	VR/RR

AWNING

3.19 Awning Description

Shade extension over a storefront or entrance.

Typical Frontage Configuration



3.20 Awning Standards

3.20.1 The following standards shall be used for awnings:

Minimum depth (a): 6'

Maximum depth (b): 2'

Minimum clearance (c): 8'

3.20.2 Awnings shall only be as wide as the storefront or window that it is shading or correspond directly to the architectural detailing of the building facade.

3.20.3 Awnings may not be internally lit or made of plasticized fabric products.

3.20.4 Awnings shall not come within two feet of a parking or travel lane and not impede street tree growth.

Benchmark Examples



Permitted Sub-districts

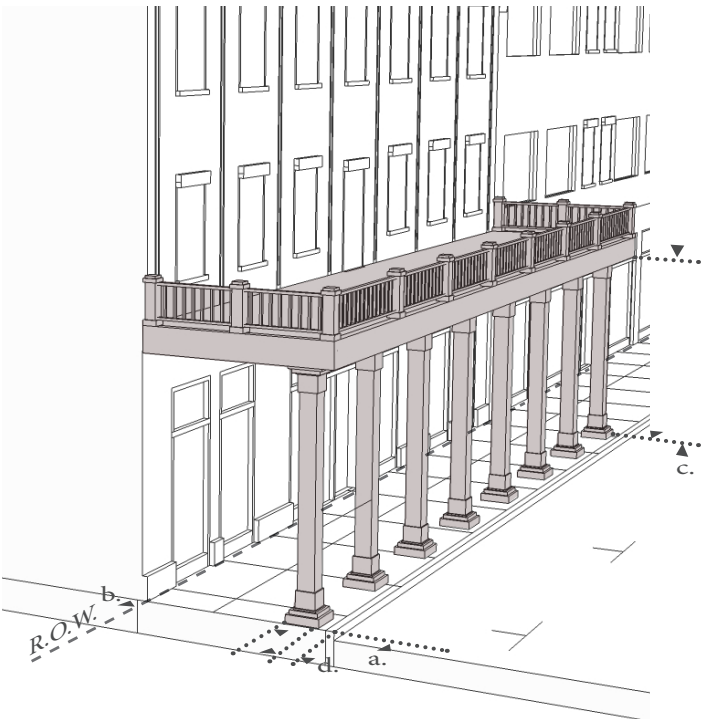
HC	VC	CR	VR/RR

GALLERY

3.21 Gallery Description

Colonnades that are projected over the public sidewalk and into the right-of-way. Galleries may provide outdoor space for upper stories.

Typical Frontage Configuration



3.22 Gallery Standards

3.22.1 The following standards shall be used for galleries:

Minimum width (a): 75% of the facade length

Minimum depth (b): 10'

Minimum clearance (c): 10'

Minimum curb clearance (d): 2'

3.22.2 Columns must be spaced no farther apart than they are tall.

3.22.3 Street trees shall be omitted from the streetscape where galleries are used.

3.22.4 Galleries should be combined with storefronts.

3.22.5 The projection of galleries into the public right of way shall be subject to the approval of the City Manager or designee.

Benchmark Examples



Permitted Sub-districts

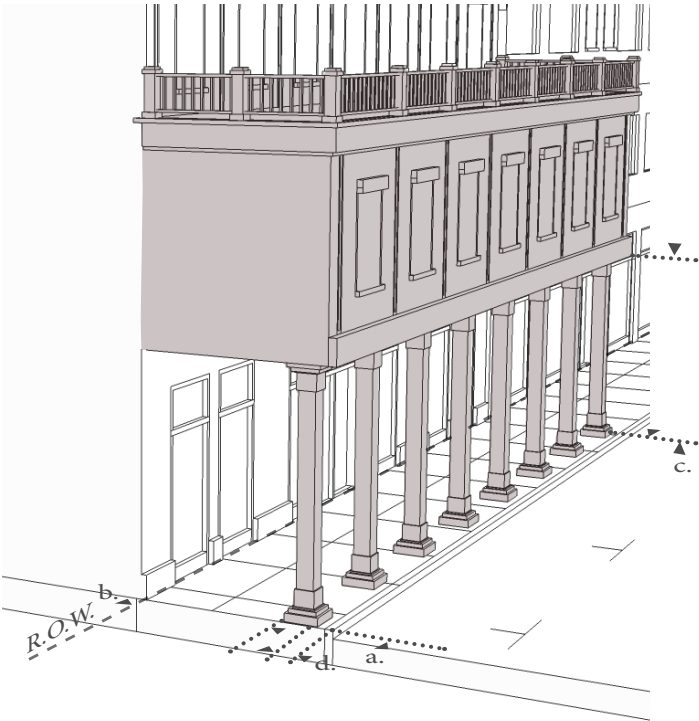
HC	VC	CR	VR/RR

ARCADE

3.23 Arcade Description

Galleries that provide enclosed upper story space above the public sidewalk.

Typical Frontage Configuration



Benchmark Examples



3.24 Arcade Standards

3.24.1 The following standards shall be used for arcades:

Minimum width (a): 75% of the facade length

Minimum depth (b): 10'

Minimum clearance (c): 10'

Minimum curb clearance (d): 2'

3.24.2 Columns must be spaced no farther apart than they are tall.

3.24.3 Street trees shall be omitted from the streetscape where arcades are used.

3.24.4 Arcades should be combined with storefronts.

3.24.5 The projection of arcades into the public right of way shall be subject to the approval of the City Manager or designee.

Permitted Sub-districts

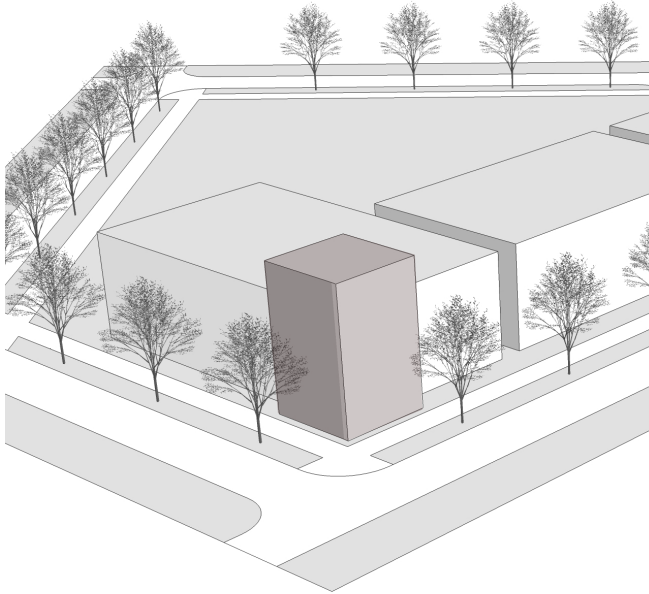
HC	VC	CR	VR/RR

ARCHITECTURAL FOCAL POINTS

3.25 Architectural Focal Points

The regulating plan indicates locations where the architectural massing and detailing should be prominent within the built environment.

Typical Focal Point Condition



Benchmark Examples



3.26 Architectural Focal Point Standards

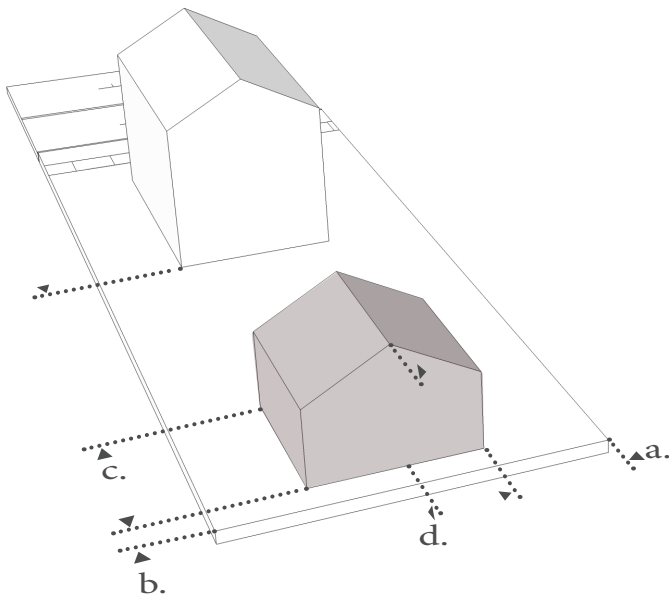
- 3.26.1 Architectural focal points shall be planned for buildings at prominent street intersections, where terminal vistas can be created, or gateways into the community, as shown on the Regulating Plan (1.1).
- 3.26.2 If the planned architectural focal point occurs at an intersection, buildings shall address the intersection through either emphasized massing at the corner, increased height, a detailed corner entrance, or highly articulated frontages such as a gallery or arcade.
- 3.26.3 If a planned architectural point does not occur at an intersection, buildings shall increase their height or use architectural projections, or highly articulated frontages such as a gallery or arcade.
- 3.26.4 Architectural focal points may add an additional 15' to the permitted height for the building typology standard.

COVERED PARKING

3.27 Detached Rear Parking Description

A parking structure located in the rear yard of the lot.

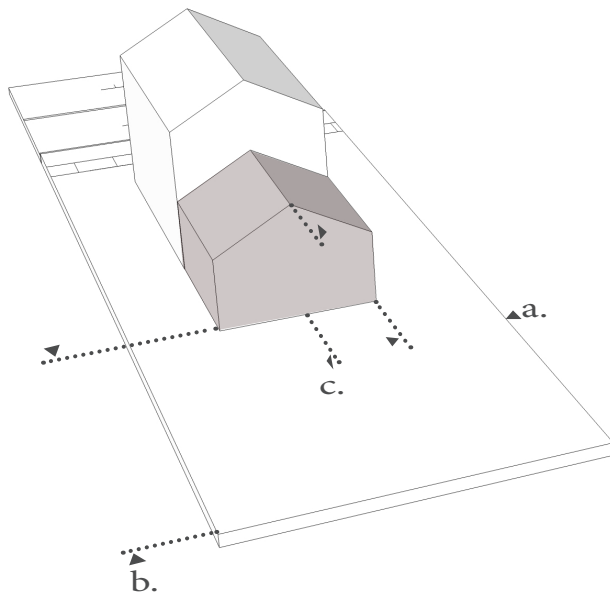
Typical Parking Configuration



3.29 Attached Rear Parking Description

A parking structure located in the rear yard and attached to the building.

