



# Temple Medical Educational District Form-Based Code



This TMED Form-Based Code was an effort of many. The plan was developed by the City Manager's office, with the technical and design assistance of TBG Partners, Inc., provides direction and intent for the TMED area for the next decade and beyond. Special thanks are merited by the general community and community leaders for their insight and support throughout the process.

**City Council:**

**Planning & Zoning Commission:**

**TMED Coordinating Committee:**

**City Departments:**

**TBG Partners Inc. (consultant):**

## Codes and Form-Based Codes

Consider the most-loved towns of North America. They were either carefully planned, or they evolved as compact, mixed use places because of their geography and the limits of the transportation and economics of their time. However, over the past sixty years, places have evolved in a completely different pattern. They have spread loosely along highways and haphazardly across the countryside, enabled by the widespread ownership of automobiles, by cheap petroleum and cheap land, and by generalized wealth.

Such patterns are enabled by zoning codes that separate dwellings from work-places, shops, and schools. These codes include design standards that favor the automobile over the pedestrian, and are unable to resist the homogenizing effects of globalization.

These practices have produced banal housing subdivisions, business parks, strip shopping, big box stores, enormous parking lots, and sadly gutted downtowns. They have caused the proliferation of drive-by eateries and billboards. They have made walking or cycling dangerous or unpleasant. They have made children, the elderly, and the poor utterly dependent on those who can drive, even for ordinary daily needs. They have caused the simultaneous destruction of both towns and open space -- the 20th century phenomenon known as sprawl.

The form of our built environment needs a 21st century correction. But in most places it is actually illegal to build in a traditional neighborhood pattern. The existing codes prevent it. In most places people do not have a choice between sprawl and traditional urbanism. Codes favor sprawl and isolated residential subdivisions. It is not a level playing field.

This form-based code was created to deal with this problem at the point of decisive impact -- the intersection of law and design. It is a form-based code, meaning it envisions and encourages a certain physical outcome -- the form of the district, community, block, and/or building. Form-based codes are fundamentally different from conventional codes that are based primarily on use and statistics -- none of which envision or require any particular physical outcome.

A form-based code is a tool that guides the form of the built environment in order to create and protect development patterns that are compact, walkable, and mixed use. These traditional neighborhood patterns tend to be stimulating, safe, and ecologically sustainable. This form-based code requires a mix of uses within walking distance of dwellings, so residents aren't forced to drive everywhere, supporting a connected network that relieve traffic congestion.

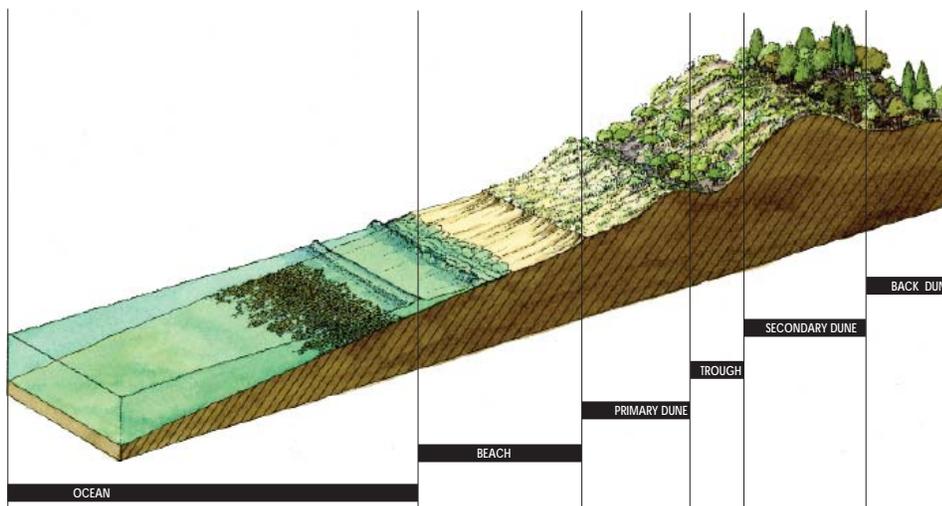
## About the Form-Based Code

This Form-Based Code is based on the SmartCode version 9.2 that incorporates Smart Growth and New Urbanism principles. It is a unified development ordinance, addressing development at all scales of design. It is based on the rural-to-urban transect rather than separated-use zoning, thereby able to integrate a full range of environmental techniques. Because form-based codes envision intentional outcomes based on known patterns of urban design, it is a more succinct and efficient document than most conventional codes.

The SmartCode is a model ordinance. It is not persuasive and instructive like a guideline, nor is it intentionally general like a vision statement. It is meant to be law, precise and technical, administered by municipal planning departments and interpreted by elected representatives of local government.

## Transect-Based Planning

This Code is a transect-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive in symbiotic relationship to the minerals and microclimate.



A TYPICAL NATURAL TRANSECT

# INTRODUCTION

Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. Near the close of the 20th century, New Urbanist designers recognized that sprawl was eradicating the pre-war American transect of the built environment. They began to analyze it and extract its genetic material for replication. In this way, they extended the natural transect to include the built environment, thus establishing the basis for codes that are form-based.

The rural-to-urban Transect is divided into six Transect Zones for application on zoning maps. These six habitats vary by the level and intensity of their physical and social character, providing immersive contexts from rural to urban. Form-based code elements are coordinated by these T-zones at all scales of planning, from the region through the community scale down to the individual lot and building.



A TYPICAL RURAL-URBAN TRANSECT, WITH TRANSECT ZONES

One of the principles of Transect-based planning is that certain forms and elements belong in certain environments. For example, an apartment building belongs in a more urban setting, a ranch house in a more rural setting. Some types of thoroughfares are urban in character, and some are rural. A deep suburban setback destroys the spatial enclosure of an urban street; it is out of context. These distinctions and rules don't limit choices; they expand them. This is the antidote for the one-size-fits-all development of today.

The Transect is evident in two ways. Zones and communities (1) exist as characteristic places on the Transect and (2) they evolve along the Transect over time. As places, the six Transect Zones display identifiable characteristics, based on normative American urban patterns. They also increase in complexity, density and intensity over a period of years, until a "climax condition" is reached. This is a growth process analogous to succession in natural environments.

The best urbanism requires the sequential influence of many participants. A code allows buildings to be designed and built by many hands over years, or even generations. The single designer or committee leads to a lack of robustness, similar to vulnerable monocultures in nature. Once adopted, it stays in place, allowing urbanism to evolve and mature without losing its necessary foundation of order.

