Yukon Economic Development Authority Agenda

Centennial Building - 12 South 5th Street
December 18, 2014 – 4:00 p.m.

The City of Yukon strives to accommodate the needs of all citizens, including those who may be disabled. If you would like to attend this Council meeting but find it difficult to do so because of a disability or architectural barrier, please contact City Hall at 354-1895. We will make a sincere attempt to resolve the problem. If you require a sign-language interpreter at the meeting, please notify City Hall, 500 West Main, by noon, December 17, 2014.

Call to Order: Ray Wright, Chairman

Roll Call: Ray Wright, Chairman
John Nail, Vice-Chairman
John Alberts
Mike Geers
Rena Holland
Ken Smith
Tara Peters

1. **Consider approving the minutes of the November 20, 2014 Regular meeting.**

ACTION_____

2. **Review and Discuss final draft of Yukon Urban Gateway Smart Code Ordinance and take any action as deemed necessary and appropriate by the Trustees.**

ACTION_____

3. **Consider approving Resolution No. 2014-26, a Resolution recommending the approval of proposed amendments to the City of Yukon zoning ordinance that will allow for the creation of a Form-Based Code overlaying the Frisco Road Economic Development Project Plan Project Area.**

ACTION_____

4. **Report from Executive Director with Related Discussion/Questions:**
   A. **YEDA Departmental Expense Summary**
   B. **FY 2014-2015 TIF Revenue Collections**
   C. **FY 2014-2015 Hotel/Motel Tax Collections Updated Report (handout)**

5. Informational Material

A. Oklahoma Employment Report – October 2014; Oklahoma Employment Security Commission

6. Setting the date for the next Regular Economic Development Meeting for January 15, 2015 at 4:00 p.m., in the Council Chambers of the Centennial Building, 12 S. Fifth St.

7. Adjournment

Yukon Economic Development Authority
November 20, 2014

The Yukon Economic Development Authority met in regular session on November 20, 2014 at 4:00 p.m. in the Council Chambers of the Centennial Building, 12 South Fifth Street, Yukon, Oklahoma.

ROLL CALL: (Present) Ray Wright, Chairman
John Nail, Vice-Chairman (Absent)
John Alberts (Absent)
Mike Geers
Rena Holland
Ken Smith (Absent)
Tara Peters

OTHERS PRESENT:
Mike Segler, City Attorney
Larry Mitchel, Executive Director
Gary Cooper, Technology Director
Amy Phillips, Administrative Assistant
Doug Shivers, City Clerk
Sara Hancock, Deputy City Clerk
Jeff Sabin, Counsel

1. Consider approving the minutes of the October 16, 2014 Regular meeting

The motion to approve the minutes of the October 16, 2014 Regular meeting, was made by Mike Geers and seconded by Rena Holland.

The vote:
AYES: Peters, Holland, Geers, Wright
NAYS: None
VOTE: 4-0
MOTION CARRIED

2. Review and Discuss a Draft Ordinance establishing the proposed Urban Gateway District.

Mr. Mitchell stated at our last meeting we had a good discussion about Form Based Codes. We would like to proceed with a two part process. Information today discusses the overlay. We also came up with the name Urban Gateway District. Mr. Mitchell asked Jeff Sabin to discuss information. Mr. Sabin stated at the last meeting, we were instructed to prepare a draft Form Based Code. It's not quite ready to discuss yet. The information provided has a list of recommended changes to the existing zoning code that will allow for the Smartcode. The changes to the new overlay, includes design principles. It can be done with the existing PUD. Mr. Wright

questioned who takes subjective ideas and quantifies them? Mr. Sabin stated this will be addressed in the Smartcode. Mr. Wright asked if developer or builder could see requirements. Mr. Sabin stated clear guides will be stated in tables and illustrations. Mr. Mitchell stated tables have not been presented yet, but they are very helpful. Mr. Wright asked how we will educate builders. Mr. Mitchell stated to begin, we will use only in TIF District as pilot. We would have a preliminary meeting with developer to clarify. We may apply in downtown or if builders requests. Prairie West has an architectural planning firm retained who has exposure to this already. There is also potential for developer to split off parcels. Mr. Geers asked if Smartcode is a recognized term. Mr. Mitchell stated yes. Mr. Sabin stated it has been around, since early 90's. It started in Florida. It is heavily used in Texas. It was done in Hutto, Texas. Mr. Wright stated it seems to have great potential. However, as a developer, it is a little scary due to the fear of the unknown. Mr. Sabin stated it will take work with Development Services staff. We may also hold community workshops for developers. Mr. Wright asked, if we will present recommendation to the City Council. Mr. Segler stated yes. Mr. Mitchell stated we are looking at receiving your recommendation, then taking it to the Planning Commission and then City Council. Mr. Wright appreciates starting with one area. Mr. Mitchell stated starting with Phase I, East 20 – 30 acres. Mr. Sabin stated Smartcode is a unified development code that will take precedence, but doesn't replace zoning code.

3. Review and Discuss a Memorandum outlining current Yukon School Clubs/Programs in response to the possible development of an Economic Assistance Program for Small Business start-ups.

Mr. Mitchell stated Amy Phillips wrote the memo and did all the work gathering the information. They made a recommendation for the Jr. Achievement program. Possibly YEDA could sponsor the program later. Vo-Tech programs are not too active right now, due to relocation. Canadian Valley has design programs for Engineering, Aerospace, etc. Programs include providing a training program for Wind Farm Technicians. Mr. Geers thanked those for providing YEDA agenda material early. Mr. Mitchell hopes to get Smartcode information out a week early.

4. Report from Executive Director with Related Discussion/Questions:
A. YEDA Departmental Expense Summary
B. FY 2014-2015 TIF Revenue Collections
C. FY 2014-2015 Hotel/Motel Tax Collections Updated Report (handout)

Mr. Mitchell stated we are a third thru the budget year. Expenditures are at 33%, which is right on budget.

TIF Revenue for October was $19,500 and $55,000 year to date. Collections should start smoothing out within the next two to three months.

Hotel/Motel collection is up and work on Garth Brooks is complete. Mr. Wright sated Fairfield Marriot is at 75% capacity. This is great!

5. Informational Material

A. Demographic Information; Dossier & Public Management, an ICMA publication
B. Oklahoma Is: Unmanned Aerial Systems; ODOC (handout)
C. Business Retention and Expansion Report FY 2013-2014; Greater Oklahoma City Chamber (handout)

Mr. Mitchell stated the demographic statistics are interesting.

He is amazed at the activity in Oklahoma. DRG building office in Edmond is adding 50 employees. Aerospace is up and coming.

Mr. Mitchell stated OKC Chamber survey has lots of good information. They rate different business climate factors. It is a very interesting annual report.

Mr. Wright questioned where we stood on Health Center Parkway. Mr. Segler stated we had to negotiate, told Lawyer there was no objection to the Title. Mr. Wright thought contract stated the City could start after it was signed. Mr. Segler stated yes, at our own risk. Mr. Mitchell stated utilities have been located and work will start December 1. The City had to pay one utility in advance. Mr. Segler stated ONG. Mr. Mitchell stated we will have to demo existing roadway first. It should take 120 days, if weather cooperates. Hopefully, it will be done by early March.

6. Setting the date for the next Regular Economic Development Meeting for December 18, 2014 at 4:00 p.m., in the Council Chambers of the Centennial Building, 12 S. Fifth St.

Mr. Wright stated the Meeting Schedule for 2016 has been provided. Please mark your calendars.

7. Adjournment

City of Yukon
Urban Gateway Smart Code
DRAFT
12-12-2014

INTRODUCTION

Summary: What the SmartCode Does

- It utilizes a type of zoning category that ranges systematically from the wilderness to the urban core.
- It enables and qualifies Smart Growth community patterns that include Clustered Land Development (CLD), Traditional Neighborhood Development (TND™), Regional Center Development (RCD), and Transit-Oriented Development (TOD).
- It integrates the scale of planning concern from the regional through the community scale, on down to the individual lot and, if desired, its architectural elements.
- It integrates the design process across professional disciplines.
- It integrates methods of environmental protection, open space conservation and water quality control.
- It integrates subdivision and public works standards.
- It provides a set of zoning categories common to new communities and to the infill of existing urbanized areas.
- It is compatible with architectural, environmental, signage, lighting, hazard mitigation, and visitability standards.
- It establishes parity of process for existing and new urban areas.
- It integrates protocols for the preparation and processing of plans.
- It encourages the efficiency of administrative approvals when appropriate, rather than decision by public hearing.
- It encourages specific outcomes through incentives, rather than through prohibitions.
- It specifies standards parametrically (by range) in order to minimize the need for variances.
- It generally increases the range of the options over those allowed by conventional zoning codes.

Outline of the SmartCode

	ARTICLE 3 & ARTICLE 4 COMMUNITY SCALE PLANS		ARTICLE 5 BUILDING SCALE PLANS
	B. Community Unit	**C.Transect Zones**	**Standards**
Open Lands	None	T1 Natural Zone T2 Rural Zone	
	None		
New Development	CLD Clustered Land Development	T2 Rural Zone T3 Sub-Urban Zone T4 General Urban Zone	Building Disposition
	TND Traditional Neighborhood Development	T3 Sub-Urban Zone T4 General Urban Zone T5 Urban Center Zone	Building Configuration Building Function
	RCD Regional Center Development	T4 General Urban Zone T5 Urban Center Zone T6 Urban Core Zone	Density Calculations Parking Standards
Existing Development	TND INFILL Traditional Neighborhood Development	T3 Sub-Urban Zone T4 General Urban Zone T5 Urban Center Zone	Landscape Standards Signage Standards
	RCD INFILL Regional Center Development	T4 General Urban Zone T5 Urban Center Zone T6 Urban Core Zone	Supplementary Modules
Other		CB Civic Building CS Civic Space	
	SD Special Districts	SD1 Special District 1	

INTRODUCTION

The Structure of the SmartCode

Article 1 contains the general instructions pertaining to all other Articles.
Article 2 [Reserved]
Article 3 prescribes the requirements for New Communities, including the Transect Zones that make up each type.
Article 4 prescribes the Infill requirements for areas already urbanized.
Article 5 prescribes lot and building standards within each Transect Zone.
Article 6 contains diagrams and tables supporting the other Articles.
Article 7 contains terms and definitions supporting the other Articles.

The SmartCode is a unified planning ordinance that applies to three scales of land use. The three patterns are in a nesting relationship.

A. **Regional Sector** - not used
B. **Community Units** contain designated ratios of Transect Zones (Articles 3 and 4).
C. **Transect Zones** contain the building elements appropriate to them (Articles 5 and 6).

A. Regional Scale - Not used

B. Community Scale:
The Regional Sectors each contain one or more of the three basic Community Unit types (CLD, TND, RCD).

- **CLD - Clustered Land Development** (Hamlet, settlement, cluster)
- **TND - Traditional Neighborhood Development** (Village, neighborhood) –
- **RCD - Regional Center Development** (Regional Center, town center, downtown)

C. Transect Zones:
The Transect, as a framework, identifies a range of habitats from the most natural to the most urban. Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect thereby integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones.

- **T-1 Natural Zone** consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.
- **T-2 Rural Zone** consists of sparsely settled lands in open or cultivated state. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.
- **T-3 Sub-Urban Zone** consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are

allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

- **T-4 General Urban Zone** consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.
- **T-5 Urban Center Zone** consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.
- **T-6 Urban Core Zone** consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the wide sidewalks. Typically only large towns and cities have an Urban Core Zone.
- **Civic Zone** consists of Civic Buildings and/or Civic Spaces appropriate to thir Transect Zones.
- **Special Districts** consist of areas with buildings that by their Function, Disposition, or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones.

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ARTICLE 1. GENERAL TO ALL PLANS

1.1 AUTHORITY

1.1.1 The action of the City of Yukon, Oklahoma in the adoption of this Code is authorized under Article I, Section 3 of the Yukon City Charter and 11 O.S. § 43-101 et seq.

1.1.2 This Code was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted City of Yukon Comprehensive Plan. This Code is declared to be in accord with the City of Yukon Comprehensive Plan, as required by the 11 O.S. § 43-103. .

1.1.3 This Code was adopted to promote the health, safety and general welfare of the City of Yukon, Oklahoma and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.

1.1.4 This Code was adopted and may be amended by vote of the City Council of the City of Yukon.

1.2 APPLICABILITY

1.2.1 Provisions of this Code are activated by “shall” when required; “should” when recommended; and “may” when optional.

1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other development- and building-related codes, ordinances, regulations and standards of the City.

1.2.3 The existing City of Yukon, Oklahoma Zoning Ordinances and the City of Yukon, Oklahoma Subdivision Ordinances (the “Existing Local Codes”) shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.

1.2.4 Capitalized terms used throughout this Code may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.

1.2.5 The metrics of Article 6 Standards and Tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those on Table 15 Form-Based Code Graphics, which are also legally binding.

1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 INTENT

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

1.3.1 The Region

a. That the region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
b. That growth strategies should encourage Infill and redevelopment in parity with New Communities.
c. That development contiguous to urban areas should be structured in the pattern of Infill TND or Infill RCD and be integrated with the existing urban pattern.
d. That development non-contiguous to urban areas should be organized in the

pattern of CLD, TND, or RCD.

e. That Affordable Housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
f. That transportation Corridors should be planned and reserved in coordination with land use.
g. That green corridors should be used to define and connect the urbanized areas.
h. That the region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 The Community

a. That neighborhoods and Regional Centers should be compact, pedestrian-oriented and Mixed Use.
b. That neighborhoods and Regional Centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.
g. That Civic, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
h. That schools should be sized and located to enable children to walk or bicycle to them.
i. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.3 The Block and the Building

a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
i. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

1.3.4 The Transect

a. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

1.4 PROCESS

1.4.1 The City of Yukon hereby creates a Consolidated Review Committee ("CRC") comprised of City Planners, the City Engineer, the Public Works Director, the Development Services Director, the Parks & Recreation Director, representatives from the Police Department and Fire Department, and the Economic Development Director, to process administratively applications and plans for proposed projects.

1.4.2 The standards for the Transect Zones shall be determined as set forth in, Article 3, Article 4, and Article 5 through a process of public hearing with approval by the City Council. Once these determinations have been incorporated into this Code and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without further City Council approval.

1.4.3 An owner may appeal a decision of the CRC to the City Council..

1.4.4 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Regulating Plan or Building Scale Plan, the Development Services Department has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a Variance to cover the violation.

1.5 WARRANTS AND VARIANCES

1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and Variances. Whether a deviation requires a Warrant or Variance shall be determined by the Development Services Department. The Development Services Department shall establish administrative guidelines for making this determination. These administrative guidelines shall be approved by the City Council.

1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The CRC shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the Development Services Department and approved by the City Council. Where no specific critera for granting of the modification are specified, a Warrant may be granted only for a dimensional deviation of less than 10% of the specified standard.

1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with Existing Local Codes.

1.5.4 The request for a Warrant or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.5.5 The following standards and requirements shall not be available for Warrants or Variances:

a. The maximum dimensions of traffic lanes. (See Table 3a.)

b. The required provision of Rear Alleys and Rear Lanes.

c. The minimum Base Residential Densities. (See Table 14b.)

d. The permission to build Accessory Buildings

ARTICLE 2. [RESERVED]

ARTICLE 3. NEW COMMUNITY SCALE PLANS

3.3 COMMUNITY UNIT TYPES

3.3.1 **Clustered Land Development (CLD)**

a. A CLD shall be structured by one Standard Pedestrian Shed and shall consist of no fewer than 30 acres and no more than 80 acres.

b. A CLD shall include Transect Zones as allocated on Table 2 and Table 14a. A minimum of 50% of the Community Unit shall be permanently allocated to a T1 Natural Zone and/or T2 Rural Zone.

3.3.2 **Traditional Neighborhood Development (TND)**

a. A TND New Community Scale Plan shall be structured by one Standard or Linear Pedestrian Shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for Infill RCD acreage requirements.

b. A TND shall include Transect Zones as allocated on Table 2 and Table 14a.

c. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 2 and Table 14a. The simultaneous planning of adjacent parcels is encouraged.

d. In the T-4 General Urban Zone, a minimum Residential mix of three Building Disposition types (none less than 20%) shall be required, selected from Table 9.

3.3.3 **Regional Center Development (RCD)**

a. An RCD New Community Scale Plan shall be structured by one Long Pedestrian Shed or Linear Pedestrian Shed and shall consist of no fewer than 80 acres and no more than 640 acres. See Article 4 for Infill RCD acreage requirements.

b An RCD shall include Transect Zones as allocated on Table 2 and Table 14a.

c. For larger sites, an RCD may be adjoined without buffer by one or more TNDs, each subject to the individual Transect Zone requirements for TND as allocated on Table 2 and Table 14a. The simultaneous planning of adjacent parcels is encouraged.

3.3.4 **Transit Oriented Development (TOD)**

a. Any TND or RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be designated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2d.

b. The use of a TOD overlay requires approval by Variance.

3.4 TRANSECT ZONES

3.4.1 Transect Zones shall be assigned and mapped on each New Community Plan according to the percentages allocated on Tables 2 and 14a.

3.4.2 A Transect Zone may include any of the elements indicated for its T-zone number throughout this Code, in accordance with Intent described in Table 1 and the metric standards summarized in Table 14.

3.5 CIVIC ZONES

3.5.1 **General**

a. Civic Zones dedicated for public use shall be required for each Community Unit and designated on the New Community Plan as Civic Space (CS) and Civic Building (CB).

b. Civic Space Zones are public sites permanently dedicated to Open Space.

c. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the City Council.

d. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 3.6.

e. Parking for Civic Zones shall be determined by Warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

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

a. Civic Buildings and Civic Spaces within T1 Natural and T2 Rural Zones shall be permitted only by Variance.

3.5.3 **Civic Space (CS) Specific to T3-T6 Zones**

a. Each Pedestrian Shed shall assign at least 5% of its Urbanized area to Civic Space.

b. Civic Spaces shall be designed as generally described in Table 13, approved by Warrant, and distributed throughout Transect Zones as described in Table 14e. Child care facillities may be counted toward the civic space requirements

c. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the Civic Space allocation and should conform to the Civic Space types specified in Table 13a or 13b.

d. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Table 13b, 13c, or 13d.

e. Within 1200 feet of every Lot in use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Table 13e.

f. Each Civic Space shall have a minimum of 25% of its perimeter enfronting a Thoroughfare, except for playgrounds.

g. Civic Spaces may be permitted within Special Districts by Warrant.

h. Parks may be permitted in Transect Zones T4, T5 and T6 by Warrant.

3.5.4 **Civic Buildings (CB) Specific to T3-T6 Zones**

a. The owner shall covenant to construct a Meeting Hall, Library, Comunity Center or other public venue in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage shall be equipped with a shelter and bench for a transit stop.

b. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed.

c. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.

d. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by Warrant.

e. Civic Buildings may be permitted within Special Districts by Warrant.

3.6 SPECIAL DISTRICTS

3.6.1 Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Conditions of development for Special Districts shall be determined in public hearing of the City Council and recorded on Table 16.

3.7 THOROUGHFARE STANDARDS

3.7.1 General

a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
b. Thoroughfares shall generally consist of vehicular lanes and Public Frontages.
c. Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
d. Within the most rural Zones (T1 and T2) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T6) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
e. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 14c. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Warrant.
f. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Warrant to accommodate specific site conditions only.
g. Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage.
h. Thoroughfares along a designated B-Grid may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Table 7.
i. Standards for Paths and Bicycle Trails shall be approved by Warrant.
j. The standards for Thoroughfares within Special Districts shall be determined by Variance.

3.7.2 Vehicular Lanes

a. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 4C.

b. A Bikeway network consisting of shared use Bicycle Trails, shared use Bicycle Paths, Bicycle Routes, and/or Bicycle Lanes shall be provided throughout the community, as defined in Article 7 Definitions of Terms and allocated according to Table B2.

c. All Thoroughfares shall permit bicycling, with the exception of limited-access Highways.

d. All Bikeway and Countermeasure pavement markings and safety and wayfinding signing shall adhere to the same standards as automobile Vehicular Lane markings and signing.