Typical Parking Configuration



3.28 Detached Rear Covered Parking Standards

- 3.28.1 If an alley is present, access to the covered parking structure must be from the alley.
- 3.28.2 The following standards for covered parking structures shall be as follows:
 - Minimum side (a): Same as building typology
 - Minimum rear (b): 5' or up to 0' if 16' wide alley is present
 - Minimum clear (c): 15% of rear yard
 - Maximum height (d): 25'
 - Maximum area: 800 ft²

3.30 Attached Rear Covered Parking Standards

- 3.30.1 If an alley is present, access to the covered parking structure must be from the alley.
- 3.30.2 The following standards for covered parking structures shall be as follows:
 - Minimum side (a): Same as building typology
 - Minimum rear (b): Same as building typology
 - Maximum height (c): 25'
 - Maximum area: 800 ft²
- 3.30.3 Attached rear covered parking may be no taller or wider than the building that it is attached to.

Permitted Sub-districts



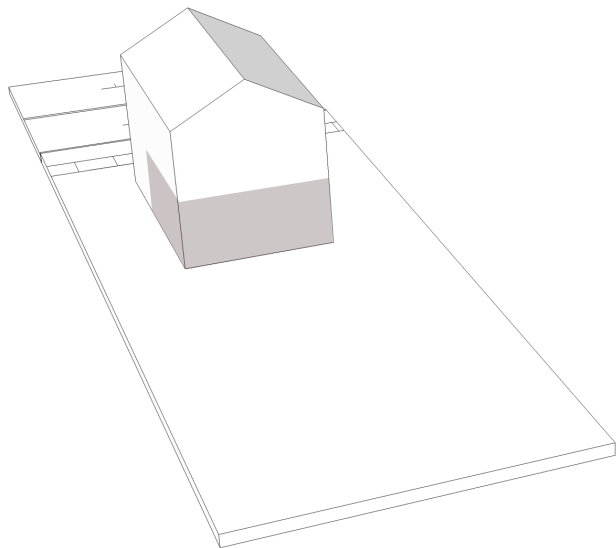
Permitted Sub-districts



3.31 Tuck-Under Parking Description

Parking that is located on the ground level of the structure or is partially recessed from the alley or street grade. Garage doors must not be located at the street frontage.

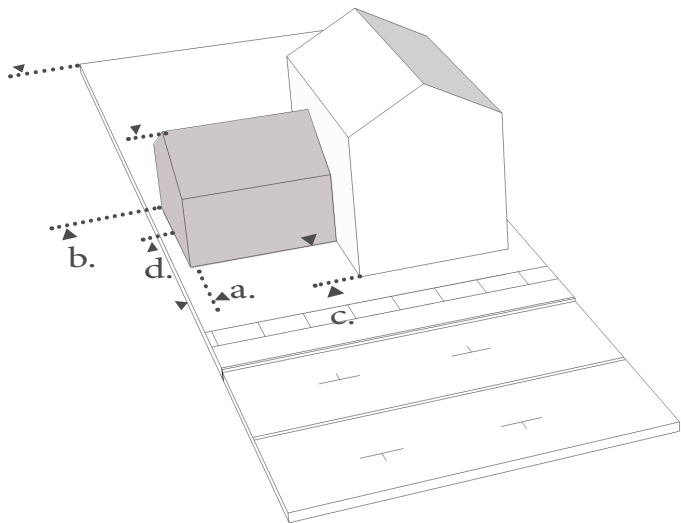
Typical Parking Configuration



3.33 Side Attached Parking Description

A parking structure located in the side yard and attached to the building.

Typical Parking Configuration



3.32 Tuck-Under Covered Parking Standards

- 3.32.1 If an alley is present, access to the covered parking structure must be from the alley.
- 3.32.2 Tuck-under parking must be accessed from the rear.
- 3.32.3 All yard requirements for the building typology shall be met.
- 3.32.4 Tuck-under parking shall be contained within the footprint of the building typology.

Permitted Sub-districts



3.34 Side Attached Covered Parking Standards

- 3.34.1 If an alley is present, access to the covered parking structure must be from the alley.
- 3.34.2 The following standards for covered parking structures shall be as follows:
 - Minimum side (a): Same as building typology
 - Minimum rear (b): Same as building typology
 - Minimum setback from front facade (c): 4'
 - Maximum height (d): 25'
 - Maximum area: 800 ft²
- 3.34.3 Attached side covered parking may be no taller or wider than the building that it is attached to.

Permitted Sub-districts

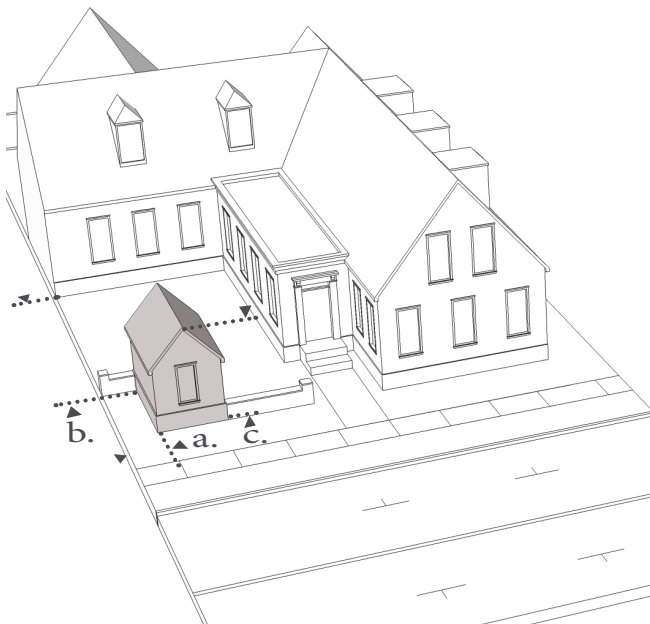


GARDEN STRUCTURES

3.35 Front Garden Structure Description

A detached storage or ancillary living space that is located to the side or in front of the adjacent building typology.

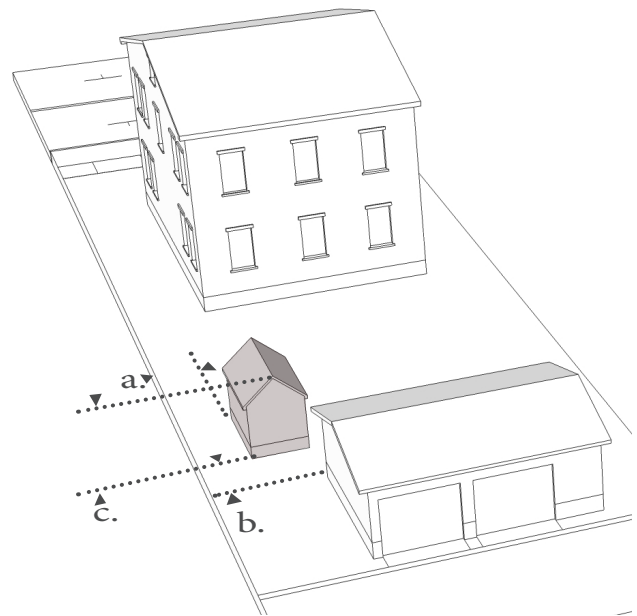
Typical Structure Configuration



3.37 Rear Garden Structure Description

A detached storage or ancillary living space that is located in the rear yard of a lot, behind the adjacent building typology.

Typical Structure Configuration



3.36 Front Garden Structure Standards

- 3.36.1 The following standards for front garden structures shall be as follows:
Minimum street: Same as building typology
Minimum side (a): Same as building typology
Minimum clear (b): 10' from any other structure
Maximum height (c): 20'
Maximum area: 400 ft²
- 3.36.2 Only one garden structure is permitted on each building typology lot.

3.38 Rear Garden Structure Standards

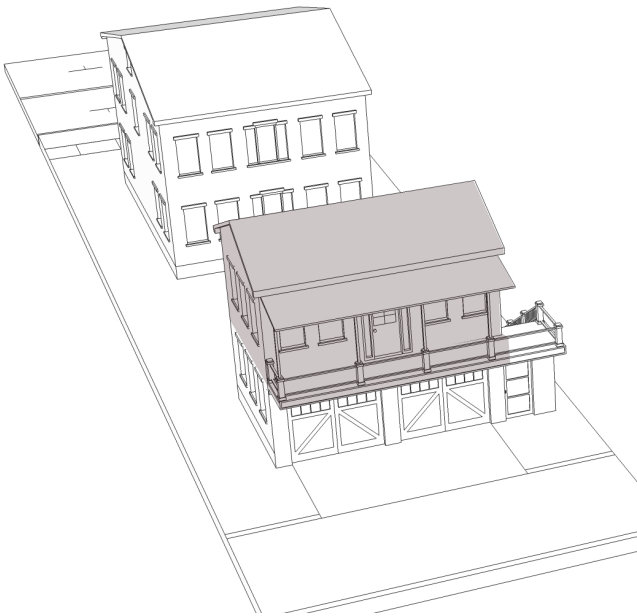
- 3.38.1 The following standards for rear garden structures shall be as follows:
Minimum side (a): Same as building typology
Minimum Rear: 3'
Minimum clear (b): 10' from any other structure
Maximum height (c): 25'
Maximum area: 500 ft²
- 3.38.2 The maximum area may not exceed 25% of the clear zone of the rear yard between the building typology and a covered parking structure or lot line.
- 3.38.3 Only one garden structure is permitted on each building typology lot.

COACH HOUSES

3.39 Coach House Description

A detached structure, typically part of a covered parking structure. A coach house is used as a dwelling unit, ancillary living space, or home occupation location by the owner of the primary building.