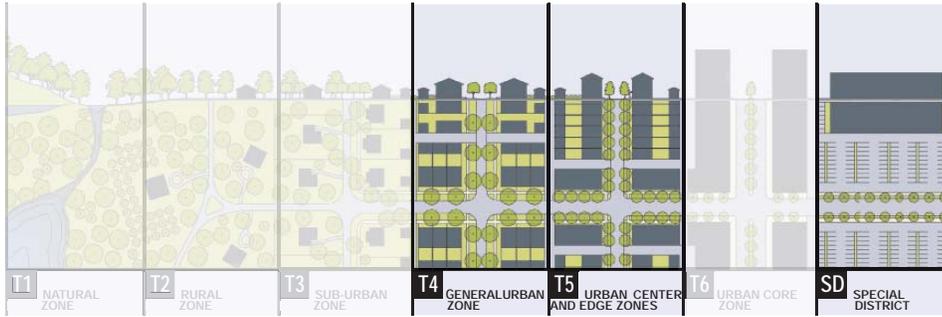
It also ensures that a community will not have to scrutinize all proposed projects, because the intentions of the citizens will have already been determined in the process that leads to the code. This form-based code is a comprehensive framework for that process.

## 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 Temple Medical Education District (TMED) Form-Based Code will focus on two of the six Transect Zones plus Special Districts (SD) as defined below. The T5 zone has been expanded to contain two subsets, which will be denoted by the T5 abbreviation in this document when referencing both subsets. Four institutional Special Districts have been created and will be denoted by the SD abbreviation in this document when referencing all four Special Districts.

- **T4 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.
- **T5-e Neighborhood Edge Zone:** consists of a mixed-use but primarily a commercial, retail, and office urban fabric. It typically has a single row of Teaser Parking located in front of the Principal Building, with strong vehicular cross-connection among different properties. It has primarily attached buildings with wide sidewalks, rhythmic street tree planting and buildings set close to the sidewalks.
- **T5-c Urban Center Zone:** consists of higher-density, mixed-use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets with wide sidewalks, rhythmic street tree planting and buildings set close to the sidewalks.
- **Special Districts:** consist of institutions with buildings that by their current Function, Disposition, or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones. The referencing to a particular institution in a Special District will be identified as follows:
  - S&W Memorial Hospital and TAMHSC (SD-h)
  - The Central Texas Veterans Health Care System (SD-v)
  - Temple College (SD-c)
  - Temple Independent School District (SD-t)



TMED TRANSECT ZONES AND SPECIAL DISTRICTS

**TMED Purpose & Focus**

A major employment hub and gateway into Temple, the Temple Medical Education District (TMED) is a critical area within the City of Temple and has vast promise as a center of economic development. The TMED includes both the residential and commercial neighborhoods surrounding the campuses of Scott & White Memorial Hospital (S&W), The Central Texas Veterans Health Care System (VA), Temple Independent School District (TISD), Temple College and the Texas A&M Health Science Center College of Medicine (TAMHSC). These institutions’ campuses, as well as the larger TMED area, are currently experiencing a significant economic surge, making discerning development guidelines essential to the area’s ongoing transformation.

The City of Temple’s built environment, particularly in the area currently defined as the Temple Medical Education District (TMED), is integrally related to the City’s identity and its urban character. Yet for all its charm and desirable attributes, the TMED represents a hodgepodge of vernaculars reflecting many years of haphazard development. The introduction of a Form-Based Code, a set of holistic guidelines designed to govern the entire district’s visual character and form, will ensure that Temple’s civic epicenter articulates a dynamic and cohesive aesthetic quality, ushering in new growth and revitalization.

Just as Temple’s existent urban fabric came to fruition from many years’ efforts and the contributions of many, the TMED Form-Based Code is a long-term vision designed to reshape the district over time. Each project will be essential to realizing the vision established by the Temple community. The code will ensure harmonious development as the area undertakes significant redevelopment and infill endeavors. Along with providing an attractive and unified aesthetic character, the Form-Based Code emphasizes the pedestrian experience, representing a shift away from decades of automobile-focused development patterns. Not only will this make the TMED more walkable and vibrant for business opportunities, it will create a safer and more desirable urban setting. In order to achieve this vision, it is essential to implement the Form-Based Code as defined, in addition to staying focused on the larger vision, because each redevelopment and infill endeavor is an essential building block to the ultimate goal.

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1.1 AUTHORITY

1.1.1 The regulations contained in this section have been made in accordance with a comprehensive plan for the purpose of promoting the health, safety and general welfare of the city. They have been designed with the intention of protecting 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, education and recreation, reduction in sprawl development, and improvement of the built environment.

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 the Temple Code of Ordinances.

1.2.3 The existing Temple Code of Ordinances 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 5 Definitions of Terms. Article 5 contains regulatory language that is integral to this Code. Those terms not defined in Article 5 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 4 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 14 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 DISTRICT

- a. That natural infrastructure and visual character derived from topography, woodlands and riparian corridors be retained.
- b. That growth strategies should encourage Infill and redevelopment.
- c. That development should be structured in the pattern of Infill UND or Infill MUD and be integrated with the existing urban pattern.
- d. That transportation Corridors shall be planned and reserved in coordination with land use.
- e. That green corridors shall be used to define and connect the Urbanized areas.
- f. That the region shall include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 THE COMMUNITY

- a. That neighborhoods and Mixed-Use centers shall be compact, pedestrian-oriented and provide multiple Functions.
- b. That neighborhoods and Mixed-Use centers shall be the preferred pattern of development and that Special Districts specializing in a single-use shall be the exception.

- c. That ordinary activities of daily living shall occur within walking distance of most dwellings, allowing independence to those who do not drive.
  - d. That interconnected networks of Thoroughfares shall be designed to disperse traffic and reduce the length of automobile trips.
  - e. That within neighborhoods, a range of housing types and price levels shall be provided to accommodate diverse ages and incomes.
  - f. That Civic, institutional, and Commercial activity shall be embedded, not isolated in remote single-use complexes.
  - g. That educational institutions should be located to enable an individual to walk or bicycle to them.
  - h. That a range of Open Space including Parks, Squares, and playgrounds shall be distributed within neighborhoods and Mixed-Use areas.
- 1.3.3 **THE BLOCK AND THE BUILDING**
- a. That buildings and landscaping shall contribute to the physical definition of Thoroughfares as Civic places.
  - b. That development shall adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
  - c. That the design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.
  - d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
  - e. That buildings shall provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
  - f. That Civic Buildings and public gathering places shall be provided 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 harmonious and orderly evolution of urban areas shall 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 Temple hereby creates a TMED Review Committee (“TRC”) comprised of the City Planner, Director of Public Works, Parks Director, Fire Chief, Director of Construction Safety, City Attorney, or a designee of these agencies. The TRC shall also include an at-large citizen representative located within the District as well as two TMED Coordinating Group members, who will be appointed by the TMED Coordinating Group; these three representatives will be appointed to two-year terms. The TRC shall administratively review and process applications and plans for proposed projects for compliance within the provisions of this Code.
- 1.4.2 The geographic locations and the standards for the Transect Zones was determined through a process of public consultation and guidance from the TMED Coordinating Committee. Projects that require no Variances or Warrants, or only Warrants, shall

be processed administratively without further Council approval.

