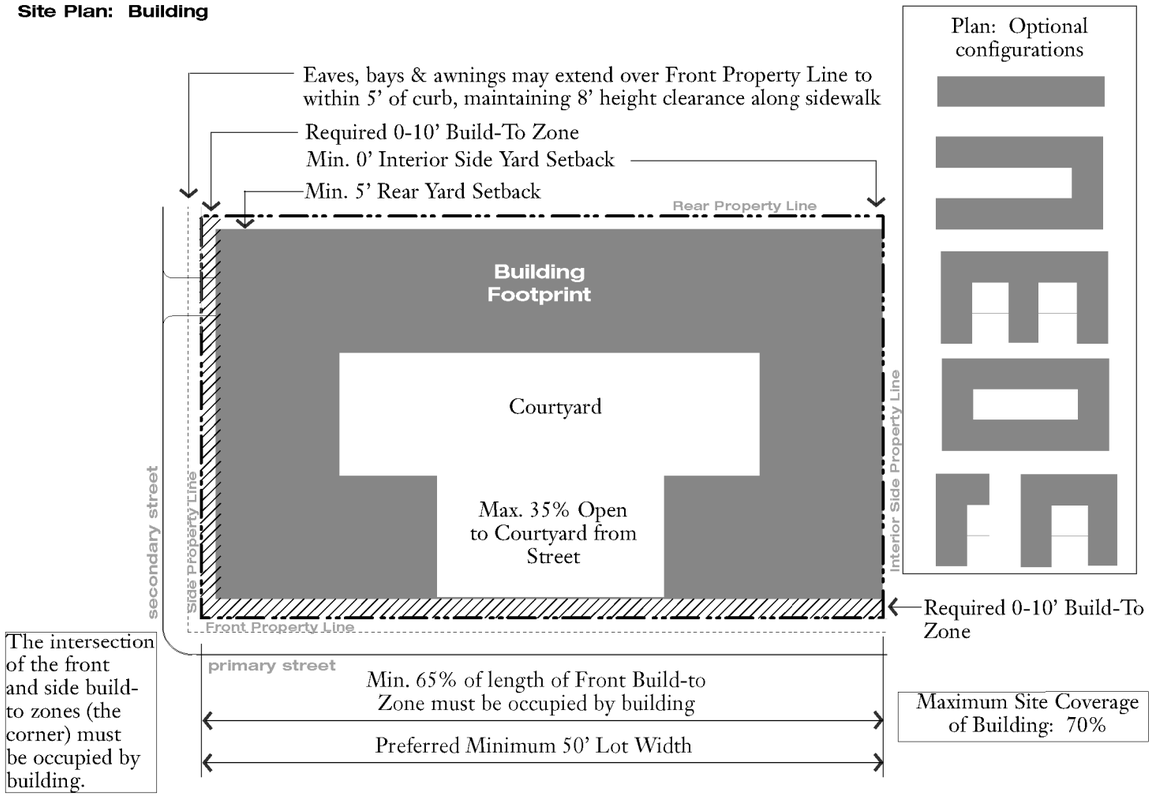
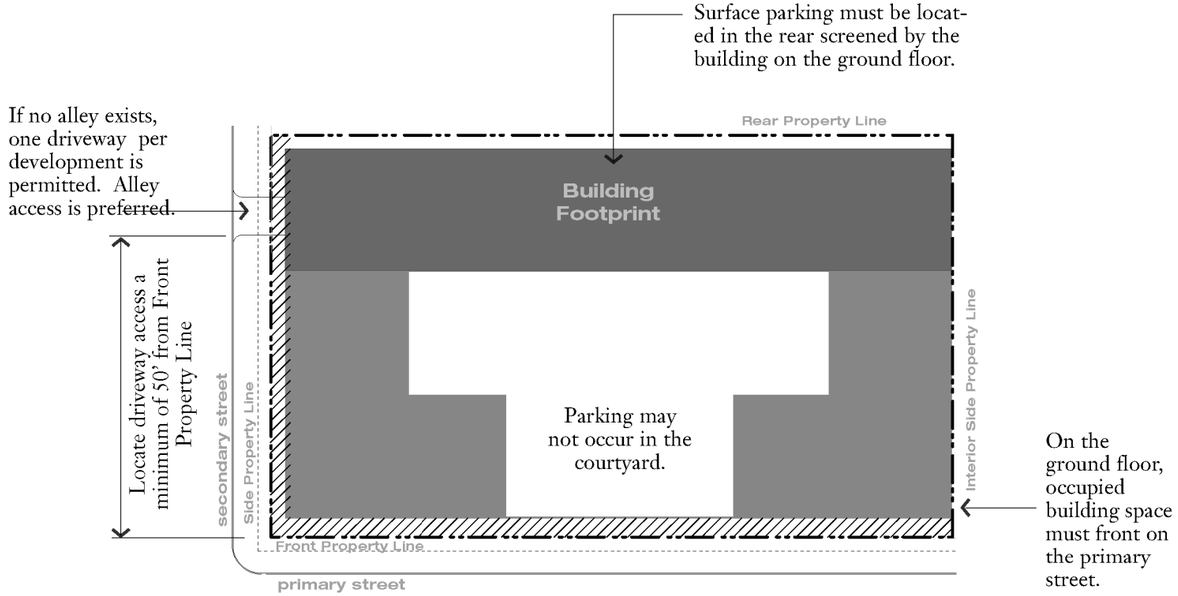
Form-Based Code Template

Building Type Standards: Courtyard Building

Site Plan: Building



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 On primary streets, a minimum of 65% of the length of the front build-to zone must be occupied by building; maximum of 35% of the front build-to zone may be occupied by courtyard.

1.1.2 The intersection of the front and side build-to zones (the corner) must be occupied by building.

1.1.3 Front and side building facades must be constructed within a build-to zone, located from the property line 10' into the site.

1.1.4 Eaves and upper floor bays, balconies & awnings are permitted to extend over the front property line to within 5' of the curb, maintaining a minimum of 8' height clearance along public sidewalk.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 70% of the site.

1.2.2 Areas located between the building and the front or side property lines must be landscaped or paved for pedestrians; parking may not occupy the courtyard.

1.2.3 Minimum lot width is 50'.

1.3 Interior Side Yard Setback

1.3.1 No interior side yard setback is required.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location

2.1.1 Surface parking lots are permitted in the rear of the lot, fully screened from the front property line by building.

2.1.2 Structured parking is recommended, but must be either located fully in the basement or behind occupied uses in the rear of the building.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per development is permitted, located off the secondary street; alley access is preferred. Driveway access is not permitted off the primary street.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line on the primary frontage.

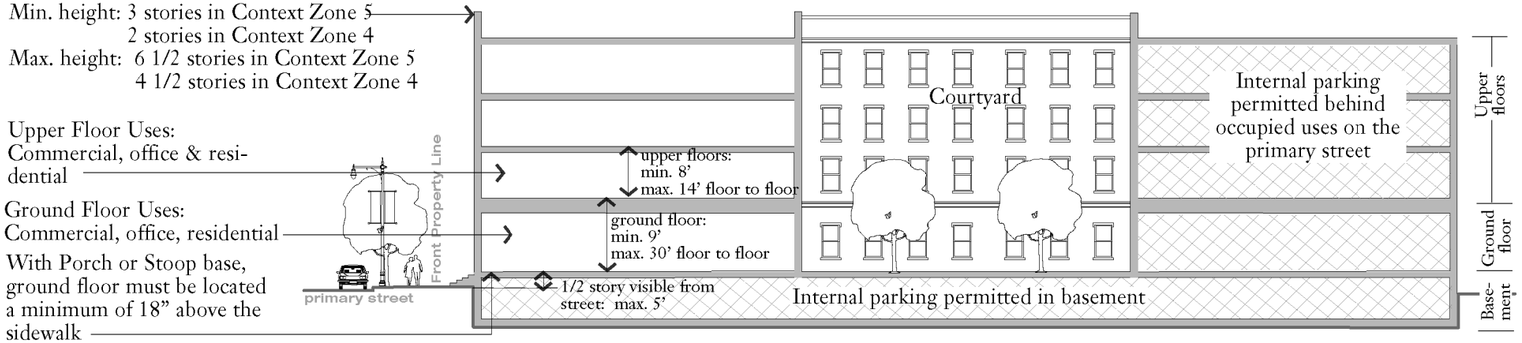
2.3 Screening & Landscaping

2.3.1 Parking facilities adjacent to the right-of-way shall be screened with a combination of landscaping and ornamental metal fencing. This will only occur on the secondary streets.

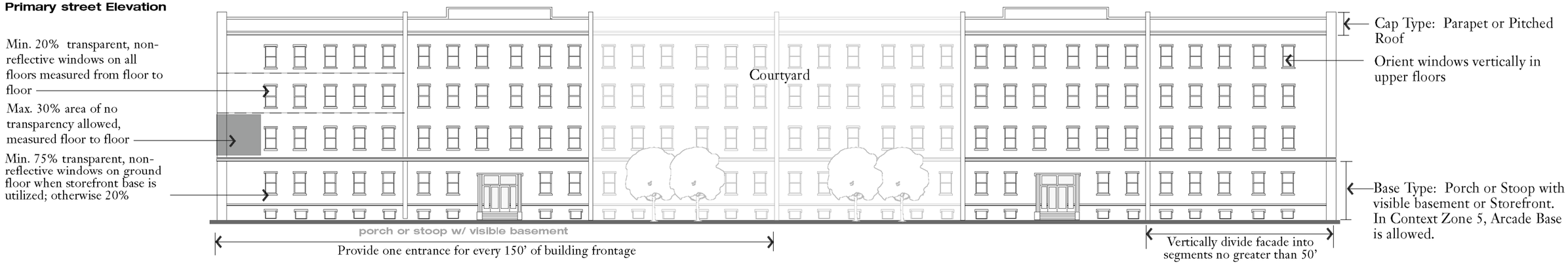
2.3.2 Surface parking lots must be landscaped with a minimum of 1 shade tree per 10 parking spaces; minimum 1 tree.

2.3.3 Screen structured parking visible from the courtyard or secondary street with facade treatments.

Site Section



Primary street Elevation



3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories; the half story allows for a visible basement.

3.1.2 In Context Zone 5, buildings shall be a minimum of three stories and a maximum of six and a half stories in height.

3.1.3 In Context Zone 4, buildings shall be a minimum of two stories and a maximum of four and a half stories in height.

3.2 Floor Heights

3.2.1 Allowable ground floor height is a minimum of 9', maximum 30', as measured from floor to floor.

3.2.2 Ground floor must be located a minimum of 18" above the sidewalk for stoop or porch base, 0" for storefront or arcade base.

3.2.3 Allowable upper floor height is a minimum of 8', maximum of 14', as measured from floor to floor.

3.2.4 Visible basement height is a maximum of 5' above the public sidewalk elevation.

3.3 Parking Garage Height

3.3.1 Parking garages shall be no taller than the occupied building height nor the eave height of the adjacent buildings to the sides and rear.

3.4 Cap Type Height

3.4.1 Parapets must be a minimum of 2' in height.

3.4.2 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Ground Floor Uses

4.1.1 With a stoop or porch base, commercial, office and residential uses are permitted on the ground floor.
4.1.2 With a storefront or arcade base, commercial and office uses are permitted on the ground floor.
4.1.3 Internal parking is permitted behind occupied uses on the primary street.

4.2 Basement & Upper Story Uses

4.2.1 Commercial, office, residential and parking are allowed in the basement.

4.2.2 Commercial, office and residential uses are allowed in the upper floors.

4.2.3 Internal parking is permitted behind occupied uses on the primary street.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 With a porch or stoop base, a minimum of 20% of the entire front, side corner, and courtyard facade must be comprised of transparent, non-reflective windows.

5.1.2 With a storefront or arcade base, a minimum of 75% of the ground floor facade between 2' and 8' above the finished floor and a minimum of 20% of the upper floors shall have transparent, non-reflective windows.

5.1.3 A maximum area of 30% of the front, corner sideyard, and courtyard facade per floor may have no transparency.

5.2 Building Entrance

5.2.1 The building's main entrance must be on the primary street. Entrances at the corner of a building satisfy this requirement.

5.2.2 Provide minimum one entrance for every 150' of building frontage.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Porch or stoop with or without visible basement, and storefront are allowable base types in both zones. (See Definitions for description.)

6.1.2 In Context Zone 5, arcade base is allowable base type on primary, secondary, and/or courtyard facade. (See Definitions for description.)

6.2 Allowable Cap Types

6.2.1 Parapet or Pitched Roof are allowable cap types, screening the roof and roof appurtenances beyond. (See Definitions for description.)