Typical Lot Configuration

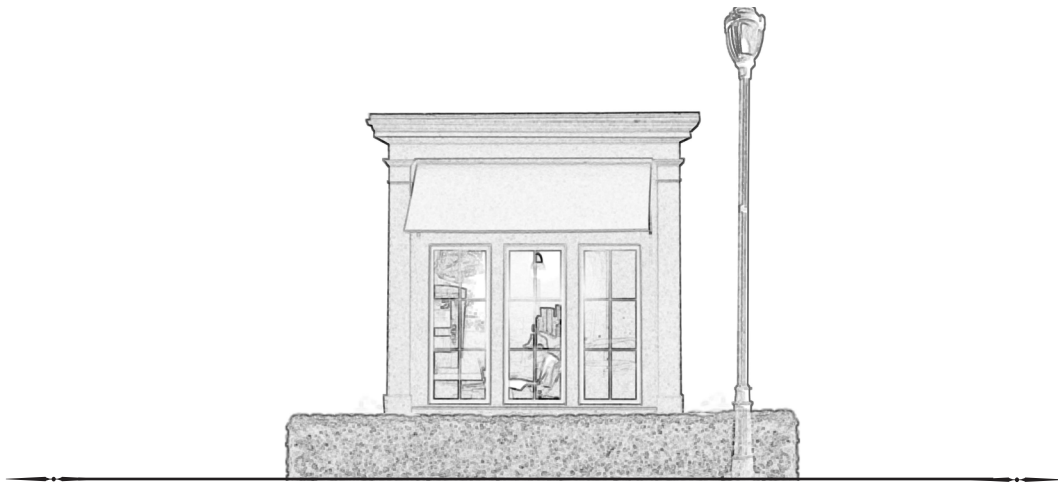


Benchmark Examples



3.40 Coach House Standards

- 3.40.1 Permitted as indicated with each building typology.
- 3.40.2 May be incorporated and located above covered parking as permitted in Section 3.4.
- 3.40.3 Cannot exceed the height of the primary structure.
- 3.40.4 One additional off-street parking space is required.
- 3.40.5 The following standards for coach house structures shall be as follows:
 - Minimum side (a):* Same as building typology
 - Minimum rear (b):* 5' or up to 0' if 16' wide alley is present
 - Minimum clear (c):* 15% of rear yard
 - Maximum height (d):* 25'
 - Maximum area:* 800 ft²



IV. USE STANDARDS

USE STANDARDS

4.1 Allowable Land Use Table

Parcels and buildings shall only be occupied by uses permitted or conditionally permitted in the following table:

P = Permitted

CU = Conditional Use

- = Use not allowed

Residential	HC	VC	CR	VR	RR	PK	CP
Home occupation	P	P	P	P	P	-	-
Live-Work / Joint living-working quarters	P	P	P	-	-	-	-
Single-Family detached	P	-	P	P	P	-	-
Multi-Family with two or more dwelling units	P	P	P	P	-	-	-
Convalescent / Congregate Care Centers	CU	P	CU	-	-	-	P
Coach House/Accessory dwelling	P	P	P	P	P	-	-
Residential model home / Temporary lot sales office	CU	CU	CU	CU	-	-	-

Services/Business/Professional/Financial	HC	VC	CR	VR	RR	PK	CP
Administrative and business offices	P	P	CU	-	-	-	-
Professional offices	P	P	CU	-	-	-	-
Non-profit or for-profit membership organizations	P	P	-	-	-	-	-
Personal services	P	P	-	-	-	-	-
Business support services	P	P	-	-	-	-	-
Medical services - clinic, urgent care	P	P	-	-	-	-	-
General and special hospital and clinics	P	P	-	-	-	-	P

General Services	HC	VC	CR	VR	RR	PK	CP
Banquet Facilities	P	P	-	-	-	-	-
Lodging - hotel	-	P	-	-	-	-	-
Bed & Breakfast	P	-	P	CU	CU	-	-
Day care centers	P	P	P	P		-	P
Veterinary offices and animal hospitals, not including outside facilities	P	P	-	-	-	-	-
New and used car sales and services, located completely within an enclosed facility	-	CU	-	-	-	-	-

Transportation/Communication/Infrastructure	HC	VC	CR	VR	RR	PK	CP
Utility Infrastructure and public service - within enclosed buildings	P	P	-	-	-	-	-
Utility Infrastructure and public service - not within enclosed buildings	CU	CU	-	-	-	-	-
Radio and television antennas attached to buildings	CU	CU	-	-	-	CU	CU
Wireless Telecommunications Facilities - as regulated by Chapter 1179	CU	CU	CU	CU	CU	CU	CU
Parking area - stand alone as primary use of land	CU	CU	CU	-	-	-	CU

Recreation/Education/Institutional	HC	VC	CR	VR	RR	PK	CP
Civic	P	P	-	-	-	-	-
Government facility	P	P	P	P	P	P	P
Educational facility	P	P	P	P	-	-	P
Religious exercise facility	P	P	P	P	P	-	P
Parks, playgrounds and open space.	P	P	P	P	P	P	P
Recreational facility	-	-	-	-	-	P	P
Private health/fitness facility	P	P	P	-	-	-	-
Studio - art, dance, martial arts. etc	P	P	-	-	-	-	-
Cinema	P	P	-	-	-	-	-

Retail	HC	VC	CR	VR	RR	PK	CP
Restaurants	P	P	CU	-	-	-	-
Retail stores	P	P	-	-	-	-	-
Drive-through facility	-	CU	-	-	-	-	-
Gas stations	-	CU	-	-	-	-	-

4.2 Exterior Display

Exterior display shall be permitted in all sub-districts and includes the orderly display of products for sale. Display items are intended to be viewed by customers and are not just being stored. Exterior display is only permitted during business hours and shall not interfere with the pedestrian clear zone.

4.3 Multiple Uses

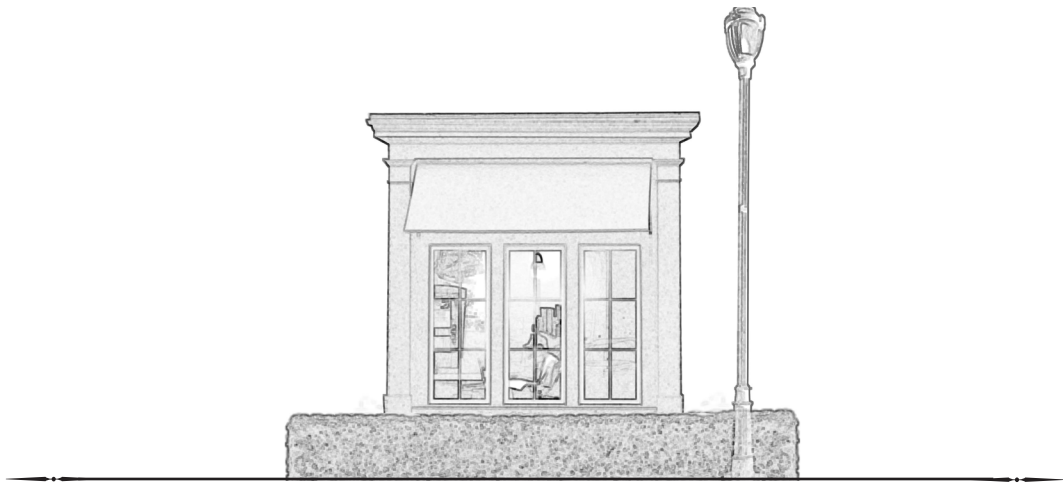
Any number of permitted or conditional uses listed under a sub-district may be allowed within a lot or building, as long as the applicable requirements of the Urban Center Code are met.

4.4 Conditional Uses

Conditional uses shall be subject to the requirements of Chapter 1115, with Planning Commission review and approval.

4.4 Similar Uses

The Planning Commission may determine that a proposed use not listed in the Allowable Land Use table is similar to a use permitted by right per the process in Chapter 1127.



V. STREET & NETWORK STANDARDS

STREETS STANDARDS PLAN





5.1 Street Standards Plan

- 5.1.1 The street standards plan assigns typologies for existing streets, a street network layout, and typologies for new streets.
- 5.1.2 The conceptual area boundary indicates a recommended alignment of streets and typologies. Minor modifications to the alignment or typology can be made subject to staff approval. Acceptable circumstances for modifications to the Streets Standards Plan would include the following:
 - a. protection of natural features
 - b. protection of existing grades
 - c. changes to the regulating plan
 - d. evidentiary support from a traffic study
- 5.1.3 Road improvements to existing streets must meet the typology's design features and standards, unless otherwise approved by the City Manager
- 5.1.4 Street typologies adjacent to an parks and preservation or campus sub-district must utilize the appropriate landscape edge standard (3.25-3.28).

	Road
<i>Brown</i>	
	Four-Lane Boulevard
<i>Light Green</i>	
	Two-Lane Boulevard
<i>Dark Green</i>	
	Village Street
<i>Maroon</i>	
	Village Avenue
<i>Orange</i>	
	Neighborhood Street
<i>Yellow</i>	
	Signature Street
<i>Blue</i>	
	Alley
<i>Grey</i>	
	Parks and Preservation Edge
	Campus Edge
	Conceptual Area Boundary

Regulating Plan

Refer to the Regulating Plan for sub-district designations and required building typologies.

STREET & NETWORK STANDARDS

5.2 Street Typologies

5.2.1 This section identifies the various street types used to complete the network of the Street Standards Plan. Street typologies shall be applied to all new platted streets. City sponsored public improvements should also meet these standards, unless otherwise approved by the City Manager.

5.2.2 These standards supersede any conflicting standards or policies of New Albany. Deviations from these standards shall not be considered waivers and shall follow the variance process in Section 1187.20, unless otherwise specified.

5.3 Vehicle Movement Classification

5.3.1 The focus of the street network is to promote walkability and comfort to various transportation users other than vehicles. Understanding how vehicles use the street typologies is important for designing their enhancements to re-purpose their use. The following descriptions classify vehicle movement on an intended street design and surroundings.

- a. Free: Drivers can expect to travel with only few delays at the design speed; street designs support safe pedestrian conditions at the higher speed. This movement is appropriate for thoroughfares designed to traverse longer distances. Design speed is 35 mph.
- b. Slow: Drivers can expect to move more slowly based on their perception of the environment with parked cars, pedestrian activity, building envelope enclosure, and tight turning radii. Design speed is 25-35.
- c. Yield: Drivers will proceed with extreme care and may need to pull to the side in order to pass a parked or passing car, or pass slowly to overtake an in-lane cyclist. Design speed is less than 25 mph.

5.4 Comparable Functional Classification

5.4.1 The street typology references to the functional classification system are derived from the Thoroughfare Plan. They are meant to be

used as a guide to describe their basic characteristics. Detailed design standards must reflect those in this section.