1.4.3 An owner may appeal a decision of the TRC to the Zoning Board of Adjustments. An appeal to the decision of the Zoning Board of Adjustments will be made to the District Court.

1.4.4 Should a violation of the approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Building Plan, the Zoning Board of Adjustments 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 TRC.

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 TRC shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the TRC.

1.5.3 A Variance allows a modification of a requirement under this Code, provided that the modification is not contrary to the public interest, and due to special conditions, a literal enforcement of the ordinance would result in unnecessary hardship, and so that the spirit of the ordinance is observed and substantial justice is done. "Unnecessary hardship" means a hardship by reason of exceptional shape of a lot, exceptional topographic conditions, or other exceptional physical conditions for a parcel of land. Unnecessary hardship shall not include personal or financial hardship or any other hardship that is self-imposed. Requests for Variances shall be heard by the TRC for recommendation to the Zoning Board of Adjustments in accordance with the provisions of this Code.

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 2)
- b. The required provision of Rear Alleys.
- c. The minimum Base Residential Densities. (See Table 13b)
- d. The maximum requirements for parking. (See Table 10)
- e. The requirements of parking location. (See Section 3.9)

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## 2.1 INSTRUCTIONS

- 2.1.1 Within the area of the Transect Map, this code replaces and takes precedence over the Zoning, Subdivision, Design and Development Standards, Landscaping and Sign standards contained in the Ordinances and Unified Development Code of Temple.
- 2.1.2 **Infill Plans are required for all development within TMED and may be prepared by a landowner, a developer, or by the City, and they shall comply with this Code in its entirety.**
- 2.1.3 Infill Plans will comply with the Transect Map and this Code, and consider surveys of existing conditions showing the site, adjacent developments, connecting thoroughfares, natural features and man-made traces. The design of the Infill Plan shall respond to these existing conditions to the satisfaction of the TRC.
- 2.1.4 Infill Plans shall lay out the Thoroughfare network according to the provisions of Section 2.6 and Tables 2 and 3.
- 2.1.5 The City Planning Department shall determine a Community Unit type and any Special Requirements, based on existing conditions and intended evolution in the plan area.
- 2.1.6 An Infill Plan shall identify, assign, and follow the requirements of the Community Unit types described in Section 2.2.

## 2.2 COMMUNITY UNIT TYPES

- 2.2.1 Infill Regulating Plans shall encompass one or more of the following Community Unit types.
- 2.2.2 **INFILL UND (URBAN NEIGHBORHOOD DEVELOPMENT)**
- a. An Infill UND shall be Urbanized areas that are primarily Residential. Infill Plans that include Infill UND shall be based on conserving, completing, or creating Transect-based urban structure. An Infill UND 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. Its physical center should be located at an important traffic intersection associated with one or more Mixed-Use Corridors or centers.
  - b. The edges of the Infill UND should blend into adjacent neighborhoods or urban areas without buffer.
- 2.2.3 **INFILL MUD (MIXED-USE DEVELOPMENT)**
- a. An Infill MUD shall be Urbanized areas that are primarily Mixed-Use. Infill Plans that include Infill MUD shall be based on conserving, completing, or creating Transect-based urban structure. An Infill MUD 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. Infill MUD's should be the location of Commercial uses as well as government and other Civic institutions of regional importance.
  - b. The edges of an Infill MUD should blend into adjacent neighborhoods or urban areas without buffer.

## 2.3 CIVIC FUNCTIONS

- 2.3.1 **GENERAL TO ZONES T4 AND T5**
- a. Infill Plans should designate Civic Space (CS) and Civic Building (CB).
  - b. A Civic Function 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 with its own standards.

- c. Parking provisions for Civic Functions shall be determined by Warrant.
- d. Each Pedestrian Shed shall assign at least 5% of its Urbanized area to Civic Space.

2.3.2 CIVIC SPACE (CS)

a. GENERAL TO ZONES T4, T5 AND SPECIAL DISTRICTS

- i. Civic Spaces shall be generally designed as described in Table 12, their type determined by the surrounding or adjacent Transect Zone, subject to the approval of the City Planning Department and the Parks and Leisure Services Department, and distributed throughout the Transect Zones as described in Table 13e.
- ii. Each Civic Space shall have a minimum of 50% of its perimeter Enfronting a Thoroughfare, except for playgrounds.
- iii. All trails identified on the Citywide Trails Master Plan, and their associated connections to existing and future community Sidewalks, shall be incorporated and identified on Infill Plans and shall provide access to Civic Functions.

b. SPECIFIC TO ZONE T5-C

- i. 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 12b, 12c, or 12d.

2.3.3 CIVIC BUILDING (CB)

- a. Civic Buildings shall not be subject to the Requirements of Article 3. The particulars of their design shall be determined by Warrant.

2.4 HAZARD MITIGATION STANDARDS

- 2.4.1 Lands in any Special Flood Hazard Area that are designated to be set aside for the purpose of hazard mitigation shall become permanent Civic Space regardless of size, subject to the Special District provision in Section 2.5, shall be designated Civic Space Hazard Mitigation on the Infill Plan, and shall count toward the required Civic Space allotment for Pedestrian Sheds including them. Areas too small to be coded as Special District shall conform to the Civic Space standards of Table 12 for one or more of any adjacent habitable Transect Zone(s).

2.5 SPECIAL DISTRICTS

- 2.5.1 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 a Special District by the Planning Department in the process of an Infill Plan being prepared. Conditions of development for Special Districts shall be determined by the TRC and presented to the Zoning Board of Adjustments for approval and recorded on Table 13.

2.6 THOROUGHFARE STANDARDS

2.6.1 GENERAL

- a. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.

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- 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. Thoroughfares are assembled from the Vehicular Lane elements that appear in Table 2A and Table 2B and the Public Frontages of Table 3A and Table 3B.
- e. There are several one-way street assemblies included in Table 2B. They should be used sparingly, especially if blocks are long, as they are less connective than two-way streets.
- f. Located within a more Urbanized area, pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflicts between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- g. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Table 13c. 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.
- h. 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.
- i. Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage.
- j. Standards for pedestrian and Bicycle Trails shall be as prescribed in the Citywide Trails Master Plan. Any variation shall be subject to approval by Warrant to accommodate specific site conditions only.
- k. The standards for Thoroughfares within Special Districts shall be determined by Variance.