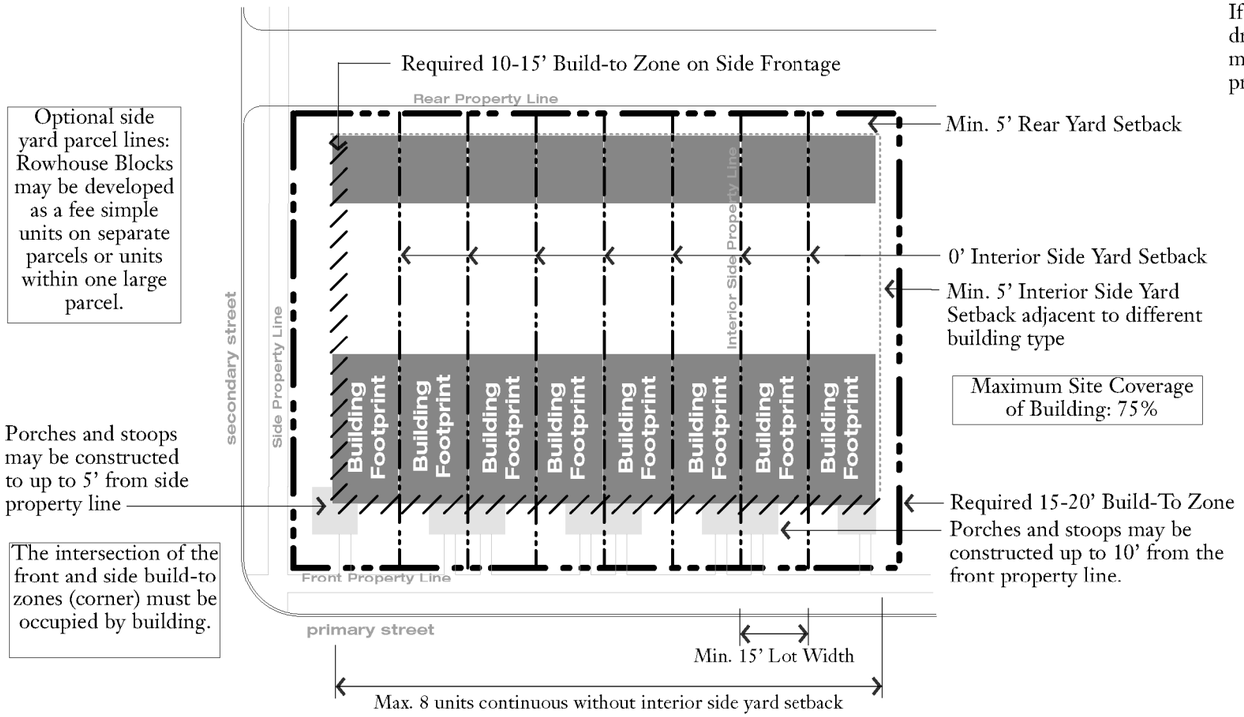
6.3 Facade Proportions

6.3.1 The facade shall be vertically divided into segments no larger than 50'.

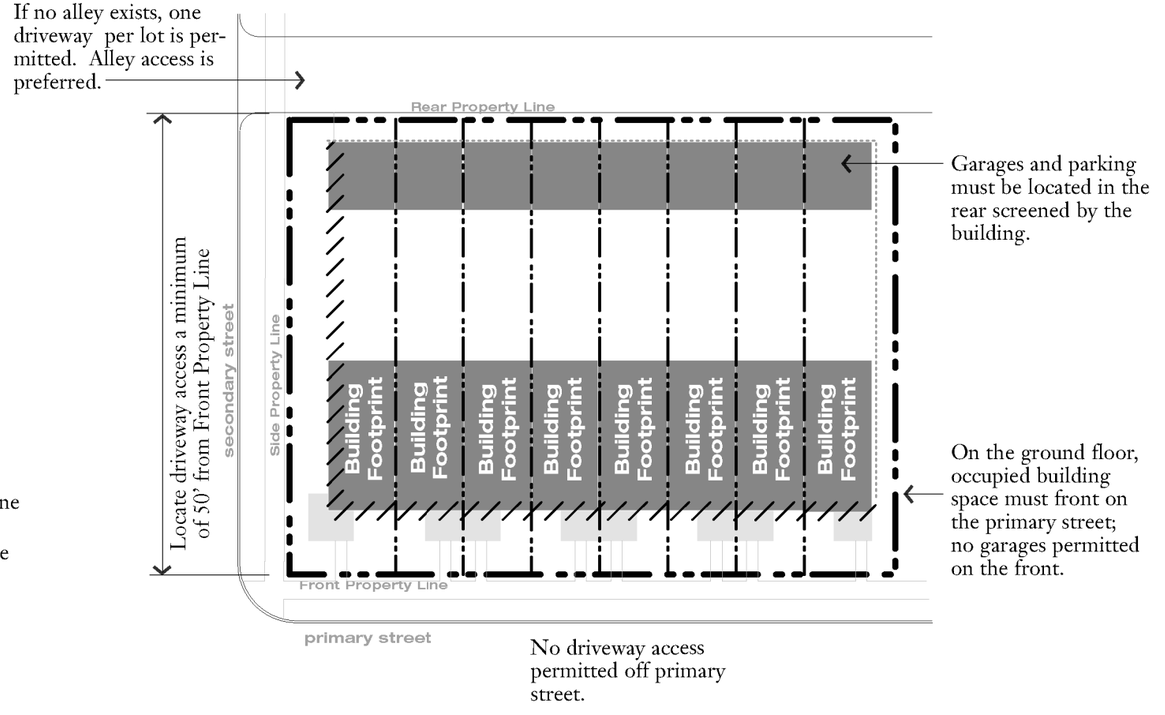
6.3.2 Upper floor windows must be vertically oriented.
6.3.3 Horizontal expression lines should define the base and cap, especially on buildings over 3 floors.

Form-Based Code Template
Building Type Standards: Rowhouse Site

Site Plan: One Corner Site & Seven Interior Sites



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 The intersection of the front and side build-to zones (corner) must be occupied by building.

1.1.2 Front building facade must be constructed within a build-to zone, located between 15' and 20' into the site from the front property line.

1.1.3 The side building facade must be constructed within a build-to zone, located between 10' and 15' into the site from the side property line.

1.1.4 Porches and stoops may be constructed between 10' and 15' into the site from the front property line.

1.1.5 Porches and stoops may be constructed between 5' and 10' into the site from the side property line.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 75% of the site.

1.2.2 Minimum lot width is 15'.

1.3 Interior Side yard Setback

1.3.1 No interior side yard setback is required between eight continuous rowhouse.

1.3.2 A maximum of 8 continuous rowhouses are permitted without side yard setbacks.

1.3.3 Between continuous groupings of rowhouses, the interior side of the building must be setback a minimum of 5' from interior side property line.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location and Entrances

2.1.1 All off-street parking and garages must be located in the rear of the lot, fully screened from the front property line by building.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted, located off the secondary street; alley access is preferred. Driveway access is not permitted off the primary street.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line.

2.3 Screening & Landscaping

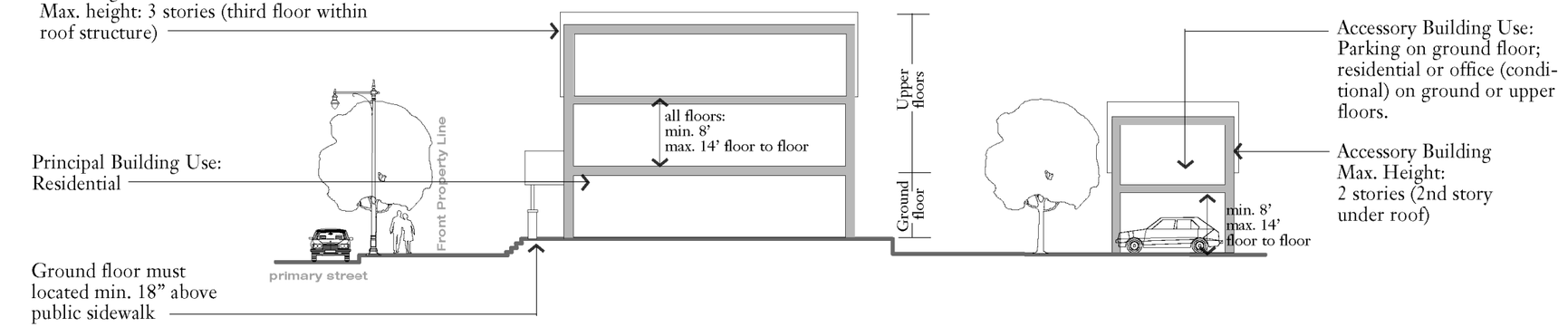
2.3.1 Parking facilities located adjacent to the right-of-way must be screened with landscaping and ornamental metal fencing. This will only occur on secondary streets.

2.3.2 Parking provided for more than one vehicle must be landscaped with a minimum of 1 shade tree per 10 parking spaces; minimum 1 tree.

2.4. Parking Requirements

2.4.1 Off-street parking facilities are required for single family residential uses at a rate of 1 space per household.

Site Section



Primary street Elevation

3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories.

3.1.2 Buildings shall be a minimum of two stories and a maximum of three stories in height. The third story must be located fully within the roof structure.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum of 14', as measured from floor to floor.

3.2.2 Ground floor must be located a minimum of 18" above sidewalk.

3.3 Accessory Building Height

3.3.1 Accessory building shall be a maximum of 2 stories in height. Second story must be located within the roof structure.

3.4 Cap Type Height

3.4.1 Parapets must be a minimum of 2' in height.

3.4.2 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses allowed on all floors.

4.1.2 In the accessory building, parking, office and residential allowed on the ground floor and office and residential allowed on the upper floors.

4.1.3 Office uses subject to conditions.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 20% of the front and side facade shall have transparent, non-reflective windows.

5.1.2 A maximum area of 30% of the front or side facade may have no transparency.

5.2 Building Entrance

5.2.1 The building's main entrance must be located on the primary street.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch, or enclosed porch are permitted base types.

6.2 Allowable Cap Types

6.2.1 In Context Zone 5, a Pitched Roof, Pitched Roof with Dormers or a Parapet are allowable cap types.

6.2.2 In Context Zone 4, a Pitched Roof or Pitched Roof with Dormers are allowable cap types.

6.3 Facade Proportions

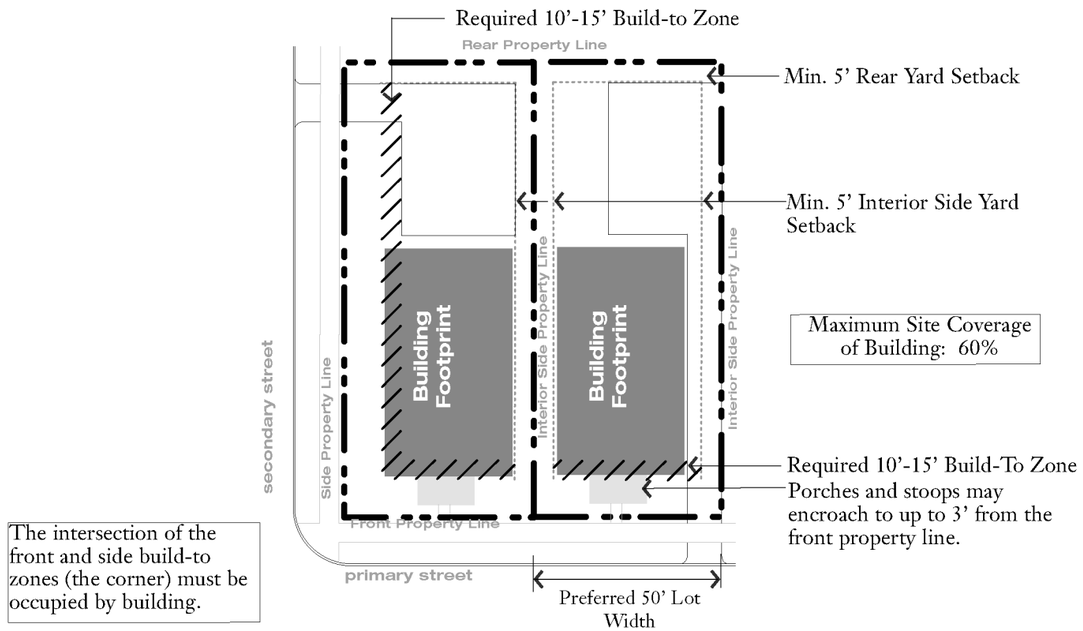
6.3.1 Differentiate each rowhouse separately with a vertical expression line.

6.3.2 Orient windows vertically and define the edges of windows.

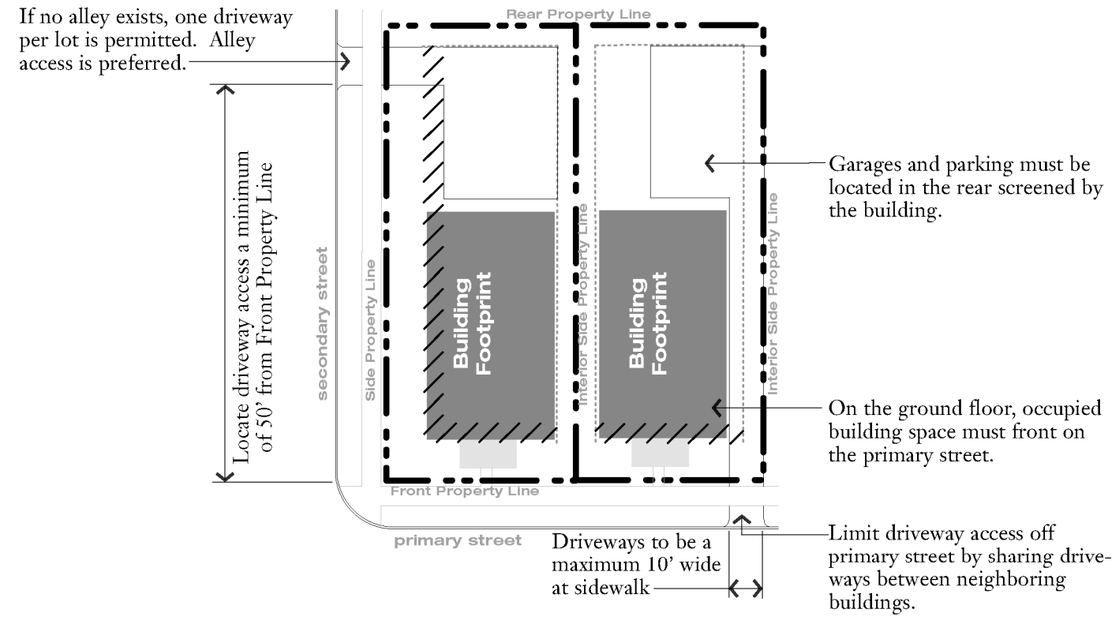
Form-Based Code Template

Building Type Standards: Apartment Building

Site Plan: One Corner Site & One Interior Site



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 The intersection of the front and side build-to zones (the corner) must be occupied by building.

1.1.2 Front and side building facades must be constructed within a build-to zone, located between 10' and 15' into the site from the property line.

1.1.3 Porches or stoops may be constructed between 3' and 10' into the site from the front or side property line.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 60% of the site.

1.2.2 Preferred lot width is 50'; maximum lot width is 100'.

1.3 Interior Side Yard Setback

1.3.1 The interior side of the building must be setback a minimum of 5' from interior side property line.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location

2.1.1 All off-street surface parking and garages must be located in the rear of the lot, fully screened from the front property line by building.

2.1.2 Structured parking is permitted internally, but must be located behind occupied uses on the ground floor of the primary street or in the basement of the building.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted; alley access is preferred.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line.

2.2.3 Shared parking facilities and driveways are encouraged.

2.2.4 Driveways may not be wider than 10' from the curb to the rear of the principal building, especially at the sidewalk.

2.3 Screening & Landscaping

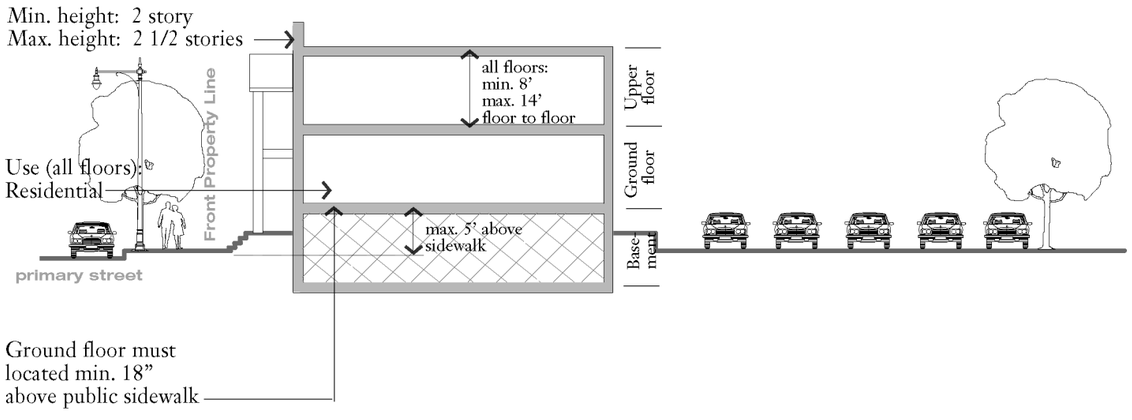
2.3.1 Parking facilities located adjacent to the right-of-way must be screened with landscaping and ornamental metal fencing. This will only occur on secondary streets.

2.3.2 Parking provided for more than one vehicle must be landscaped with a minimum of 1 shade tree per 10 parking spaces; minimum 1 tree.

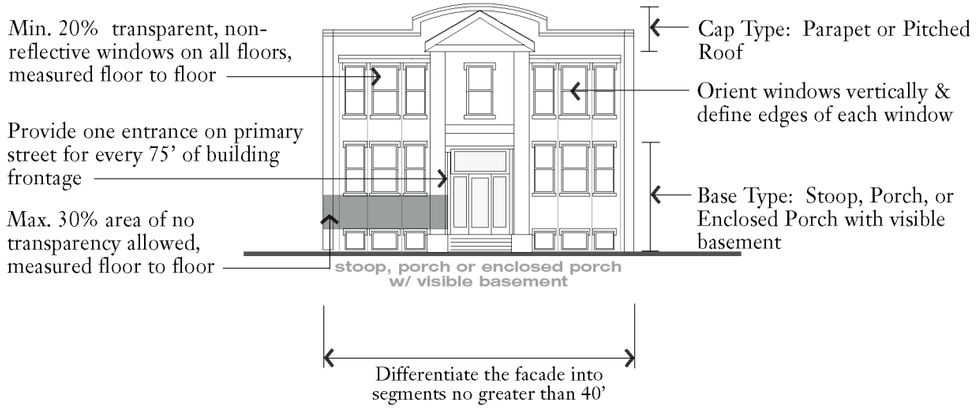
2.4 Parking Requirements

2.4.1 Off-street parking facilities are required for multiple-family residential uses at a rate of 1 space for unit.

Site Section



Primary street Elevation



3.0 HEIGHT REQUIREMENTS

3.1. Building Height

3.1.1 Building height is measured in stories; the half story allows for a visible basement.

3.1.2 Buildings shall be a minimum of 2 stories in height and a maximum of 2 1/2 stories in height.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum 14', as measured floor to floor.