<i>Street Typology Name:</i>	<i>Classification:</i>
Road	Rural Arterial
Four-Lane Boulevard	Village Arterial
Two-Lane Boulevard	Neighborhood Collector
Village Street	Village Arterial or Collector
Village Avenue	Local
Neighborhood Street	Local
Signature Street	Village Arterial or Collector
Alley	N/A

5.4.2 The function of all street types is to promote walkability, pedestrian and bicyclist comfort with vehicle mobility as a secondary function.

5.5 General Street Standards

5.5.1 Streets must extend to undeveloped parcels and connect with existing roads. Stubs must be provided to adjoining undeveloped areas to accommodate future connectivity.

5.5.2 The street network should respect the topography and any identified environmental resources on the site.

5.5.3 Dead-end streets or cul-de-sac streets are not permitted except where physical conditions such as highways, sensitive natural resources, or unusual topography provide no practical connection alternative.

5.5.4 Streets not creating a full block shall be designed as a close (a small green surrounded by a Neighborhood Street) and only permitted in the Village Residential sub-district. Alley connections to a non-through street are also an acceptable design solution to provide vehicle circulation.

5.5.5 All new streets, except the Road and Four-Lane Boulevard typology must accommodate on-street parking.

5.5.6 Any central turn lane must be warranted through a traffic evaluation and PC approval. The need for a central turn lane must match the access standards for the adjacent building typologies.

5.5.7 Curb radii may be varied where conditions warrant such as an obtuse angled intersection or the need to accommodate daily truck traffic.

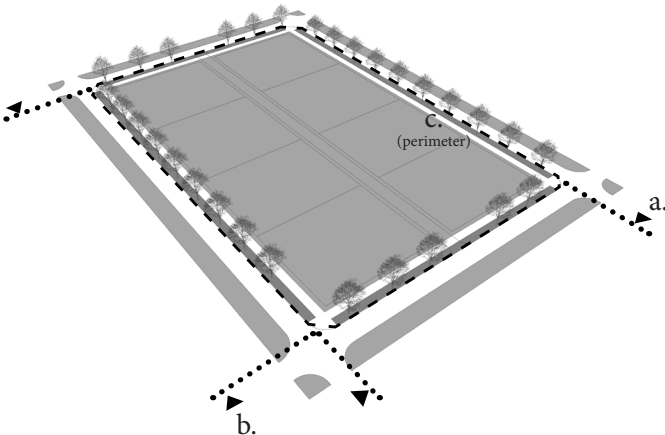
- 5.5.8 Future urbanized conditions in the Village Center may no longer require continuous turn lane capabilities. These turn-lanes should be eliminated and redistributed to provide enhanced mobility (bicycle lane) or streetscape enhancements (median).
- 5.5.9 All streets must be publicly dedicated. Private streets and closed or gated streets are prohibited.

5.6 General Alley Standards

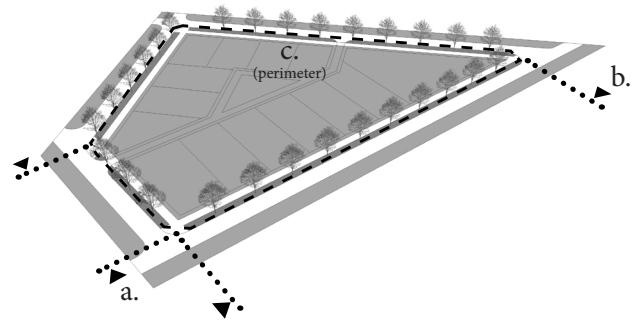
- 5.6.1 Where alleys can be accommodated a continuous network of rear and side alleys must serve as the primary means of vehicular ingress to individual lots.
- 5.6.2 A continuously connected rear or side circulation isle within an parking area may provide an acceptable alley alternative where exceptional circumstances or existing conditions are present. Cross access easements between parking areas should be provided where practical.
- 5.6.3 All alleys must have either a curb or a 1 to 2 foot concrete edge that is level with the pavement.
- 5.6.4 All alleys must be publicly dedicated.

5.7 Block Standards.

- 5.7.1 Smaller blocks are encouraged to provide walkability and street connectivity.
- 5.7.2 Blocks that are rectangular or rectilinear shall have the following standards:
- Minimum length of any one side is 150 feet
 - Maximum length of any one side is 450 feet
 - Maximum perimeter of any block measured at the R.O.W. line or natural boundary is 1,400 feet



- 5.7.3 Blocks that are trapezoidal or irregular:
- Minimum length of any one side is 100 feet
 - Maximum average of the two longest sides is 450 feet.
 - Maximum perimeter of any block measured at the R.O.W. line or natural boundary is 1,500 feet



- 5.7.4 Blocks can be greater than 450 feet in length if they are within the campus or parks and preservation district, or a natural feature exists that should not be crossed by a street.
- 5.7.5 An applicant may propose revised block size standards through the waiver process as long as the proposed standards are consistent with the development recommendations of the New Albany Strategic Plan, and Village Center Strategic Plan.

5.8 Street Trees

- 5.8.1 All street trees shall be of a large deciduous species.
- 5.8.2 Street trees shall be of a single species on each block, except within parks and preservation and campus subdistricts. Street tree species and arrangement shall be subject to staff approval.
- 5.8.3 Street trees species shall match the adjacent block unless the adjacent street typology differs.

SIGNATURE STREET

5.9 Signature Street

The most urban street type, the signature street incorporates the highest quality of materials and design to create a unique character with the adjacent development. Dedicated on-street parking, wide sidewalks, and urban style street tree planters are typical.

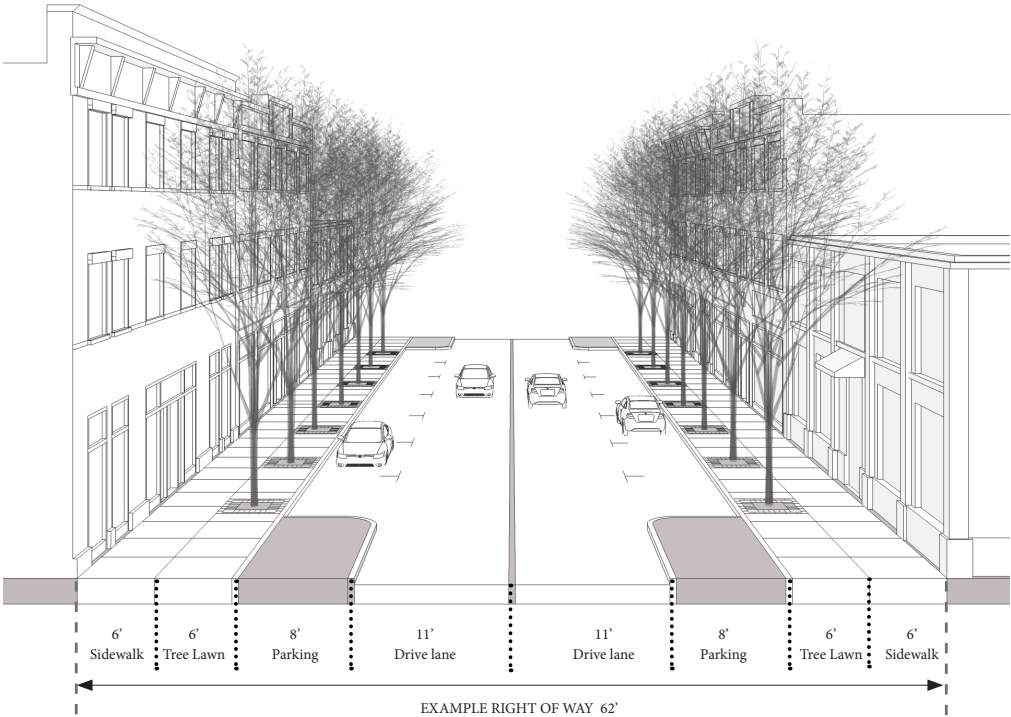
5.10 Signature Street Design Standards

Vehicle Movement:	Slow
Street Edge:	Vertical, square curb
Tree Lawn:	Wells or grates
Ped. Bump-outs:	Intersections and crosswalks
On-street Parking:	Parallel
Turn Lane:	Central (as warranted)

	Min.	Max.
Corner Radius:	-	25'
Tree Spacing:	25'	25'
Tree Lawn:	4'	8'
Sidewalk Width:	6'	10'
Parking Width:	8'	8'
Drive Lane Width:	10'	11'
Turn Lane Width:	-	10'
Total R.O.W.:	56'	76'



Map Color
Blue



NEIGHBORHOOD STREET

5.11 Neighborhood Street

A typical two travel lane local street. This street is not heavily traveled but is important to provide connectivity and disperse traffic. On-street yield parking, open tree lawns, and sidewalks make this an intimate street.

5.12 Neighborhood Street Design Standards

Vehicle Movement:	Yield
Street Edge:	Vertical, square curb
Tree Lawn:	Open lawn
Ped. Bump-outs:	Recommended
On-street Parking:	Yield
Turn Lane:	None

	Min.	Max.
Corner Radius:	-	15'
Tree Spacing:	25'	25'
Tree Lawn:	6'	8'
Sidewalk Width:	5'	5'
Parking Width:	7'	7'
Drive Lane Width:	12'	16'
Turn Lane Width:	-	-
Total R.O.W.:	48'	56'



Map Color
Yellow



VILLAGE STREET

5.13 Village Street

A two travel lane street with a dedicated turn lane where needed in the Historic Center and Village Core sub-districts. Medians should replace sections of the turn lane where such movements are not needed.