#### 2.6.2 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 2A.
- b. A bicycle network consisting of Bicycle Trails, Bicycle Routes and Bicycle Lanes should be provided throughout as defined in Article 5 Definitions of Terms and allocated as specified in Table 13d. Bicycle Routes should be marked with Sharrows. The community bicycle network shall be connected to existing or proposed regional networks.

#### 2.6.3 PUBLIC FRONTAGES

##### a. GENERAL TO ALL ZONES T4, T5 AND SPECIAL DISTRICTS

- i. The Public Frontage contributes to the character of the Transect Zones and the TMED area as a whole, and includes the types of Sidewalk, Curb, planter, bicycle facility, and street trees.
- ii. Public Frontages shall be designed as shown in Table 3A and Table 3B and allocated within Transect Zones and Special Districts as specified in Table 13d.
- iii. Within the Public Frontages, the prescribed types of Public Lighting and Public Planting shall be as shown in Table 3A, Table 3B, Table 4 and Table 5. The spacing may be adjusted by Warrant to accommodate specific site conditions.

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- iv. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization, maintenance and tolerant of soil compaction.
- b. SPECIFIC TO ZONE T4 AND SPECIAL DISTRICTS
  - i. The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story.
- c. SPECIFIC TO ZONE T5
  - i. The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. 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.

2.7 DENSITY CALCULATIONS

- 2.7.1 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 13b. For purposes of Density calculation, the Transect Zones include the Thoroughfares but not land assigned to Civic Functions.
- 2.7.2 The Base Density of the Community Unit may be increased by the Transfer of Development Rights (TDR) up to the amount specified for each Zone by Table 13b.
- 2.7.3 Within the percentage range shown on Table 13b for Other Functions, the housing units specified on Table 13b 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.
- 2.7.4 The housing and other Functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 9, Table 10 and Section 3.8.

2.8 SPECIAL REQUIREMENTS

- 2.8.1 The development of an Infill Plan shall have the participation of the City Planning Department and shall designate any of the following Special Requirements. The TRC may designate additional Mandatory or Recommended Special Requirements as it see's fit.
  - 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 6 and specified in Article 3. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 15d.)
  - c. Designations for Mandatory and/or Recommended Gallery Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either

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- 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 3A) and Private Frontage (Table 6) 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 TRC.
  - 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 with the approval of the Temple Historic Preservation Board.

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3.1 INSTRUCTIONS

- 3.1.1 Lots and buildings located within the area of the Transect Map are subject to the requirements of this Article.
- 3.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the TRC.
- 3.1.3 The requirements described in this Section shall control the Disposition, Configuration and Function of buildings, as well as their functional architectural, landscape, parking, signage, ambient and visitability standards.
- 3.1.4 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
    - Architectural Standards
    - Ambient Standards
    - Special Requirements, if any
  - c. The TRC may request additional information consistent with this Code.
- 3.1.5 Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

3.2 PRE-EXISTING CONDITIONS

- 3.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until one of the following conditions take place or is requested, at which time the TRC shall determine the provisions of this Section that shall apply.
  - a. Regardless of transfer of ownership, existing Non-Conforming Buildings with a Non-Conforming Use that do not conform to the provisions of this Code may continue as they are until:
    - i. the building is reconstructed, Substantially Modified, or building façade altered such that the collective reconstructions or modifications within any 10 year period are valued at a total of forty 40% or greater of the assessed value of the structure in the most recently certified tax rolls.
  - b. Regardless of transfer of ownership, existing Non-Conforming Buildings that do not conform to the provisions of this Code may change use or Building Function within the same building, provided the new use or Building Function is permitted in Table 11 until:
    - i. the building is reconstructed, Substantially Modified, or building façade altered such that the collective reconstructions or modifications within any 10 year period are valued at a total of forty 40% or greater of the assessed value of the structure in the most recently certified tax rolls.
  - c. Any Substantial Modification or reconstruction of or change to an A-Grid Façade of a Non-Conforming Building shall meet the provisions of this Code unless a Warrant is granted by the TRC. In granting or denying a Warrant for such modi-

- fications, the TRC shall evaluate the extent to which the proposed modifications result in greater or lesser conformance with the specifications of this Code and the extent to which the modifications meet the vision and intent of the District.
- d. The restoration or rehabilitation of an existing building shall not require the provision of on-site stormwater retention/detention in addition to that existing.
  - e. Regardless of the dollar value of modifications, all existing Non-Conforming single-family residential buildings in the T4 or T5 zones are not required to meet the standards in this Code as long as they do not increase their non-conformity in any way. Any changes in building height or footprint will need to comply with this Code for the portions that are added or modified only.
- 3.2.2 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of this Code.
- 3.2.3 Where buildings exist on adjacent Lots within the T4 and T5-e Zones, the TRC may require that a proposed building match one or the other of the adjacent Setbacks rather than the provisions of this Code.
- 3.2.4 Any addition to or modification of a Building of Value that has been designated as such by the Temple Historic Preservation Board, 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 Temple Historic Preservation Board.
- 3.2.5 The restoration or rehabilitation of an existing building shall not require the provision of parking in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 9 and Table 10.

### 3.3 SPECIAL REQUIREMENTS

- 3.3.1 The development of a Building Plan shall have the participation of the City Planning Department and shall designate any of the following Special Requirements to be applied according to these standards. The TRC may designate additional Mandatory or Recommended Special Requirements as it see's fit.
- 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. 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 6. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 15d.)
  - 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 6). 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 6 and Table 7). The Arcade Frontage may be combined with a Retail Frontage.

- e. a coordinated Frontage designation requires that the Public Frontage (Table 3A) and Private Frontage (Table 6) 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 TRC.
- 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.

**3.4 CIVIC FUNCTIONS**

**3.4.1 GENERAL**

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

**3.4.2 CIVIC SPACES (CS)**

- a. Civic Spaces shall be generally designed as described in Table 12.