3.2.2 Ground floor must be located a minimum of 18" above the sidewalk.

3.2.3 Visible basement height is a maximum of 5' above the public sidewalk elevation.

3.3 Accessory Building Height

3.3.1 Accessory building shall be a maximum of 2 stories in height.

3.3.2 Accessory building may not be taller than principal building.

3.4 Cap Type Height

3.4.1 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses allowed on all floors. One or more units allowed.

4.1.2 Parking is allowed in basement.

4.1.3 In the accessory building, parking is permitted on the ground floor, residential on the upper floor.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 20% of the front and side facade shall have transparent, non-reflective windows.

5.1.2 A maximum area of 30% of the front or side facade may have no transparency.

5.2 Building Entrance

5.2.1 The building's main entrance must be on the primary street.

5.2.2 Provide minimum one entrance for every 75' of building frontage.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch, or enclosed porch with visible basement are permitted base types. Porches may be two story in height to allow a second floor balcony.

6.2 Allowable Cap Types

6.2.1 Parapet is allowable cap type, screening the roof and roof appurtenances beyond.

6.3 Facade Proportions

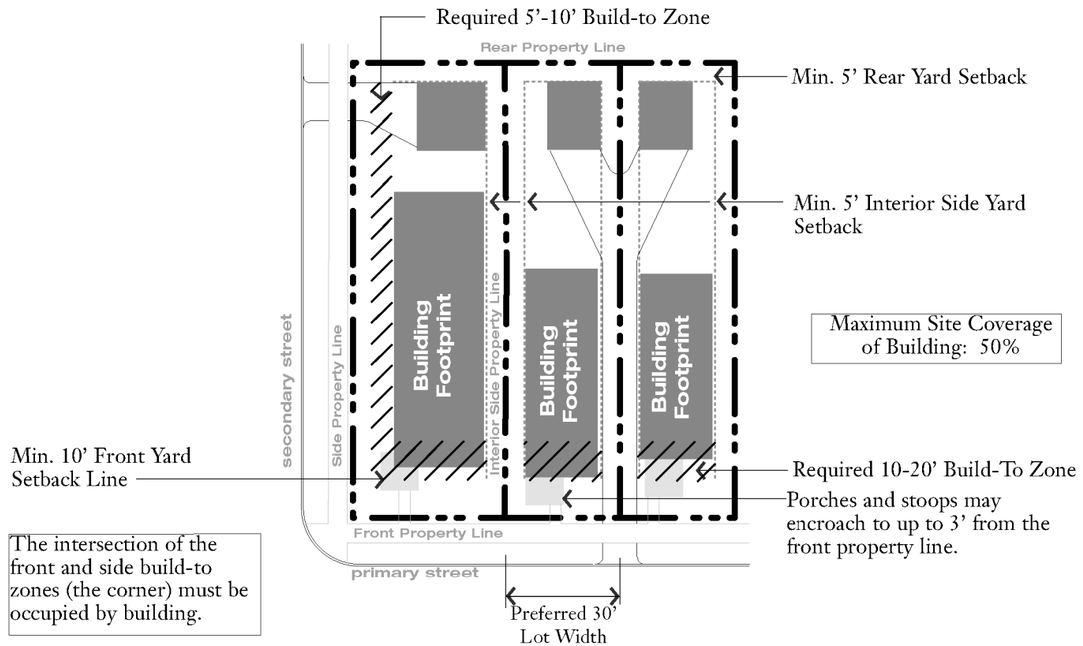
6.3.1 The facade shall be vertically divided into segments no larger than 40'.

6.3.2 Orient windows vertically and define the edges of windows.

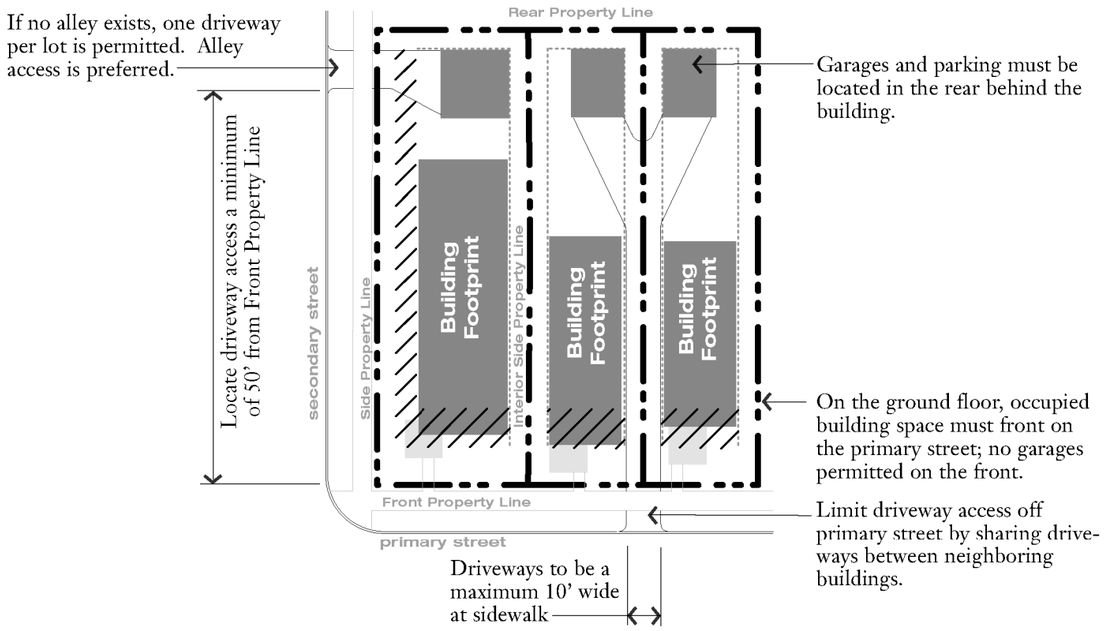
Form-Based Code Template

Building Type Standards: Cottage House Site

Site Plan: One Corner Site & Two Interior Sites



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 The intersection of the front and side build-to zones (the corner) must be occupied by building.

1.1.2 Front building facade must be constructed within a build-to zone, located between 10' and 20' into the site from the front property line.

1.1.3 Side facade must be constructed within a build-to zone, located between 5' and 10' into the site from the side property line.

1.1.4 Porches or stoops may be constructed between 3' and 10' into the site from the front or side property line.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 50% of the site.

1.2.2 Preferred lot width is 30'; maximum lot width is 60'.

1.3 Interior Side Yard Setback

1.3.1 The interior side of the building must be setback a minimum of 5' from interior side property line.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location and Entrances

2.1.1 All off-street surface parking and garages must be located in the rear of a lot, behind the building.

2.1.2 Garages or parking may not be located on the front facade; ground floor of the front facade must be occupied space.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted; alley access is preferred.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line.

2.2.3 Shared driveways are encouraged.

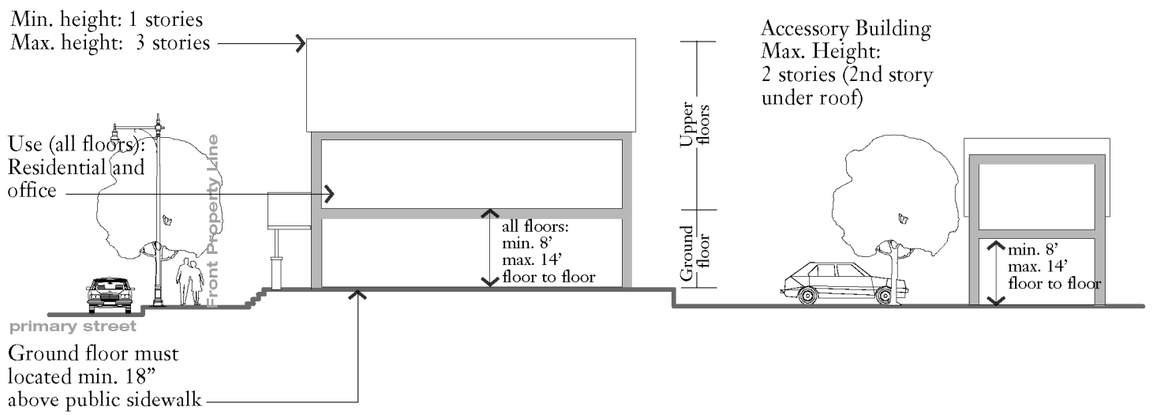
2.2.4 Driveways may not be wider than 10' from the curb to the rear of the principal building, especially at the sidewalk.

2.3 Parking Requirements

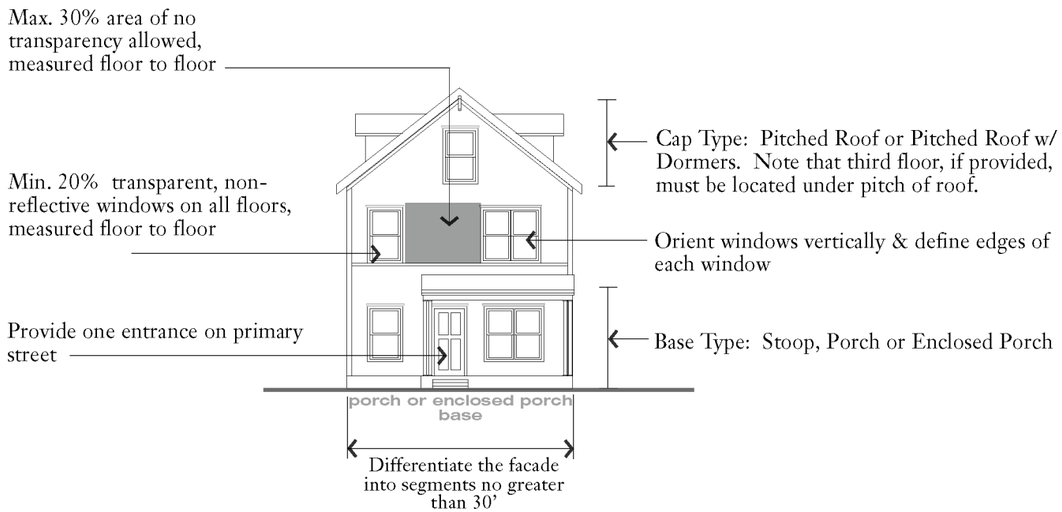
2.3.1 Off-street parking facilities are required for single-family residential uses at a rate of 1 space per household.

2.3.2 Off-street parking for accessory units is not required.

Site Section



Primary street Elevation



3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories.

3.1.2 Buildings shall be a minimum of 1 story in height and a maximum of 3 stories in height. The third story must be located fully within the roof structure.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum 14', as measured floor to floor.

3.2.2 Ground floor of the principal building must be located a minimum of 18" above the public sidewalk.

3.3 Accessory Building Height

3.3.1 Accessory buildings shall be a maximum of 2 stories in height. The second story must be located full within the roof structure.

3.4 Cap Type Height

3.4.1 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses allowed on all floors.

4.1.2 In the accessory building, parking, office and residential allowed on the ground floor; and office and residential allowed on the upper floor.

4.1.3 Office uses are conditional.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 20% of the front and side facade shall have transparent, non-reflective windows.

5.1.2 A maximum area of 30% of the front or side facade may have no transparency.

5.2 Building Entrance

5.2.1 One building entrance must be located on the primary street.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch, or enclosed porch are permitted base types. (See Definitions for description.)

6.2 Allowable Cap Types

6.2.1 Pitched roof or pitched roof with dormers are allowable cap types. (See Definitions for description.)

6.3 Facade Proportions

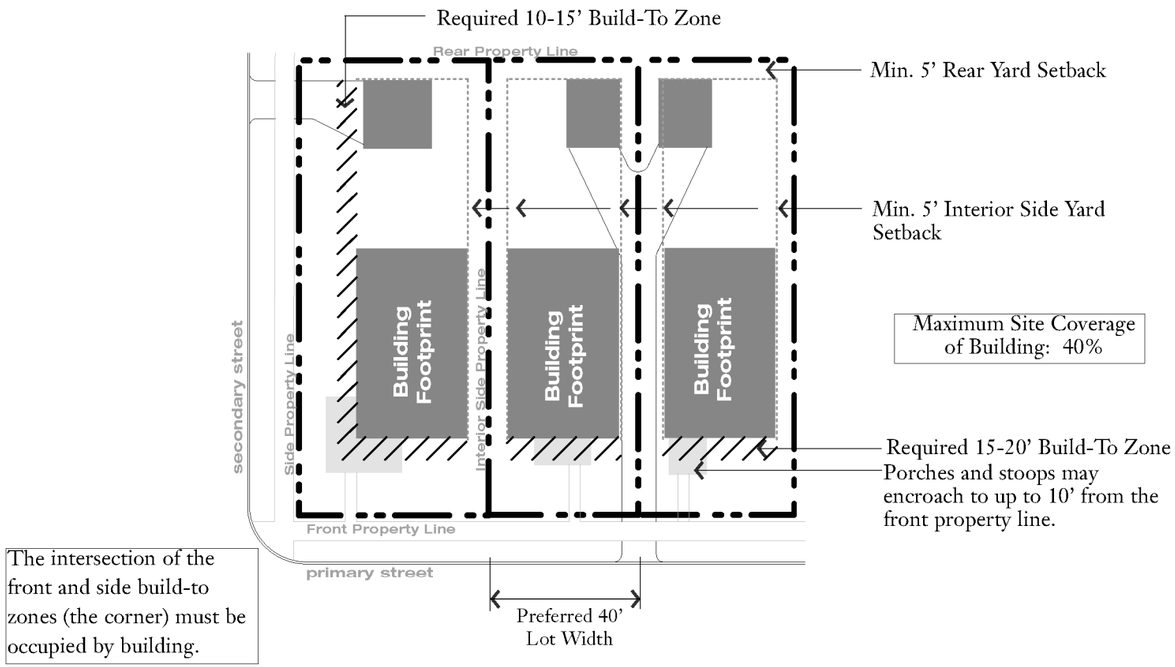
6.3.1 Differentiate the facade into segments no greater than 30'.