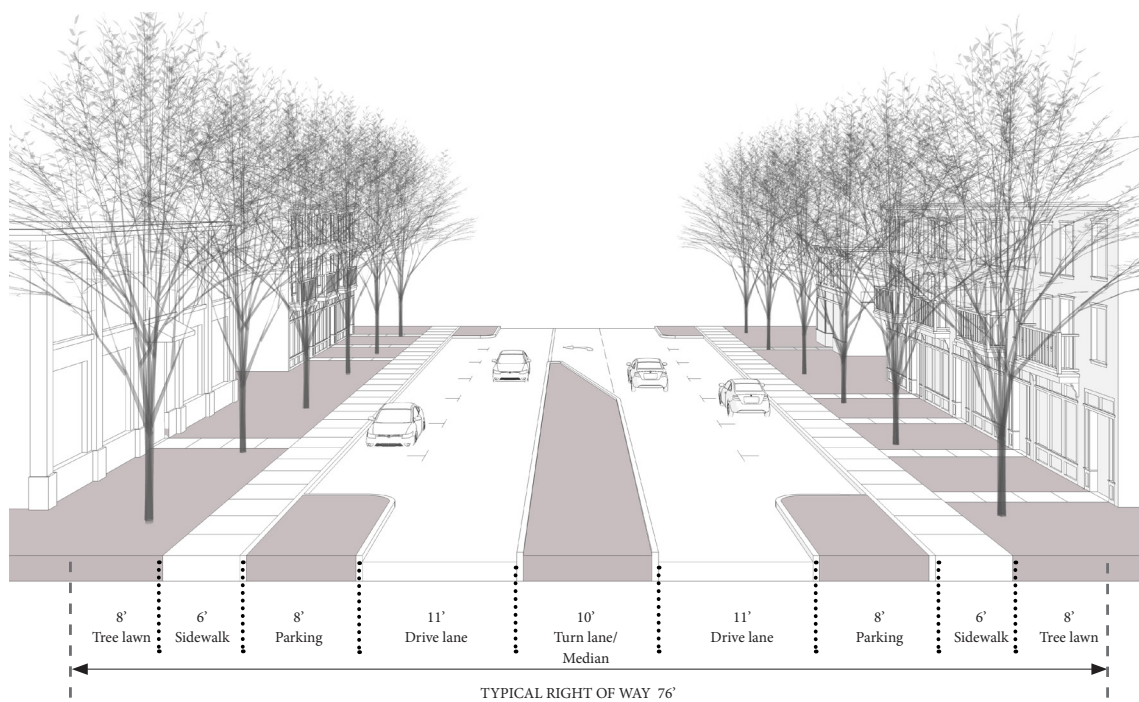
5.14 Village Street Design Standards

Vehicle Movement:	Slow
Street Edge:	Vertical, square curb
Tree Lawn:	Open lawn
Ped. Bump-outs:	Intersections and crosswalks
On-street Parking:	Parallel
Turn Lane	Central (as warranted)

	Min.	Max.
Corner Radius:	-	25'
Tree Spacing:	30'	35'
Tree Lawn:	8'	10'
Sidewalk Width:	6'	8'
Parking Width:	8'	8'
Drive Lane Width:	10'	11'
Turn Lane Width:	10'	10'
Total R.O.W.:	64'	84'



Map Color
Maroon



VILLAGE AVENUE

5.15 Village Avenue

A two travel lane street for the urban, mixed-use Village Core sub-district. Dedicated on-street parking and narrow lane widths make this street type attractive for residential.

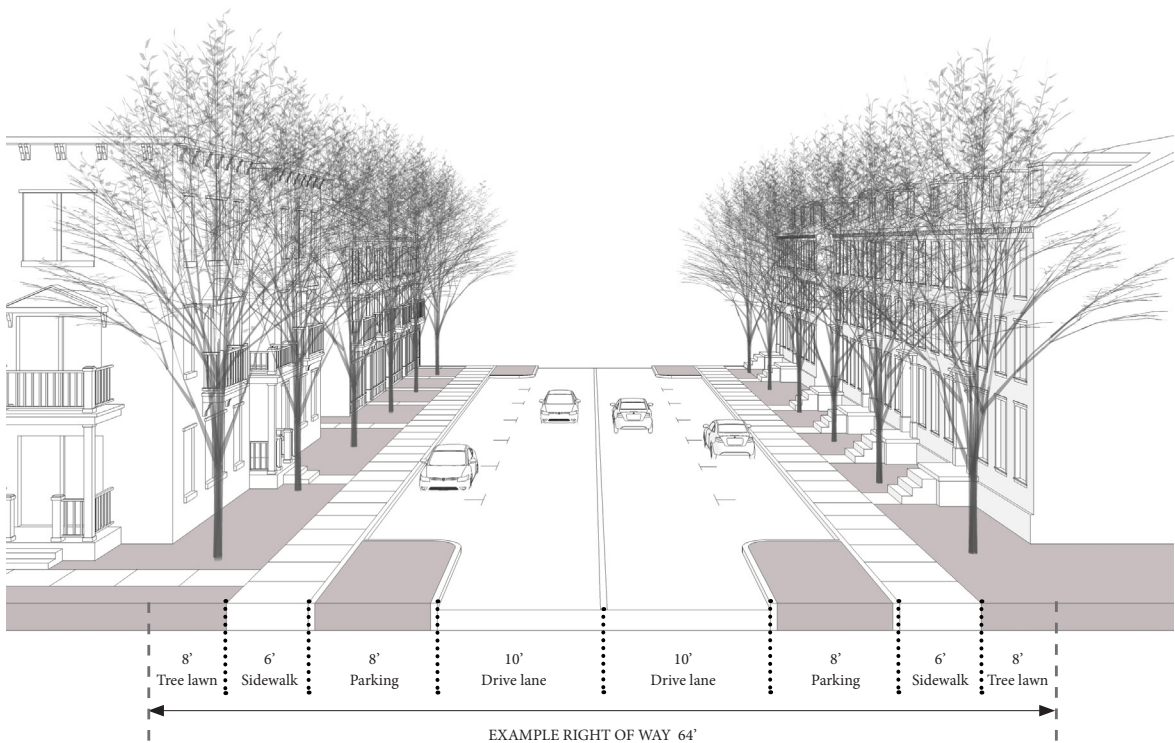
5.16 Village Avenue Design Standards

Vehicle Movement:	Slow
Street Edge:	Vertical, square curb
Tree Lawn:	Open lawn
Ped. Bump-outs:	Intersections and crosswalks
On-street Parking:	Parallel
Turn Lane:	None

	Min.	Max.
Corner Radius:	-	25'
Tree Spacing:	25'	25'
Tree Lawn:	6'	8'
Sidewalk Width:	6'	8'
Parking Width:	8'	8'
Drive Lane Width:	9'	10'
Turn Lane Width:	-	-
Total R.O.W.:	58'	64'



Map Color
Orange



VILLAGE ROAD

5.17 Village Road

A two-lane thoroughfare road leading to the Village Center. Semi-rural in character with an open shoulder, wide tree lawns, and sidewalks or trails on both sides of the road.

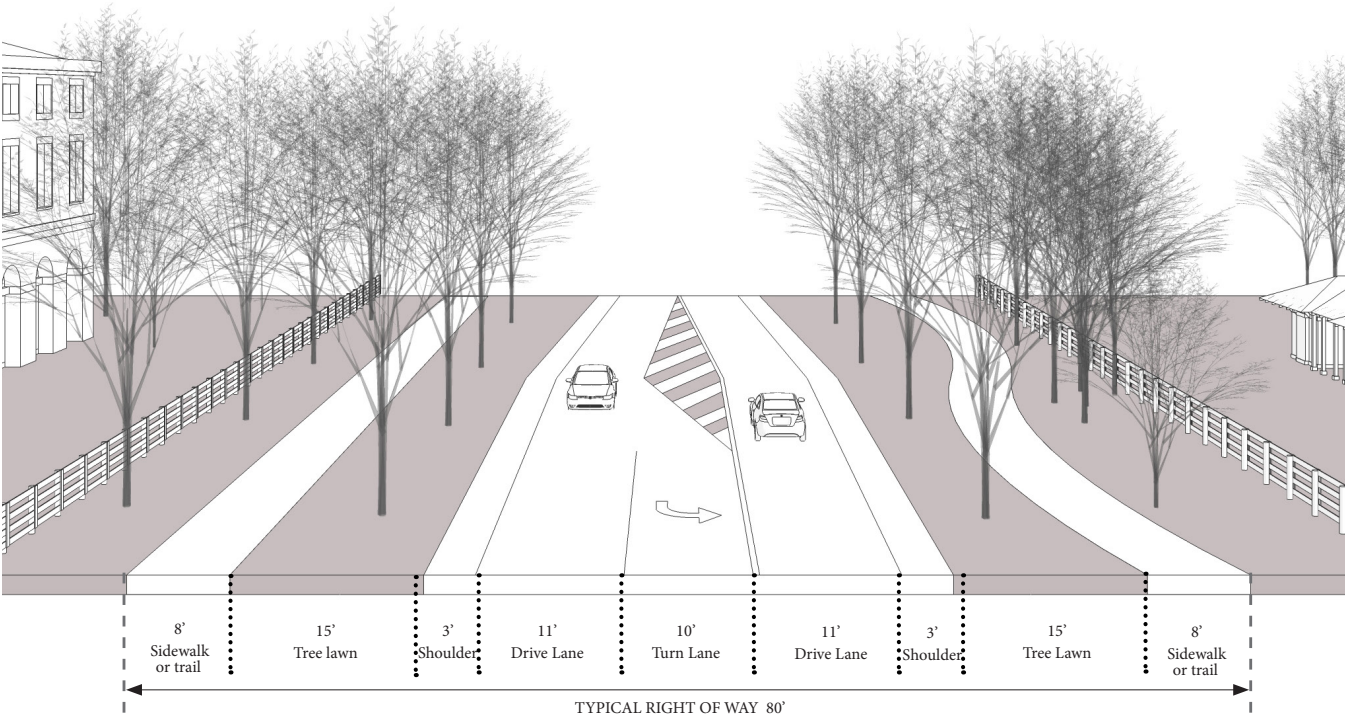
5.18 Village Road Design Standards

Vehicle Movement:	Free
Street Edge:	Vertical, square curb or swale
Tree Lawn:	Open lawn
Ped. Bump-outs:	None
On-street Parking:	None
Turn Lane:	Intersections Only

	Min.	Max.
Corner Radius:	-	30'
Tree Spacing:	25'	30'
Tree Lawn:	8'	15'
Sidewalk or Trail Width:	6'	8'
Shoulder Width:	2'	3'
Drive Lane Width:	11'	12'
Turn Lane Width:	10'	11'
Total R.O.W.:	68'	89'



Map Color
Brown



TWO-LANE BOULEVARD

5.19 Two-Lane Boulevard

A two lane boulevard designed for residential neighborhoods. Yield on-street parking, comfortable in-lane biking, and sidewalks or leisure trails on both sides of the boulevard allow for this road to accommodate all types of transportation users.