**3.4.3 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.

**3.5 BUILDING DISPOSITION**

**3.5.1 GENERAL TO ZONES T4 AND T5**

- a. Newly platted Lots shall be dimensioned according to Table 13f and Table 14.
- b. Building Disposition types shall be as shown in Table 8 and Table 13i.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 13g, Table 13h, and Table 14.
- 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 15c.
- e. Lot coverage by building shall not exceed that recorded in Table 13f and Table 14.
- 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 13g and Table 14.
- g. Setbacks for Principal Buildings shall be as shown in Table 13g and Table 14. Setbacks may be adjusted by Warrant.
- h. Rear Setbacks for Outbuildings shall be a minimum of 15 feet measured from the centerline of the Rear Alley. In the absence of a Rear Alley, the rear Setback shall be as shown in Table 13h and Table 14.
- i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

**3.6 BUILDING CONFIGURATION**

**3.6.1 GENERAL TO ZONES T4 AND T5**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 6 and Table 13j.

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- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 15. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
  - c. Commercial uses requiring a drive-thru (i.e. bank, pharmacy, restaurant, etc.) or canopy structure (i.e. fueling station, etc.) shall be by Warrant. No part of the drive-thru or canopy structure shall be within or visible to the first Layer of the Lot or A-Grid Thoroughfare. Drive-thru and canopy structures shall be accessed from a B-Grid Thoroughfare or Rear Alley.
  - d. All Facades shall be glazed with clear glass no less than 30% of the first Story.
  - e. Building heights, Stepbacks, and Extension Lines shall conform to Table 7 and Table 13j.
  - f. In a Parking Structure or garage, each above-ground level counts as a single Story regardless of its relationship to habitable Stories.
  - g. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.
  - h. The habitable area of an Accessory Dwelling Unit within a Principal Building or an Outbuilding shall not exceed 440 square feet, excluding the parking area.
- 3.6.2 SPECIFIC TO ZONE T4
- a. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. (Table 15d)
  - b. 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.
- 3.6.3 SPECIFIC TO ZONE T5
- a. Awnings, Arcades, and Galleries may Encroach the Sidewalk to within 2 feet of the Curb but must clear the Sidewalk vertically by at least 8 feet.
  - b. 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 15 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.
  - c. Maximum Encroachment heights (Extension Lines) for Arcades shall be as shown on Table 7.
  - d. Stoops, Lightwells, balconies, bay windows, and terraces may Encroach the first Layer 100% of its depth. (Table 15d)
  - e. Loading docks and service areas shall be permitted on Frontages only by Warrant.
  - f. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Frontage Line.
  - g. Streetscreens shall be between 3.5 and 8 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.
  - h. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average Sidewalk grade.

3.7 BUILDING FUNCTION

3.7.1 GENERAL TO ZONES T4 AND T5

a. Buildings in each Transect Zone shall conform to the Functions on Table 9, Table 11 and Table 13l. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 11.

3.7.2 SPECIFIC TO ZONES T4 AND T5

a. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 9.

3.7.3 SPECIFIC TO ZONES T5

a. First Story Commercial Functions shall be permitted.  
b. Manufacturing Functions within the first Story may be permitted by Variance.

3.8 PARKING AND DENSITY CALCULATIONS

3.8.1 GENERAL TO ZONES T4 AND T5

- a. Buildable Density on a Lot shall be determined by the sum of the actual parking 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 10 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 9.
- d. The total Density within each Transect Zone shall not exceed that specified by Article 2.
- e. Accessory Dwelling Units do not count toward Density calculations.
- f. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.

3.9 PARKING LOCATION STANDARDS

3.9.1 GENERAL TO ZONES T4 AND T5

- a. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.
- b. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage Line by Warrant, except for corner lots at intersections with the A-Grid.

3.9.2 SPECIFIC TO ZONE T4

- a. All parking areas and garages shall be located at the second or third Layer. (Table 15d)
- b. Driveways at Frontages shall be no wider than 10 feet in the first Layer. (Table 2B.e)

3.9.3 SPECIFIC TO ZONE T5-e

- a. A single row of Teaser Parking not exceeding 44 feet in pavement width is permitted along the Frontage Line by Warrant. (Table 6)
- b. To reduce and limit the number of driveway cuts along A-Grid streets, parking areas shall provide continuous cross-connection, regardless of Lot Lines.
- c. In order to reduce the number of pedestrian and vehicular conflicts at sidewalk and driveway intersections, driveway cuts shall be limited to two per A-Grid

- Block Face, regardless of currently allotted driveway cuts, and subject to approval by the TRC and any other governing bodies. The maximum two driveway cuts along an A-Grid Thoroughfare shall generally be equally spaced along the Block Face and provide access to adjoining Lots through continuous cross-connection parking.
- d. If Teaser Parking is provided, all remaining required parking shall be located in the third layer. Parking shall generally be accessed by Rear Alleys or B-Grid streets when such are available. Access from the Teaser Parking located in the first Lot Layer may provide connection and access to the third Lot Layer through a maximum 24 foot driveway (Table 2B.e) between buildings by Warrant. (Table 14B)
- 3.9.4 SPECIFIC TO ZONE T5-C
- a. All parking lots, garages, and Parking Structures shall be located at the second or third Layer. (Table 15d)
  - b. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage. (Table 2B.e)
  - c. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
  - d. Parking Structures on the A-Grid shall have Liner Buildings lining the first Story.
  - e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every fifteen vehicular parking spaces.
- 3.10 LANDSCAPE STANDARDS
- 3.10.1 GENERAL TO ZONES T4 AND T5
- a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 13f.
- 3.10.2 SPECIFIC TO ZONE T4
- a. The first Layer may not be paved, with the exception of Driveways as specified in Section 3.9.2 and Section 3.9.3. (Table 15d)
  - b. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 15d)
  - c. Trees shall be of a single or alternating species to match the species of Street Trees on the Public Frontage, or as shown on Table 5.
- 3.10.3 SPECIFIC TO ZONE T5
- a. Trees shall not be required in the first Layer.
  - b. Trees shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 5.
- 3.11 SIGNAGE STANDARDS
- 3.11.1 GENERAL TO ZONES T4 AND T5
- a. There shall be no signage permitted additional to that specified in this Section.
  - 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.
  - c. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
- 3.11.2 SPECIFIC TO ZONE T4
- a. One blade sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the Sidewalk.

3.11.3 SPECIFIC TO ZONE T5

- a. Blade signs, not to exceed 6 square feet for each separate business entrance, may be attached to and should be perpendicular to the Facade, and shall clear 8 feet above the Sidewalk.
- b. A single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.
- c. Entertainment businesses (i.e. movie theaters, bowling alleys, etc.) may have a neon or specially designed sign if approved by Warrant.

3.12 ARCHITECTURAL STANDARDS

3.12.1 GENERAL TO ZONES T4 AND T5

- a. Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.
- b. Streetscreens should be constructed of a material matching the adjacent building Facade.
- c. All openings, including porches, Galleries, Arcades and windows, with the exception of Shopfronts, shall be square or vertical in proportion.
- d. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
- e. Doors and windows that operate as sliders are prohibited along Frontages.
- f. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12.
- g. The exterior finish material on all Facades shall be limited to brick, stone, wood siding, cementitious siding and/or stucco.
- h. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the TRC.
- i. Balconies and porches shall be made of painted wood, concrete, or metal.
- j. Rear yard privacy or security fencing shall be located 20 feet minimum plus the required building setback from the Principal Frontage. Fences may be of wood board. Chain-link fencing shall not be allowed .
- k. Accent or barrier fencing that is 50% transparent or greater and no taller than 36 inches is permitted in the first and second Lot Layer by Warrant.