6.3.2 Orient windows vertically and define the edges of the windows.

Form-Based Code Template

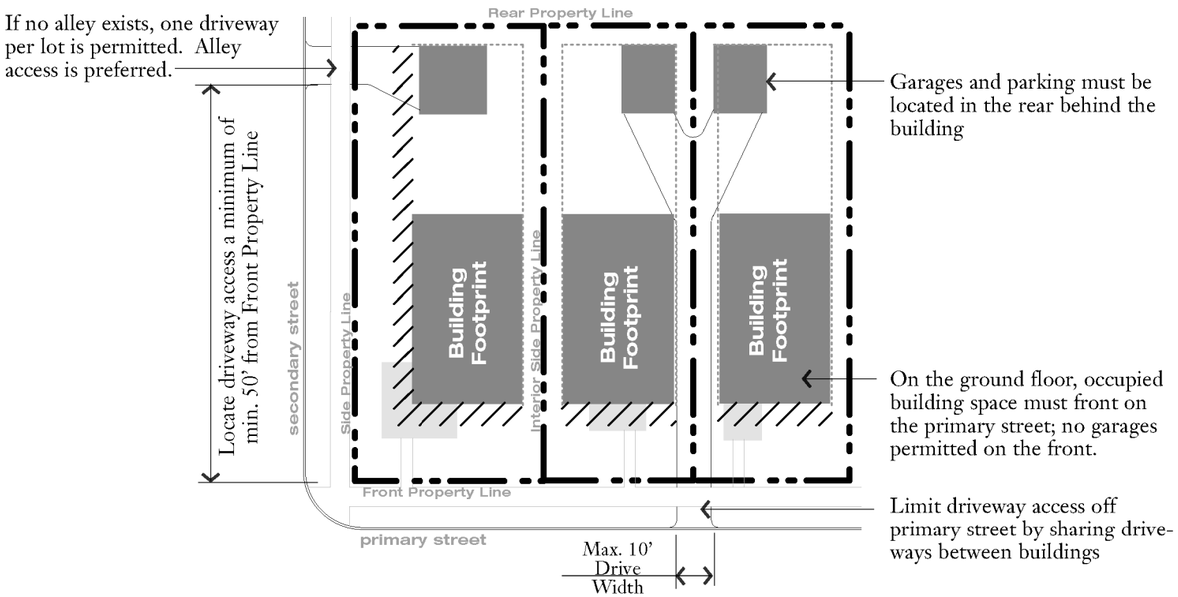
Building Type Standards: Manor House Site

Site Plan: One Corner Site & Two Interior Sites



The intersection of the front and side build-to zones (the corner) must be occupied by building.

Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 The intersection of the front and side build-to zones (the corner) must be occupied by building.

1.1.2 Front facade must be constructed within a build-to zone, located between 15' and 20' into the site from the front property line.

1.1.3 Side facade must be constructed within a build-to zone, located between 10' and 15' into the site from the side property line.

1.1.4 Porches or stoops may be constructed between 10' and 15' into the site from the front property line.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 40% of the site.

1.2.2 Preferred lot width is 40'; maximum lot width is 80'.

1.3 Interior Side Yard Setback

1.3.1 The interior side of the building must be set back a minimum of 5' from the interior side property line..

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location and Entrances

2.1.1 All off-street surface parking and garages must be located in the rear of a lot, behind the building.

2.1.2 Garages or parking may not be located on the front facade; ground floor of the front facade must be occupied space.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted; alley access is preferred.

2.2.2 Driveway access from the secondary street must be located minimum 50' from the front property line.

2.2.3 Shared driveways are encouraged.

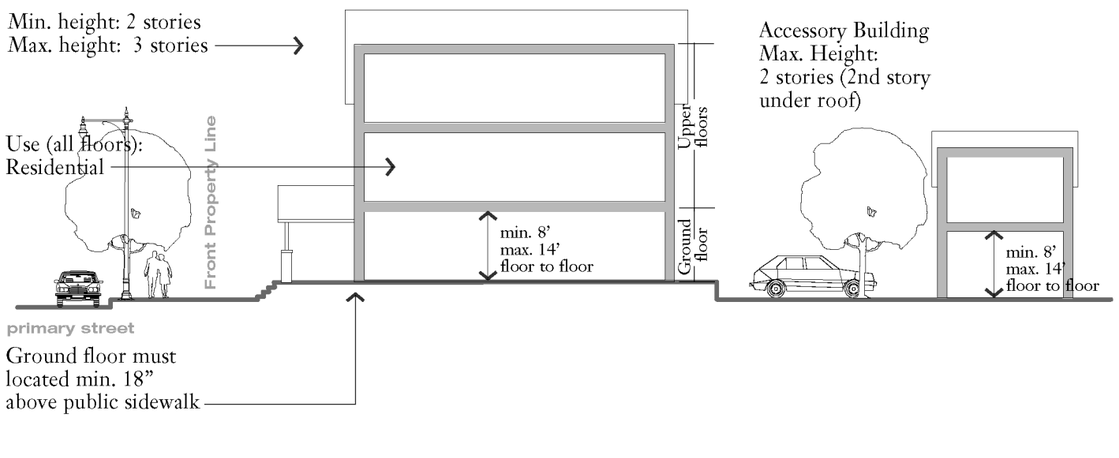
2.2.4 Driveways may not be wider than 10' from the curb to the rear of the principal building, especially at the sidewalk.

2.3 Parking Requirements

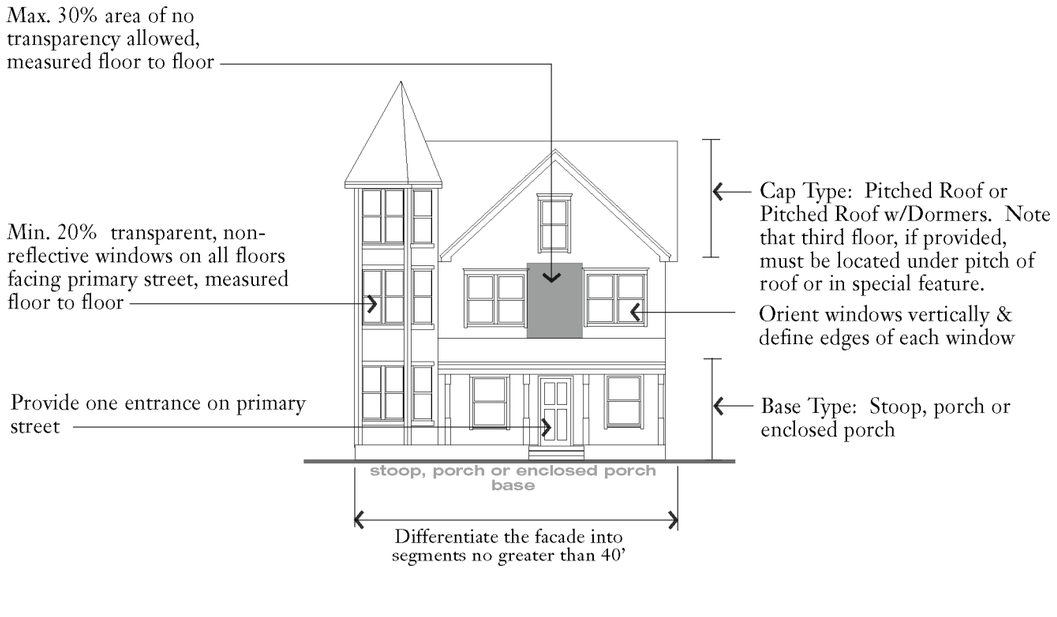
2.3.1 Off-street parking facilities are required for single-family residential uses at a rate of 1 space for household.

2.3.2 Off-street parking for accessory units is not required.

Site Section



Primary street Elevation



3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories.

3.1.2 Buildings shall be a minimum of 2 stories in height and a maximum of 3 stories in height.

3.1.3 The third story must be located within the roof structure or within a special element such as a turret or cupola.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum 14', as measured floor to floor.

3.2.2 Ground floor of the principal building must be located a minimum of 18" above the public sidewalk.

3.3 Accessory Building Height

3.3.1 Accessory building shall be a maximum of 2 stories in height. The second story must be located fully within the roof structure.

3.3.2 Accessory building may not be taller than principal building.

3.4 Cap Type Height

3.4.1 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses allowed on ground floor and upper floors.

4.1.2 In the accessory building, parking, office and residential allowed on the ground floor and residential and office on the upper floor.

4.1.3 Office uses are conditional.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 20% of the front and side facade shall have transparent, non-reflective windows.

5.1.2 A maximum area of 30% of the front or side facade may have no transparency.

5.2 Building Entrance

5.2.1 One building entrance must be located on the primary street.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch or enclosed porch are permitted base types. Porches may be two story in height to allow a second floor balcony.

6.2 Allowable Cap Types

6.2.1 Pitched roof or pitched roof with dormers is allowable cap type.

6.3 Facade Proportions

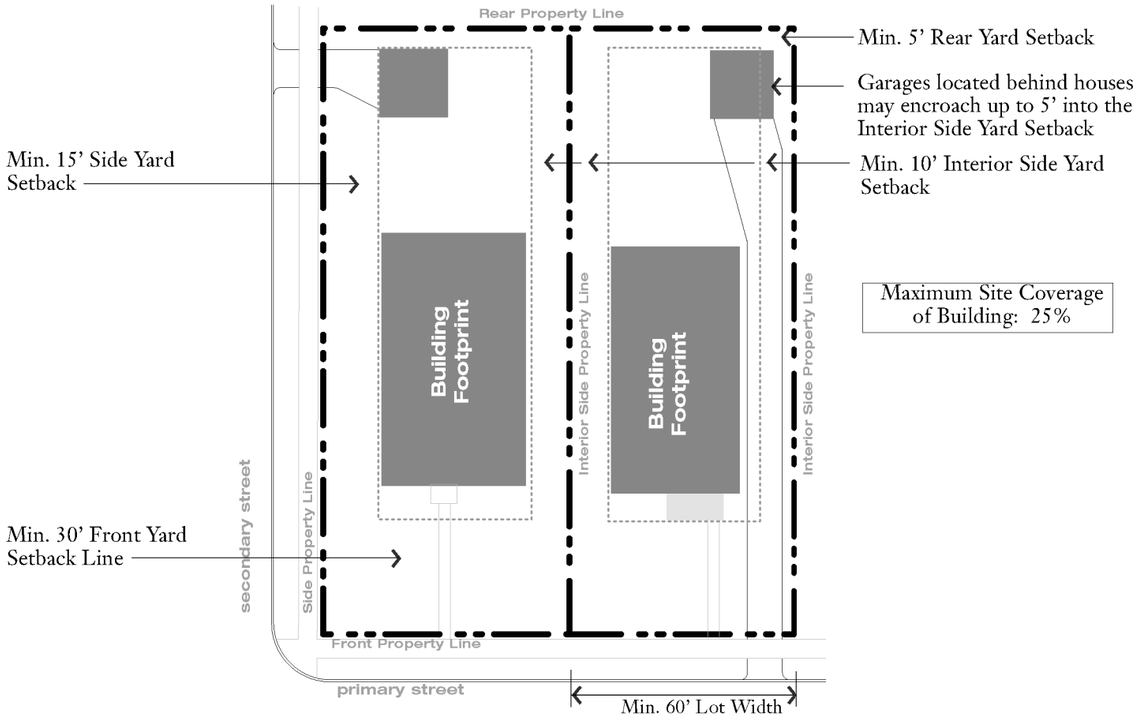
6.3.1 Differentiate the facade into segments no greater than 40'.

6.3.2 Orient windows vertically and define the edges of the windows.

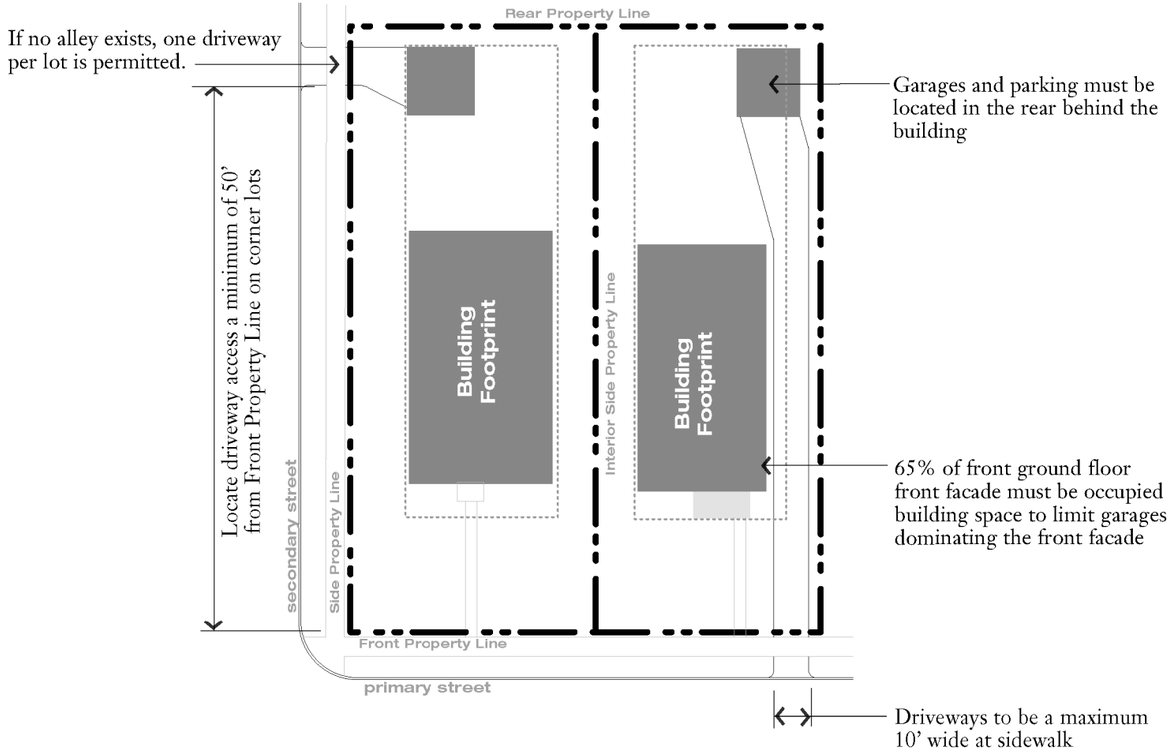
Form-Based Code Template

Building Type Standards: Estate Site

Site Plan: One Corner Site & One Interior Site



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 Buildings shall be set back from the Front Property Line a minimum of 30'.

1.1.2 Buildings shall be set back from the side property line a minimum of 15'.

1.2 Buildable Area

1.2.1 Buildings may cover a maximum of 25% of the site.

1.2.2 Preferred lot width is 60'; maximum lot width is 120'.

1.3 Interior Side Yard Setback

1.3.1 The interior side of the building must be set back a minimum of 10' from the interior side property line.

1.3.2 Side yard setbacks on corner lots shall be a minimum of 15' from side property lines.

1.3.3 Garages located in the rear may encroach into the interior side yard setback up to 5'.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location and Entrances

2.1.1 Off-street surface parking and garages should be located in the rear of a lot, behind the building. On wider lots, garages or carports may be located adjacent to the building, but setback from the main facade a minimum of 5'-0".

2.1.2 On the ground floor, 65% of the front ground floor facade must be occupied building space; garage may occupy maximum 35% of the ground floor front facade.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line.

2.2.3 Shared driveways are encouraged.

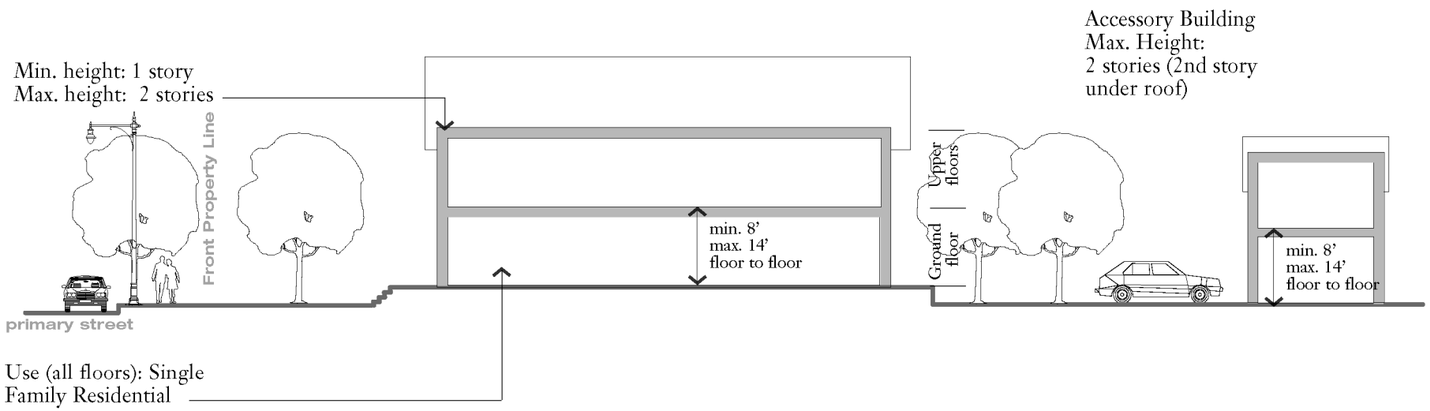
2.2.4 Driveways may not be wider than 10' from the curb to the inside edge of the sidewalk.