3.7.3 **Public Frontages**

a. **General to all zones T1, T2, T3, T4, T5, T6**

i. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, planter, bicycle facility, and street trees.

ii. Public Frontages shall be designed as shown in Table 4A and Table 4B and allocated within Transect Zones as specified in Table 14d.

iii. Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 4A, Table 4B, Table 5 and Table 6. The spacing may be adjusted by Warrant to accommodate specific site conditions.

b. **Specific to zones T1, T2, T3**

i. The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory.

ii. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn shall be permitted only by Warrant.

c. **Specific to zone T4, T5, T6**

i. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

d. **Specific to zones T4, T5, T6**

i. The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single species. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

ii. Streets with a Right-of-Way width of 40 feet or less shall be exempt from the tree requirement.

3.8 DENSITY CALCULATIONS

3.8.1 All areas of the New Community Plan site shall be considered cumulatively the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Table 14a.

3.8.2 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14b. For purposes of Density calculation, the Transect Zones include the Thoroughfares but not land assigned to Civic Zones.

3.8.4 Within the percentage range shown on Table 14b for Other Functions, the housing units specified on Table 14b shall be exchanged at the following rates:

a. For Lodging: 2 bedrooms for each unit of Net Site Area Density.
b. For Office or Retail: 1000 square feet for each unit of Net Site Area Density.
c. The number of units exchanged shall be subject to approval by Warrant.

3.8.5 The housing and other Functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 10, Table 11 and Section 5.9.

3.9 SPECIAL REQUIREMENTS

3.9.1 A New Community Plan may designate any of the following Special Requirements:

a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.
b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7 and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d)
c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation..
d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.
e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.
f. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.
g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
h. A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with City of Yukon Historic Preservation laws.

ARTICLE 4. INFILL COMMUNITY SCALE PLANS

4. 1 INSTRUCTIONS

4.1.1 Within areas designated as Infill, the Development Services Department. shall prepare, or have prepared on its behalf, Infill Regulating Plans to guide further development. Infill Regulating Plans shall be prepared in a process of public consultation subject to approval by the City Council

4.1.2 Infill Regulating Plans shall regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.2. The Development Services Department shall determine a Community Unit type based on existing conditions and intended evolution in the plan area.

4.1.3 Infill Regulating Plans shall consist of one or more maps showing the following:

a. The outline(s) of the Pedestrian Shed(s) and the boundaries of the Community Unit(s)
b. Transect Zones and any Civic Zones within each Pedestrian Shed, assigned according to an analysis of existing conditions and future needs
c. a Thoroughfare network, existing or planned (Table 3A, Table 3B, Table 4A, Table 4B, and Table 4C)
d. any Special Districts (Section 4.5)
e. any Special Requirements (Section 4.7)
f. a record of any Warrants or Variances.

4.1.4 Within any area subject to an approved Infill Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit Building Scale Plans under Article 5 in accordance with the provisions of this Code.Building Scale Plans requiring no Variances shall be approved administratively by the CRC.

4.1.5 The owner of a parcel, or abutting parcels, consisting of 10 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Development Services Department, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, Special Districts and/or Special Requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by Warrant.

4.1.6 The owner of a parcel, or abutting parcels, consisting of 30 acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Regulating Plan, may initiate the preparation of a New Community Plan. New Community Plans, or other areas designated as Infill by the Development Services Department, shall regulate, at minimum, an area the size of the Pedestrian Shed commensurate with its Community Unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and blend with surrounding urbanism.

4.2 COMMUNITY UNIT TYPES

4.2.1 Infill Regulating Plans shall encompass one or more of the following Community Unit types. The allocation percentages of Table 14a do not apply.

4.2.2 **Infill TND (Traditional Neighborhood Development)**

a. An Infill TND should be assigned to neighborhood areas that are predominantly residential with one or more Mixed Use Corridors or centers. An Infill TND shall be mapped as at least one complete Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around one or more existing or planned Common Destinations.

b. The edges of an Infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.

4.2.3 **Infill RCD (Regional Center Development)**

a. An Infill RCD should be assigned to downtown areas that include significant Office and Retail uses as well as government and other Civic institutions of regional importance. An Infill RCD shall be mapped as at least one complete Long or Linear Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed, oriented around an important Mixed Use Corridor or center.

b. The edges of an Infill RCD should blend into adjacent neighborhoods without buffers.

4.2.4 **Infill TOD (Transit Oriented Development)**

a. Any Infill TND or Infill RCD on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher Density represented by the Effective Parking allowance in Section 5.9.2d.

b. The use of a TOD overlay shall be approved by Variance.

4.3 TRANSECT ZONES

4.3.1 Transect Zone standards for Infill Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the City Council. Metrics shall be recorded on Table 14 and Table 15.

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

4.4 CIVIC ZONES

4.4.1 **General**

a. Infill Plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).

b. A Civic Zone may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed, otherwise it is subject to the creation of a Special District. See Section 4.5.

c. Parking provisions for Civic Zones shall be determined by Warrant.

4.4.2 **Civic Space Zones (CS)**

a. Civic Spaces shall be generally designed as described in Table 13, their type determined by the surrounding or adjacent Transect Zone in a process of public consultation subject to the approval of the City Council.

4.4.3 **Civic Building Zones (CB)**

a. Civic Buildings shall be permitted by Variance in any Transect Zone or by Warrant on Civic Zones reserved in the Infill Regulating Plan.

b. Civic Buildings shall not be subject to the Requirements of Article 5. The particulars of their design shall be determined by Warrant.

4.5 SPECIAL DISTRICTS

4.5.1 Areas that, by their intrinsic size, Function, or Configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as Special Districts by the Planning Office in the process of preparing an Infill Plan. Conditions of development for Special Districts shall be determined in public hearing of the Legislative Body and recorded on Table 16.

4.6 PRE-EXISTING CONDITIONS

4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a Substantial Modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this Section that shall apply.

4.6.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated may meet the standards of the code under which they were originally permitted.

4.6.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.

4.6.4 Where buildings exist on adjacent Lots, the CRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.

4.6.5 Any addition to or modification of a Building of Value that has been designated as such by the Local Preservation Organization or to a building actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Local Preservation Organization.

4.6.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 10 and 11.

4.7 SPECIAL REQUIREMENTS

4.7.1 An Infill Community Plan may designate any of the following Special Requirements:

a. A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Pedestrian Shed.

b. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7 and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d.)

c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.

d. Designations for Mandatory and/or Recommended Arcade Frontage, requiring or advising that a building overlap the Sidewalk such that the first floor Facade is a colonnade. The Arcade Frontage designation may be combined with a Retail Frontage designation.

e. A designation for Coordinated Frontage, requiring that the Public Frontage (Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.

f. Designations for Mandatory and/or Recommended Terminated Vista locations,

requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

g. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
h. A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with City of Yukon historic preservation practices.

ARTICLE 5. BUILDING SCALE PLANS

5.1 INSTRUCTIONS

5.1.1 Lots and buildings located within a New Community Plan or Infill Community Plan governed by this Code and previously approved by the City Council shall be subject to the requirements of this Article.

5.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this Article shall show the following, in compliance with the standards described in this Article:

a. For preliminary site and building approval:

- Building Disposition
- Building Configuration
- Building Function
- Parking Location Standards

b. For final approval, in addition to the above:

- Landscape Standards
- Signage Standards
- Special Requirements, if any
- Architectural Standards

5.1.4 Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

5.2 PRE-EXISTING CONDITIONS

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current Building Code and when renovated may meet the standards of the code under which they were originally permitted.

5.2.3 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.

5.2.4 Where buildings exist on adjacent Lots, the CRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.

5.2.5 Any addition to or modification of a Building of Value that has been designated as such by the Oklahoma State Historic Preservation Office, or to a building actually or potentially eligible for inclusion on a state, local or national historic register, shall be subject to approval by the Oklahoma State Historic Preservation Office.

5.2.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 10 and Table 11.

5.3 SPECIAL REQUIREMENTS

5.3.1 To the extent that a Regulating Plan for either a New Community Plan or an Infill Community Plan designates any of the following Special Requirements, standards shall be applied as follows:

a. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards.
b. a Mandatory or Recommended Retail Frontage designation requires or advises that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the Sidewalk as generally illustrated in Table 7. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 17d.)
c. a Mandatory or Recommended Gallery Frontage designation requires or advises that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 7). A Gallery Frontage may be combined with a Retail Frontage.
d. a Mandatory or Recommended Arcade Frontage designation requires or advises that a building overlap the Sidewalk such that the first floor Facade is a colonnade (as generally illustrated in Table 7 and Table 8). The Arcade Frontage may be combined with a Retail Frontage.
e. a Coordinated Frontage designation requires that the Public Frontage (Table 4A) and Private Frontage (Table 7) be coordinated as a single, coherent landscape and paving design.
f. a Mandatory or Recommended Terminated Vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the CRC.
g. a Cross Block Passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.
h. a Building of Value designation requires that the building or structure may be altered or demolished only in accordance with Municipal Preservation Standards and Protocols.

5.4 CIVIC ZONES

5.4.1 General

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

5.4.2 Civic Spaces (CS)

a. Civic Spaces shall be generally designed as described in Table 13.

5.4.3 Civic Buildings (CB)

a. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined by Warrant.

5.5 SPECIFIC TO T1 NATURAL ZONE

5.5.1 Buildings in the T1 Natural Zone are permitted only by Variance. Permission to build in T1 and the standards for Article 5 shall be determined concurrently as Variances, in public hearing of the City Council.

5.6 BUILDING DISPOSITION

5.6.1 Specific to zone T2

a. Building Disposition shall be determined by Warrant.

5.6.2 Specific to zones T3, T4, T5, T6

a. Newly platted Lots shall be dimensioned according to Table 14f and Table 15.
b. Building Disposition types shall be as shown in Table 9 and Table 14i.
c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 14g, Table 14h, and Table 15.
d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 17c.
e. Lot coverage by building shall not exceed that recorded in Table 14f and Table 15.
f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 14g and Table 15.
g. Setbacks for Principal Buildings shall be as shown in Table 14g and Table 15. In the case of an Infill Lot, Setbacks shall match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
h. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 14h and Table 15.
i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

5.6.3 Specific to zone T6

a. The Principal Entrance shall be on a Frontage Line.

5.7 BUILDING CONFIGURATION

5.7.1 General to zones T2, T3, T4, T5, T6

a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 7 and Table 14j.
b. Buildings on corner Lots shall have two Private Frontages as shown in Table 17. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
c. Building heights, Stepbacks, and Extension Lines shall conform to Table 8 and Table 14j.
d. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.
e. In a Parking Structure or garage, each above-ground level counts as a single Story regardless of its relationship to habitable Stories.
f. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads.

5.7.2 Specific to zones T2, T3, T4, T5

a. The habitable area of an Accessory Unit within a Principal Building or an Outbuilding shall not exceed 440 square feet, excluding the parking area.

5.7.3 **Specific to zone T3**

a. No portion of the Private Frontage may Encroach the Sidewalk.

b. Open porches may Encroach the first Layer 50% of its depth. (Table 17d)

c. Balconies and bay windows may Encroach the first Layer 25% of its depth except that balconies on porch roofs may Encroach as does the porch.

5.7.4 **Specific to zone T4**

a. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. (Table 17d)

5.7.5 **Specific to zones T5, T6**

a. Awnings =may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet.

b. Maximum Encroachment heights (Extension Lines) for Arcades shall be as shown on Table 8.

c. Stoops, Lightwells, balconies, bay windows, and terraces may Encroach the first Layer 100% of its depth. (Table 17d)

d. Loading docks and service areas shall be permitted on Frontages only by Warrant.

e. In the absence of a building Facade along any part of a Frontage Line, a Street-screen shall be built co-planar with the Facade.

f. Streetscreens shall be between 3 and 4.5 feet in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

g. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade.

5.8 BUILDING FUNCTION

5.8.1 **General to zones T2, T3, T4, T5, T6**

a. Buildings in each Transect Zone shall conform to the Functions on Table 10, Table 12 and Table 14l. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 12.

5.8.2 **Specific to zones T2, T3**

a. Accessory Functions of Restricted Lodging or Restricted Office shall be permitted within an Accessory Building. See Table 10.

5.8.3 **Specific to zones T4**

a. All Facades shall be glazed with clear glass no less than 30% of the first Story

b. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 10.

5.8.4 **Specific to zones T5**

a. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 10.

b. All buildings must exceed 20 feet in height.

5.8.5 **Specific to zones T5, T6**

a. First Story Commercial Functions shall be permitted.

b. Manufacturing Functions within the first Story may be permitted by Variance.

c. All Facades shall be glazed with clear glass no less than 60% of the first Story.

5.9 PARKING AND DENSITY CALCULATIONS

5.9.1 **Specific to zones T2, T3**

a. Buildable Density on a Lot shall be determined by the actual parking provided

calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease from a Civic Parking Reserve within the Pedestrian Shed, if available.

b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.

c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 10.

d. Within the overlay area of a Transit Oriented Development (TOD) the Effective Parking may be further adjusted upward by 30%.

e. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 3 or Article 4.

f. Accessory Units do not count toward Density calculations.

g. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.

5.10 PARKING LOCATION STANDARDS

5.10.1 General to zones T2, T3, T4, T5, T6

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

b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.

c. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage by Warrant, except for corner lots at intersections with the A-Grid.

5.10.2 Specific to zones T2, T3

a. Open parking areas shall be located at the second and third Lot Layers, except that Driveways, drop-offs and unpaved parking areas may be located at the first Lot Layer. (Table 17d)

b. Garages shall be located at the third Layer except that side- or rear-entry types may be allowed in the first or second Layer by Warrant.

5.10.3 Specific to zones T3, T4

a. Driveways at Frontages shall be no wider than 10 feet in the first Layer. (Table 3B.f)

5.10.4 Specific to zone T4

a. All parking areas and garages shall be located at the second or third Layer. (Table 17d)

5.10.5 Specific to zones T5, T6

a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 17d)

b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage. (Table 3B.f)

c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line or a residential building, (i.e., not directly into a retail or office building).

d. Parking Structures on the A-Grid shall have Liner Buildings lining the first stories.

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5.11 LANDSCAPE STANDARDS

5.11.1 General to zones T2, T3, T4, T5, T6

a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 14f.

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

a. The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 17d)

5.11.3 **Specific to zone T3**

a. A minimum of two trees shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17d)

b. Trees may be of single or multiple species as shown on Table 6.

c. Trees shall be naturalistically clustered.

d. Lawn shall be permitted by Warrant.

5.11.4 **Specific to zone T4**

a. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 17d)

b. Trees shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 6.

c. Lawn shall be permitted By Right.

5.11.5 **Specific to zones T5, T6**

a. Trees shall not be required in the first Layer.

b. The first Layer may be paved to match the pavement of the Public Frontage.

5.12 SIGNAGE STANDARDS

5.12.1 **General to zones T2, T3, T4, T5, T6**

a. There shall be no signage permitted additional to that specified in this section or in Table 6A.

b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.

5.12.2 **Specific to zones T2, T3**

a. Signage shall not be illuminated.

5.12.3 **Specific to zones T4, T5, T6**

a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

TABLE 1. TRANSECT ZONE DESCRIPTIONS

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

T1

T-1 NATURAL

T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

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

T2

T-2 RURAL

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

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

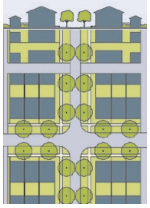
T3

T-3 SUB-URBAN

T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

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

T4

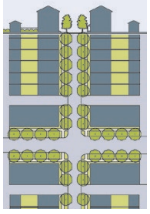


T-4 GENERAL URBAN

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

General Character:	Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians
Building Placement:	Shallow to medium front and side yard Setbacks
Frontage Types:	Porches, fences, Dooryards
Typical Building Height:	1- to 3-Story with a few taller Mixed Use buildings
Type of Civic Space:	Squares, Greens

T5

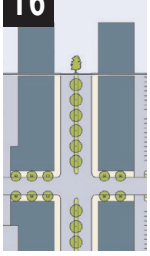


T-5 URBAN CENTER

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

General Character:	Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity
Building Placement:	Shallow Setbacks or none; buildings oriented to street defining a street wall
Frontage Types:	Stoops, Shopfronts, Galleries
Typical Building Height:	1- to 5-Story with some variation
Type of Civic Space:	Parks, Plazas and Squares, median landscaping

T6



T-6 URBAN CORE

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

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

TABLE 4C. THOROUGHFARE ASSEMBLIES

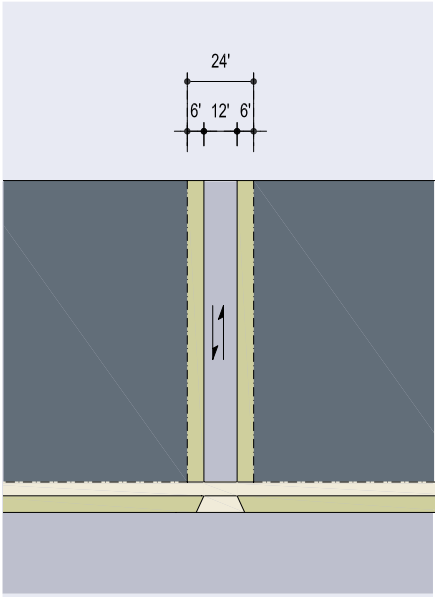
Thoroughfares are assembled from the Vehicular Lane elements and Public Frontages. Twenty-two typical Thoroughfare assemblies assemblies are presented here for convenience. They replicate closely the thoroughfare standards of municipal public works manuals. Any deviation from these throughfare types may be aproved only by Variance.