3.13 AMBIENT STANDARDS

3.13.2 GENERAL TO ZONES T4, T5 AND SPECIAL DISTRICTS

- a. Streetlights shall be of a general type illustrated in Table 4.
- b. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 3.12

3.13.2 SPECIFIC TO ZONE T4

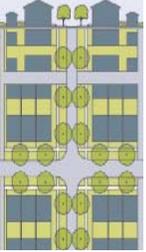
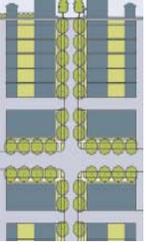
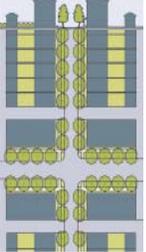
- a. Sound levels measured at the building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
- b. No lighting level measured at the building Frontage Line shall exceed 1.0 fc.

3.13.3 SPECIFIC TO ZONES T5

- a. Sound levels measured at the building Frontage Line shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.
- b. No lighting level measured at the building Frontage Line shall exceed 2.0 fc.

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

<p><b>T4</b></p> 	<p><b>T4 GENERAL URBAN</b>                  T4 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.</p>	<p><b>General Character:</b> Mix of Houses, Townhouses &amp; small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians</p> <p><b>Building Placement:</b> Shallow to medium front and side yard Setbacks</p> <p><b>Frontage Types:</b> Porches, fences, Dooryards</p> <p><b>Typical Building Height:</b> 1- to 2-Story with a few taller Mixed-Use buildings</p> <p><b>Type of Civic Space:</b> Playgrounds, Squares, Greens (see Table 12)</p>
<p><b>T5-e</b></p> 	<p><b>T5-e URBAN EDGE</b>                  T5-e Urban Edge Zone consists of mid-density mixed-use buildings that provide a transition to the adjoining residential neighborhood. Buildings are primarily Commercial use particularly on the ground floor, and accommodate retail, offices, personal services and residential. It typically has a single-row of Teaser Parking located in front of the Principal Building, with strong vehicular cross-connection among different properties. It has primarily attached buildings with wide sidewalks, rhythmic street tree planting and buildings set close to the sidewalks.</p>	<p><b>General Character:</b> Shops mixed with Townhouses, Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way and along the front of the Principal Building; substantial pedestrian activity</p> <p><b>Building Placement:</b> Typically behind a single-row of Teaser Parking; buildings oriented to street</p> <p><b>Frontage Types:</b> Stoops, Shopfronts, Galleries</p> <p><b>Typical Building Height:</b> 2- to 3-Story with some variation</p> <p><b>Type of Civic Space:</b> Plazas and Squares, median landscaping (see Table 12)</p>
<p><b>T5-c</b></p> 	<p><b>T5-c URBAN CENTER</b>                  T5-c Urban Center Zone consists of higher density mixed-use buildings 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.</p>	<p><b>General Character:</b> 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</p> <p><b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p><b>Frontage Types:</b> Stoops, Shopfronts, Galleries</p> <p><b>Typical Building Height:</b> 2- to 5-Story with some variation</p> <p><b>Type of Civic Space:</b> Parks, Plazas and Squares, median landscaping (see Table 12)</p>

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TABLE 2A: Vehicular Lane Dimensions. This table assigns lane widths to Transect Zones. The Design ADT (Average Daily Traffic) is the determinant for each of these sections. The most typical assemblies are shown in Table 2B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

DESIGN SPEED	TRAVEL LANE WIDTH	T4	T5
Below 20 mph	8 feet	□	
20-25 mph	9 feet	■	□
25-35 mph	10 feet	■	■
25-35 mph	11 feet	□	■
Above 35 mph	12 feet		■

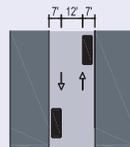
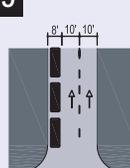
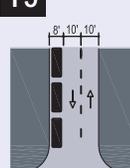
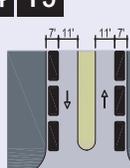
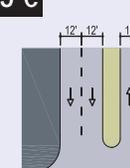
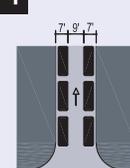
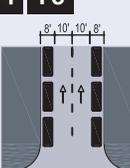
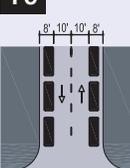
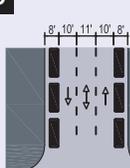
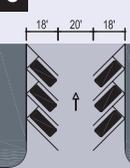
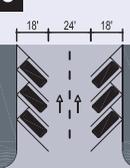
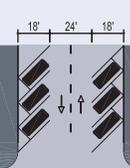
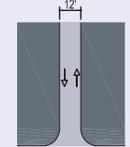
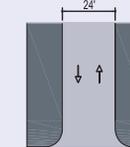
- BY RIGHT
- BY WARRANT

DESIGN SPEED	PARKING LANE WIDTH		
20-25 mph	(Angle) 18 feet		■
20-25 mph	(Parallel) 7 feet	■	□
25-35 mph	(Parallel) 8 feet	■	■
Above 35 mph	(Parallel) 9 feet		■

DESIGN SPEED	EFFECTIVE TURNING RADIUS	(See Table 15b)	
Below 20 mph	5-10 feet	■	■
20-25 mph	10-15 feet	■	■
25-35 mph	15-20 feet	■	■
Above 35 mph	20-30 feet		□

**IN-PROGRESS DRAFT**

TABLE 2B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and Turning Radii assembled for Thoroughfares.

	ONE WAY MOVEMENT	TWO WAY MOVEMENT		
<b>a. YIELD PARKING</b>  Design ADT Pedestrian Crossing Design Speed		<b>T4 T5</b>  1,000 VPD 7 Seconds		
<b>b. PARKING ONE SIDE PARALLEL</b>  Design ADT Pedestrian Crossing Design Speed	<b>T5</b>  18,000 VPD 8 Seconds	<b>T4 T5</b>  16,000 VPD 8 Seconds 25-30 MPH	<b>T4 T5</b>  15,000 VPD 11 Seconds 25-30 MPH	<b>T5-e</b>  36,000 VPD 14 Seconds
<b>c. PARKING BOTH SIDES PARALLEL</b>  Design ADT Pedestrian Crossing Design Speed	<b>T4</b>  8,000 VPD 7 Seconds Below 20 MPH	<b>T4 T5</b>  20,000 VPD 10 Seconds 25-30 MPH	<b>T4 T5</b>  15,000 VPD 10 Seconds 25-30 MPH	<b>T5</b>  22,000 VPD 13 Seconds 25-30 MPH
<b>d. PARKING BOTH SIDES DIAGONAL</b>  Design ADT Pedestrian Crossing Design Speed	<b>T5</b>  18,000 VPD 15 Seconds Below 20 MPH	<b>T5</b>  20,000 VPD 17 Seconds 20-25 MPH	<b>T5</b>  15,000 VPD 17 Seconds 20-25 MPH	
<b>e. PARKING ACCESS</b>  Design ADT Pedestrian Crossing Design Speed		<b>T4</b>  3 Seconds	<b>T5</b>  6 Seconds	