2.3 Parking Requirements

2.3.1 Off-street parking facilities are required for single-family residential uses at a rate of 1 space for household.

2.3.2 Off-street parking for accessory units is not required.

Site Section



Primary street Elevation

3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories.

3.1.2 Buildings shall be a minimum of 1 story in height and a maximum of 2 stories in height.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum 14', as measured floor to floor.

3.3 Accessory Building Height

3.3.1 Accessory buildings shall be a maximum of 2 stories in height, with the second story located within the roof structure.

3.3.2 Accessory building may not be taller than the principal building.

3.4 Cap Type Height

3.4.1 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses, as defined in the regulatory plan, allowed on ground floor and upper floors. One or more units is allowed.

4.1.2 In the accessory building, parking and residential allowed on the ground floor and residential on the upper floor.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 15% of the front and side facade shall be transparent, non-reflective windows.

5.2 Building Entrance

5.2.1 One building entrance must be located on the primary street.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch, or enclosed porch are permitted base types.

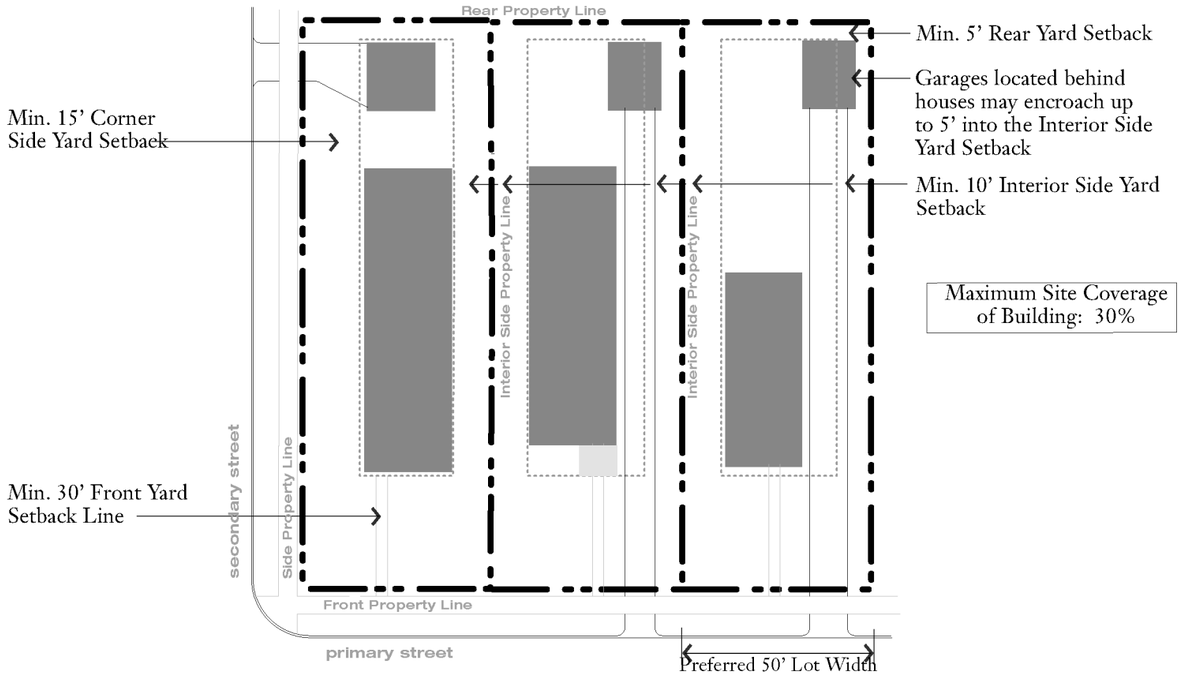
6.2 Allowable Cap Types

6.2.1 Pitched roof or pitched roof with dormers are allowable cap types.

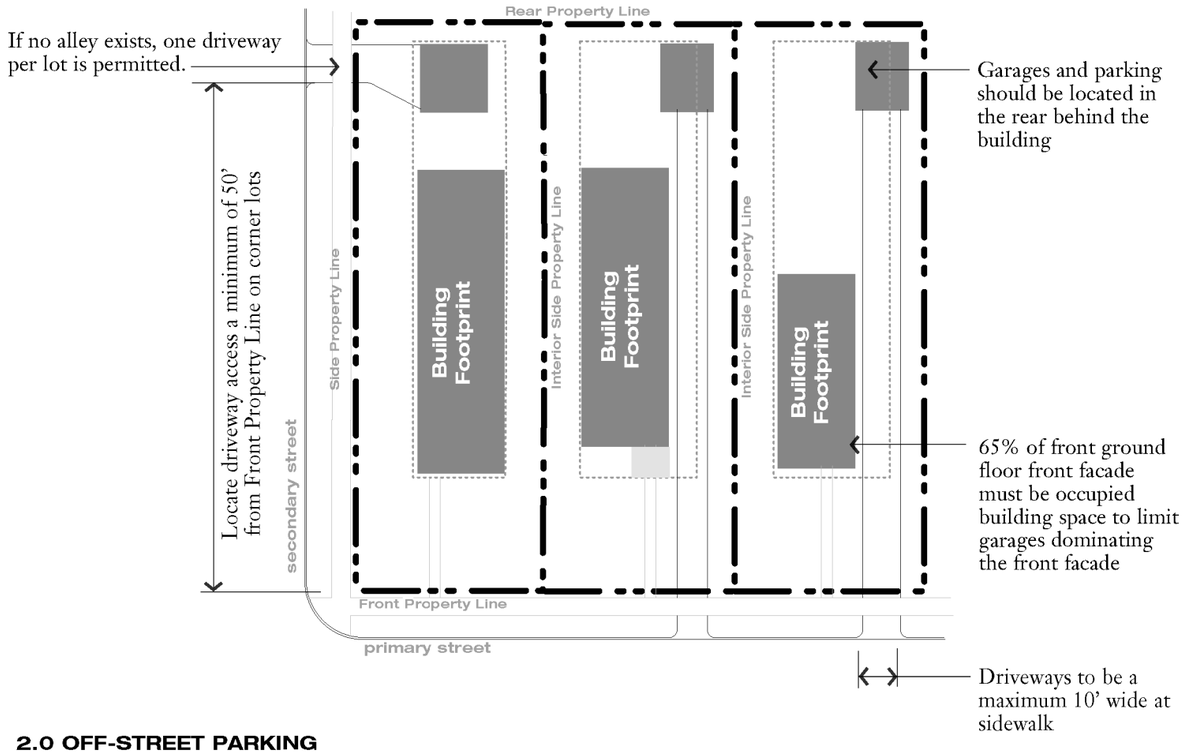
Form-Based Code Template

Building Type Standards: Rural Cottage Site

Site Plan: One Corner Site & Two Interior Sites



Site Plan: Parking



1.0 BUILDING SITING

1.1 Street Frontage

1.1.1 Buildings shall be set back from the front property line a minimum of 30'.

1.1.2 Buildings shall be set back from the side property line a minimum of 15'.

1.2 Buildable Area

1.2.1 Buildings shall cover no more than 30% of the total lot area.

1.2.2 Preferred lot width is 50'; maximum lot width is 80'.

1.3 Side Yard Setback

1.3.1 The interior side of the building must be set back a minimum of 10' from the interior side property line.

1.3.2 Side yard setbacks on corner lots shall be a minimum of 15' from side property lines.

1.3.3 Garages located in the rear may encroach into the interior side yard setback up to 5'.

1.4 Rear Yard Setback

1.4.1 The rear of the building must be set back a minimum of 5' from the rear property line.

2.0 OFF-STREET PARKING

2.1 Location and Entrances

2.1.1 Off-street surface parking and garages should be located in the rear of a lot, behind the building.

2.1.2 On the ground floor, 65% of the front ground floor facade must be occupied building space; garage may occupy maximum 35% of the ground floor front facade.

2.2 Driveways & Access

2.2.1 If no alley exists, one driveway per lot is permitted.

2.2.2 Driveway access from the secondary street must be located 50' from the front property line.

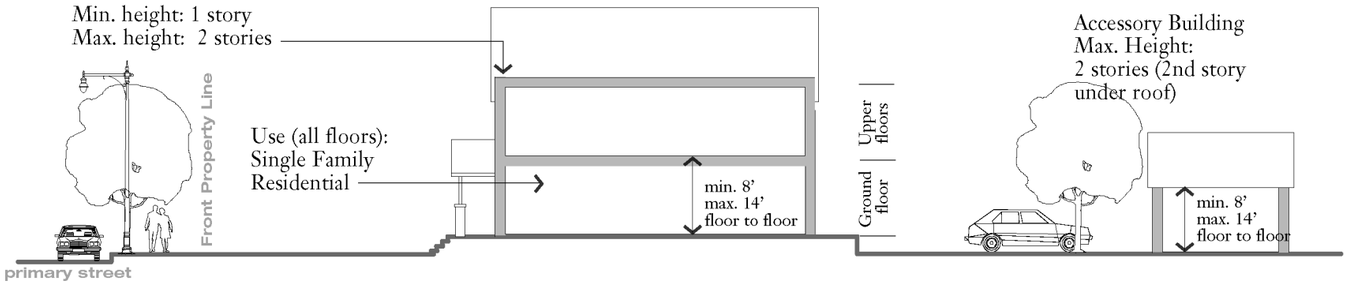
2.2.4 Driveways may not be wider than 10' from the curb to the inside edge of the sidewalk.

2.3 Parking Requirements

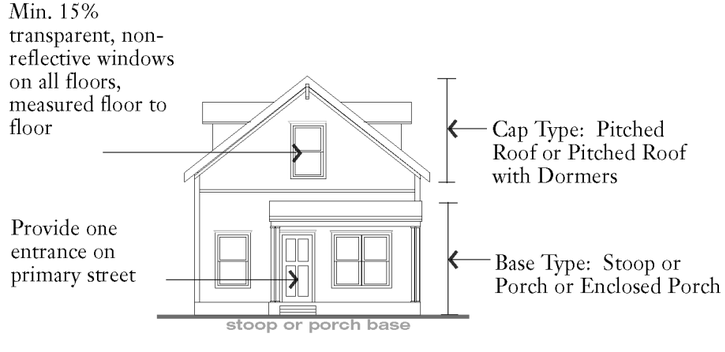
2.3.1 Off-street parking facilities are required for single-family residential uses at a rate of 1 space for household.

2.3.2 Off-street parking for accessory units is not required.

Site Section



Primary street Elevation



3.0 HEIGHT REQUIREMENTS

3.1 Building Height

3.1.1 Building height is measured in stories.

3.1.2 Buildings shall be a minimum of 1 story in height and a maximum of 2 stories in height.

3.2 Floor Heights

3.2.1 Allowable floor height is a minimum of 8', maximum 14', as measured floor to floor.

3.3 Accessory Building Height

3.3.1 Accessory buildings shall be a maximum of 2 stories in height. The second story must be located within the roof structure.

3.4 Cap Type Height

3.4.1 Pitched Roofs may not be less than 6:12 (rise:run); an approximately 12:12 pitch is preferred.

4.0 USES

4.1 Uses

4.1.1 In the principal building, residential uses, as defined in the regulatory plan, allowed on ground floor and upper floors.

4.1.2 In the accessory building, parking and residential allowed on the ground floor and residential on the upper floor.

5.0 FACADE REQUIREMENTS

5.1 Transparency

5.1.1 A minimum of 15% of the front and side facade shall be transparent, non-reflective windows.

5.2 Building Entrance

5.2.1 One building entrance must be located on the primary street.

6.0 FACADE ELEMENTS

6.1 Allowable Base Types

6.1.1 Stoop, porch, or enclosed porch are permitted base types.

6.2 Allowable Cap Types

6.2.1 Pitched roof or pitched roof with dormers are allowable cap types.

IV. FORM-BASED CODE TEMPLATE:
Street Type Standards

This section outlines sample regulations for the Street Type Standards. There are eight street types outlined in this template code. Each is based upon the best examples of development in Grand Valley that were surveyed for this study (illustrated in Chapter 3) or on the best national examples for street types that do not yet exist in Grand Valley, but that are recommended. This section begins with a brief introduction describing how to utilize the Street Type Standard template code, including how to select the appropriate street type for an area.

Form-Based Code Template
Street Type Standards: Introduction

Street design in this code uses a context-based Design Framework that pairs street types (cross section, modes accommodated, regional purpose) with context and urban form (levels of activity, location of access, relation to street). The context aspects of the street design framework use the system of context zones described in the preceding sections of this code.

The street standards are described in a series of templates that illustrate three basic urban street types – **Boulevard**, **Avenue**, and **Street** – and five supporting street types - **Multi-way Boulevard**, **Connector Street**, **Yield Street**, **Mews** and **Alley**. Design guidance within the cross section of the thoroughfare is provided for each of these street types.

Selecting a Street Template

This code is based on the compatibility of street types with specific context zones as shown in the table below. There are multiple street types for each of the urban context zones, which provides a variety of ways to accommodate the level of activity present along a thoroughfare. Selection of a street type, requires an understanding of those activity levels, the overall Neighborhood Plan, and the relationship of the street to the overall network.

The role of the street in the network is one that is established at the regional level through the transportation planning process. It is at this regional level that the functional classification of the street is determined, along with the modal emphasis of the street (which types of transit it will carry, whether it's part of the bicycle network, it's role in freight movement), intended speed (related to the amount and length of trips) and number of lanes.

The existing system of functional classification in the region uses a combination of state, county and city designations that reflect the regional movement role of each street. The local and regional bicycle network overlays this functional classification system. The correspondence among existing functional classification and the thoroughfare types is shown below to the right.