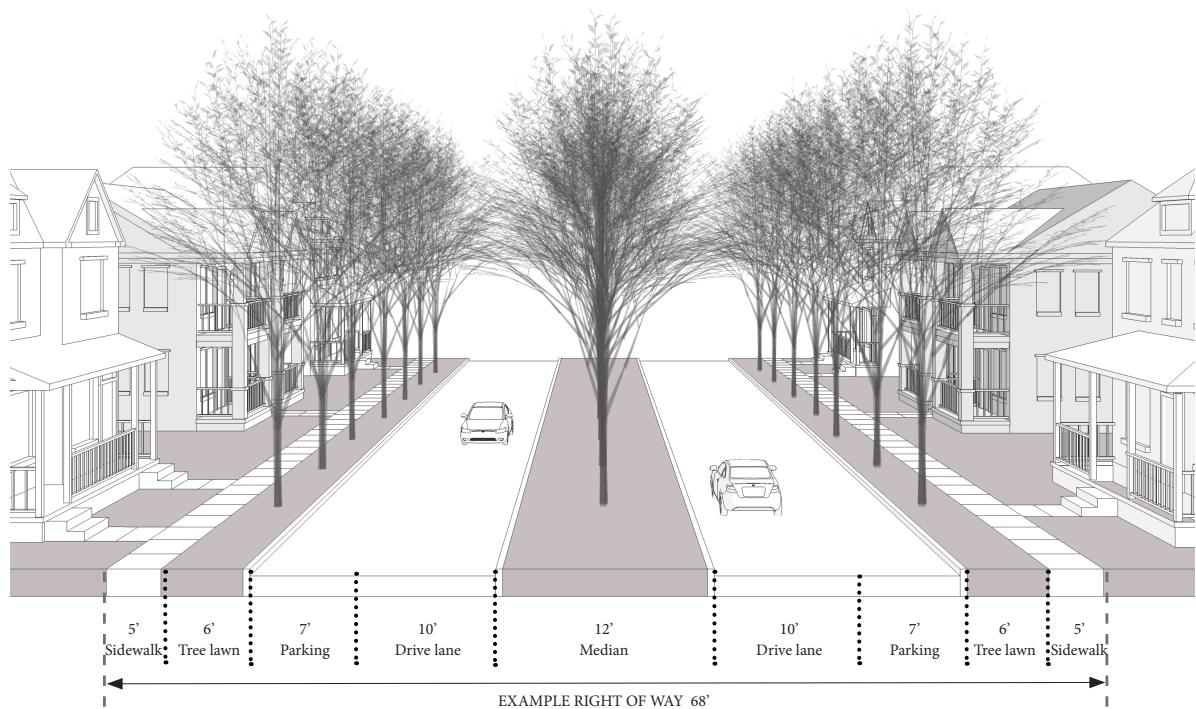
5.20 Two-Lane Boulevard Design Standards

Vehicle Movement:	Slow
Street Edge:	Vertical, square curb
Tree Lawn:	Open lawn
Ped. Bump-outs:	Intersections and crosswalks
On-street Parking:	Yield
Turn Lane:	Intersections Only

	Min.	Max.
Corner Radius:	-	25'
Tree Spacing:	25'	25'
Tree Lawn:	6'	8'
Sidewalk Width:	5'	5'
Parking Width	7'	7'
Median Width:	12'	20'
Drive Lane Width:	10'	11'
Total R.O.W.:	68'	82'



Map Color Dark Green



FOUR-LANE BOULEVARD

5.21 Four-Lane Boulevard

A four travel lane boulevard designed for the movement of larger volumes of traffic. Wide tree lawns, sidewalks and/or leisure trails give this boulevard a parkway character.

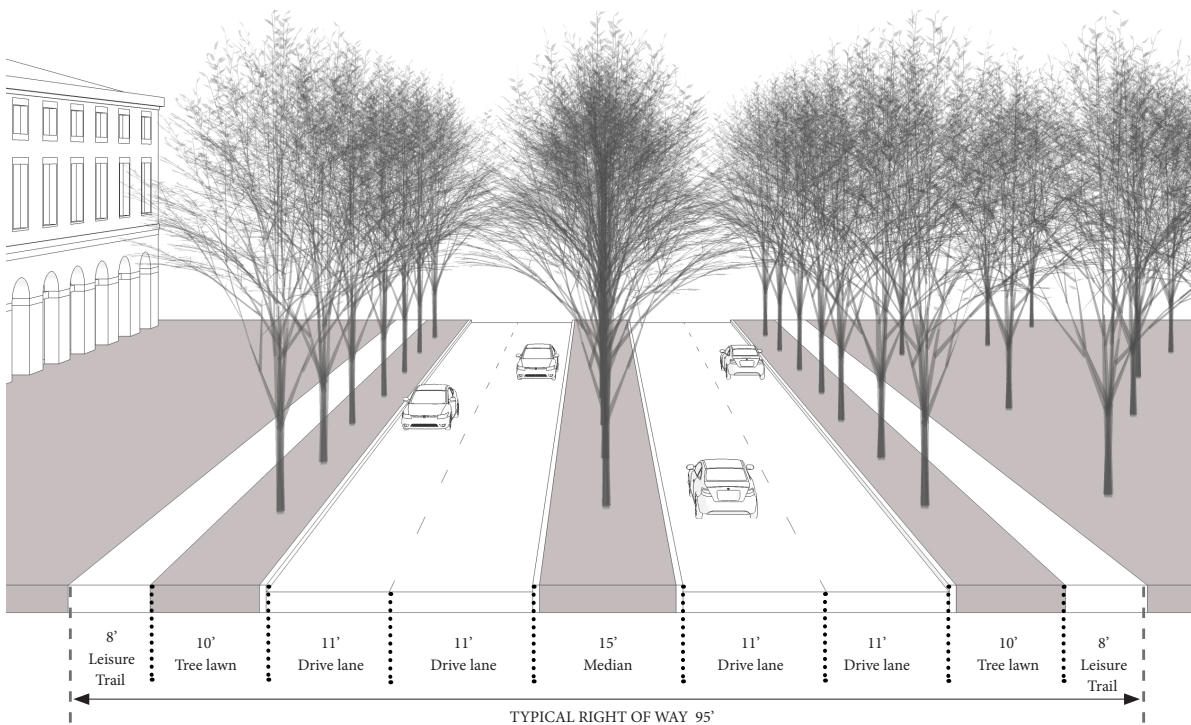
5.22 Four-Lane Boulevard Design Standards

Vehicle Movement:	Free
Street Edge:	Vertical, square curb
Tree Lawn:	Open lawn
Ped. Bump-outs:	None
On-street Parking:	None
Turn Lane:	Intersections only

	Min.	Max.
Corner Radius:	-	30'
Tree Spacing:	30'	30'
Tree Lawn:	8'	12'
Sidewalk or Trail Width:	6'	8'
Median Width:	12'	30'
Drive Lane Width:	10'	11'
Total R.O.W.:	80'	114'



Map Color Light Green



ALLEY

5.23 Alley

A service road to the rear of development linking parking fields and minimizing the need for curb-cuts along adjacent roadways. Two way operation is important.

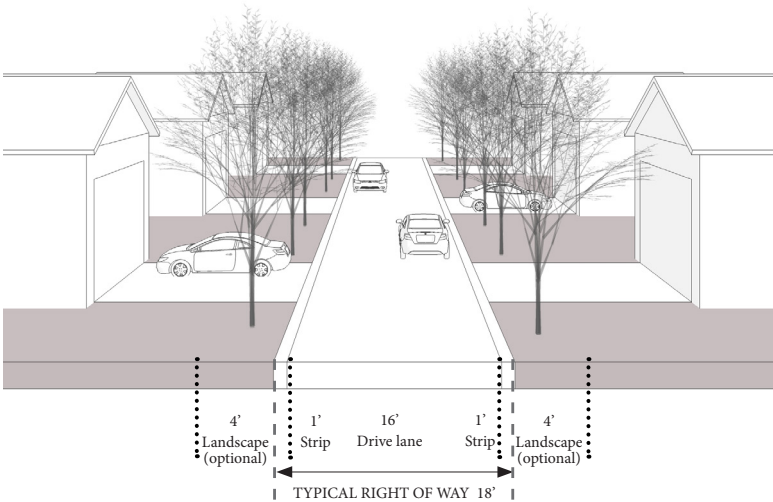
5.24 Alley Design Standards

Vehicle Movement:	Yield
Street Edge:	Curb or concrete strip
Tree Lawn:	Open lawn
Ped. Bump-outs:	None
On-street Parking:	None
Turn Lane:	None

	Min.	Max.
Corner Radius:	-	15'
Tree Spacing:	no min	no max
Landscape Area:	4'	no max
Concrete Edge:	1'	2'
Drive Lane Width:	10' (one way)	18'
Total R.O.W.:	12'	22'