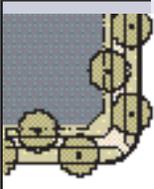
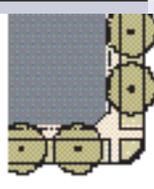
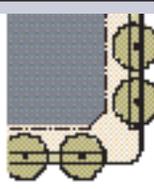
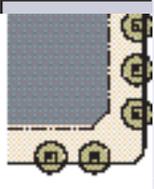
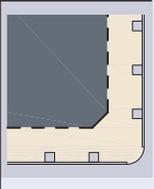
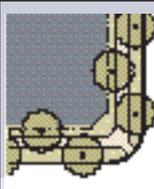
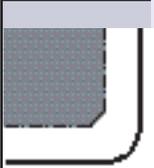
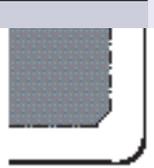
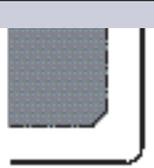
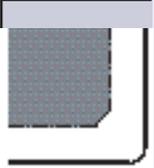
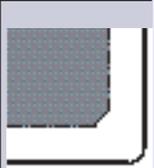
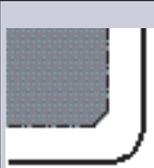
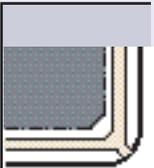
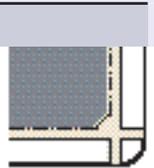
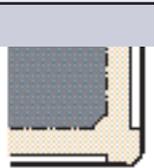
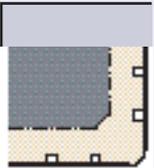
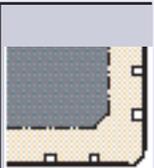
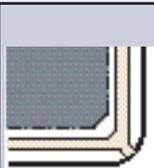
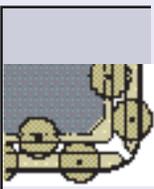
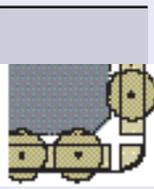
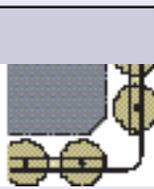
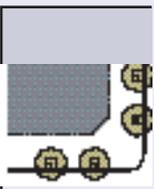
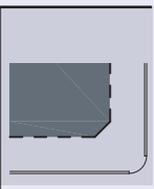
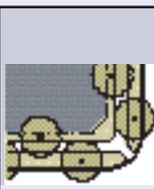
IN-PROGRESS DRAFT

TABLE 3A: Public Frontages - General. The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.

	PLAN
	LOT    R.O.W. PRIVATE FRONTAGE    PUBLIC FRONTAGE
<p>a. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.</p>	<div style="float: right; text-align: center;">                 T4 T5 SD             </div>
<p>b. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.</p>	<div style="float: right; text-align: center;">                 T4 T5 SD             </div>
<p>c. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.</p>	<div style="float: right; text-align: center;">                 T4 T5 SD             </div>
<p>d. (CS) (AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.</p>	<div style="float: right; text-align: center;">                 T5 SD-h SD-v SD-c             </div>
<p>e. (BV) For Boulevard: This Frontage has raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of a single tree species aligned in a regularly spaced Allee down both sides of the Thoroughfare as well as down a median that separates opposite vehicular traffic flow.</p>	<div style="float: right; text-align: center;">                 T5-e SD-h SD-v SD-c             </div>

IN-PROGRESS DRAFT

Table 3B: Public Frontages - Specific. This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and Planters – relative to specific Thoroughfare types within Transect Zones. Table 3B-a assembles all of the elements for the various street types. For the T5-e Zone, this area will be considered for the section between the edge of the Teaser Parking drive lane and the Building Frontage.

TRANSECT ZONE Public Frontage Type	T4	T4   T5   SD-h	T5   SD	T5   SD-h	T5-e	SD
	ST-DR-AV	SD-v   SD-c	CS-DR-AV	CS-DR-AV	BV	ST-DR-AV-BV
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.  Total Width	 12-18 feet	 12-18 feet	 18-24 feet	 18-30 feet	 12-18 feet	 18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.  Type Radius	 0-20 feet	 0-20 feet	 0-20 feet	 0-20 feet	 0-20 feet	 0-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.  Type ** Width	 0-12 feet	 0-12 feet	 12-20 feet	 12-20 feet	 12-10 feet	 0-12 feet
d. Planter: The layer which accommodates street trees and other landscape.  Arrangement Species Planter Type Planter Width	 Regular Alternating Continuous Planter 7 feet-12 feet	 Regular Single Continuous Planter 7 feet-12 feet	 Regular Single Continuous Planter 4 feet-6 feet	 Opportunistic Single Tree Well 4 feet-6 feet	 Optional *	 Regular Alternating Continuous Planter 7 feet-12 feet
e. Landscape: The recommended plant species. (See Table 5)						
f. Lighting: The recommended Public Lighting. (See Table 4)						

IN-PROGRESS DRAFT

\* Within the T5-e Zone, if trees are not placed in tree wells along the Primary Facade in addition to the required street trees located within the Public Frontage, it will be mandatory for a building to provide a permanent cover over the Sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 6).  
 \*\* Trail location and width identified on the Temple Citywide Trails Master Plan shall have precedence over the stated Walkway type and width stated in this Table. Any modification to the required Trail and width identified in the Citywide Trails Master Plan shall require approval by Variance.



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

	T4	T5	SD *	Specific Species
Pole 	▪	▪		<hr/>
Oval 	▪	▪	▪	<hr/>
Ball 	▪	▪	▪	<hr/>
Pyramid 	▪		▪	<hr/>
Umbrella 	▪		▪	<hr/>
Vase 	▪		▪	<hr/>

\* Street trees planted along the perimeters of all Special Districts shall be consistent with the spacing and tree shape or species planted or planned for in the Public Frontages of an adjacent Transect Zone.