The compatibility of street types and context zone is expressed through the designation of each combination as either **Permitted** or **Provisional**. Permitted indicates that a street type is appropriate for that context zone. Provisional indicates a special condition where the street type may be used on the edge of a context zone, but is generally not appropriate for use in the context zone

Thoroughfare Type	Context Zone 3 Suburban	4 General Urban	5 Urban Center	6 Urban Core	D District
Boulevard	Permitted	Provisional	Provisional	Provisional	Permitted
Multi-way Boulevard	Provisional	Permitted	Permitted	Permitted	Permitted
Avenue	Permitted	Permitted	Permitted	Permitted	Permitted
Connector Street	Permitted	Permitted	Permitted	Permitted	Permitted
Street	Permitted	Permitted	Permitted	Permitted	Permitted
Yield Street	Permitted	Permitted	Provisional	Provisional	Provisional
Mews/Court	Provisional	Permitted	Permitted	Permitted	Provisional
Alley	Permitted	Permitted	Permitted	Permitted	Provisional

COMPATIBILITY WITH CONTEXT ZONE

Note
Provisional indicates a special condition where the street type may be used on the edge of a context zone, but is generally not appropriate for use in the context zone

Thoroughfare Type	City/County Functional Class: Interstate/ State Expressway	County Primary Road Regional Street Major City Street	City Collector Street Neighborhood Collector	County Local Road Local/Neighborhood Street
Freeway Expressway Parkway	■			
Rural Highway	■	■		
Boulevard Multi-way Boulevard		■		
Avenue		■	■	
Connector Street			■	
Rural Road Street				■
Alley Rear Lane				■

CORRESPONDENCE WITH FUNCTIONAL CLASS

Key Criteria for Street Design

The design framework is under-pinned by the following design criteria:

- Target speed
- Number of through lanes
- Basic lane width
- Median treatment
- Access management
- On-street parking
- Bicycle facilities
- Bus stops
- Sidewalk width
- Pedestrian buffers
- Frontage

Target Speed
Linked to walkability and compatibility with fronting land use and urban form. It reflects the general role of the street in the regional network with regard to movement of longer distance trip.

Number of Through Lanes
Intended to address carrying capacity, this is also linked to the general availability of other thoroughfares (both intersecting and parallel thoroughfares) in the network. Provisional considerations are made that allow more lanes to compensate for constrained conditions where the spacing of major thoroughfares is inadequate.

Basic Lane Width
Linked to walkability via crossing width and to speed management by providing appropriate lane widths for the context characteristics of the street.

Median Treatment
Reflects provision for separation of traffic with landscaped elements, pedestrian refuge and turn lanes.

Access Management
Includes intersection spacing, which reflects the spacing of other street types in the network, maximum block length for street types that cross Context Zones, and driveway spacing for parcel access. Driveway spacing is linked to target speed and reflects the distance required for vehicles to safely stop.

On-Street Parking
Reflects the presence of curb parking, which is; linked to walkability and speed.

Bicycle Facilities
Reflects types of facilities that could be present; need for bicycle facilities is related to the regional bicycle network rather than the individual street type.

Bus Stops
Reflects transit service type (local, limited and higher speed/higher capacity types like BRT and LRT); stop design is linked to pedestrian requirements at stops.

Sidewalk Width
Identifies basic travel width for pedestrian facilities in relation to different edge conditions

Pedestrian Buffers
Reflects general pedestrian treatment for thoroughfare type for buffering pedestrians from the travelway.

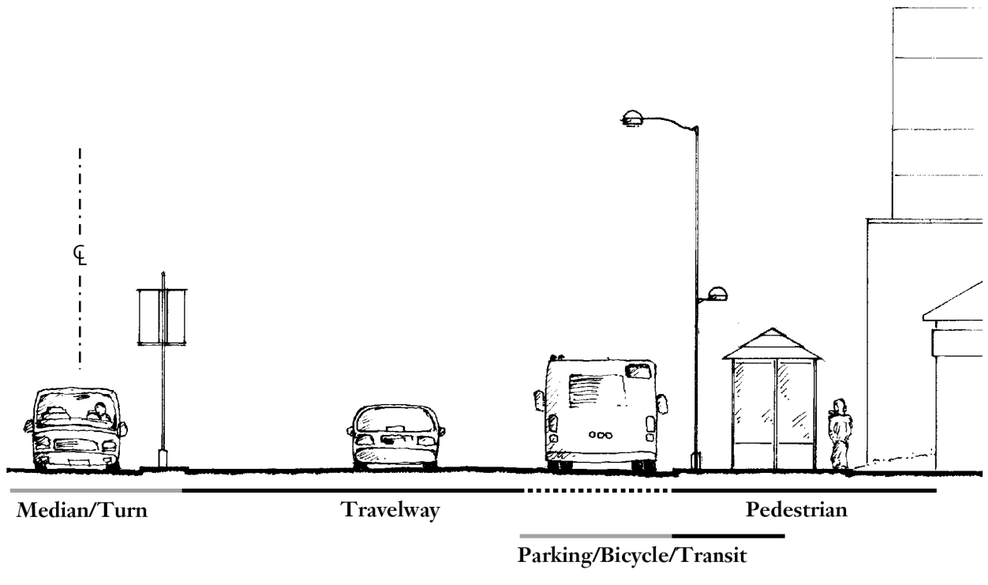
Frontage
Reflects building orientation and need for additional width adjacent to areas of interest or where pedestrians tend to shy away from, like taller walls.

Navigating the Templates
The design guidance in the templates is organized to reflect the various influences that are exerted on the cross section of the street. These influences are grouped into three design realms that reflect the activity and movement influences along the roadway. These realms are illustrated below.

Travelway Realm
The travelway is the third realm that covers the area for vehicle movement on the street and includes the median/turn area in the center of the thoroughfare.

Parking/Bicycle/Transit Realm
This realm is adjacent to the pedestrian realm and reflects the interface between the areas of pedestrian movement and vehicular movement. It overlaps the vehicle lanes and the sidewalk areas and represents a zone of activity where vehicles (autos, bicycles, and transit) are moving more slowly than in the travel lanes.

Pedestrian Realm
The pedestrian realm frames the street and contains the building interface between the movement aspects of the street and adjacent land uses. This realm contains the area of pedestrian activity.



STREET DESIGN REALMS

There are overlapping influences within these realms from the different modes that may use a street. Parking, bicycle and transit design are influenced by both the pedestrian and travelway realms.

For each of the street types, the templates are organized to provide guidance for the critical design criteria for each of the context zones that is compatible with the street type. This is accomplished by providing a series of three columns for each of the criteria - one for CZ-3, one for CZ-4 and one for CZ-5/6 combined. The general layout of the criteria is shown to the left.

Some of the characteristics of the design criteria vary when the adjacent land use is predominantly residential. Where appropriate, separate values are shown for residential and commercial, where commercial includes retail and employment land uses.

Additionally, where a street type is only provisional with regard to one or more context zones, the values are provided, but are in gray text to emphasize the provisional nature of the street.

REALM

Suburban (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Criteria 1		
Sub-criteria (a)		
Value for CZ-3	Value for CZ-4	Value for CZ-5/6
Sub-criteria (b)		
Value for CZ-3	Value for CZ-4	Value for CZ-5/6
Criteria 2		
Sub-criteria (a)		
Item applicable to all context zones		

TYPICAL REALM FORMAT

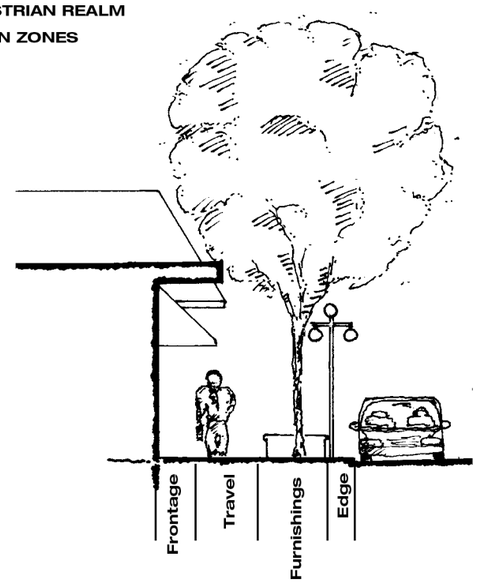
Travelway Realm
For the travelway realm, design guidance is provided to reflect the various combinations of lane widths, median treatments, and to reflect how these change as edge conditions vary. The typical cross sections provided on each of the templates illustrates one or more of these conditions and are dimensioned to show a correspondence between the width of the travelway and the different edge conditions. For some of the templates, two different edge conditions are illustrated in one diagram.

Parking/Bicycle/Transit Realm
Design guidance is provided for parallel parking, angled parking, bicycle facilities and transit elements. The provision of bicycle facilities and transit service is a function of the regional transportation planning process that precedes the street design process.

If a street is on a designated bicycle route, then the appropriate level of bicycle accommodation (marked lane, separated path, shared lane) for the street type should be added to the design. This section provides a general level of information about how bicycle accommodation varies by street type and context zone and is reflective of target speed.

Similarly, if a street is expected to support a particular level of transit service, guidance is provided for how to accommodate stops and service patterns along the street.

PEDESTRIAN REALM DESIGN ZONES



Pedestrian Realm
This realm is divided into four zones, the total of which covers the space between the property line and the curb.

Frontage Zone
This zone is the space at the edge of the walkway adjacent to the property line. It reflects the varying level of activity associated with property frontage and is wider where people are likely to window shop. It also reflects the tendency of people to shy away from walls above waist height.

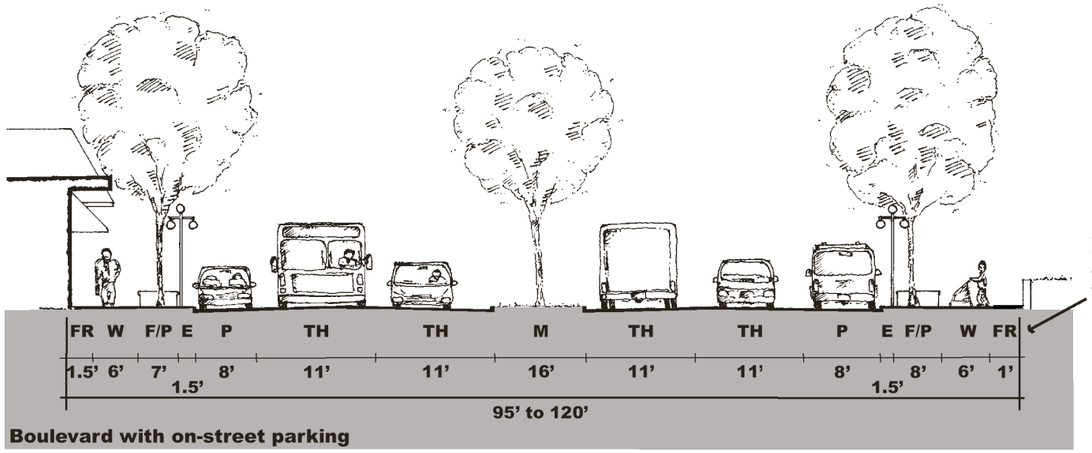
Travel Zone
This zone contains the basic sidewalk width or clear area for pedestrian travel and is sized to provide for two directions of pedestrian travel on the walk.

The following two zones are combined in the design guidance for pedestrian buffers:

Furnishings Zone
This is an amenity zone that contains planting strips, tree wells, planters and space for sidewalk furniture.

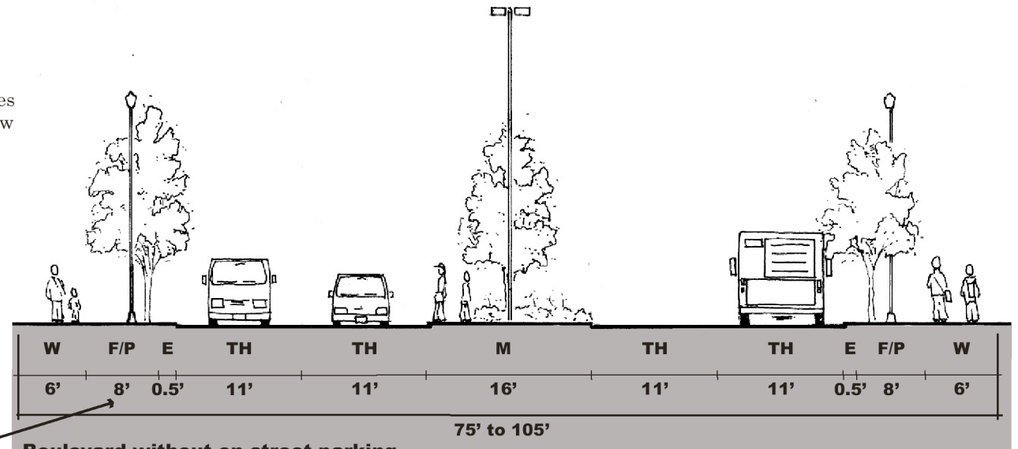
Edge Zone
This zone is closest to the curb and reflects the setback required from the roadway, which varies from back of curb to the required clear distance of 1.5 feet along arterials.

Form-Based Code Template
Street Type Standards: Boulevard



Boulevard with on-street parking

Frontage zones adjacent to low walls are 1 ft.



Boulevard without on-street parking

Frontage/Planting zones on Boulevards without on-street parking need to increase to buffer pedestrians from traffic

TRAVELWAY		PARK/BIKE/TRANSIT		PEDESTRIAN	
TH	Travel Lane	P	Parking Lane	E	Edge Zone
M	Median	B	Bicycle Lane	F/PS	Furnishings Zone/Planting Strip
				W	Walk
				FR	Frontage Zone

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	40 mph	35 mph	35 mph
Residential	35 mph	35 mph	35 mph
Number of Through Lanes			
Commercial	4-6	4-6	4-6
Residential	4-6	4-6	4-6
Basic Lane Width			
Commercial	10-11 ft	10-11 ft	10-11 ft
Residential	10-11 ft	10-11 ft	10-11 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment			
Width w/single left turn lane	12-18 ft	12-18 ft	12-18 ft
Width for street trees and lighting (min)	16 ft	10-16 ft	6-10 ft
Width for pedestrian refuge (min)	10 ft	8 ft	6 ft
Access Management (Driveways/Curb Cuts)			
Commercial (minimum spacing)	375 ft	300 ft	250 ft
Residential	250 ft	250 ft	250 ft

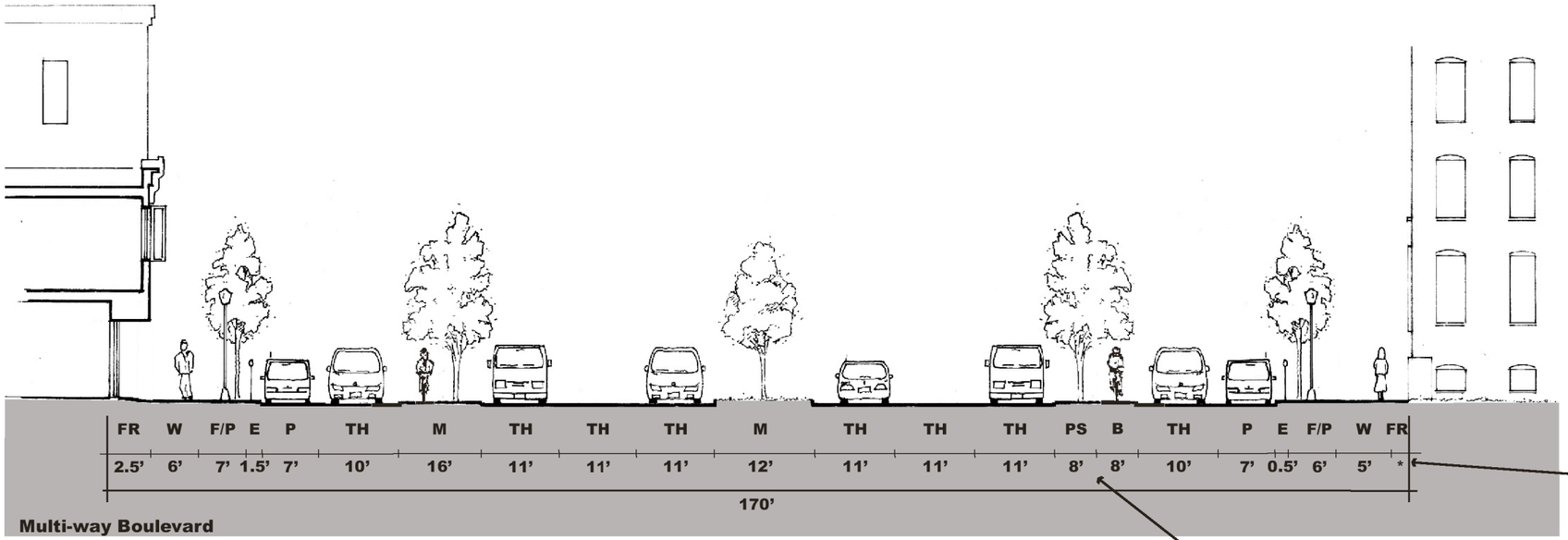
Note: Gray values are intended to emphasize that Boulevards are provisional in CZ-4, CZ-5 and CZ-6

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel	Not recommended	8 ft	8 ft
Angled	Not recommended for Boulevards		
Bicycle Facilities			
Outside lane width on bike routes w/o bike lanes	Use marked lane	14 ft	14 ft
Marked bike lanes	8 ft	4-5 ft	Use shared lane
Bus Stops			
Service Type	Limited stops and express routes, some local service		
Stop design	Bus bays	Curbside	Curbside/Bulbs

PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	6 ft	8 ft	10 ft
Residential	6 ft	8 ft	10 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	1.5 ft / 7 ft Tree wells	1.5 ft / 7 ft Tree wells	1.5 ft / 7 ft Tree wells
Residential	0.5 ft / 8 ft Planting Strip	0.5 ft / 8 ft Planting Strip	1.5 ft / 7 ft Tree Wells
Frontage			
Commercial	1.5 ft	2.5 ft	3 ft
Residential	0-1.5 ft	0-1.5 ft	3 ft



Further design considerations are provided in *The Boulevard Book: History, Evolution, Design of Multiway Boulevards*; Jacobs, Allan B., Elizabeth MacDonald, and Yodan Rofe; Cambridge, MA: The MIT Press, 2002.