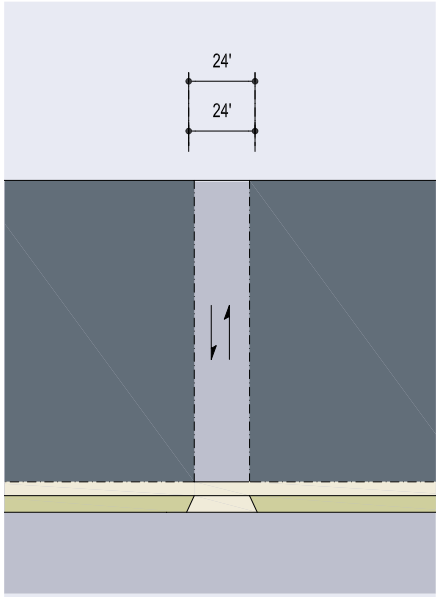
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	RL-24-12	RA-24-24
Thoroughfare Type	Rear Lane	Rear Alley
Transect Zone Assignment	T3	T4, T5, T6
Right-of-Way Width	24 feet	24 feet
Pavement Width	12 feet	24 feet
Movement	Yield Movement	Slow Movement
Design Speed	10 MPH	10 MPH
Pedestrian Crossing Time	3.5 seconds	7 seconds
Traffic Lanes	n/a	n/a
Parking Lanes	None	None
Curb Radius	Taper	Taper
Walkway Type	None	None
Planter Type	None	None
Curb Type	Inverted Crown	Inverted Crown
Landscape Type	None	None

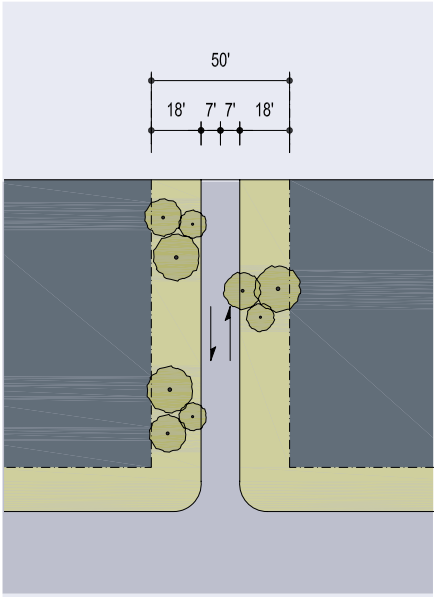
TABLE 4C. THOROUGHFARE ASSEMBLIES

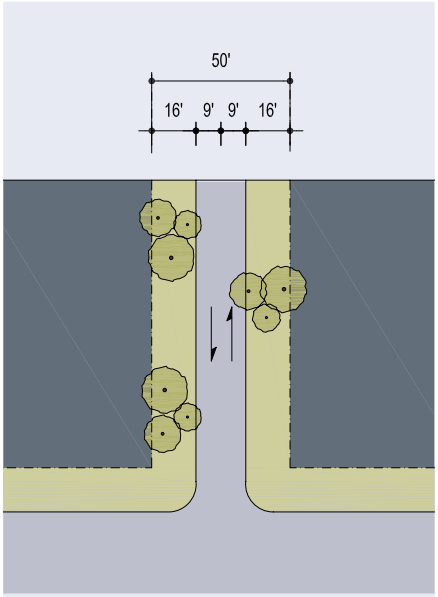
KEY **ST-57-20-BL**

Thoroughfare Type
Right of Way Width
Pavement Width
Transportation

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	RD-50-14	RD-50-18
Thoroughfare Type	Road	Road
Transect Zone Assignment	T1, T2, T3	T1, T2, T3
Right-of-Way Width	50 feet	50 feet
Pavement Width	14 feet	18 feet
Movement	Yield Movement	Slow Movement
Design Speed	15 MPH	15 MPH
Pedestrian Crossing Time	4 seconds	5.1 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	None	None
Curb Radius	25 feet	25 feet
Walkway Type	Path optional	Path optional
Planter Type	Continuous Swale	Continuous Swale
Curb Type	Swale	Swale
Landscape Type	Trees clustered	Trees clustered

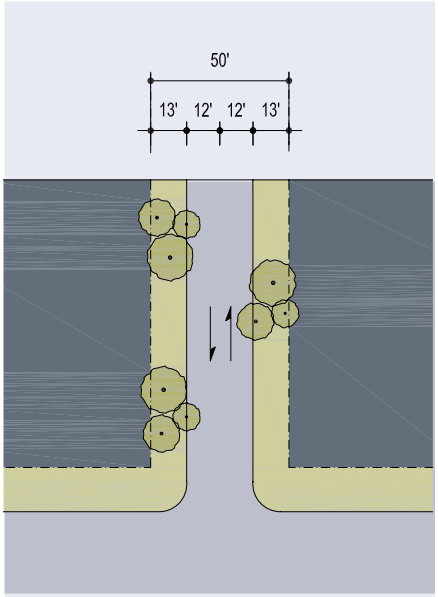
TABLE 4C. THOROUGHFARE ASSEMBLIES

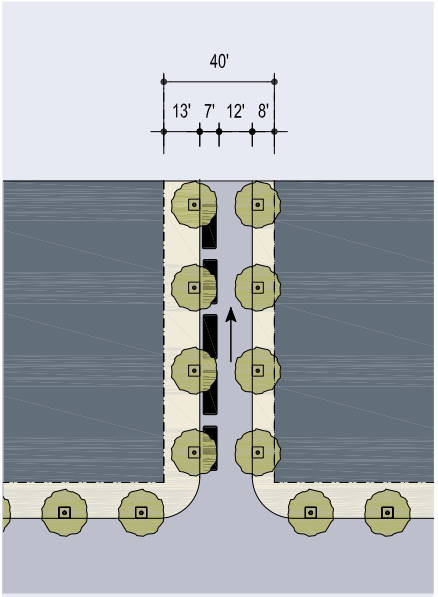
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	RD-50-24	ST-40-19
Thoroughfare Type	Road	Street
Transect Zone Assignment	T1, T2, T3	T5, T6
Right-of-Way Width	50 feet	40 feet
Pavement Width	24 feet	19 feet
Movement	Slow Movement	Slow Movement
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	6.8 seconds	5.4 seconds
Traffic Lanes	2 lanes	1 lane
Parking Lanes	None	One side @ 7 feet marked
Curb Radius	25 feet	15 feet
Walkway Type	Path optional	13/8 foot Sidewalk
Planter Type	Continuous Swale	4x4'' tree well
Curb Type	Swale	Curb
Landscape Type	Trees clustered	Trees at 30' o.c. Avg.

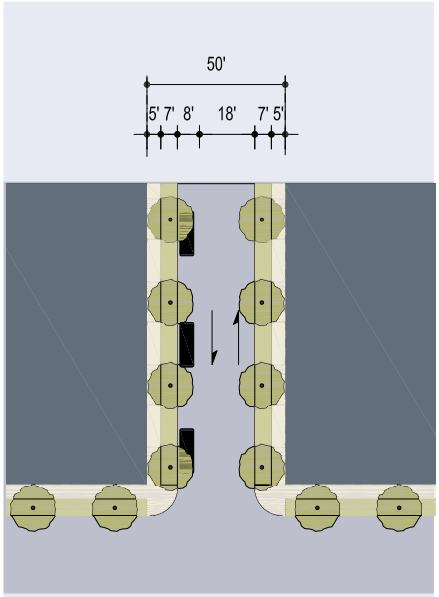
TABLE 4C. THOROUGHFARE ASSEMBLIES

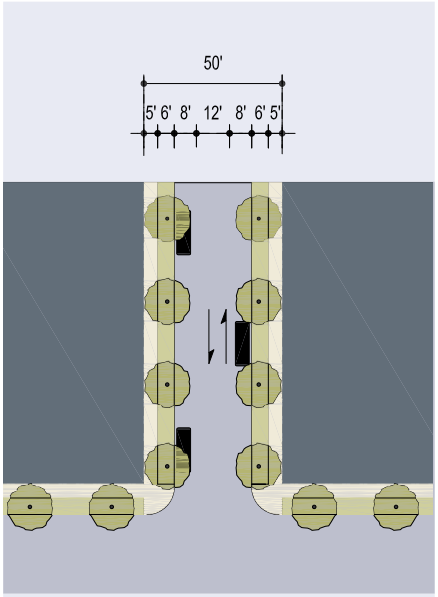
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	ST-50-26	ST-50-28
Thoroughfare Type	Street	Street
Transect Zone Assignment	T4, T5, T6	T4, T5, T6
Right-of-Way Width	50 feet	50 feet
Pavement Width	26 feet	28 feet
Movement	Free Movement	Yield Movement
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	7.4 seconds	7.6 seconds
Traffic Lanes	2 lanes	2 lane
Parking Lanes	One side @ 8 feet marked	Both sides @ 8 feet unmarked
Curb Radius	10 feet	10 feet
Walkway Type	5 foot Sidewalk	5 foot Sidewalk
Planter Type	7 foot continuous Planter	6 foot continuous Planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

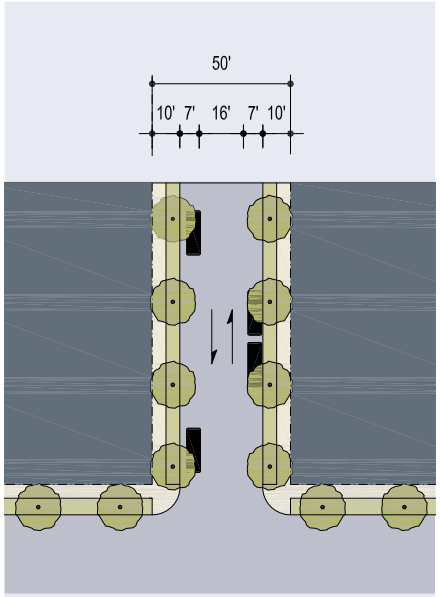
TABLE 4C. THOROUGHFARE ASSEMBLIES

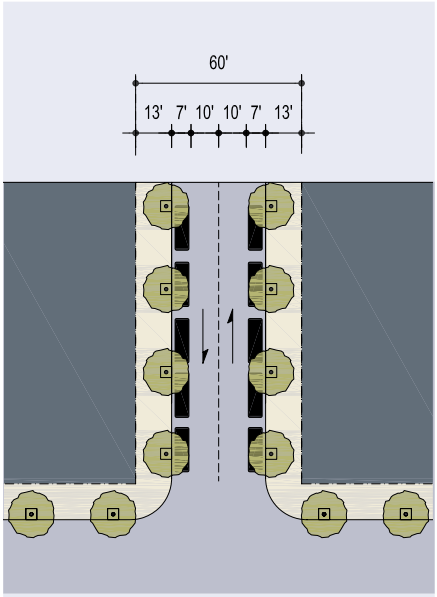
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	ST-50-30	ST-60-34
Thoroughfare Type	Street	Street
Transect Zone Assignment	T3, T4	T3, T4, T5
Right-of-Way Width	50 feet	60 feet
Pavement Width	30 feet	34 feet
Movement	Slow Movement	Slow Movement
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	8.5 seconds	9.7 seconds
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both sides @ 7 feet unmarked	Both Sides @ 7 feet marked
Curb Radius	10 feet	15 feet
Walkway Type	5 foot Sidewalk	6 foot Sidewalk
Planter Type	5 foot continuous Planter	7 foot continuous Planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

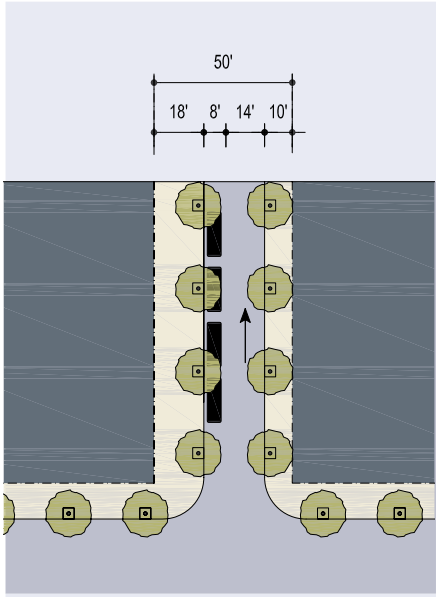
TABLE 4C. THOROUGHFARE ASSEMBLIES

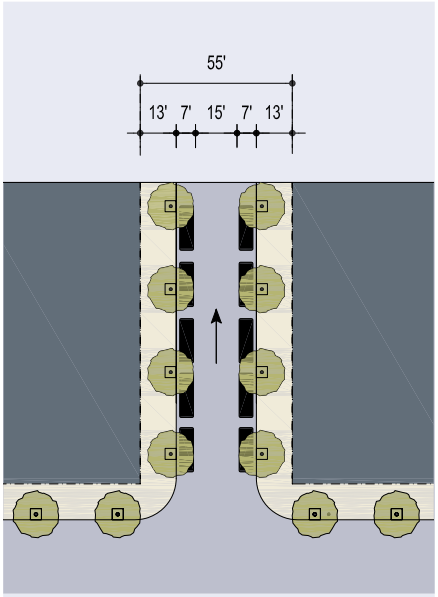
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	CS-50-22	CS-55-29
Thoroughfare Type	Commercial Street	Commercial Street
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	50 feet	55 feet
Pavement Width	22 feet	29 feet
Movement	Slow Movement	Slow Movement
Design Speed	20 MPH	20 MPH
Pedestrian Crossing Time	6.2 seconds	8.2 seconds
Traffic Lanes	1 lane	1 lane
Parking Lanes	One side @ 8 feet marked	Both sides @ 7 feet marked
Curb Radius	15 feet	15 feet
Walkway Type	18/10 foot Sidewalk	13 foot Sidewalk
Planter Type	4x4" tree well	4x4" tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

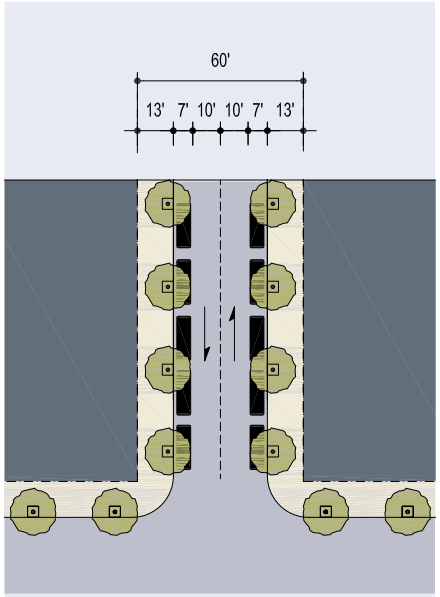
TABLE 4C. THOROUGHFARE ASSEMBLIES

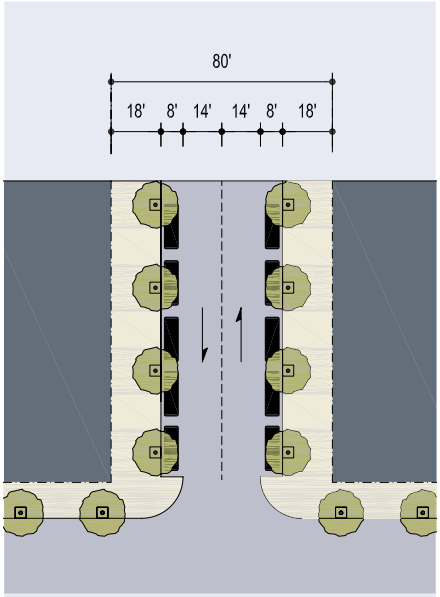
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	CS-60-34	CS-80-44
Thoroughfare Type	Commercial Street	Commercial Street
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	60 feet	80 feet
Pavement Width	34 feet	44 feet
Movement	Slow Movement	Free Movement
Design Speed	20 MPH	25 MPH
Pedestrian Crossing Time	9.7 seconds	8 seconds at corners
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both sides @ 7 feet marked	Both sides @ 8 feet marked
Curb Radius	10 feet	10 feet
Walkway Type	13 foot Sidewalk	18 foot Sidewalk
Planter Type	4x4" tree well	4x4" tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
Transportation Provision		

TABLE 4C. THOROUGHFARE ASSEMBLIES

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

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
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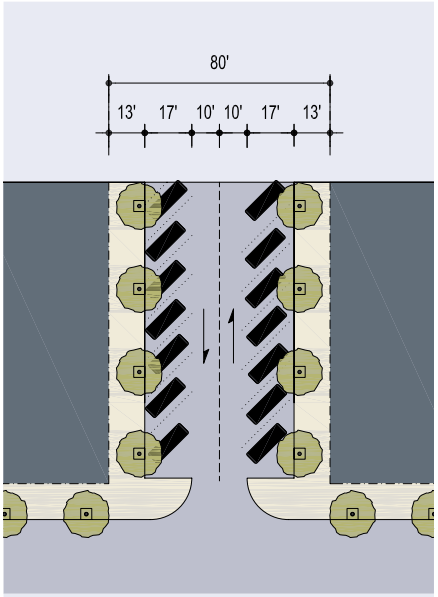
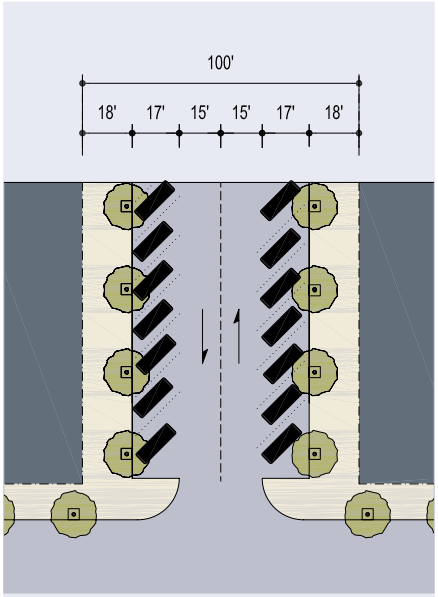
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	CS-80-54	CS-100-64
Thoroughfare Type	Commercial Street	Commercial Street
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	80 feet	100 feet
Pavement Width	54 feet	64 feet
Movement	Slow Movement	Slow Movement
Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	5.7 seconds at corners	8.5 seconds at corners
Traffic Lanes	2 lanes	2 lanes
Parking Lanes	Both sides angled @ 17 feet marked	Both sides angled @ 17 feet marked
Curb Radius	10 feet	10 feet
Walkway Type	13 foot Sidewalk	18 foot Sidewalk
Planter Type	4X4' tree well	4X4' tree well
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

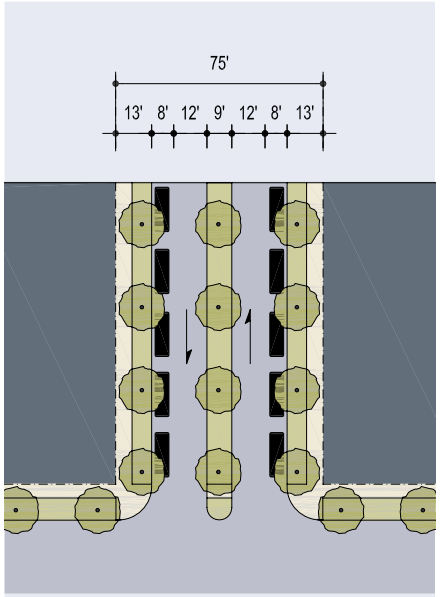
TABLE 4C. THOROUGHFARE ASSEMBLIES

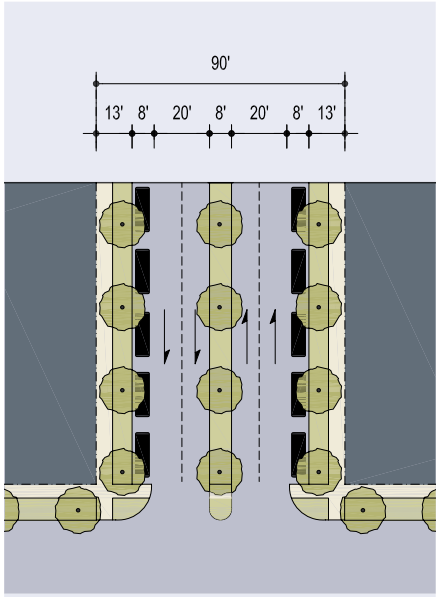
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	AV-75-40	AV-90-56
Thoroughfare Type	Avenue	Avenue
Transect Zone Assignment	T3, T4, T5	T3, T4, T5
Right-of-Way Width	75 feet	90 feet
Pavement Width	40 feet total	56 feet total
Movement	Slow Movement	Slow Movement
Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	5.7 seconds - 5.7 seconds	5.7 seconds - 5.7 seconds at corners
Traffic Lanes	2 lanes	4 lanes
Parking Lanes	Both sides @ 8 feet marked	Both sides @ 8 feet marked
Curb Radius	10 feet	10 feet
Walkway Type	6 foot Sidewalk	6 foot Sidewalk
Planter Type	7 foot continuous Planter	7 foot continuous Planter
Curb Type	Curb or Swale	Curb or Swale
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

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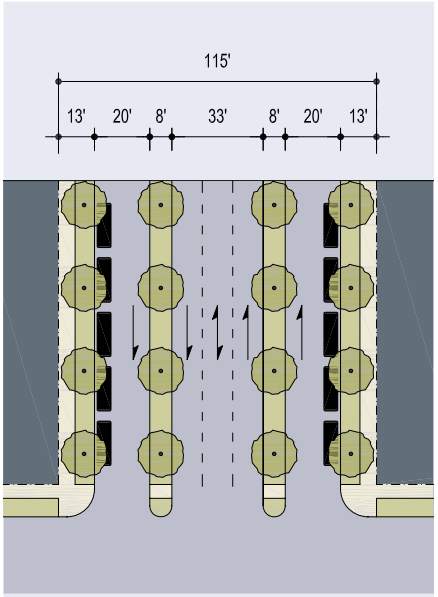
TABLE 4C. THOROUGHFARE ASSEMBLIES