Map Color
Grey



PARKS AND PRESERVATION/ CAMPUS EDGE

5.25 Parks and Preservation/Campus Edge

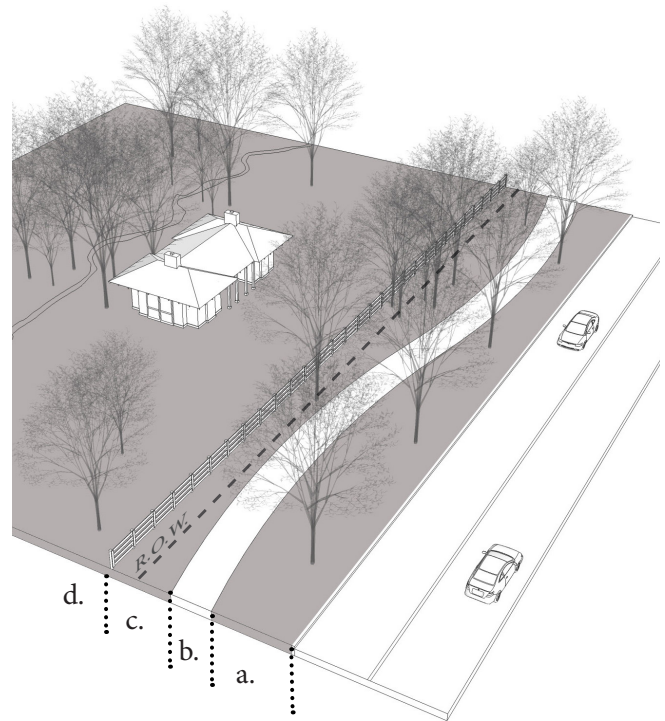
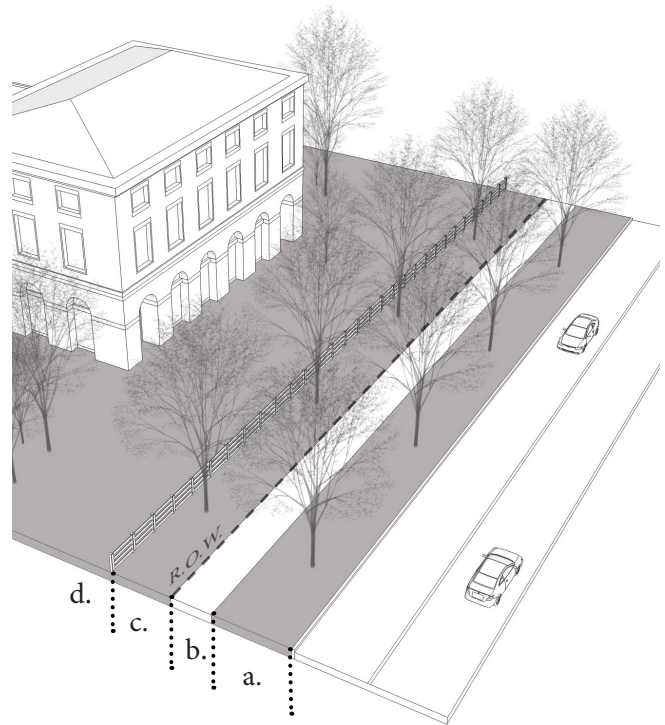
- 5.25.1 Special streetscape and landscape considerations exist for road typologies adjacent to an Parks and Preservation or Campus sub-district. Refer to the Street Standards Plan (3.1) to identify where either condition occurs.
- 5.25.2 If the Parks and Preservation or Campus edge is adjacent to a road typology with dedicated on-street parking, refer to 5.28 - Campus/Parks and Preservation Edge with On-Street Parking

5.26 Campus Edge without On-Street Parking

- 5.26.1 The following conditions shall exist for a campus edge adjacent to a road typology without on-street parking:
- Primary tree lawn: 10' minimum
 - Leisure trail or sidewalk: 8' minimum
 - Secondary tree lawn: 6' minimum
 - Four-rail white horse fence (optional, typical)
- 5.26.2 Tree species for the primary and secondary tree lawn shall be the same.
- 5.26.3 Tree spacing shall match the street typology requirements.
- 5.26.4 The secondary street tree row may be broken to provide for views into the park or campus space.

5.27 Parks and Preservation Edge without On-Street Parking

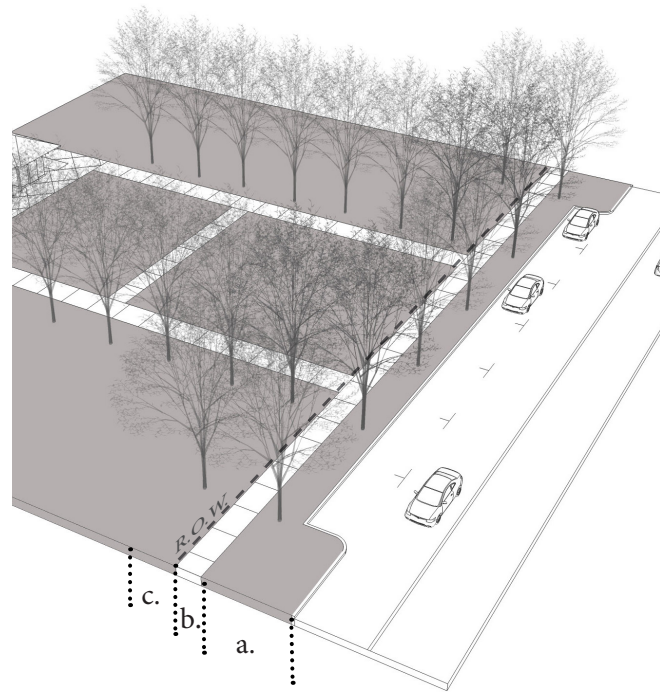
- 5.27.1 The following conditions shall exist for an parks and preservation edge adjacent to a road typology without on-street parking:
- Primary tree lawn: 10' minimum
 - Leisure trail or sidewalk: 8' minimum
 - Secondary naturalized tree lawn: 5' minimum
 - Four-rail white horse fence (optional, typical)
- 5.27.2 Street tree spacing in the primary tree lawn shall match the street typology requirements.
- 5.27.3 The secondary tree lawn shall contain a mixed variety of deciduous trees and varying caliper sizes between 2-4 inches. Tree spacing in the secondary tree lawn shall be irregularly spaced to create ranges between 15' - 40' on-center.
- 5.27.4 The secondary street tree row may be broken to



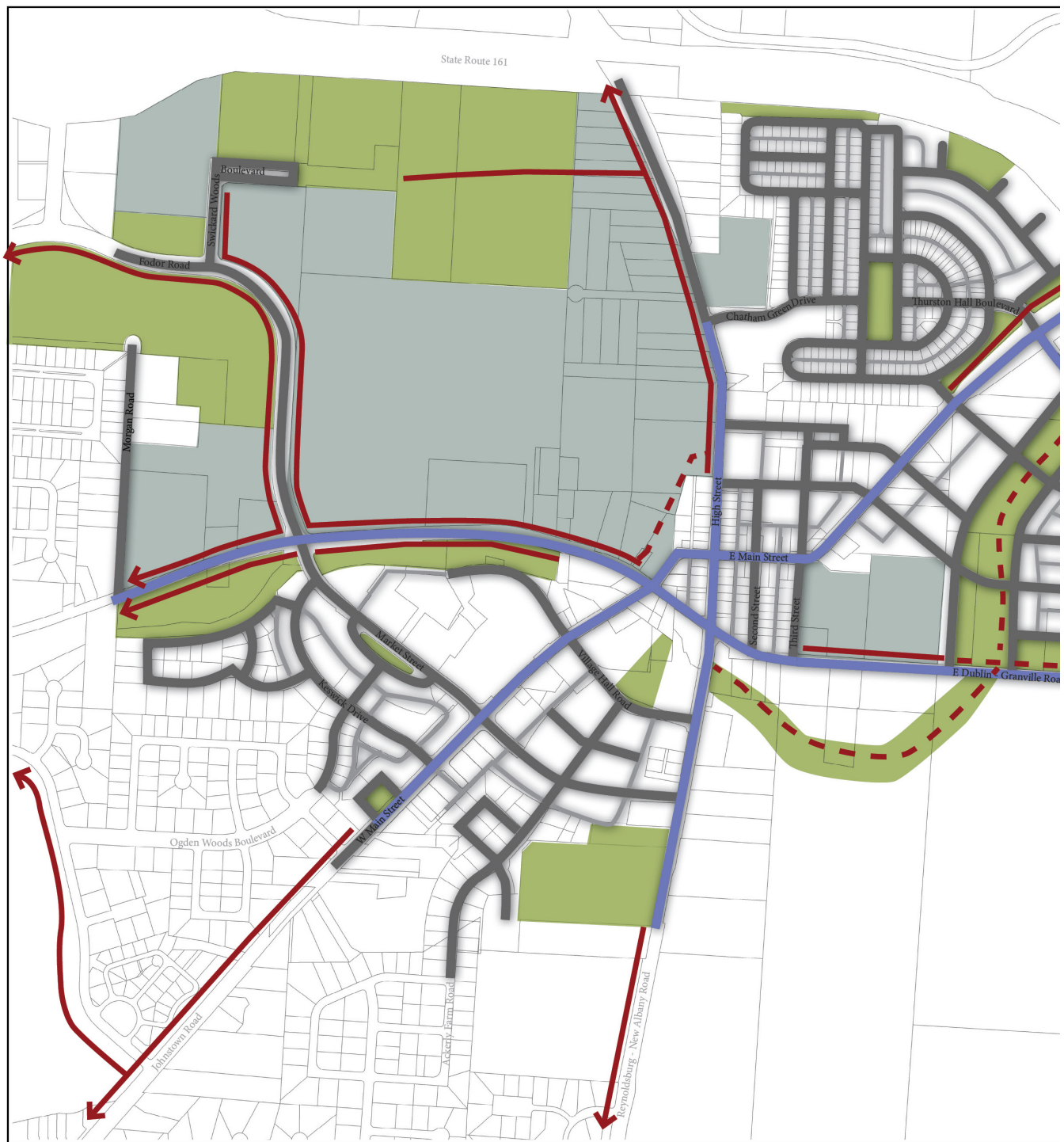
provide for views into the park or campus space.

5.28 Parks and Preservation/Campus Edge with On-Street Parking

- 5.28.1 The following conditions shall exist for an parks and preservation edge adjacent to a road typology with on-street parking:
- a. Primary tree lawn: 6' minimum
 - b. Sidewalk: 5' minimum
 - c. Secondary tree lawn: 4' minimum
- 5.28.2 Street tree spacing shall match the street typology requirements.
- 5.28.3 Tree species for the primary and secondary tree lawn shall be the same.
- 5.28.4 The secondary street tree row may be broken to provide for views into the park or campus space.