Frontage zone is not necessary adjacent to planting; zone widens to 1.5 ft adjacent to taller residential facades

Side access lanes are part of pedestrian realm and are designated as slow speed areas

Side medians are illustrated with bicycle paths; space can also be used for transit (adjacent to center lanes) or for pedestrians adjacent to access lanes; access lanes can be widened to have parking on both sides

TRAVELWAY		PARK/BIKE/TRANSIT		PEDESTRIAN	
TH	Travel Lane	P	Parking Lane	E	Edge Zone
M	Median	B	Bicycle Lane	F/PS	Furnishings Zone/Planting Strip
				W	Walk
				FR	Frontage Zone

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Center Lanes	35-40 mph	30-35 mph	25 mph
Access Lanes	20 mph	10 mph	10 mph
Number of Through Lanes			
Center Lanes	4-6	4	4
Access Lanes	1	1	1
Basic Lane Width			
Center Lanes	10-11 ft	10-11 ft	10-11 ft
Access Lanes (without parking/with parking)	8-10 ft/15-17 ft	8-10 ft/15-17 ft	8-10 ft/15-17 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment			
Center Median	12-18 ft	12-18 ft	12-18 ft
Side Medians	16 ft	10-16 ft	6-10 ft

Access Management (Driveways/Curb Cuts)

Center Lanes
1/8 to 1/4 mile intersection spacing, no driveway access

Access Lanes
Varies depending upon frontage type - may be as close as curb cuts for each lot and as far as Street and Alley spacing typical of Avenues (150-300 ft)

Note: Gray values are intended to emphasize that Multi-way Boulevards are provisional in CZ-3

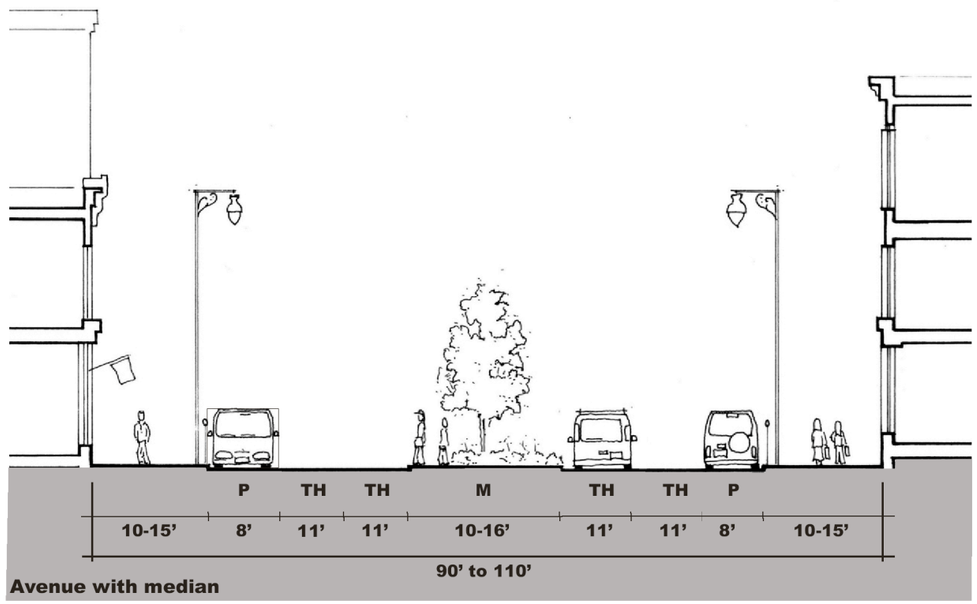
PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Center Lanes	Not allowed		
Access Lanes	Parallel, one or both sides		
	7 ft	7 ft	7 ft
Bicycle Facilities			
	Pathways on the side medians or in the central median		
	8 ft	8 ft	Use Access Lane
	Shared in the access lanes		
	5 ft	5 ft	Shared Lane
Bus Stops (all zones)			
Service Type	LRT/BRT/Express/limited stop in the outside center lanes; local service in the access lanes		
Stop design (center lanes)	Curbside	Curbside	Curbside

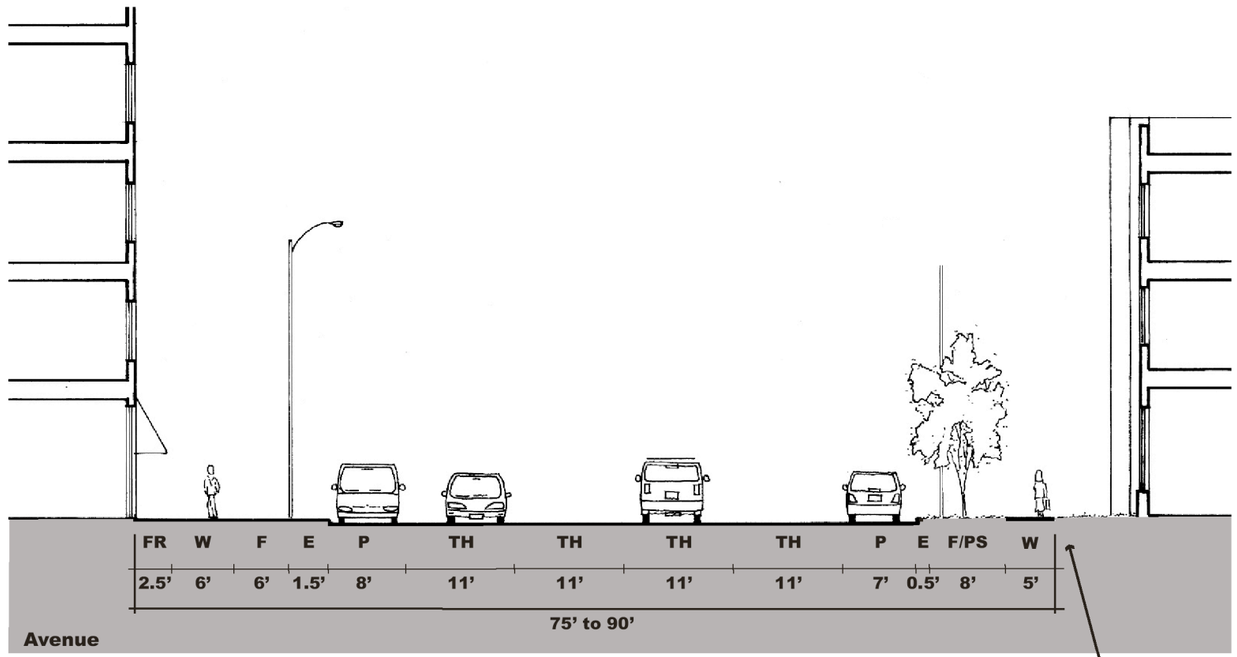
PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	5-6 ft	5-6 ft	6 ft
Residential	5-6 ft	4-5 ft	5-6 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	1.5 ft / 6 ft Tree wells	1.5 ft / 6 ft Tree wells	1.5 ft / 6 ft Tree wells
Residential	1.5 ft / 6 ft Tree wells	0.5 ft / 6-8 ft Planting Strip	1.5 ft / 6 ft Tree Wells
Frontage			
Commercial	1.5-2.5 ft	2.5 ft	> 2.5 ft
Residential	0 ft	0-1.5 ft	> 2.5 ft

Form-Based Code Template
Street Type Standards: Avenue



Avenue with median



Avenue

Frontage zone adjacent to planting is 0 ft

TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	35 mph	25-30 mph	25 mph
Residential	30 mph	25 mph	25 mph
Number of Through Lanes			
Commercial	4	4	4
Residential	4	4	4
Basic Lane Width			
Commercial	10-11 ft	10-11 ft	10-11 ft
Residential	9-11 ft	9-11 ft	9-11 ft

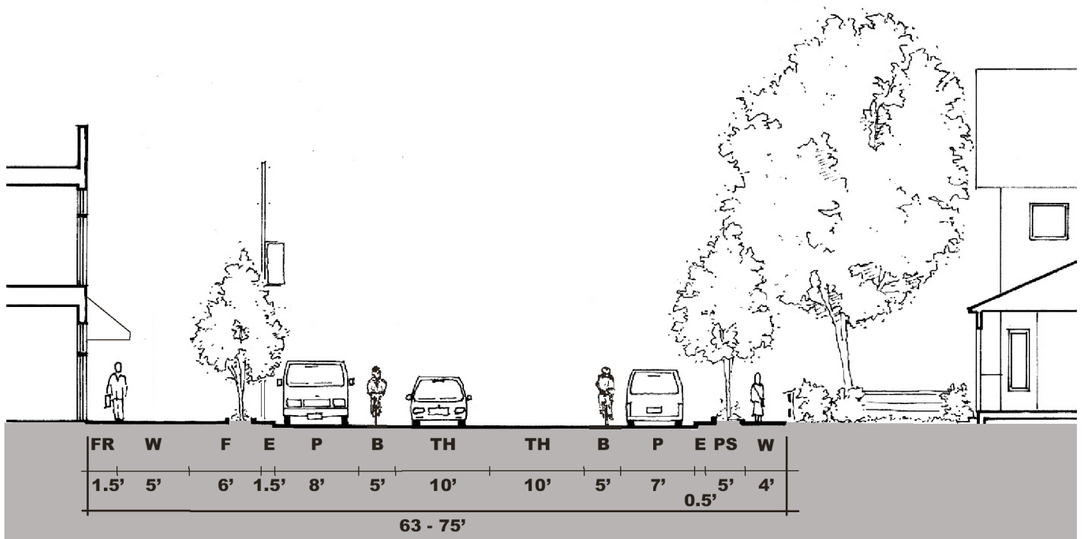
	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment			
Width w/single left turn lane	10-16 ft	10-16 ft	10 ft
Width for street trees and lighting (min)	10 ft	10 ft	6-10 ft
Width for pedestrian refuge (min)	10 ft	8 ft	6 ft
Access Management			
Intersection Spacing			
1/8 - 1/4 mile	300 ft		300 ft
Maximum Block Length	600 ft	300 ft	300 ft
Driveways/Curb Cuts	Limited, auto access should be from side/rear to maintain street frontage; midblock alley/drive permitted		

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel - Commercial	8 ft	8 ft	8 ft
Parallel - Residential	7 ft	7 ft	7 ft
Angled	Not recommended for Avenues		
Bicycle Facilities			
Marked bike lanes	5 ft	5ft	5 ft
Bus Stops			
Service Type	Primarily Local service; limited stop service permitted		
Stop design	Curbside with bulbs (curb extensions) where parking is allowed		

PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	5-6 ft	6 ft	9 ft
Residential	5-6 ft	5-6 ft	9 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	1.5 ft / 6 ft Tree wells	1.5 ft / 6 ft Tree wells	1.5 ft / 6 ft Tree wells
Residential	1.5 ft / 6 ft Tree wells	0.5 ft / 6-8 ft Planting Strip	1.5 ft / 6 ft Tree Wells
Frontage			
Commercial	1.5-2.5 ft	2.5 ft	3 ft
Residential	0 ft	0-1.5 ft	3 ft

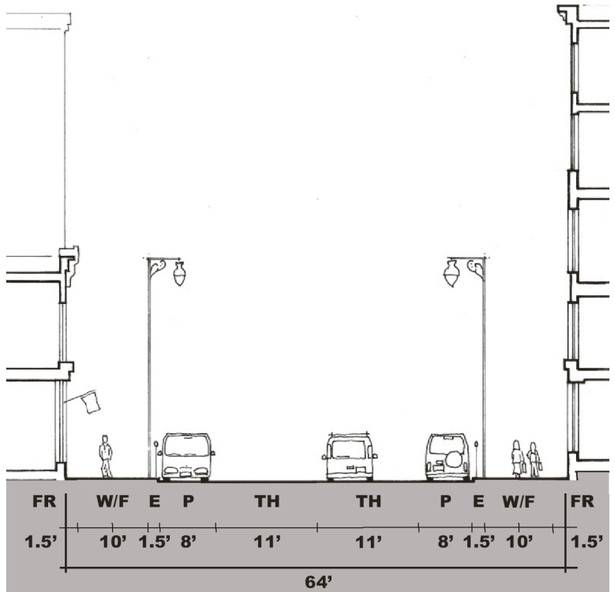


Connector Street with bicycle lanes

TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone



Commercial Connector with parking

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	30 mph	25 mph	25 mph
Residential	25 mph	25 mph	25 mph
Number of Through Lanes			
Commercial	2	2	2
Residential	2	2	2
Basic Lane Width			
Commercial	10-11 ft	10-11 ft	10-11 ft
Residential	9-11 ft	9-11 ft	9-11 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment			
Width w/single left turn lane	10-16 ft	10-16 ft	10-16 ft
Width for street trees and lighting (min)	10 ft	6-10 ft	6 ft
Width for pedestrian refuge (min)	8 ft	6 ft	6 ft

Note: Gray values are intended to emphasize that medians are provisional on Connector Streets

Access Management (Driveways/Curb Cuts)

Intersection Spacing	1/8 mile	300 ft	300 ft
Maximum Block Length	600 ft	300 ft	300 ft

Driveways/Curb Cuts
Spacing approximates lot width

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel - Commercial	8 ft	8 ft	8 ft
Parallel - Residential	7 ft	7 ft	7 ft

Angled
Optional in commercial areas with speeds of 25 mph or less

Bicycle Facilities

Outside lane width on bike routes w/o bike lanes	14	14 ft	14 ft
Marked bike lanes	5 ft	4-5 ft	4 ft