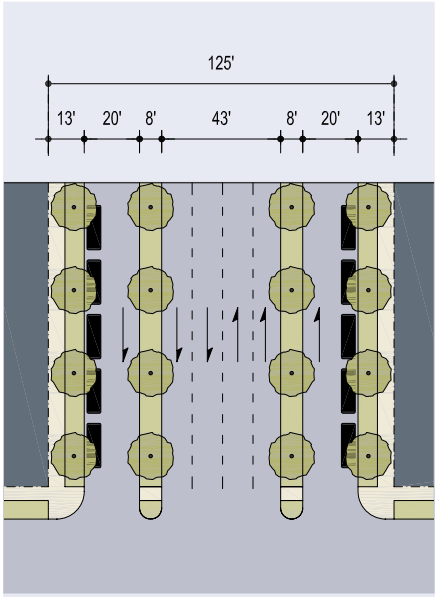
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	BV-115-33	BV-125-43
Thoroughfare Type	Boulevard	Boulevard
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	115 feet	125 feet
Pavement Width	20 feet - 33 feet - 20 feet	20 feet - 43 feet - 20 feet
Movement	Free Movement (inner lanes)	Free Movement (inner lanes)
Design Speed	35 MPH	35 MPH
Pedestrian Crossing Time	5.7 seconds - 9.4 seconds - 5.7 seconds	5.7 seconds - 12.2 seconds - 5.7 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads	4 lanes & two one-way slip roads
Parking Lanes	8 feet	8 feet
Curb Radius	10 feet	10 feet
Walkway Type	6 foot Sidewalk	6 foot Sidewalk
Planter Type	7 foot continuous Planter	7 foot continuous Planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

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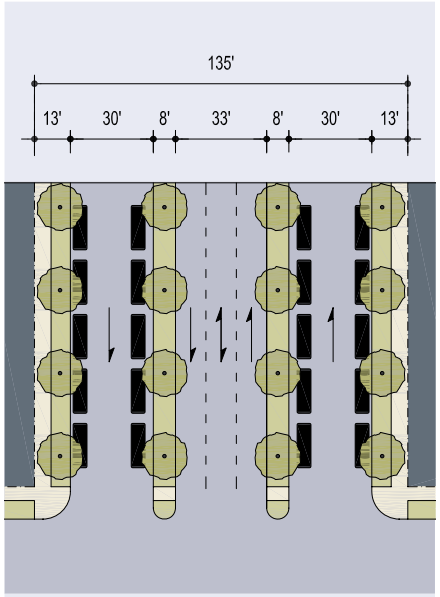
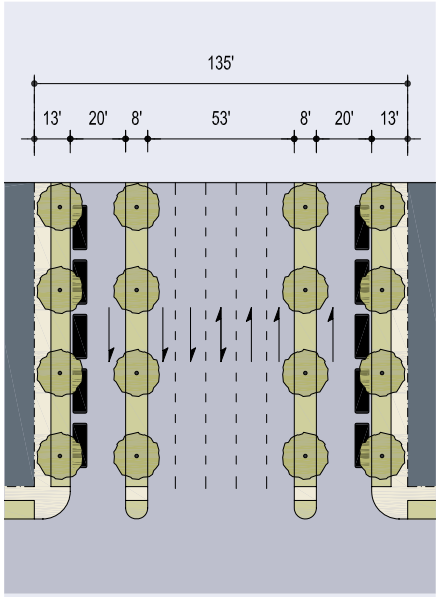
KEY **ST-57-20-BL**

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

THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR





	BV-135-33	BV-135-53
Thoroughfare Type	Boulevard	Boulevard
Transect Zone Assignment	T5, T6	T5, T6
Right-of-Way Width	135 feet	135 feet
Pavement Width	30 feet - 33 feet - 30 feet	20 feet - 53 feet - 20 feet
Movement	Free Movement	Free Movement
Design Speed	35 MPH	35 MPH
Pedestrian Crossing Time	8.5 seconds - 9.4 seconds - 8.5 seconds	5.7 seconds - 15.1 seconds - 5.7 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads	5 Lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet	8 feet
Curb Radius	10 feet	10 feet
Walkway Type	6 foot Sidewalk	6 foot Sidewalk
Planter Type	7 foot continuous Planter	7 foot continuous Planter
Curb Type	Curb	Curb
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.

PERMITTED BY WARRANT ONLY

TABLE 5A. PUBLIC LIGHTING

TABLE 5: Public Lighting. Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company and listed on the page.

	T1	T2	T3	T4	T5	T6	SD	Specifications
Cobra Head	▪						▪	
Pipe	▪	▪	▪				▪	
Post		▪	▪	▪			▪	
Column			▪	▪	▪		▪	
Double Column					▪	▪	▪	

TABLE 5B: Public Planting. This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. The local planning office selects species appropriate for the bioregion.

	T1	T2	T3	T4	T5	T6	SD	Permited Species
Large Urban Deciduous	▪	▪	▪	▪	▪	▪	▪	Ketucky Coffee Tree (Male only) Bald Cypress Giinkgo (Male only) Shumard Oak
Medium Urban Deciduous	▪	▪	▪	▪	▪	▪	▪	Chinese Pistache Western Soapberry Caddo Maple Hedge Maple Shantung Maple
Large Suburban Deciduous	▪	▪	▪	▪	▫	▫	▫	Bur oak London Planetree
Medium Suburban Deciduous	▪	▪	▪	▪	▫	▫	▫	Japanese Pagoda Sawtooth Oak
Evergreen	▪	▪	▪	▪	▫	▫	▫	Atlas Cedar Live Oak Arizona Cypress
Off-street only	▫	▫	▫	▫	▫	▫	▫	Little Gem Magnolia Loblolly Pine Incense Cedar Yaupon Holly Foster's Holly Leyland Cypress Osage Orange Lacebark Elm Deciduous Holly Crapemyrte Redbud Serviceberry

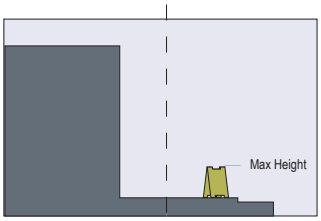
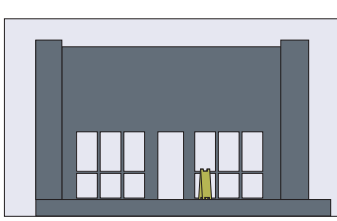
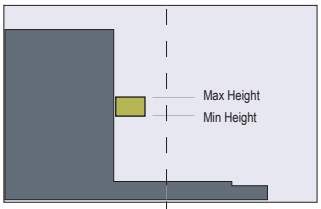
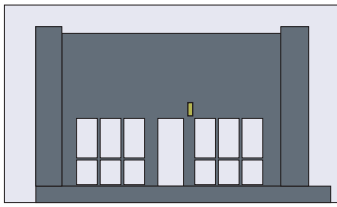
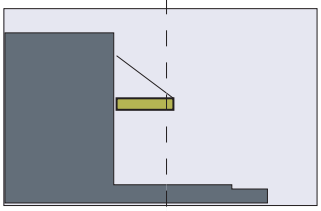
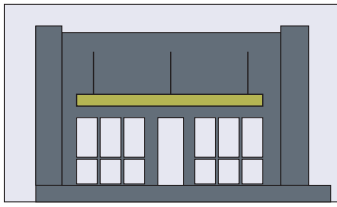
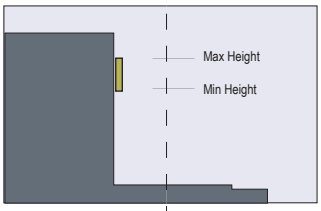
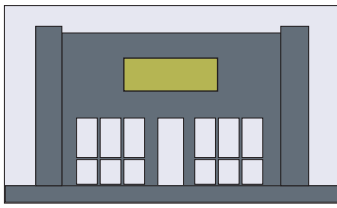
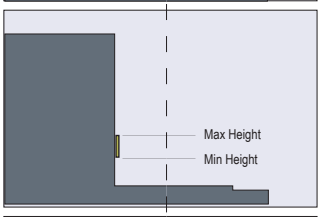
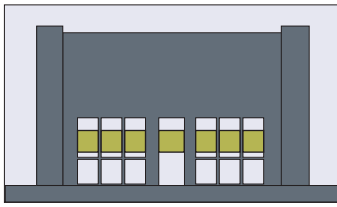
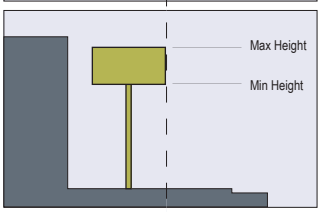
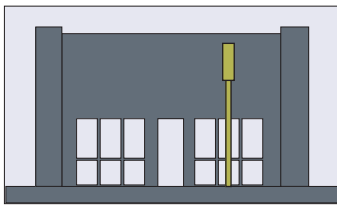
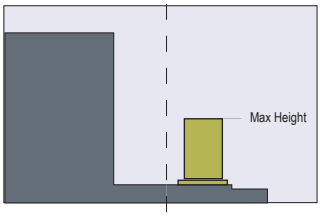
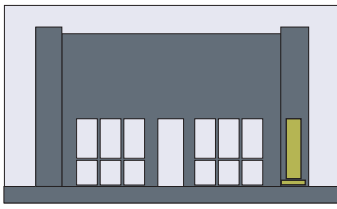
▪ APPROVED FOR ALL USES

▫ APPROVED FOR OFF-STREET USE ONLY

TABLE 6A. SIGNAGE

SECTION

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

a. A-frame: a moveable sign on the sidewalk. May be placed on public or private Frontage. A-frames signs shall be placed within 5 feet of a building or curb so as to not disrupt pedestrian traffic.	**Max. height :** 3'6" **Max. width:** 3'0" **Max. number:** N/A		 T3 SD1 T4 T5 T6
b. Blade: A sign fixed perpendicular to the building façade or suspened from and awening, gallery or arcade. If the build has two frontages, a blade sign may be placed on the corner of the building and oriented at 45 angle as to be visible from both frontages.	**Min. height** : 8'0" **Max. height:** 12'0" **Max. size:** 8 square feet **Max. number:** 2 per retail tenant		 T3 SD1 T4 T5 T6
c. Awening : A sign applied to or attached above or below and awening. Awening signs may be perpendicular and parrel to the the building facade.	**Max. height:** 12'0" **Min. height** : 16'0" **Max. size**: 24 square feet		 T4 SD1 T5 T6
d. Architectural : A sign fixed directly to the facade of the building	**Min. height :** 16'0" **Max. height** : 28'0" **Max. size:** 60 square feet plus 1 square foot for every 1,000 S.F of building floor area **Max number**: 1 per lot		 T4 SD1 T5 T6
e. Window: a decal sign applied to the storefront glazing. Widow signage may be one continuous sign or broken into multiple signs. Only the portions of the sign that interrupt the transparency of the widow are counted toward the size of the sign.	**Min height** : 0'0" **Max height** : 16'0" Max Size: must not obscure more than 20% of first floor windows on any facade		 T4 SD1 T5 T6
f. Billboard: A large free-standing sign mounted on a pole or on the roof of a building.	**Min. height** : 16'0" **Max. height** : 34'0" **Max. size**: 100 Square Feet plus 1 square foot for every 1,000 S.F of Building floor area **Max. number:** 1 per lot		 SD1
g. Pylon: fixed sign perpendicular to the building facade. Pylon signs shall be placed in the public frontage completely within the zone occupied by the street trees.	**Max. height** : 6'0" **Max. width:** 4'0" **Max. number:** 1 per lot		 T4 SD1 T5

f. Billboard: A large free-standing sign mounted on a pole or on the roof of a building

TABLE 7. PRIVATE FRONTAGES

TABLE 7: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.

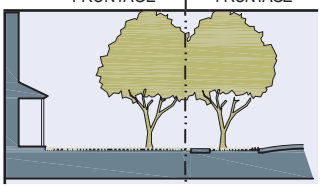
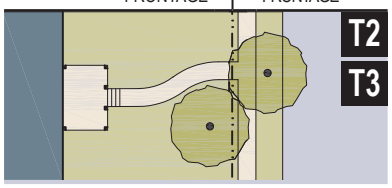
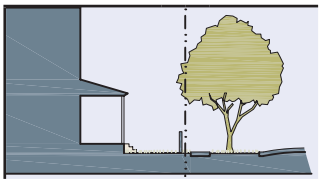
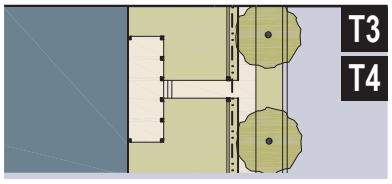
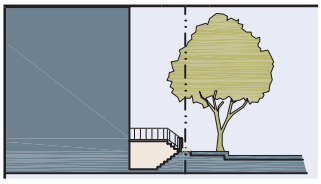
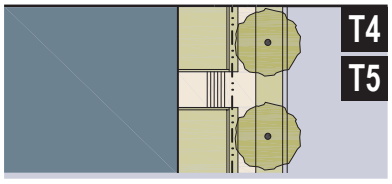
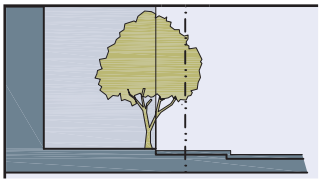
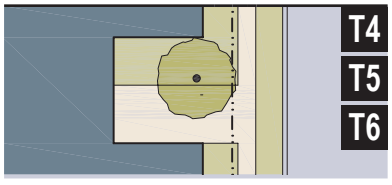
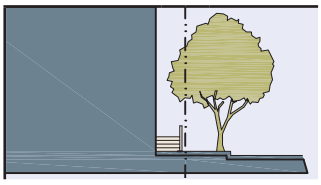
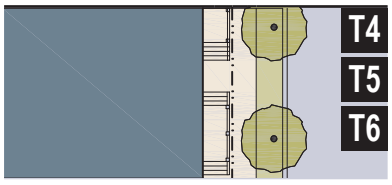
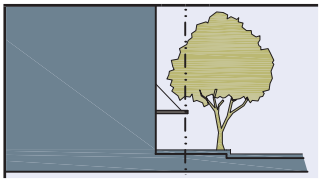
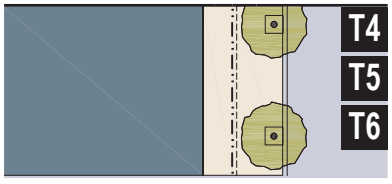
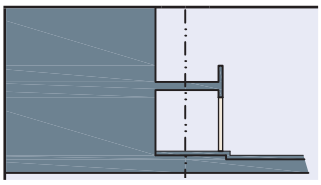
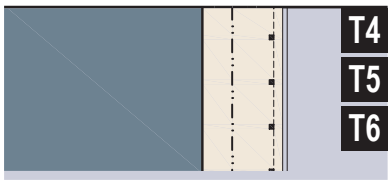
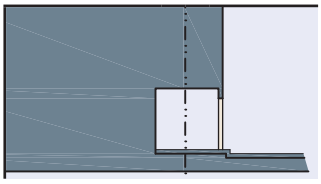
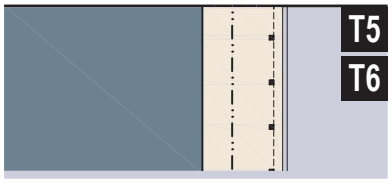
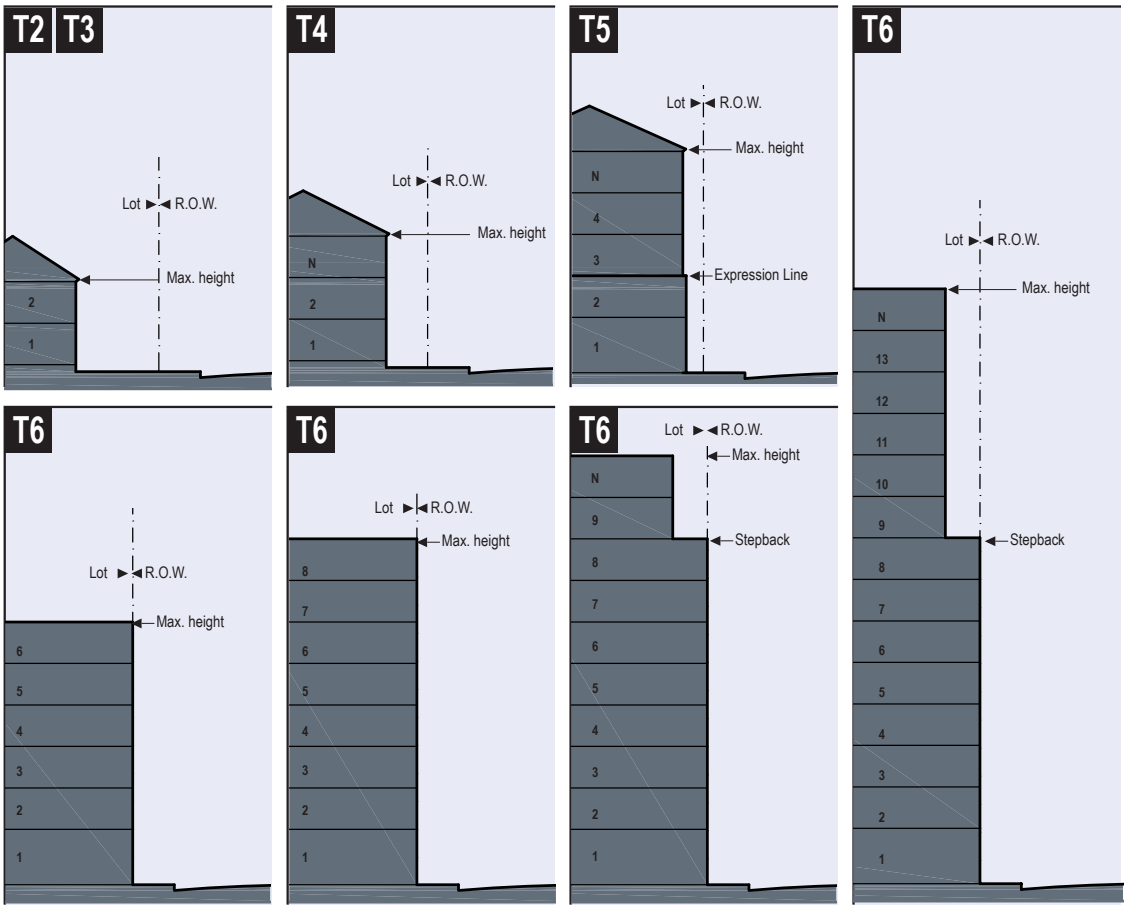
	SECTION LOT ► PRIVATE ► FRONTAGE ◄ R.O.W. ◄ PUBLIC FRONTAGE	PLAN LOT ► PRIVATE ► FRONTAGE ◄ R.O.W. ◄ PUBLIC FRONTAGE	
a. Common Yard: a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.			T2 T3
b. Porch & Fence: a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.			T3 T4
c. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: **Dooryard.**			T4 T5
d. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.			T4 T5 T6
e. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.			T4 T5 T6
f. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.			T4 T5 T6
g. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.			T4 T5 T6
h. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.			T5 T6

TABLE 8: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone. It must be modified to show actual calibrated heights for local conditions. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 14k.



Stepbacks/Arcade Heights. The diagrams below show Arcade Frontages. Diagrams above apply to all other Frontages.