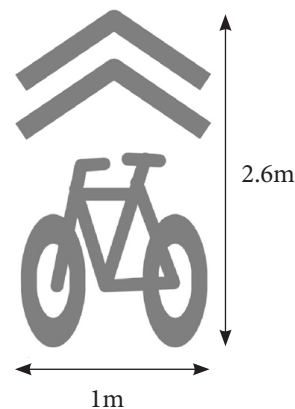
BICYCLE INTEGRATION PLAN





5.29 Street Integration

- 5.29.1 Bicycles as a mode of transportation and the integration of sharrow markings shall be considered with all proposed road improvements in the Village Center.
- 5.29.2 Leisure trail construction in the Village Center should be consistent with the Leisure Trail Master Plan.
- 5.29.3 On-street integration of bicycles should consist of shared lane markings (sharrows) placed within travel lanes on designated roads according to the bicycle integration plan. The transition from the leisure trail system to sharrows will occur at a street intersection.
- 5.29.4 Sharrows shall be placed accordingly:
 Street with parking lane: Centerline of marking should be 11' from the edge of the curb
 Street without parking lane: Marking shall be placed adjacent to the curb
- 5.29.5 The Ohio Manual of Uniform Traffic Control Devices *Shared Lane Marking* shall be used:



—	Existing Leisure Trail
- - -	Future Leisure Trail
—	Sharrow Marking Street
—	Existing/Future Road
—	Existing/Future Alley
■	Parks and Preservation Sub-District
■	Campus Sub-District

BICYCLE INTEGRATION PLAN

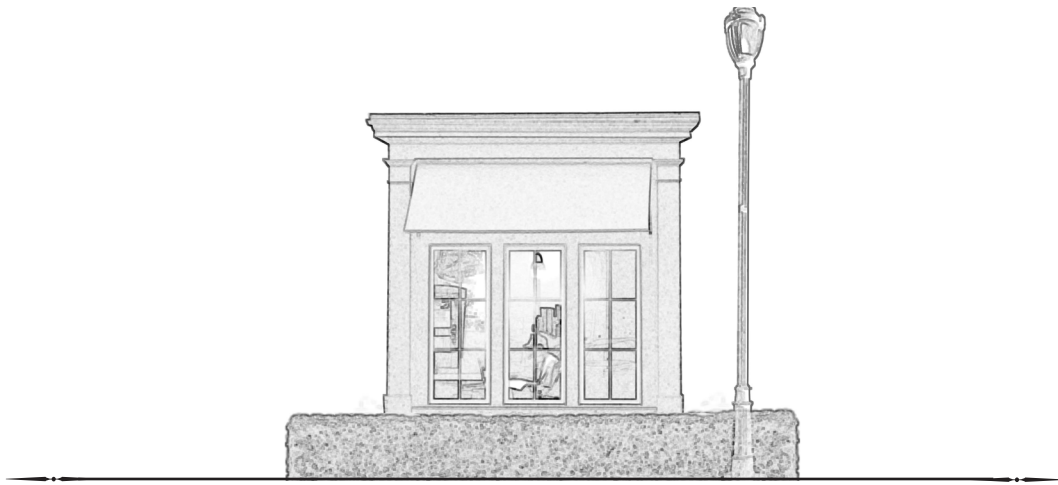
5.30 Bicycle Parking Integration

- 5.30.1 Bicycle parking accommodations shall be provided as required for Multi-Unit Building, Classic Commercial, Traditional Commercial, Urban Commercial, Courtyard, Lined, Parks & Preservation, and Campus building typologies.
- 5.30.2 Bicycle parking shall be provided for new vehicular off-street parking facilities, the enlargement of off-street parking, or the aggregation of off-street parking through shared or cross-access agreements to meet minimum code requirements.
- 5.30.3 The number of bicycle hitches to be provided shall consist of the following:

<i>Off-Street Parking Provided:</i>	<i>Required Hitches:</i>
0-10 spaces	None
10-30 spaces	1
30-100 spaces	2
100+ spaces	4 per 100 spaces

- 5.30.4 Bicycle hitches shall either be installed on site, in a location approved as part of the Certificate of Appropriateness application, or provided to New Albany for installation in the public right of way or on public property.
- 5.30.5 Alternatively, a fee-in-lieu as approved by the City Manager or designee and equal to the price of the hitch and installation costs shall be provided.
- 5.30.5 The following bicycle hitch is specified:
 - Swerve Rack manufactured by Dero.
 - Black or New Albany Green Finish.
- 5.30.6 Alternate bicycle hitches may be used but must be approved by New Albany.
- 5.30.7 Regularly spaced bicycle parking shall be located on Signature, Village Street, and Village Avenue street typologies. Spacing shall is recommended at 150-200' apart. Parking should be placed adjacent to the curb at a distance specified by the manufacturer. However, each location should be visible to cyclists and have enough room to accommodate the parking.
- 5.30.8 Bicycle parking for Campus and Parks and Preservation building typologies shall be

placed at an easily accessible location on the lot.



VI. DEFINITIONS

DEFINITIONS

- 6.0 Defined Terms.** Terms in the Urban Center Code are used in very specific ways, which may vary from the meanings of common usage. Terms not defined here may be defined in the Planning and Zoning Code, Subdivision Regulations, or Design Guidelines.
- 6.1 Ancillary Living Space.** Secondary living space that is detached from the principal structure and is not intended to be used as a dwelling unit.
- 6.2 Architectural Focal Point.** Locations where the architectural massing and detailing are prominent within the built environment, such as at the convergence of rights-of-way or natural vistas.
- 6.3 Auto-Court.** A small plaza for the circulation of vehicles and access to the primary entrance of a structure.
- 6.4 Block Standards.** Describe required shapes and sizes of blocks depending on their location in the Regulating Plan.
- 6.5 Building Frontage.** The architectural element added to a building typology that addresses the street or side yard.
- 6.6 Building Typologies.** Descriptions of the forms, massing, qualities, and scales of buildings.
- 6.7 Building Width.** The percentage of the structure occupying the lot width as measured at the widest point located within the front 1/3 of the lot.
- 6.8 Civic.** Art galleries, libraries, museums, places for public assembly, memorials, monuments, fraternal organizations and private clubs.
- 6.9 Clear Zone.** The distance between two structures or a structure and a lot line.
- 6.10 Coach House.** A residential unit on the same lot as the main structure. It is located in a detached structure and is typically located toward the rear of the lot. Detached dwellings may or may not be incorporated into a garage.
- 6.11 Conceptual Area Boundary.** A recommended arrangement of sub-districts and conceptual street layout for areas where the existing condition does not match the desired future building form or street layout.
- 6.12 Corner Lot.** Any lot at the junction of and abutting on two (2) or more intersecting streets, where the angle of intersection is not more than 135 degrees.
- 6.13 Courtyard.** A set of structures (attached or detached) arranged around a private green or plaza space.
- 6.14 Covered Parking.** A roofed parking structure that may be either open or enclosed.
- 6.15 Educational Facility.** Primary and secondary public, private or parochial schools, and preschools.
- 6.16 Foyer Entrance.** An entrance to a dwelling unit from a common interior foyer.
- 6.17 Garden Structure.** A small detached building used for storage or ancillary living space such as a small office or den.
- 6.18 Government Facility.** Municipal, County, State and Federal buildings for administrative functions and use by the general public.
- 6.19 Half-story.** The portion of a building located above another story with ceiling heights 7'-3" or greater under a sloped roof or ½ or greater the floor to ceiling height of the story directly below.
- 6.20 Height.** The vertical distance from the average existing grade level around the foundation of the new work to the highest point of the coping of a flat roof or mansard roof or to the top of the highest ridge line of gable, hip or gambrel roofs on the new work. The average existing grade level is determined by measuring at four (4) specific points around the foundation, as follows: two (2) front corners and two (2) rear corners.
- 6.21 Internal Corridor Entrance.** An entrance to a dwelling unit from a common interior corridor.
- 6.22 Landscape Buffer.** The landscaped, planted area, which may be lawn, between impervious surfaces such as parking and streets and buildings and other living or gathering spaces.
- 6.23 Leisure Trail.** Pedestrian right-of-way that may naturally conform to the topography and landscaping and is usually constructed with asphalt or other materials as described in the Leisure Trail

Master Plan.

- 6.24 Live-Work.** A residential unit that includes a limited commercial component usually limited to street level.
- 6.25 Membership Organizations.** An association or corporation established for the purpose of providing services on a for profit or nonprofit basis to its shareholders or members who own control of it.
- 6.26 Non-Residential.** A premises not used primarily for human habitation.
- 6.27 Off-Street Parking Space.** Parking on a lot in a permitted yard that may or may not be covered.
- 6.28 Parking Deck.** A structure or building, used for the parking and storage of vehicles.
- 6.29 Pedestrian Clear Zone.** The distance between a building face and the street curb that can be utilized for the circulation of persons on the sidewalk.
- 6.30 Primary Entrance.** The entrance facing the most prominent public right-of-way.
- 6.31 Primary Tree Lawn.** In a campus setting, the landscaped area between the street edge and the pedestrian right-of-way.
- 6.32 Private Health/Fitness Facility.** A club, or association engaged in the sale of instruction, training of physical exercise which may include the use of a sauna, whirlpool bath, weight lifting room, massage, steam room, or other exercising or weight reduction machine or device.
- 6.33 Regulating Plan.** A map that shows the distribution of building form standards for individual parcels by creating sub-districts. It also shows the relationship among the individual parcels, adjacent parcels, adjacent street standards, and the surrounding neighborhood.
- 6.34 Residential.** Designed or used for residential purposes, but not including a cabin, hotel, motel, rooming house, or other such accommodation used for transient occupancy.
- 6.35 Secondary Tree Lawn.** In a campus setting, the

landscaped area abutting the pedestrian right-of-way opposite the Primary Tree Lawn.

- 6.36 Shared Access Drive.** The means by which two parcels have vehicular access to each lot through one mutual driveway.
- 6.37 Street Edge.** The design and materials required for the edge of the street between travel or parking lanes and the tree lawn.
- 6.38 Street Standards Plan.** A number of street typologies which depict how improvements within the right-of-way should develop and how buildings interface with those improvements.
- 6.39 Street Typologies.** Various street classifications used to complete the network of the Street Standards Plan. Typologies are characterized by design considerations that include vehicle and pedestrian movement; parking; and landscaping requirements.
- 6.40 Street Yard.** The area between the front facade of the structure and the public right-of-way.
- 6.41 Story.** That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or, if there be no floor above it, then the space between the floor and the ceiling next above it.
- 6.42 Sub-districts.** These allocate the location of building forms, building frontages, and other development considerations to create the desired urban design standards for each.
- 6.43 Tree Lawn.** The landscaped area between vehicular traffic or parking and pedestrian rights-of-way.
- 6.44 Utility Infrastructure/Public Service.** Any basic facility needed provide the public with electricity, gas, heat, steam, communication, transportation, water, sewage collection or other similar service.
- 6.45 Vehicle Movement.** Classifications characterized by the nature and level of interaction with non-vehicular traffic.