Bus Stops

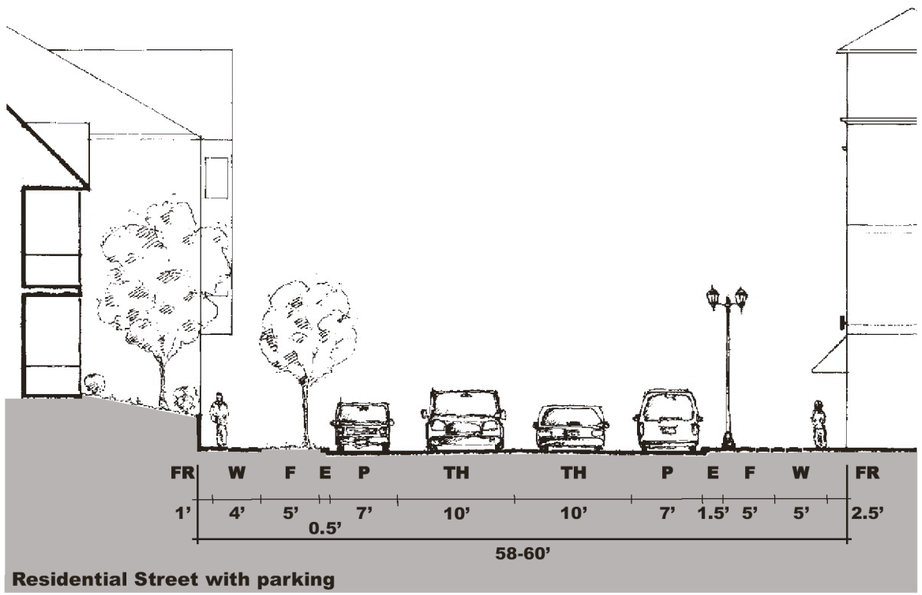
Service Type
Local routes

Stop design
Curbside or with bulbs (curb extensions) where parking is allowed

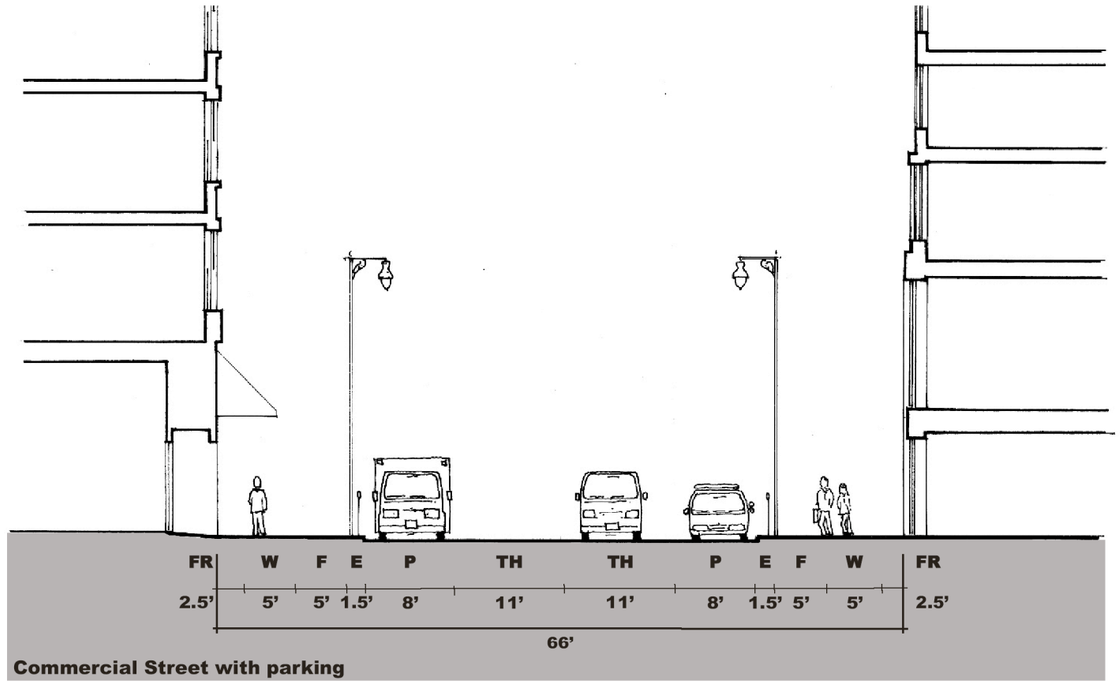
PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	5-6 ft	5-6 ft	5-6 ft
Residential	5 ft	5 ft	6-9 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	1.5 ft / 5-6 ft Tree wells	1.5 ft / 5-6 ft Tree wells	1.5 ft / 6 ft Tree wells
Residential	0.5 ft / 5-6 ft Planting Strip	1.5 ft / 5-8 ft Planting Strip	1.5 ft / 6 ft Tree Wells
Frontage			
Commercial	1.5 ft	2.5 ft	2.5 ft
Residential	0-1.5 ft	0-1.5 ft	2.5 ft

Form-Based Code Template
Street Type Standards: Street



Residential Street with parking



Commercial Street with parking

TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	25 mph	25 mph	25 mph
Residential	20 mph	20 mph	20 mph
Number of Through Lanes			
Commercial	2	2	2
Residential	2	2	2
Basic Lane Width			
Commercial	9-11 ft	9-11 ft	9-11 ft
Residential	9-10 ft	9-10 ft	9-10 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment			
Width w/single left turn lane	10-16 ft	10-16 ft	10 ft
Width for street trees and lighting (min)	10 ft	10 ft	6-10 ft
Width for pedestrian refuge (min)	10 ft	8 ft	6 ft

Note: Gray values are intended to emphasize that medians are provisional on Streets

Access Management

Intersection Spacing
Governed by block length; mid-block alley allowed

Maximum Block Length
Governed by Neighborhood Plans

Driveways/Curb Cuts
Spacing approximates lot width

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel - Commercial	8 ft	8 ft	8 ft
Parallel - Residential	7 ft	7 ft	7 ft
Angled	Optional in commercial areas		
Bicycle Facilities			
Marked bike lanes	4 ft	4 ft	4 ft

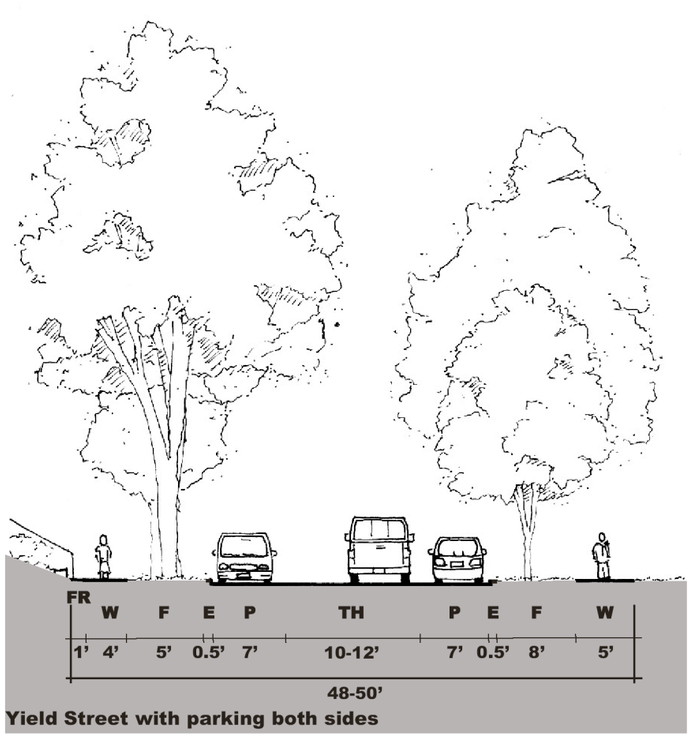
Bus Stops

Service Type
Local routes where Connector Streets are not present

Stop design
Curbside without parking; with curb extensions where parking is present

PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	5 ft	5 ft	6 ft
Residential	5 ft	5 ft	6 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	1.5 ft / 5-6 ft Tree wells	1.5 ft / 5-6 ft Tree wells	1.5 ft / 6 ft Tree wells
Residential	1.5 / 5-8 ft Planting Strip	0.5 ft / 5-8 ft Planting Strip	1.5 ft / 6 ft Tree Wells
Frontage			
Commercial	1.5 ft	2.5 ft	2.5 ft
Residential	0-1.5 ft	0-1.5 ft	2.5 ft

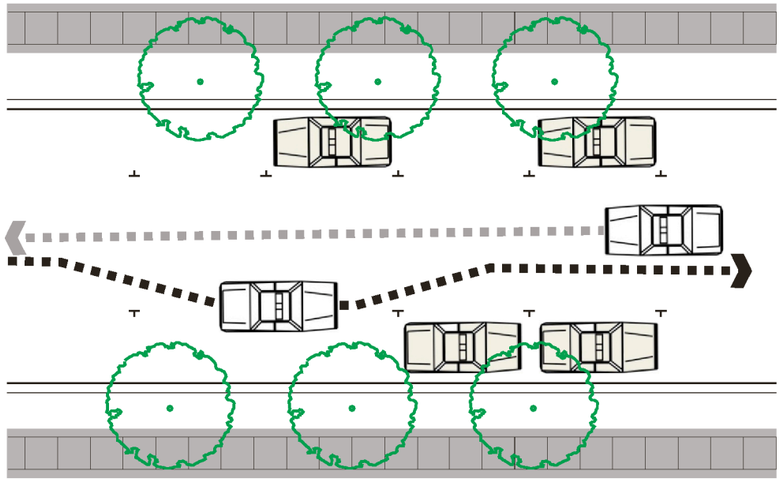


Yield Street with parking both sides

TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone



Yield Street Operation
A Yield Street is nominally wide enough for one lane of parking and two lanes of travel at slow speeds.

When parking occurs on both sides, the travel lane is wide enough for only one vehicle.
Opposing vehicles must yield and pull over to allow traffic to pass.

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	Usually not appropriate for commercial areas		
Residential	15 mph	15 mph	15 mph
Number of Through Lanes			
Commercial	Usually not appropriate for commercial areas		
Residential	1-2	1-2	1-2
Basic Lane Width			
Commercial	Usually not appropriate for commercial areas		
Residential	9-10 ft	9-10 ft	9-10 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment	Medians are not permitted on Yield Streets		

Note: Gray values are intended to emphasize that Yield Streets are provisional in CZ-5 and CZ-6

Access Management

Intersection Spacing
Governed by block length

Maximum Block Length
Governed by Neighborhood Plans

Driveways/Curb Cuts
Auto access should be from rear to maximize on-street parking; where from front, driveway spacing approximates lot width

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel	7 ft	7 ft	7 ft

Bicycle Facilities
Shared with travel lane(s)

Bus Stops

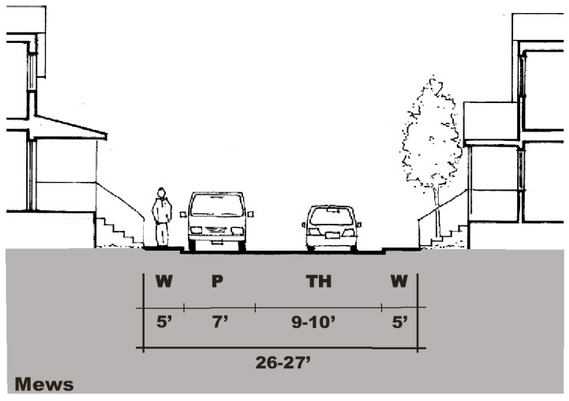
Service Type
Transit service is discouraged for lack of width

Stop design
Curbside, where local service occurs

PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	Not appropriate for commercial areas		
Residential	5 ft	5 ft	6 ft
Pedestrian Buffers (edge/furnishings)			
Commercial	Not appropriate for commercial areas		
Residential	1.5 / 5-8 ft Planting Strip	0.5 ft / 5-8 ft Planting Strip	1.5 ft / 6 ft Tree Wells
Frontage			
Commercial	Not appropriate for commercial areas		
Residential	0-1.5 ft	0-1.5 ft	2.5 ft

Form-Based Code Template
Street Type Standards: Mews



TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone

TRAVELWAY REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed			
Commercial	Not appropriate for commercial areas		
Residential	5 mph	5 mph	5 mph
Number of Through Lanes			
Commercial	Not appropriate for commercial areas		
Residential	1-2	1-2	1-2
Basic Lane Width			
Commercial	Not appropriate for commercial areas		
Residential	9-10 ft	9-10 ft	9-10 ft

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment	Medians are not permitted on Mews		

Note: Gray values are intended to emphasize that Mews are provisional in Context Zone 3

Access Management

Intersection Spacing
Governed by block length

Maximum Block Length
Governed by Neighborhood Plans

Driveways/Curb Cuts
Mews are shared spaces with parking permitted at the curb; driveways may open onto mews

PARKING/BICYCLE/TRANSIT REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking			
Parallel	7 ft	7 ft	7 ft

Mews are shared space where parking alternates with traffic movement and pedestrian activity

Bicycle Facilities

Shared with travel lane(s)

Bus Stops

Service Type
Transit service is not permitted on mews for lack of width

PEDESTRIAN REALM

	Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)			
Commercial	Not appropriate for commercial areas		
Residential	5 ft	5 ft	4-5 ft

Pedestrian Buffers (edge/furnishings)

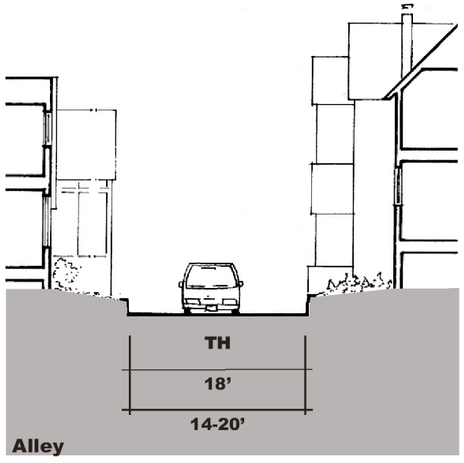
Mews are shared space; buffers are not appropriate as vehicle speeds are slow and pedestrian space is usually hardscape adjacent to the travel way

Frontage

Commercial
Not appropriate for commercial areas

Residential

Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
0-1.5 ft	0-1.5 ft	0-1.5 ft



TRAVELWAY
TH Travel Lane
M Median

PARK/BIKE/TRANSIT
P Parking Lane
B Bicycle Lane

PEDESTRIAN
E Edge Zone
F/PS Furnishings Zone/ Planting Strip
W Walk
FR Frontage Zone

TRAVELWAY REALM

Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Target Speed		
Commercial		
5 mph	5 mph	5 mph
Residential		
5 mph	5 mph	5 mph
Number of Through Lanes		
Commercial		
1-2	1-2	1-2
Residential		
1	1	1
Basic Lane Width		
Commercial		
9-10 ft	9-10 ft	9-10 ft
Residential		
9-14 ft	9-14 ft	9-14 ft

Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Median Treatment		
Medians are not permitted on alleys		
Drainage		
An inverted crown pavement section with center drainage is used in place of curbs and gutters in alleys		
Access Management		
Intersection Spacing Governed by block length; mid-block alley allowed		
Maximum Block Length Governed by Neighborhood Plans		
Driveways/Curb Cuts Garages open directly onto alleys; driveways are not appropriate		

PARKING/BICYCLE/TRANSIT REALM

Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
On-Street Parking		
On-street parking is not allowed		
Bicycle Facilities		
Shared with through lane(s)		
Bus Stops		
Service Type Transit service is not permitted in alleys for lack of width and lack of fronting uses		

PEDESTRIAN REALM

Urban Edge (CZ-3)	General Urban (CZ-4)	Urban Center/Core (CZ-5/6)
Sidewalk Width (travel)		
Alleys are vehicular service drives; pedestrians share space with the travel way		
Pedestrian Buffers (edge/furnishings)		
Alleys are vehicular service drives; pedestrians share space with the travel way		
Frontage		
Alleys are vehicular service drives; pedestrians share space with the travel way		