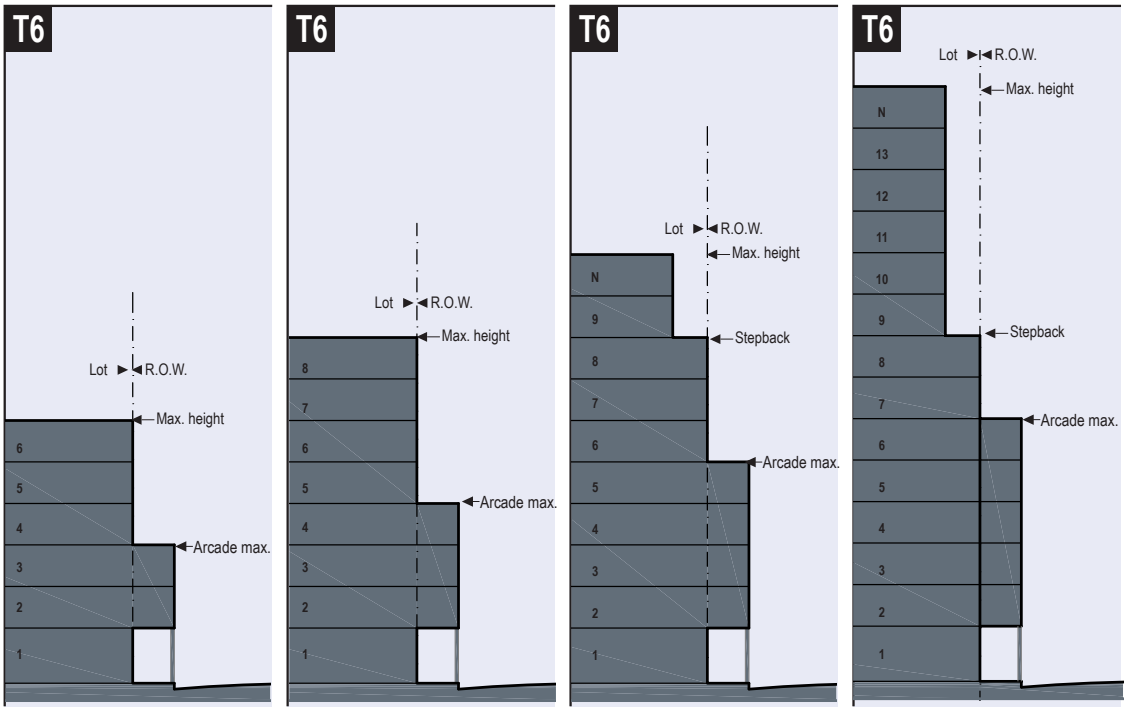
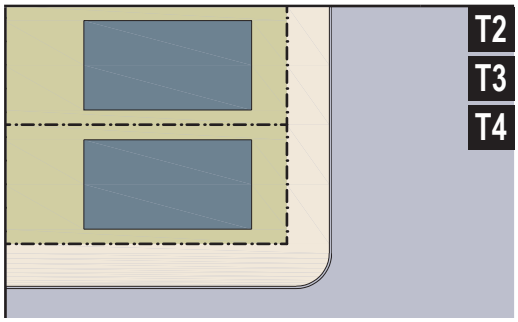


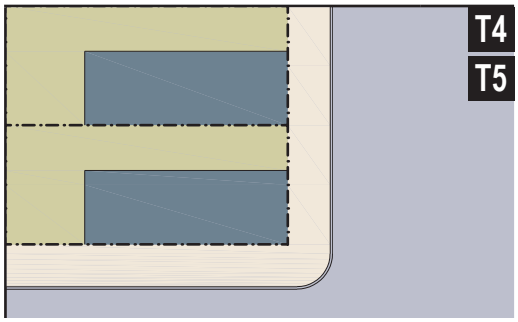
TABLE 9. BUILDING DISPOSITION

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

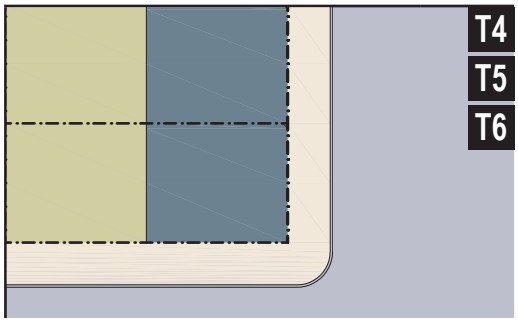
a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.



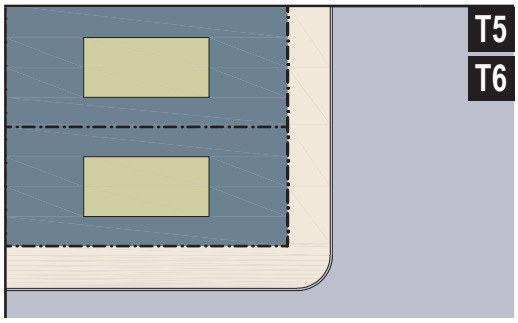
b. Sideyard: Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.



c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.



d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.



e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.

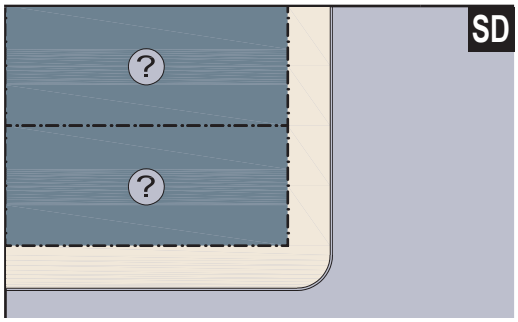


TABLE 10: Building Function. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	T2 T3	T4	T5 T6
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	**Limited Residential:** The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	**Open Residential:** The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	**Restricted Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Limited Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied.Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Open Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	**Limited Office:** The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	**Open Office:** The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	**Restricted Retail:** The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	**Limited Retail:** The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	**Open Retail:** The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 12	See Table 12	See Table 12
f. OTHER	See Table 12	See Table 12	See Table 12

TABLE 11: Parking Calculations. The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

REQUIRED PARKING (See Table 10)

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

SHARED PARKING FACTOR

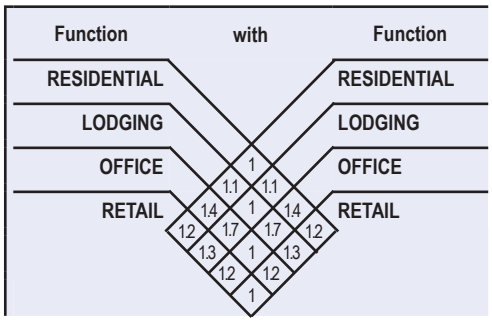


TABLE 10B. BICYCLE PARKING REQUIREMENTS

Table B3: Bicycle Parking Requirements - This table prescribes minimum parking ratios within each Transect Zone. Requirements may be met within the building, Private Frontage, Public Frontage, or a combination thereof.

SHORT TERM PARKING (See Table 10)

	T2 T3	T4	T5 T6
RESIDENTIAL			
Single-Family	no spaces required	no spaces required	n/a
Multi-Family	n/a	Min. 2.0 spaces .05 spaces / bedroom	Min. 2.0 spaces .10 spaces / bedroom
OFFICE	no spaces required	Min. 2.0 spaces 1.0 / add. 20,000 sq. ft.	Min. 2.0 spaces 1.0 / add.15,000 sq. ft.
RETAIL	Min. 2.0 space, 1.0 / add.10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 5,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 5,000 sq. ft.
INDUSTRIAL	TBD	TBD	TBD
CIVIC			
Non-Assembly	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
Assembly	Min. 2.0 spaces 1.0 / add. 20,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 15,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
SCHOOL			
Elementary/ High School	Min. 2.0 spaces 1.0 / add. 25 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students
University	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.5 / add. 20 students	Min. 2.0 spaces 1.0 / add. 10 students
TRANSIT STATION	TBD	TBD	TBD

LONG TERM PARKING (See Table 10)

	T2 T3	T4	T5 T6
RESIDENTIAL			
Single-Family	no spaces required	no spaces required	n/a
Multi-Family	n/a	Min. 2.0 spaces .15 spaces / bedroom	Min. 2.0 spaces .20 spaces / bedroom
OFFICE	no spaces required	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.5 / add. 10,000 sq. ft.
RETAIL	Min. 2.0 space, 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.	Min. 2.0 spaces 1.0 / add. 10,000 sq. ft.
INDUSTRIAL	TBD	TBD	TBD
CIVIC			
Non-Assembly	Min. 2.0 spaces 1.0 / add.15 employees	Min. 2.0 spaces 1.0 / add.15 employees	Min. 2.0 spaces 1.0 / add.10 employees
Assembly	Min. 2.0 spaces 1.0 / add.20 employees	Min. 2.0 spaces 1.0 / add.20 employees	Min. 2.0 spaces 1.5 / add.10 employees
SCHOOL			
Elementary/ High School	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students	Min. 2.0 spaces 1.0 / add. 20 students
University	Min. 2.0 spaces 1.0 / add.15 students	Min. 2.0 spaces 1.5 / add. 10 students	Min. 2.0 spaces 1.5 / add. 10 students
TRANSIT STATION	TBD	TBD	TBD

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TABLE 12. SPECIFIC FUNCTION & USE

TABLE 12: Specific Function & Use. This table expands the categories of Table 10 to delegate specific Functions and uses within Transect Zones. Table 12 should be customized for local character and requirements.

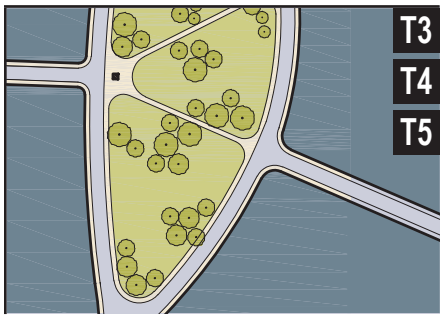
a. RESIDENTIAL	T1	T2	T3	T4	T5	T6	SD1
Mixed Use Block					■	■	■
Flex Building				■	■	■	■
Apartment Building				■	■	■	■
Live/Work Unit			■	■	■	■	■
Row House				■	■		■
Duplex House				■	■		
Courtyard House				■	■		
Sideyard House			■	■	■		
Cottage			■	■			
House		■	■	■			
Villa		■					
Accessory Unit		■	■	■	■		
b. LODGING							
Hotel (no room limit)					■	■	■
Inn (up to 12 rooms)		□		■	■	■	■
Bed & Breakfast (up to 5 rooms)		□	■	■	■	■	
S.R.O. hostel			□	□	□	□	□
School Dormitory				■	■	■	■
c. office							
Office Building				■	■	■	□
Live-Work Unit			■	■	■	■	□
d. RETAIL							
Open-Market Building		■	■	■	■	■	■
Retail Building				■	■	■	■
Display Gallery				■	■	■	□
Restaurant				■	■	■	■
Kiosk				■	■	■	□
Push Cart					□	□	□
Liquor Selling Establishment					□	□	□
Adult Entertainment							
e. CIVIC							
Bus Shelter			■	■	■	■	■
Convention Center						□	■
Conference Center					□	■	■
Exhibition Center						□	■
Fountain or Public Art		■	■	■	■	■	■
Library				■	■	■	■
Live Theater					■	■	■
Movie Theater					■	■	■
Museum					□	■	■
Outdoor Auditorium		□	■		■	■	■
Parking Structure					■	■	■
Passenger Terminal					□	□	■
Playground		■	■	■	■	■	■
Sports Stadium						□	■
Surface Parking Lot				□	□	□	■
Religious Assembly		■	■	■	■	■	■

f. OTHER: AGRICULTURE	T1	T2	T3	T4	T5	T6	SD
Grain Storage	■	■					□
Livestock Pen	□	□					□
Greenhouse	■	■	□				□
Stable	■	■	□				□
Kennel	■	■	□	□	□	□	□
g. OTHER: AUTOMOTIVE							
Gasoline		□			□	□	■
Automobile Service					□	□	■
Truck Maintenance							■
Drive -Through Facility					□	□	■
Rest Stop	■	■					□
Roadside Stand	■	■					□
Billboard						□	□
Shopping Center							□
Shopping Mall							□
h. OTHER: CIVIL SUPPORT							
Fire Station			■	■	■	■	■
Police Station				■	■	■	■
Cemetery		■	□	□			■
Funeral Home				■	■	■	■
Hospital					□	□	■
Medical Clinic				□	■	■	■
i. OTHER: EDUCATION							
College					□	□	■
High School				□	□	□	■
Trade School					□	□	■
Elementary School			□	■	■	■	■
Other- Childcare Center		■	■	■	■	■	□
j. OTHER: INDUSTRIAL							
Heavy Industrial Facility							■
Light Industrial Facility				□	□	□	■
Truck Depot							■
Laboratory Facility						□	■
Water Supply Facility							■
Sewer and Waste Facility							■
Electric Substation	□	□	□	□	□	□	■
Wireless Transmitter	□	□					■
Cremation Facility							■
Warehouse						□	■
Produce Storage							■
Mini-Storage							■

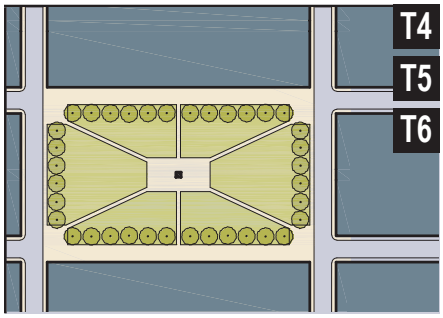
■ BY RIGHT
□ BY WARRANT

a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.

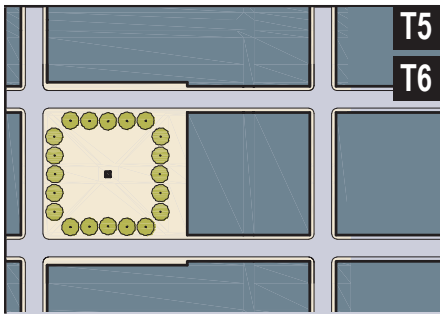
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.



c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.



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



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

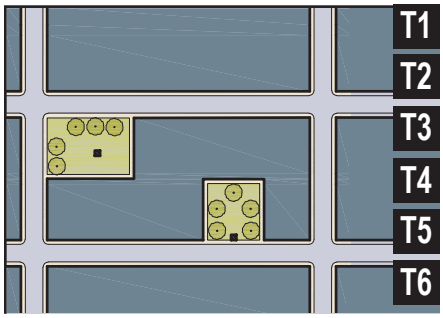


TABLE 14. SMARTCODE SUMMARY

	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICT
a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							(see Table 16)
CLD requires	no minimum	50% min	10 - 30%	20 - 40%	not permitted	not permitted	
TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted	
RCD requires	no minimum	no minimum	not permitted	10 - 30%	**40 - 80%**	10 - 30 %	0%-10%
b. BASE RESIDENTIAL DENSITY (see Section 3.8)							
By Right	not applicable	1 unit / 20 ac avg.	2 units / ac. gross	4 units / ac. gross	6 units / ac. gross	12 units / ac. gross	
By TDR	by Variance	by Variance	6 units / ac. gross	12 units / ac. gross	24 units / ac. gross	96 units / ac. gross	
Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 70%	40 - 80%	
c. BLOCK SIZE							
Block Perimeter	no maximum	no maximum	3000 ft. max	2400 ft. max	2000 ft. max	2000 ft. max *	
d. THOROUGHFARES (see Table 3 and Table 4)						* 3000 ft. max with parking structures	
HW	permitted	permitted	permitted	not permitted	not permitted	not permitted	
BV	not permitted	not permitted	permitted	permitted	permitted	permitted	
AV	not permitted	not permitted	permitted	permitted	permitted	permitted	
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
DR	not permitted	not permitted	permitted	permitted	permitted	permitted	
ST	not permitted	not permitted	permitted	permitted	permitted	not permitted	
RD	permitted	permitted	permitted	not permitted	not permitted	not permitted	
Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted	
Rear Alley	not permitted	not permitted	permitted	required	required	required	
Path	permitted	permitted	permitted	permitted	not permitted	not permitted	
Passage	not permitted	not permitted	permitted	permitted	permitted	permitted	
Bicycle Trail	permitted	permitted	permitted	not permitted *	not permitted	not permitted	
Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted	
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted	
e. CIVIC SPACES (see Table 13)						* permitted within Open Spaces	
Park	permitted	permitted	permitted	by Warrant	by Warrant	by Warrant	
Green	not permitted	not permitted	permitted	permitted	permitted	not permitted	
Square	not permitted	not permitted	not permitted	permitted	permitted	permitted	
Plaza	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
Playground	permitted	permitted	permitted	permitted	permitted	permitted	
f. LOT OCCUPATION							
Lot Width	not applicable	by Warrant	72 ft. min 120 ft. max	18 ft. min 96 ft. max	18 ft. min 180 ft. max	18 ft. min 700 ft. max	
Lot Coverage	not applicable	by Warrant	60% max	70% max	80% max	90% max	
g. SETBACKS - PRINCIPAL BUILDING (see Table 15)							
(g.1) Front Setback (Principal)	not applicable	48 ft. min	24 ft. min	6 ft. min 18 ft. max	0 ft. min 8 ft. max	0 ft. min 8 ft. max	
(g.2) Front Setback (Secondary)	not applicable	48 ft. min	12 ft. min	6 ft. min 18 ft. max	0 ft. min 8 ft. max	0 ft. min 8 ft. max	
(g.3) Side Setback	not applicable	96 ft. min	12 ft. min	0 ft. min	0 ft. min 24 ft. max	0 ft. min 24 ft. max	
(g.4) Rear Setback	not applicable	96 ft. min	12 ft. min	3 ft. min *	3 ft. min *	0 ft. min	
Frontage Buildout	not applicable	not applicable	40% min	60% min	80% min	80% min	
h. SETBACKS - OUTBUILDING (see Table 15)							
(h.1) Front Setback	not applicable	20 ft. min +bldg setback	20 ft. min +bldg setback	20 ft. min +bldg setback	40 ft. max from rear prop	not applicable	
(h.2) Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min or 3 ft.	0 ft min	not applicable	
(h.3) Rear Setback	not applicable	3 ft. min	3 ft. min	3 ft.	3 ft. max	not applicable	
i. BUILDING DISPOSITION (see Table 9)							
Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted	
Sideyard	not permitted	not permitted	not permitted	permitted	permitted	not permitted	
Rearyard	not permitted	not permitted	not permitted	permitted	permitted	permitted	
Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted	
j. PRIVATE FRONTAGES (see Table 7)							
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	not permitted	
Porch & Fence	not applicable	not permitted	permitted	permitted	not permitted	not permitted	
Terrace or Dooryard	not applicable	not permitted	not permitted	permitted	permitted	not permitted	
Forecourt	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Stoop	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Shopfront & Awning	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Gallery	not applicable	not permitted	not permitted	permitted	permitted	permitted	
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted	
k. BUILDING CONFIGURATION (see Table 8)							
Principal Building	not applicable	2 Stories max	2 Stories max	3 Stories max	5 Stories max, 20 ft min	8 Stories max, 2 min	
Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable	
l. BUILDING FUNCTION (see Table 10 &Table 12)							
Residential	not applicable	restricted use	restricted use	limited use	open use	open use	
Lodging	not applicable	restricted use	restricted use	limited use	open use	open use	
Office	not applicable	restricted use	restricted use	limited use	open use	open use	
Retail	not applicable	restricted use	restricted use	limited use	open use	open use	

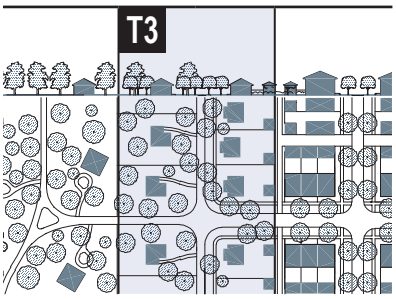
DISPOSITION

CONFIGURATION

FUNCTION

ARTICLE 5

ARTICLE 2, 3, 4



(see Table 1)

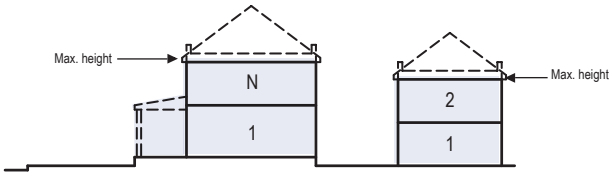
l. BUILDING FUNCTION (see Table 10 & Table 12)	
Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use
k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	2 stories max.
Outbuilding	2 stories max.
f. LOT OCCUPATION (see Table 14f)	
Lot Width	72 ft. min 120 ft. max
Lot Coverage	60% max
i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted
g. SETBACKS - PRINCIPAL BUILDING (see Table 14g)	
(g.1) Front Setback Principal	24 ft. min
(g.2) Front Setback Secondary	12 ft min.
(g.3) Side Setback	12 ft min.
(g.4) Rear Setback	12 ft min.
Frontage Buildout	40% min at setback
h. SETBACKS - OUTBUILDING (see Table 14h)	
(h.1) Front Setback	20 ft. min. + bldg setback
(h.2) Side Setback	3 ft. or 6 ft at corner
(h.3) Rear Setback	3 ft. min
j. PRIVATE FRONTAGES (see Table 7)	
Common Lawn	permitted
Porch & Fence	permitted
Terrace or L.C.	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted
	Refer to Summary Table 14
PARKING PROVISIONS	
See Table 10 & Table 11	

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

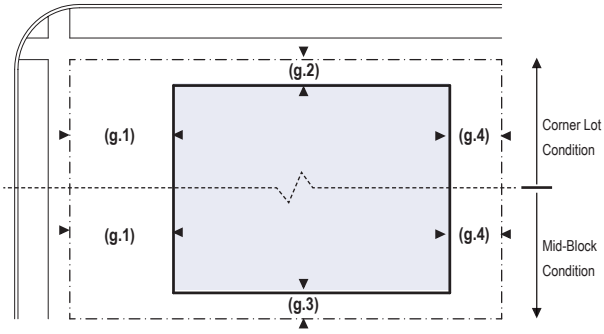
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



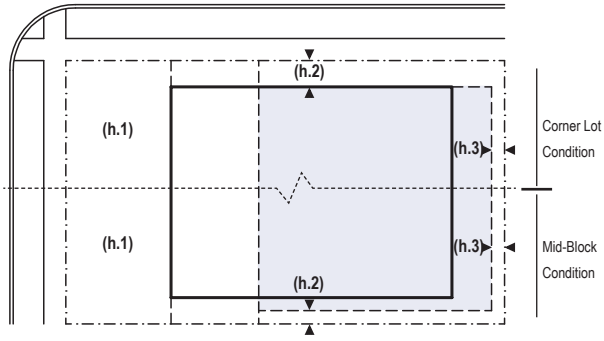
SETBACKS - PRINCIPAL BLDG

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



SETBACKS - OUTBUILDING

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



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.

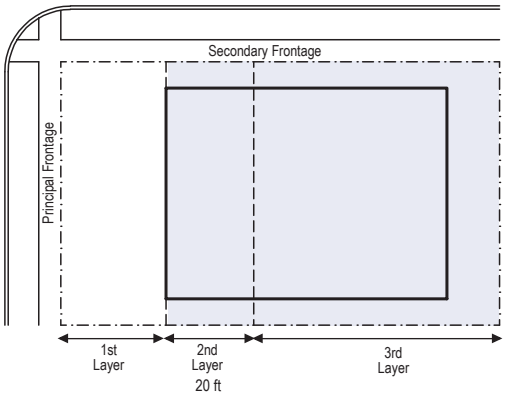
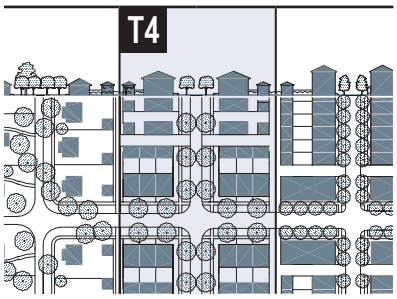


TABLE 15B. FORM-BASED CODE GRAPHICS - T4



(see Table 1)

l. BUILDING FUNCTION (see Table 10 & Table 12)	
Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use

k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	3 stories max
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 14f)	
Lot Width	18 ft min 96 ft max
Lot Coverage	70% max

i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 14g)	
(g.1) Front Setback Principal	6 ft. min. 18 ft. max.
(g.2) Front Setback Secondary	6 ft. min. 18 ft. max
(g.3) Side Setback	0 ft. min.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback

h. SETBACKS - OUTBUILDING (see Table 14h)	
(h.1) Front Setback	20 ft. min. + bldg. setback
(h.2) Side Setback	0 ft. min. or 3 ft at corner
(h.3) Rear Setback	3 ft. min

j. PRIVATE FRONTAGES (see Table 7)	
Common Lawn	not permitted
Porch & Fence	permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted
	Refer to Summary Table 14

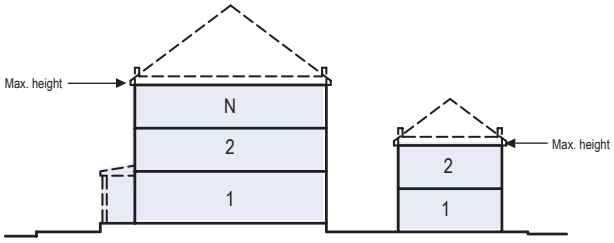
PARKING PROVISIONS
See Table 10 & Table 11

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

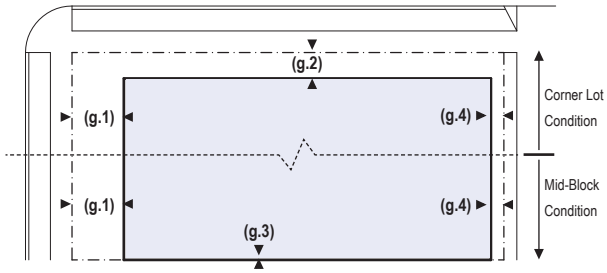
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minumum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



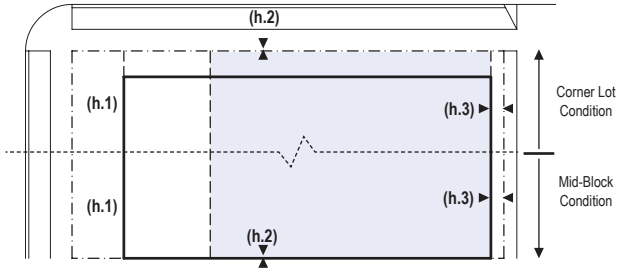
SETBACKS - PRINCIPAL BLDG

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



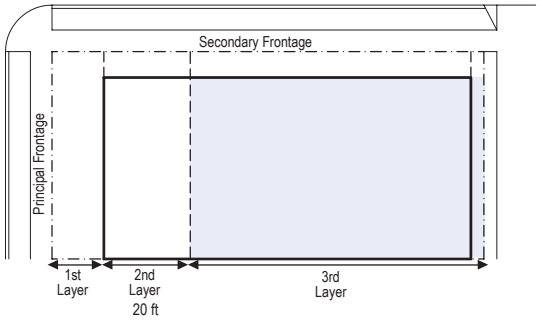
SETBACKS - OUTBUILDING

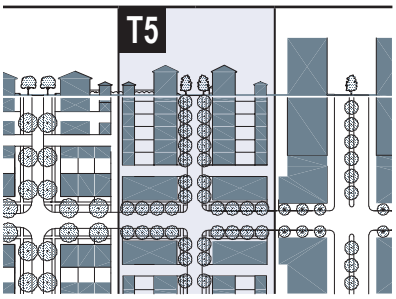
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.





(see Table 1)

l. BUILDING FUNCTION (see Table 10 & Table 12)	
Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	5 stories max. 20 ft min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 14f)	
Lot Width	18 ft min 180 ft max
Lot Coverage	80% max

i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	not permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 14g)	
(g.1) Front Setback Principal	0 ft. min. 8 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 8 ft. max.
(g.3) Side Setback	0 ft. min. 24 ft. max.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	80% min at setback

h. SETBACKS - OUTBUILDING (see Table 14h)	
(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	0 ft. min. or 2 ft at corner
(h.3) Rear Setback	3 ft. max.

j. PRIVATE FRONTAGES (see Table 7)	
Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted
	Refer to Summary Table 14

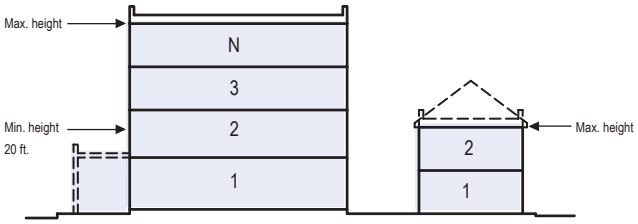
PARKING PROVISIONS
See Table 10 & Table 11

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

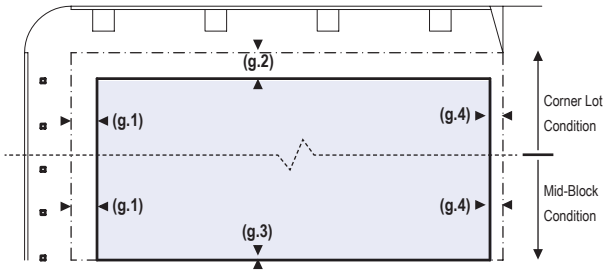
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.



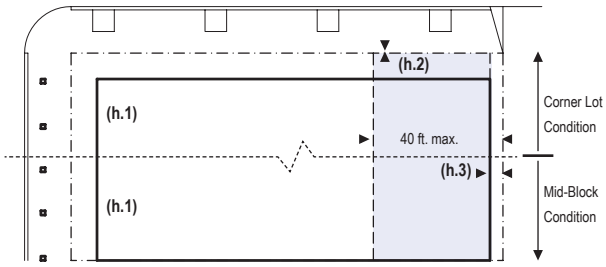
SETBACKS - PRINCIPAL BLDG

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



SETBACKS - OUTBUILDING

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



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.

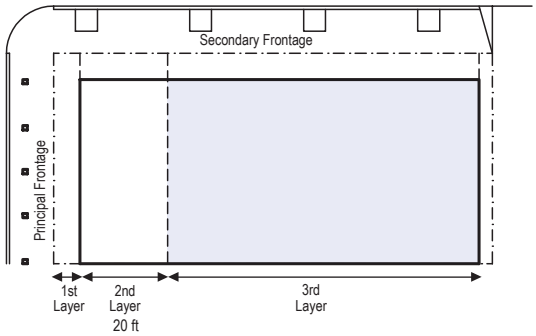
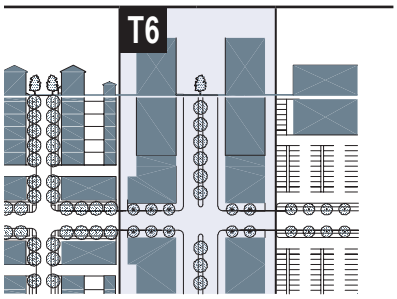


TABLE 15D. FORM-BASED CODE GRAPHICS - T6



(see Table 1)

l. BUILDING FUNCTION (see Table 10 & Table 12)	
Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	8 stories max. 2 min.
Outbuilding	N/A

f. LOT OCCUPATION (see Table 14f)	
Lot Width	18 ft. min 700 ft. max
Lot Coverage	90% max

i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	not permitted
Sideyard	not permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 14g)	
(g.1) Front Setback Principal	0 ft. min. 8 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 8 ft. max.
(g.3) Side Setback	0 ft. min. 24 ft. max.
(g.4) Rear Setback	0 ft. min.
Frontage Buildout	80% min. at setback

h. SETBACKS - OUTBUILDING (see Table 14h)	
Front Setback	N/A
Side Setback	N/A
Rear Setback	N/A

j. PRIVATE FRONTAGES (see Table 7)	
Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or L.C.	not permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted
	Refer to Summary Table 14

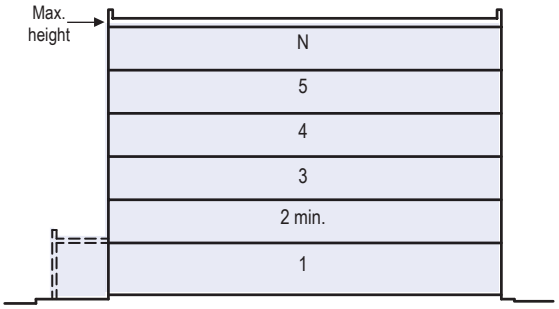
PARKING PROVISIONS
See Table 10 & Table 11

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

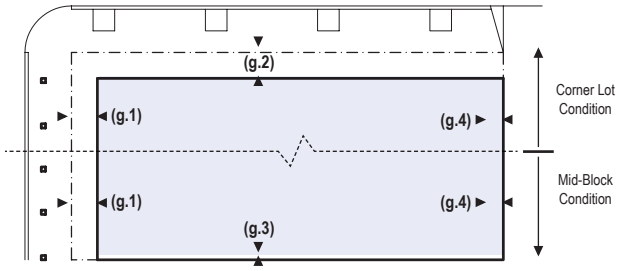
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Stepbacks, Recess Lines, and Extension Lines shall be as shown on Table 8.



SETBACKS - PRINCIPAL BLDG

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



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.

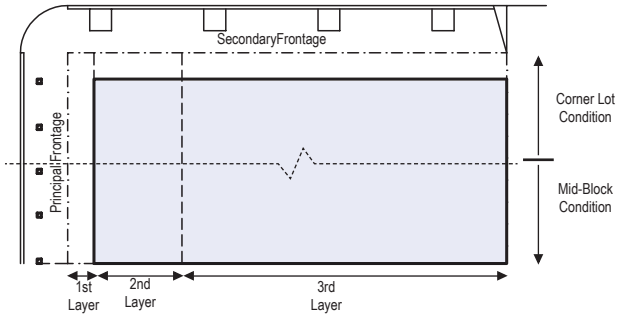


TABLE 16. SPECIAL DISTRICTS

The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

	SD1	SD2	SD3	SD4	SD5		
a. ALLOCATION OF ZONES							
CLD	not permited						
TND	not permited						
RCP	10%						
TOD							
b. BASE RESIDENTIAL DENSITY							
By Right	6/ units ac. gross						
By TDR	24/ units ac. gross						
Other Functions	0%-100%						
c. BLOCK SIZE							
Block Perimeter	No maximum						
d. THOROUGHFARES							
HW	not permitted						
BV	permitted						
AV	permitted						
CS	permitted						
DR	permitted						
ST	permitted						
RD	not permitted						
Rear Lane	permitted						
Rear Alley	permitted						
Path	permitted						
Passage	not permitted						
Bicycle Trail	not permitted						
Bicycle Lane	permitted						
Bicycle Route	permitted						
e. CIVIC SPACES							
Park	permitted						
Green	permitted						
Square	permitted						
Plaza	permitted						
Playground	permitted						
f. LOT OCCUPATION							
Lot Width	18 ft min 180 max						
Lot Coverage	70% max						
g. SETBACKS - PRINCIPAL BUILDING							
Front Setback	2 ft min						
Side Setback	0 ft min						
Rear Setback	3 ft min						
h. BUILDING Disposition							
Edgeyard	permitted						
Sideyard	permitted						
Rearyard	permitted						
i. PRIVATE FRONTAGES							
Common Yard	permitted						
Porch & Fence	permitted						
Terrace, Dooryard	permitted						
Forecourt	permitted						
Stoop	permitted						
Shopfront	permitted						
Gallery	permitted						
Arcade	permitted						
Parking Lot	permitted						
j. BUILDING CONFIGURATION							
Principal Building	No max or min						
Outbuilding	2 stories max						
k. BUILDING FUNCTION							
Residential	Limited use						
Lodging	Limited use						
Office	Limited use						
Retail	Limited use						

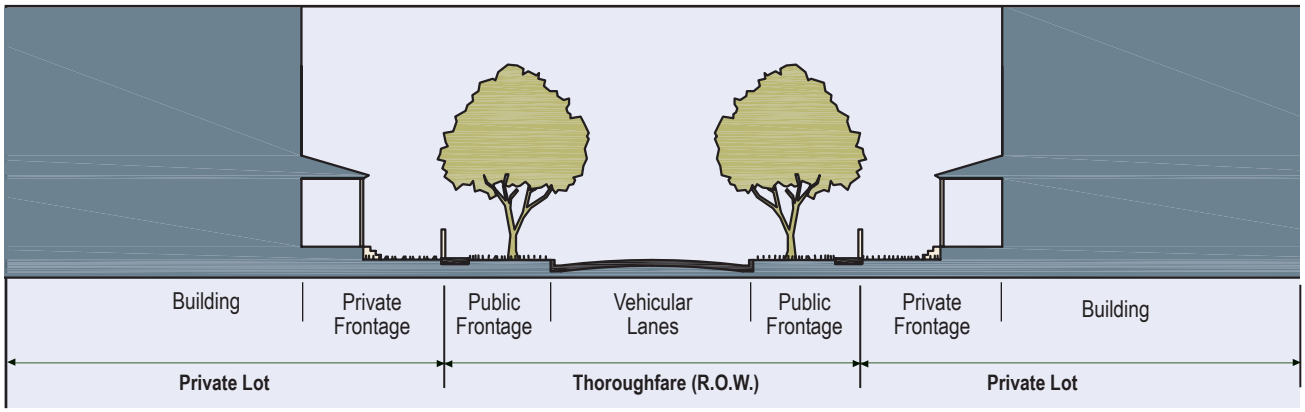
DISPOSITION

CONFIGURATION

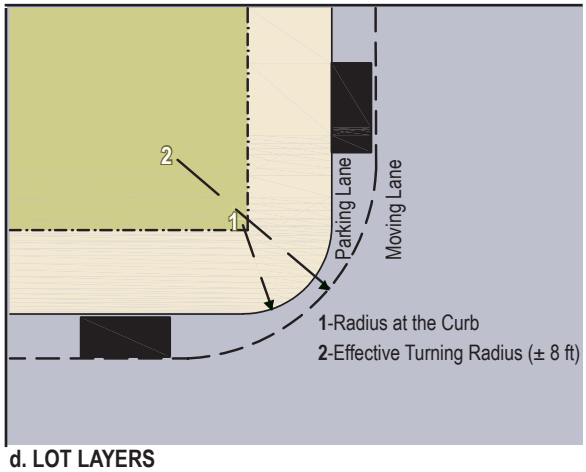
FUNCTION

TABLE 17. DEFINITIONS ILLUSTRATED

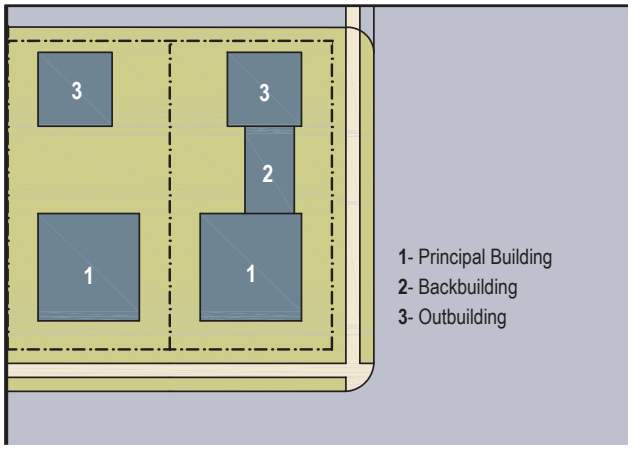
a. THOROUGHFARE & FRONTAGES



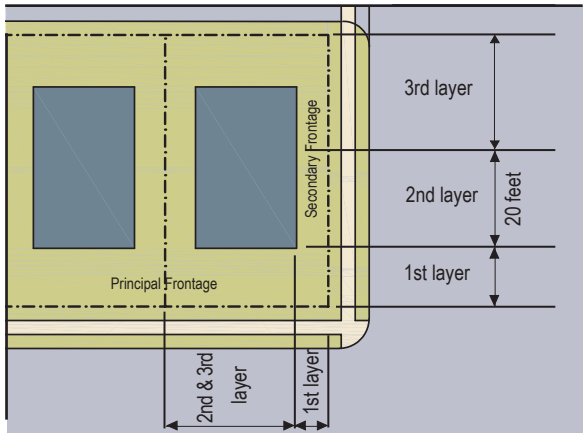
b. TURNING RADIUS



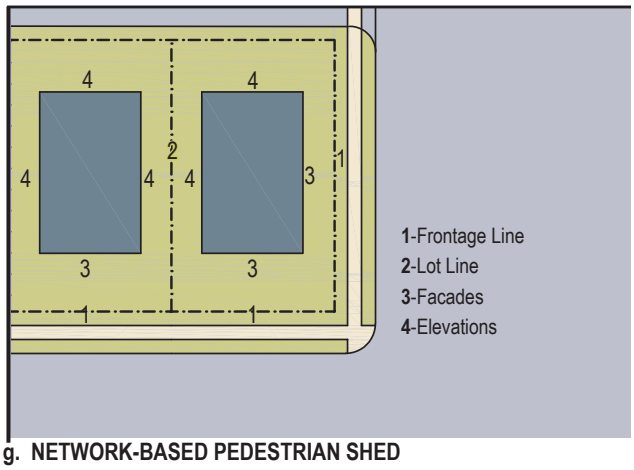
c. BUILDING DISPOSITION



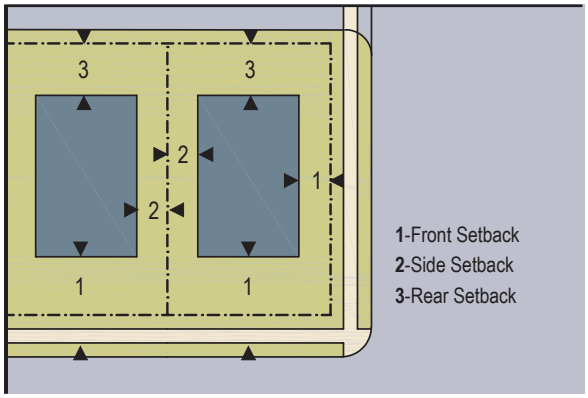
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED

DEFINITIONS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to *Articles, Sections,* or *Tables* in the SmartCode.

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

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. *See Table 10 and Table 17.* (Syn: ancillary unit)

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

Affordable Housing: dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

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

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

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

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

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

BRT: see **Bus Rapid Transit.**

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 17.*

Base Density: the number of dwelling units per acre before adjustment for other Functions and/or TDR. See **Density.**

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 7 bedrooms, permitted to serve breakfast in the mornings to guests.

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

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

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

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

Block Face: the aggregate of all the building Facades on one side of a Block.

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

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

Bus Rapid Transit: a rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

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

CLD or **Clustered Land Development:** a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. *See Table 2 and Table 14a.* (Syn: Hamlet, Conservation Land Development, cluster)

CRC: Consolidated Review Committee.

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

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

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

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. *See Table 13.*

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

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

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

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. *See Table 7*.

Community Unit: a regulatory category defining the physical form, Density, and extent of a settlement. The three Community Unit types addressed in this Code are

CLD, TND, and RCD. Variants of TND and RCD for Infill *(Article 4)* are called Infill TND and Infill RCD. The TOD Community Unit type may be created by an overlay on TND or RCD.

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

Consolidated Review Committee (CRC): Usually part of the Development Services Department, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Development and Design Center. See Section 1.4.3.

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

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

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. *See Table 9.*

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

DDC: Development and Design Center.

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

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed. *See Table 3A.*

Development and Design Center (DDC): A component of theDevelopment Services Department assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: the placement of a building on its Lot. *See Table 9 and Table 17.*

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. *See Table 7.* (Variant: **Lightwell,** light court.)

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

Driveway: a vehicular lane within a Lot, often leading to a garage. *See Section 5.10 and Table 3B-f.*

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. *See Table 9.*

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 11.*

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. *See Table 17.*

Elevation: an exterior wall of a building not along a Frontage Line. *See Table 17.* See: **Facade.**

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

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

Estate House: an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. *See Table 8.* (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage. *See Table 8.*

Facade: the exterior wall of a building that is set along a Frontage Line. *See* **Elevation.**

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. *See Table 7.*

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage.** *See Table 4A and Table 7.*

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 17.*

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited,* or *Open*, according to the intensity of the use. *See Table 10 and Table 12.*

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 7.*

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps.The protocol for preparing a *Regional Plan* should be based on GIS information. *See Section 2.1.*

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. *See Table 13.*

Greenfield: an area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

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

Hamlet: *See* **CLD**. (Syn: cluster, settlement.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. *See Table 10.*

House: an Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single.)

Infill: *noun* - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. *verb*- to develop such areas.

Infill RCD: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed and consisting of T-4, T-5, and/or T-6 Zones. *See Section 4.2.3.* (Var: downtown.)

Infill TND: a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, and/or T-5 Zones. *See Section 4.2.2.* (Var: neighborhood.)

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. *See Table 10.*

Layer: a range of depth of a Lot within which certain elements are permitted. *See Table 17.*

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. *See Table 7.* (Syn: light court.)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately 1/4 mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Syn: elongated pedestrian shed.)

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. *See* **Work-Live.** (Syn.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms. *See Table 10 and Table 12.*

Long Pedestrian Shed: a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. *See* **Pedestrian Shed.**

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: the boundary that legally and geometrically demarcates a Lot.

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community.The Main Civic Space is often, but not always, associated with an important Civic Building.

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

Meeting Hall: a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. *See Table 17.*

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. *See Table 10.*

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

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. *See Table 17.*

Park: a Civic Space type that is a natural preserve available for unstructured recreation. *See Table 13.*

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

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

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

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

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

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

Principal Building: the main building on a Lot, usually located toward the Frontage. *See Table 17.*

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

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

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. *See Table 7 and Table 17.*

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. *See Table 4A and Table 4B.*

RCD: *see* **Regional Center Development.**

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

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 9.* (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. *See Table 8.*

Regional Center: Regional Center Development or **RCD.**

Regional Center Development (RCD): a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. RCD takes the form of a high-Density Mixed Use center connected to other centers by transit. See **Infill RCD**, *Table 2 and Table 14a.* (Var: town center, downtown. Syn: **Regional Center)**

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

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

Retail: characterizing premises available for the sale of merchandise and food service. *See Table 10 and Table 12.*

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. *See* **Special Requirements.**

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). *See Table 3A.*

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See **Rearyard Building.** (Syn: **Townhouse)**

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

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. *See Table 17.*

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 5.7. See Table 14g.* (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. *See Table 11.*

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. *See Table 7.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. *See Table 9.*

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

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. *See Table 9.*

Special District (SD): an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the community scale.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: provisions of Section 3.9, Section 4.7, and Section 5.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. S*ee Table 13.*

Standard Pedestrian Shed: a Pedestrian Shed that is an average 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground. *See Table 8.*

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and

landing at the entrance. *See Table 7.*

Story: a habitable level within a building, excluding an Attic or raised basement. *See Table 8.*

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 3B and Table 4B*.

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) *See Section 5.7.5f.*

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

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

T-zone: Transect Zone.

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

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. *See Table 3A, Table 3B and Table 17a.*

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. *See Table 2 and Table 14a.* (Syn: village. Variant: **Infill TND**, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND or RCD permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in *Section 5.9.2d.*

Townhouse: See **Rearyard Building.** (Syn: **Rowhouse**)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

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

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. *See Table 3B and Table 17.*

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

Urbanized: generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code *(Section 1.3).* Variances are usually granted by the Board of Appeals in a public hearing. *See Section 1.5*.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent *(Section 1.3).* Warrants are usually granted administratively by the CRC. *See Section 1.5*.

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

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

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan.**

RESOLUTION NO. 2014-26

RESOLUTION RECOMMENDING THE APPROVAL OF PROPOSED AMENDMENTS TO THE CITY OF YUKON ZONING ORDINANCE THAT WILL ALLOW FOR THE CREATION OF A FORM-BASED CODE OVERLAYING THE FRISCO ROAD ECONOMIC DEVELOPMENT PROJECT PLAN PROJECT AREA

WHEREAS, the Yukon Economic Development Authority ("Authority") is a public trust created by a Trust Indenture dated August 2, 2013, adopted pursuant to the Oklahoma Public Trust Law, 60 O.S. § 176, *et seq.*, for the purposes of financing, operating, developing, constructing, maintaining, managing, marketing, and administering projects for investments and reinvestments within or near the City of Yukon; and

WHEREAS, the City of Yukon ("City") has adopted the Frisco Road Economic Development Project Plan ("Project Plan"), which seeks to improve the quality of life for Yukon citizens, stimulate private investment, and enhance the tax base by promoting the development of property located just south of Interstate 40 and east of Frisco Road that is to be anchored by a limited service hotel and various commercial outlets; and

WHEREAS, the City has authorized and designated the Authority as a public entity to assist in carrying out provisions of the Project Plan, including incurring Project Costs pursuant to Section VIII of the Project plan; and

WHEREAS, one of the principal actions under the Project Plan is the planning and design approval of the Project; and

WHEREAS, to assist with this action the Authority has retained the services of Butzer Gardner Architects ("Consultants") to conduct the Authority's planning and design review services pursuant to the Project Plan; and

WHEREAS, the Consultants have conducted a community design survey, which revealed that there is a strong public preference for mixed-use, new-urban-style development for the Frisco Road Project Area; and

WHEREAS, existing City zoning ordinances and development regulations do not allow the type of mixed-use development desired by City residents, as evidenced by the community design survey; and

WHEREAS, changes to the City's zoning ordinances and development regulations are necessary in order to implement the development outcomes desired by City residents; and

WHEREAS, the SmartCode is a nationally-known template development code that is easily calibrated to local conditions and will allow the type of development desired by City residents; and

WHEREAS, the Consultants, in coordination with the Executive Director and Legal Counsel, have begun preparing a draft SmartCode calibration for the Frisco Road Project Area and have proposed certain amendments to the current City zoning ordinance that allow the SmartCode to be adopted and implemented.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Yukon Economic Development Authority:

1. That the proposed amendments to the City of Yukon Zoning Ordinance shown in "Exhibit A" to this resolution are necessary to the adoption and implementation of a forthcoming SmartCode calibration which will provide the appropriate regulatory context to allow the creation of a mixed-use, new-urban development for the Frisco Road Project Area.

2. That the Board of Trustees of the Yukon Economic Development Authority recommends to the Planning Commission and the City Council of the City of Yukon that they consider and approve the proposed amendments to the City of Yukon Zoning Ordinance shown in "Exhibit A."

I, _____, Secretary of the Board of Trustees of the Yukon Economic Development Authority, certify the foregoing Resolution was duly adopted at a regular meeting of the Board of Trustees of the Yukon Economic Development Authority, held at offices at 12 South 5th Street, Yukon, Oklahoma, on the _____ day of _____, 2014; said meeting was held in accordance with the By-Laws of the Authority and the Oklahoma Open Meetings Act, that a quorum was present at all times during said meeting; and the Resolution was duly adopted by a majority of those Trustees present.

_____
Chairman

_____
Secretary

Yukon, Oklahoma Code of Ordinances
Revisions for Form-Based Code

New Addition
~~Removal~~

City of Yukon, Oklahoma
Code of Ordinances
Appendix A – Zoning Ordinance

Article 2. – ESTABLISHMENT OF DISTRICTS

Section 201. – ZONING DISTRICTS

201.1 – Zoning districts established.

For the purpose of this Ordinance and the promotion of public health, safety and general welfare of the community, the following districts are hereby established for the City of Yukon, Oklahoma:

A	Agricultural District
R-1	Single-Family Residential District
R-2	Combined Residential District
R-3	Low and Medium Density, Multi-Family Residential District
CB	Central Business District
C-1	Office District
C-2	Convenience Commercial District
C-3	Restricted Commercial District
C-4	Planned Shopping Center District
C-5	Automotive and Commercial Recreation District
C-6	General Commercial District
I-1	Light Industrial District
I-2	Heavy Industrial District
PUD	Planned Unit Development Supplemental District

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FD	Flood Plan [Floodway] Supplemental District
UG	Urban Gateway Overlay Supplemental District
SC	Urban Gateway Smart Code

ARTICLE 4. – GENERAL PROVISIONS APPLYING TO ALL OR TO SEVERAL DISTRICTS

Section 401. – LIMITATIONS ON USE

401.3 – Residential uses restricted to residential lots.

It is intended that these regulations be interpreted as not permitting a dwelling unit to be located on the same lot with or within a structure used or intended to be used primarily for nonresidential purposes, with exceptions for ~~that~~ one accessory residential unit ~~may be~~ provided for a night watchman, motel manager, or similar purpose where essential to the main use of the lot, and for development under the Urban Gateway Smart Code.

Section 404. – STREET ACCESS

404.1 –

No principal building shall hereafter be constructed on a lot which does not abut a public dedicated street unless such construction is permitted under the Urban Gateway Smart Code or the terms of a PUD.

Section 406. – OFF-STREET PARKING

406.1 – Purpose and application.

It is the intent of these requirements that adequate parking, loading and maneuvering facilities be provided on off-the-street areas for each use of land within the City of Yukon. Requirements are intended to be based on the demand created by each land use and will be satisfied by facilities which are functionally adequate and aesthetically pleasing. These requirements shall apply to all uses in all districts except for the Urban Gateway Smart Code.

ARTICLE 6. – SPECIFIC DISTRICT REGULATIONS

Section 607. – ~~RESERVED~~ URBAN GATEWAY OVERLAY SUPPLEMENTAL DISTRICT

607.1 – Purpose.

The Urban Gateway Overlay Supplemental District does the following:

1. Coordinate with ongoing planning efforts for the City of Yukon Frisco Road Economic Development Project Plan and Tax Increment Finance District.
2. Further the goals, policies, and objectives outlined in the Comprehensive Plan and as supplemented by the Community Design Survey for the Frisco Road Development.
3. Ensure the integrity of the ongoing planning process so public discourse can take place involving affected property owners and city residents while still ensuring individual development proposals are consistent with the Comprehensive Plan goals, policies, and objectives and the Community Design Survey.
4. Ensure new development incorporates the following:
    - Pedestrian-friendly environment with wide sidewalks, tree-lined streets, active shopfronts, short blocks and variety of uses.
    - Variety of public gathering places such as squares and civic greens.
    - Naturally-calmed streets, shaded by rows of trees that allow for on-street parking.
    - Streets and sidewalks that form a connected network, providing a variety of pedestrian and vehicular routes to any single destination in and out o the development.
    - Variety of compatible uses, allowing people the opportunity to live, work and play near one another, including, specifically residential uses above ground floor commercial uses, as appropriate.
    - Opportunities for housing choice and variety, including attached and detached homes available for both rental and ownership.
    - Buildings placed close to the local or internal collector streets, oriented to the sidewalk and street front, providing easy access for pedestrian activity.
    - Building facades that create visual interest through horizontal and vertical articulation with windows, multiple entrances facing streets and sidewalks, and no blank walls.
    - Parking located to the rear or side of buildings.
    - Central Oklahoma native landscaping and trees in parking areas and along bordering walkways.
    - Protection and enhancement of the natural features of the site, using them as a framework in creation of any site plans.
    - Internal principal ("main") street as part of the organization of development on the site.
    - Development that does not turn its back on arterial streets, but instead focuses on taming the street edge with elements such as slip roads, landscaping, and pedestrian-oriented features.

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607.2 – Applicability.

These standards apply to all applications for development approval in the Urban Gateway Supplemental District as designated in Attachment A to Ordinance [ordinance no.] (incorporated by reference), except as expressly exempted.

607.3 – Exemptions.

These standards do not apply to the following:

1. Change in use of an existing structure or expansion of an existing use that is lawfully permitted by the underlying zoning district.
2. Use or development for which only a single-family residential building permit or certificate of occupancy is required.
3. Single household dwelling on a lot recorded on or before the effective date of this overlay supplemental district.
4. Rehabilitation of an existing building or structure that does not change the use or enlarge the building or structure.
5. Permit or approval where a complete application was filed with the City before the effective date of this overlay supplemental district.

607.4 – Additional requirement.

1. All land developed in the Urban Gateway Overlay Supplemental District must explicitly incorporate the design principles stated in § 607-1 either through a Planned Unit Development zoning or through a voluntary compliance to the standards and procedures in the Urban Gateway SmartCode, unless specifically exempted.
2. Sexually-oriented businesses, junk or salvage yards, and major automobile repair facilities are expressly prohibited within the Urban Gateway Overlay Supplemental District.

Section 608. – URBAN GATEWAY SMART CODE

608.1 – Purpose.

The Urban Gateway Smart Code district is a setting for development that conforms to the City's Smart Code. The Smart Code is a form-based unified land development ordinance designed to create walkable neighborhoods across the full spectrum of human settlement, from the most rural to the most urban, incorporating a transect of character and intensity in each.

608.2 – Applicability.

The Smart Code is maintained as a separate ordinance parallel to other City ordinances and takes precedence over other sections of the City of Yukon Code of Ordinances when in conflict.

608.3 – Zoning Districts.

Individual Smart Code transect zones will be identified on the zoning map alongside conventional zoning districts. Transect zones are described in Smart Code Section 5 Table 1 and include:

[list transects]

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FINANCIAL STATEMENT - UNAUDITED
AS OF: NOVEMBER 30TH, 2014

36 -ST Capital Improvement
ECONOMIC DEVELOPMENT % OF YEAR COMPLETED: 41.67
DEPARTMENTAL EXPENDITURES

		CURRENT BUDGET	CURRENT PERIOD	PRIOR YEAR EXPENSE	Y-T-D ACTUAL	Y-T-D ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET
PERSONNEL								
36-5502-101	Regular Employees	129,269.00	11,045.94	0.00	63,936.69	0.00	65,332.31	49.46
36-5502-102	Extra Help	36,160.00	2,148.00	0.00	11,904.00	0.00	24,256.00	32.92
36-5502-106	Car Allowance	0.00	230.48	0.00	1,244.70	0.00	(1,244.70)	0.00
36-5502-112	Employee Retirement	32,124.00	822.88	0.00	5,054.03	0.00	27,069.97	15.73
36-5502-113	FICA (Social Security	10,103.00	904.55	0.00	5,271.60	0.00	4,831.40	52.18
TOTAL PERSONNEL		207,656.00	15,151.85	0.00	87,411.02	0.00	120,244.98	42.09
SUPPLIES								
36-5502-201	Office Supplies	700.00	0.00	0.00	278.55	175.00	246.45	64.79
36-5502-202	Duplication/Computer	200.00	0.00	0.00	0.00	63.67	136.33	31.84
36-5502-208	Publications & Period	500.00	0.00	0.00	0.00	0.00	500.00	0.00
36-5502-225	Promotional Items	5,000.00	45.00	0.00	326.71	0.00	4,673.29	6.53
TOTAL SUPPLIES		6,400.00	45.00	0.00	605.26	238.67	5,556.07	13.19
EQUIPMENT AND MAINTENANCE								
36-5502-315	Office Equipment	500.00	0.00	0.00	0.00	0.00	500.00	0.00
36-5502-331	Travel Expense	10,200.00	1,302.01	0.00	1,581.49	858.34	7,760.17	23.92
36-5502-340	Postage and Shipping	200.00	50.00	0.00	100.00	0.00	100.00	50.00
36-5502-346	Rentals and Leases	12,000.00	0.00	0.00	0.00	0.00	12,000.00	0.00
36-5502-347	Special Services	30,000.00	1,733.75	0.00	13,816.65	0.00	16,183.35	46.06
36-5502-348	Consultant Fees	15,000.00	0.00	0.00	0.00	0.00	15,000.00	0.00
36-5502-349	Printing	1,000.00	0.00	0.00	102.50	0.00	897.50	10.25
36-5502-354	Assoc Memberships & C	3,000.00	375.00	0.00	2,040.00	50.00	910.00	69.67
36-5502-356	Training	6,000.00	0.00	0.00	0.00	0.00	6,000.00	0.00
TOTAL EQUIPMENT AND MAINTENANCE		77,900.00	3,460.76	0.00	17,640.64	908.34	59,351.02	23.81
TOTAL ECONOMIC DEVELOPMENT		291,956.00	18,657.61	0.00	105,656.92	1,147.01	185,152.07	36.58
*** TOTAL EXPENDITURES ***		9,140,730.00	763,085.31	333,991.17	3,695,614.73	211,745.94	5,567,360.50	39.09

*Note- Yukon's Best Main Street program expenditures are represented within the YEDA 2014-2015 budget

YUKON ECONOMIC DEVELOPMENT AUTHORITY
FRISCO ROAD TIF PROJECTED BUDGET FY14-15

Financial Activity Report - December 2014

TIF DISTRICT REVENUES

Account Number	Tax Revenue	2013-2014 Actual	2014-2015 Estimated	Actual Monthly Collections	2014-2015 Total
	Sales Tax	0	350,000.00	21,692.20	76,167.88
	Use Tax	0	30,000.00	0	0
	Hotel/Motel Tax	0	0	0	0
	Total	0	**380,000.00**	**21,692.20**	**76,167.88**

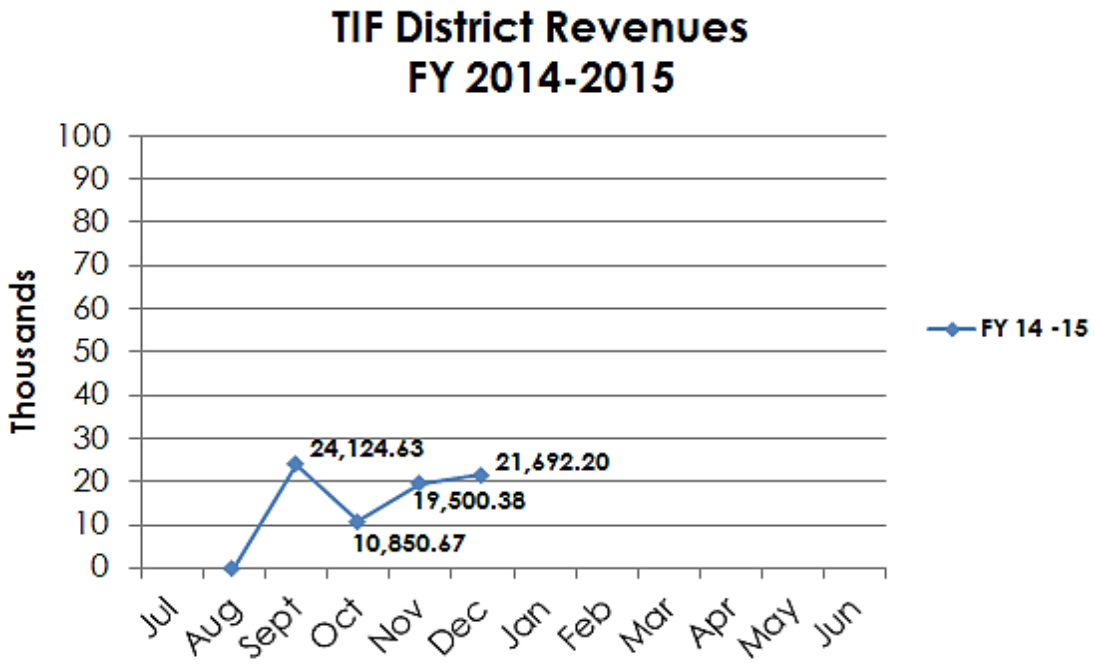
TIF DISTRICT EXPENDITURE

Account Number	Expenditure	2013-2014 Actual	2014-2015 Estimated	2014-2015 YTD Actual	Project Balance
	Public Improvements	0			
	Extension of Health Center Parkway		300,000.00		
	Total				**25,000,000.00**
	Development Assistance	0			
	NA				
	Total				**10,000,000.00**
	Project Implementation	0			
	**Professional Services - Review Prairie West Master Plan*		30,000.00		
	Total				**1,000,000.00**
	Program Contingency	0			
	NA				
	Total				**1,000,000.00**
	Total		**330,000.00**		**37,000,000.00**

YUKON ECONOMIC DEVELOPMENT AUTHORITY
FRISCO ROAD TIF PROJECTED BUDGET FY14-15

Eligible Expenses

Project Number	Pending Obligation	2013-2014 Actual	2014-2015 Proposed	2014-2015 YTD Actual	Remaining Balance
30715(04) (ODOT)	**Phase 1 design - I40/Frisco**	0	750,000.00	0	0
30715(04) (ODOT)	**Phase 2 design - I40/Frisco**	0	965,000.00	0	0
30715(04) (ODOT)	**Construction of I40/Frisco Road**	0	5,600,000.00	0	0
E232.00 (City/Triad)	**Engineering for Health Center Parkway/Prairie West Boulevard**	0	124,560.00	0	0
	Total		**7,439,560.00**		



Yukon's BEST OKLAHOMA

FINANCE DEPARTMENT

DATE: December 15, 2014

FROM: J. I. Johnson, City Treasurer

TO: Grayson Bottom, City Manager

RE: December 2014 Tax Receipts (October 2014 Sales)

Current Month Receipts

• Sales Tax		$1,675,195.53
	Same Month / Prior Year - Increase	11.53% ↑
	YTD-Same Mo / Prior Year - Increase	2.15% ↑
• Use Tax		$130,573.23
	Same Month / Prior Year - Decrease	(23.50%) ↓
	YTD-Same Mo / Prior Year - Decrease	(87.08%) ↓
• Cigarette/Tobacco Tax		$15,993.23
	Same Month / Prior Year - Decrease	(24.54%) ↓
	YTD-Same Mo / Prior Year - Decrease	(5.44%) ↓
• Excise Tax		$3,055.75
	Same Month / Prior Year - Increase	0.96% ↑
	YTD-Same Mo / Prior Year - Increase	5.72% ↑
• TIF Transfer		$21,692.20
	TIF Transfer - YTD	$76,167.88

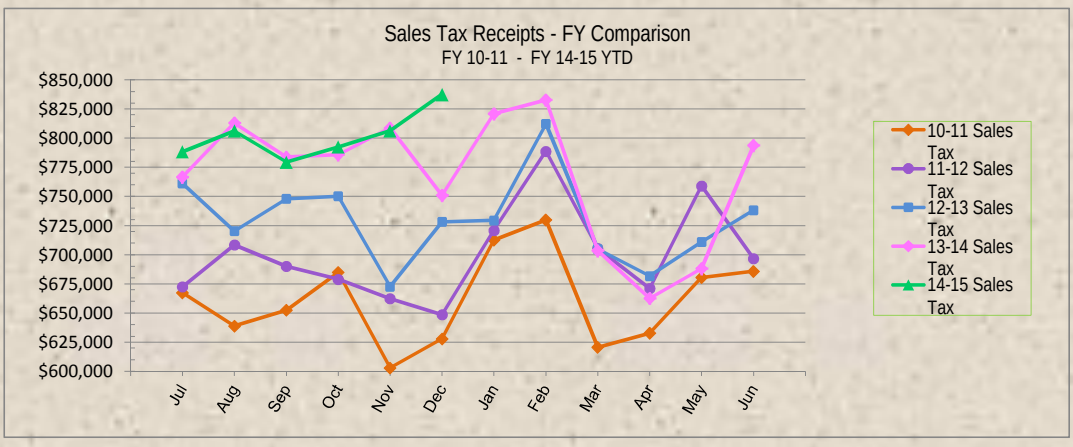
P. O. Box 850500 Yukon, OK 73085 T: 405.354.1895 F: 405.350.7676 www.cityofyukonok.gov

Sales Tax Collections

FY 2014-2015

SALES MONTH	REC'D	GEN FUND	1996 ST CIP 3/4 CENT	PEST	2004 PUBLIC EMPLOYEE SALES TAX - 1 CENT: POLICE RES	GEN EMP RES	FIRE RES	GEN FND RES	2007 ST CIP 1/4 CENT	TOTAL REC'D	$ INCR/(DECR) FROM SAME MO PRIOR YEAR	$ INCR/(DECR) SAME MO PRIOR YEAR	% INCR/(DECR) YTD-SAME MO FY 2013-2014
					75%			25%					
MAY	7/9/2014	788,363.52	295,636.31	295,636.31	108,399.96	98,545.43	88,690.89	98,545.44	98,545.44	1,576,726.99	43,573.88	2.84%	2.84%
JUNE	8/11/2014	806,127.40	302,297.76	302,297.76	110,842.49	100,765.91	90,689.33	100,765.92	100,765.92	1,612,254.74	(13,849.23)	-0.85%	0.94%
JULY	9/9/2014	779,367.49	292,262.80	292,262.80	107,163.01	97,420.92	87,678.84	97,420.93	97,420.93	1,558,734.93	(8,843.79)	-0.56%	0.44%
AUGUST	10/9/2014	792,512.91	297,192.33	297,192.33	108,970.50	99,064.10	89,157.70	99,064.11	99,064.11	1,585,025.76	13,215.95	0.84%	0.54%
SEPTEMBER	11/10/2014	806,313.69	302,367.62	302,367.62	110,868.11	100,789.20	90,710.29	100,789.21	100,789.21	1,612,627.32	(4,908.76)	-0.30%	0.37%
OCTOBER	12/8/2014	837,597.80	314,099.16	314,099.16	115,169.67	104,699.71	94,229.75	104,699.72	104,699.72	1,675,195.53	173,136.93	11.53%	2.15%
NOVEMBER													
DECEMBER													
JANUARY													
FEBRUARY													
MARCH													
APRIL													
TOTAL		4,810,282.82	1,803,855.99	1,803,855.99	661,413.74	601,285.27	541,156.80	601,285.33	601,285.33	9,620,565.27	202,324.98		

TIF Transfer: 21,692.20 TIF Transfer-YTD: 76,167.88



Sales Tax Collections

FY 2013-2014

SALES MONTH	REC'D	GEN FUND	1996 ST CIP 3/4 CENT	PEST	2004 PUBLIC EMPLOYEE SALES TAX - 1 CENT: POLICE RES	GEN EMP RES	FIRE RES	GEN FND RES	2007 ST CIP 1/4 CENT	TOTAL REC'D	$ INCR/(DECR) FROM SAME MO PRIOR YEAR	% INCR/(DECR) SAME MO PRIOR YEAR	% INCR/(DECR) YTD-SAME MO FY 2012-2013
					75%			25%					
MAY	7/8/2013	#VALUE!	287,466.21		#VALUE!	#VALUE!	#VALUE!	#VALUE!	95,822.07	1,533,153.11	10,861.47	0.71%	0.71%
JUNE	8/8/2013	813,052.02	304,894.49	304,894.49	111,794.63	101,631.49	91,468.35	101,631.50	101,631.50	1,626,103.97	185,679.75	12.89%	6.63%
JULY	9/10/2013	783,789.39	293,921.01	293,921.01	107,771.02	97,973.66	88,176.30	97,973.67	97,973.67	1,567,578.72	71,750.99	4.80%	6.02%
AUGUST	10/10/2013	785,904.93	294,714.34	294,714.34	108,061.90	98,238.10	88,414.30	98,238.11	98,238.11	1,571,809.81	71,601.37	4.77%	5.70%
SEPTEMBER	11/12/2013	808,768.07	303,288.02	303,288.02	111,205.59	101,095.99	90,986.40	101,096.01	101,096.01	1,617,536.08	272,238.57	20.24%	8.38%
OCTOBER	12/9/2013	751,029.33	281,635.99	281,635.99	103,266.51	93,878.65	84,490.80	93,878.66	93,878.66	1,502,058.60	45,665.48	3.14%	7.51%
NOVEMBER	1/8/2014	820,976.68	307,866.24	307,866.24	112,884.27	102,622.07	92,359.87	102,622.08	102,622.08	1,641,953.29	183,010.92	12.54%	8.23%
DECEMBER	2/7/2014	832,769.23	312,288.45	312,288.45	114,505.74	104,096.14	93,686.53	104,096.15	104,096.15	1,665,538.39	41,262.51	2.54%	7.45%
JANUARY	3/7/2014	703,561.52	263,835.56	263,835.56	96,739.69	87,945.18	79,150.67	87,945.19	87,945.19	1,407,122.99	(2,605.48)	-0.18%	6.64%
FEBRUARY ★	4/10/2014	662,654.82	248,495.55	248,495.55	91,115.02	82,831.84	74,548.67	82,831.85	82,831.85	1,325,309.60	(38,074.18)	-2.79%	5.76%
MARCH ★	5/12/2014	688,143.18	258,053.68	258,053.68	94,619.67	86,017.89	77,416.10	86,017.89	86,017.89	1,376,286.30	(45,648.83)	-3.21%	4.96%
APRIL	6/9/2014	793,733.45	297,650.03	297,650.03	109,138.33	99,216.67	89,295.01	99,216.68	99,216.68	1,587,466.84	111,042.08	7.52%	5.18%
TOTAL		#VALUE!	3,454,109.57	3,166,643.36	#VALUE!	#VALUE!	#VALUE!	#VALUE!	1,151,369.86	18,421,917.70	906,784.65		

★ Correction of Sales Tax collected from Jan 2008-Dec 2010 paid to City of Yukon in error by Mathis Brothers. Total amount to DEDUCT $290,058.10 with $145,029.05 deducted each month from April and May 2014 sales tax receipts.

Sales Tax Collections

FY 2012-2013

SALES MONTH	REC'D	GEN FUND	1996 ST CIP 3/4 CENT	PEST	2004 PUBLIC EMPLOYEE SALES TAX - 1 CENT: POLICE RES	GEN EMP RES	FIRE RES	GEN FUND RES	2007 ST CIP 1/4 CENT	TOTAL REC'D	$ INCR/(DECR) FROM SAME MO PRIOR YEAR	% INCR/(DECR) SAME MO PRIOR YEAR	% INCR/(DECR) YTD-SAME MO PRIOR YEAR
					75%			25%					
MAY	7/9/2012	761,145.85	285,429.68	285,429.68	104,657.53	95,143.22	85,628.90	95,143.23	95,143.23	1,522,291.64	177,312.91	13.18%	13.18%
JUNE	8/8/2012	720,212.14	270,079.54	270,079.54	99,029.15	90,026.50	81,023.86	90,026.51	90,026.51	1,440,424.22	23,624.40	1.67%	7.28%
JULY	9/7/2012	747,913.89	280,467.70	280,467.70	102,838.14	93,489.22	84,140.31	93,489.23	93,489.23	1,495,827.73	115,827.18	8.39%	7.65%
AUGUST ★	10/15/2012	750,104.25	281,289.08	281,289.08	103,139.31	93,763.02	84,386.72	93,763.03	93,763.03	1,500,208.44	142,248.73	10.48%	8.35%
SEPTEMBER	11/8/2012	672,648.78	252,243.28	252,243.28	92,489.19	84,081.09	75,672.98	84,081.09	84,081.09	1,345,297.51	20,598.64	1.55%	7.03%
OCTOBER	12/6/2012	728,196.59	273,073.71	273,073.71	100,127.01	91,024.56	81,922.11	91,024.57	91,024.57	1,456,393.12	159,244.29	12.28%	7.87%
NOVEMBER	1/8/2013	729,471.21	273,551.69	273,551.69	100,302.27	91,183.89	82,065.51	91,183.90	91,183.90	1,458,942.37	17,038.87	1.18%	6.86%
DECEMBER	2/8/2013	812,137.97	304,551.73	304,551.73	111,668.95	101,517.23	91,365.52	101,517.24	101,517.24	1,624,275.88	46,841.30	2.97%	6.31%
JANUARY	3/8/2013	704,864.26	264,324.09	264,324.09	96,918.81	88,108.02	79,297.23	88,108.03	88,108.03	1,409,728.47	(1,038.10)	-0.07%	5.59%
FEBRUARY	4/8/2013	681,691.92	255,634.46	255,634.46	93,732.62	85,211.48	76,690.34	85,211.49	85,211.49	1,363,383.78	20,952.86	1.56%	5.20%
MARCH	5/9/2013	710,967.59	266,612.84	266,612.84	97,758.02	88,870.94	79,983.85	88,870.95	88,870.95	1,421,935.13	(96,283.31)	-6.34%	4.06%
APRIL	6/7/2013	738,212.41	276,829.64	276,829.64	101,504.18	92,276.54	83,048.89	92,276.55	92,276.55	1,476,424.76	83,069.27	5.96%	4.22%
TOTAL		8,757,566.85	3,284,087.45	3,284,087.45	1,204,165.18	1,094,695.71	985,226.23	1,094,695.82	1,094,695.82	17,515,133.05	709,437.04		

★ October totals adjusted to reflect additional receipts for August 2012 Sales Tax Free Holiday (OTC advised this is usually included in Sep receipts)

OKLAHOMA EMPLOYMENT SECURITY COMMISSION

Economic Research & Analysis

...Bringing Oklahoma's Labor Market to Life!

FOR RELEASE: December 9, 2014

OKLAHOMA EMPLOYMENT REPORT - October 2014

Metropolitan statistical area (MSA) and county information

County unemployment rates decline in October

In October, **Latimer County** once again recorded Oklahoma's highest county unemployment rate of 7.4 percent. **Sequoyah County** claimed the second lowest rate, while **McCurtain and McIntosh counties** tied for the third highest county unemployment rate. **Major County** posted the state's lowest county unemployment rate of 2.1 percent. No county unemployment rate increases were reported for October.

Highest county unemployment rates*

OCTOBER 2014	Unemp. rate
Latimer County	7.4%
Sequoyah County	7.1%
McCurtain County	6.9%
McIntosh County	6.9%

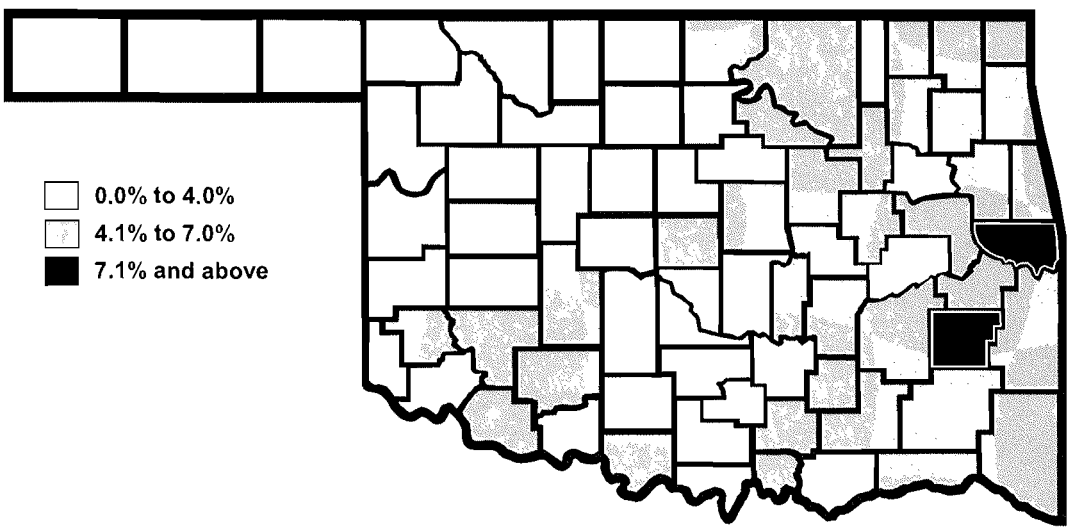
* Non-seasonally adjusted

Lowest county unemployment rates*

OCTOBER 2014	Unemp. rate
Major County	2.1%
Roger Mills County	2.2%
Beaver County	2.3%
Ellis County	2.3%
Woodward County	2.3%

* Non-seasonally adjusted

UNEMPLOYMENT RATES by COUNTY – October 2014



From: Carlos Lopez [mailto:clopez@okcchamber.com]
Sent: Tuesday, December 09, 2014 1:19 PM
To: Larry Mitchell
Subject: FW: NEWS RELEASE: OKC MSA unemployment rate improves to 3.9% / 3rd lowest among large metros

For the month of October, Oklahoma City MSA unemployment (3.9%) improved from the previous month (September 4.3%). The OKC metro had the third lowest unemployment rate of any large metro (over 1 million population) in the country – trailing Minneapolis (3.2%) and Denver (3.7%) and tied with Columbus (3.9%). Oklahoma City has enjoyed the lowest unemployment rate for 27 out of the past 46 months. Oklahoma City has been among the five lowest unemployment large metros for every month over the past three and a half years (46 consecutive months). Nationwide, jobless rates were lower in October than a year earlier in 354 of the 372 metropolitan areas (including Oklahoma City which had 5.4% unemployment in October 2013).

Oklahoma County unemployment is 4.2% (improvement from 4.5% prior month).

For October,

- State of Oklahoma unemployment is 4.5% (improvement from 4.7% prior month)
- United States unemployment was 5.8% in October (improvement from 5.9% prior month)
- Tulsa MSA unemployment is 4.3% (improvement from 4.7% prior month)

For more details, please visit:

- Oklahoma Employment Report: http://www.ok.gov/oesc_web/documents/lminr12092014.pdf
- BLS Metropolitan Economic News Release: http://www.bls.gov/news.release/pdf/metro.pdf
- Unemployment Rate Rankings for Large Metros: http://www.bls.gov/web/metro/laulrgma.htm

Eric Long
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elong@okcchamber.com

From: Oklahoma Employment Security Commission [mailto:oesc@public.govdelivery.com]
Sent: Tuesday, December 09, 2014 11:19 AM
To: Eric Long
Subject: NEWS RELEASE: County unemployment rates decline in October

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a news release from the *OKLAHOMA EMPLOYMENT SECURITY COMMISSION*