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TABLE 6: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION		PLAN		
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	
a. <b>Porch &amp; Fence:</b> 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 7 feet deep.					T4
b. <b>Terrace or Lightwell:</b> 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-c
c. <b>Forecourt:</b> 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
d. <b>Stoop:</b> 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-c
e. <b>Shopfront:</b> 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
f. <b>Gallery:</b> 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
g. <b>Arcade:</b> 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

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Note: In the T5-e Zone, a single row of Teaser Parking between the building Facade and the Lot line is permitted by Warrant. The TRC may require that a proposed building match one or the other adjacent Setbacks rather than the provisions of this Code.

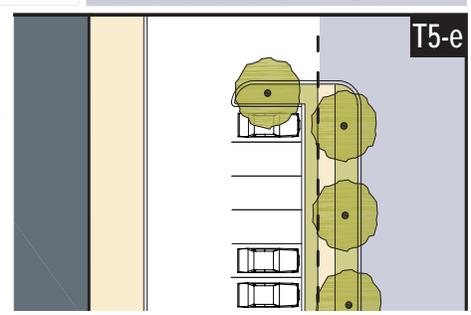
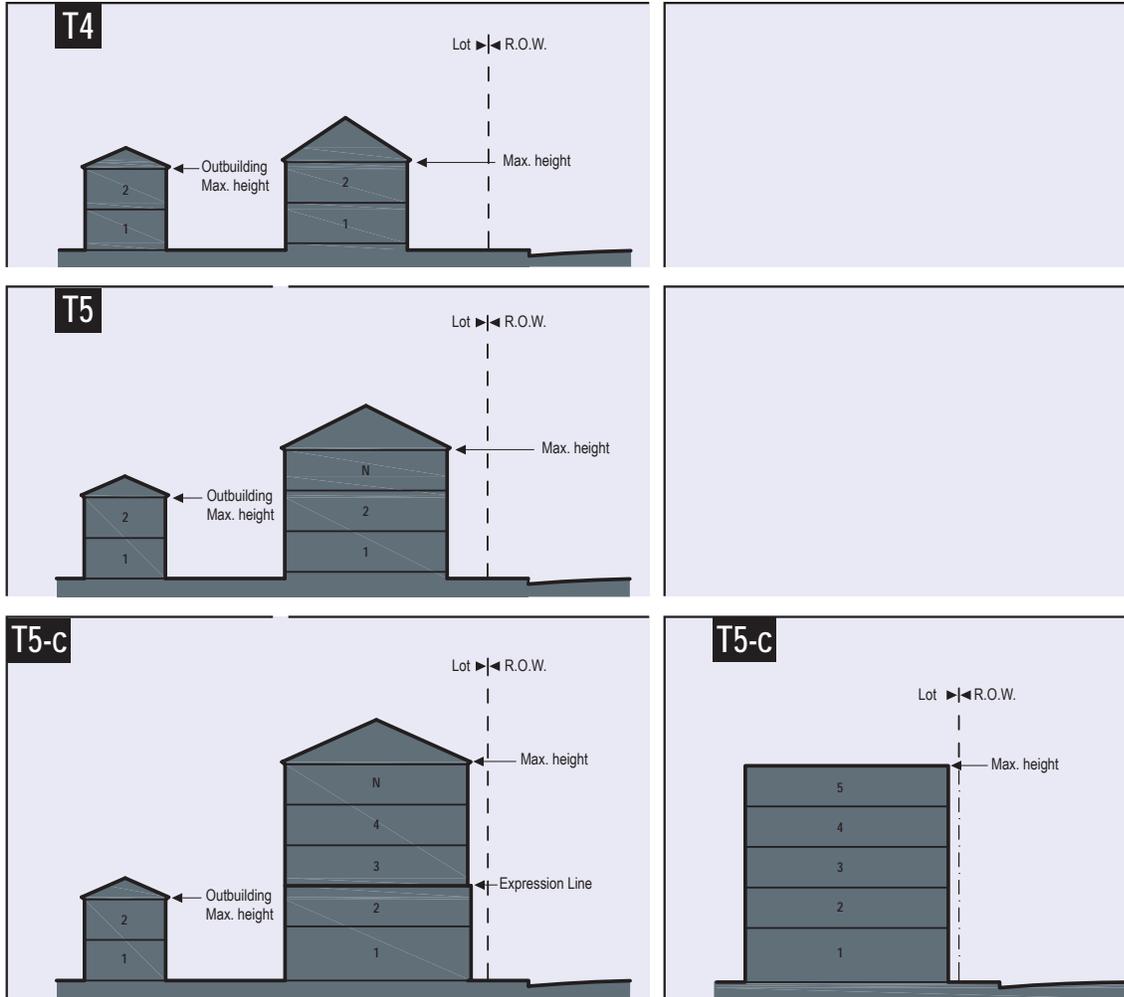
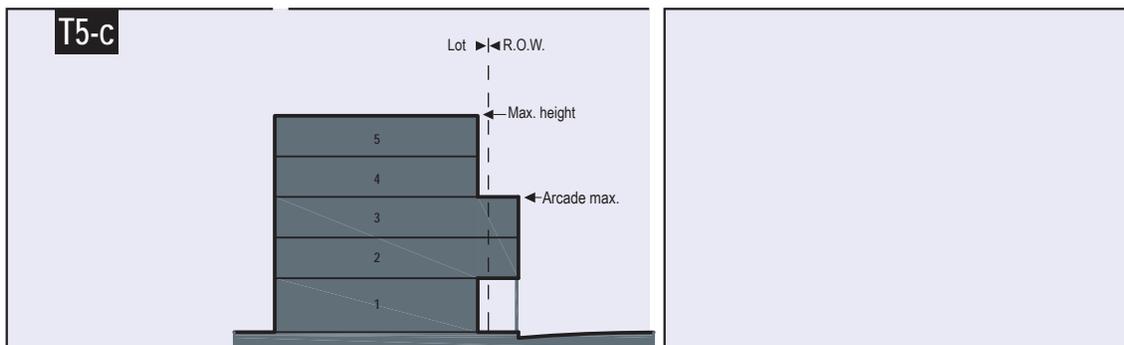


TABLE 7: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone. It must be modified to show actual calibrated heights for local conditions. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 13k.

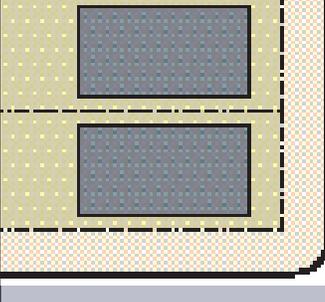
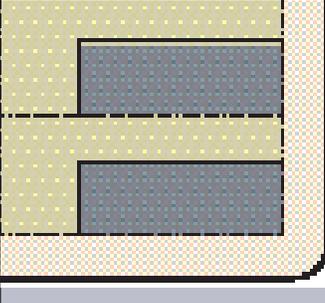
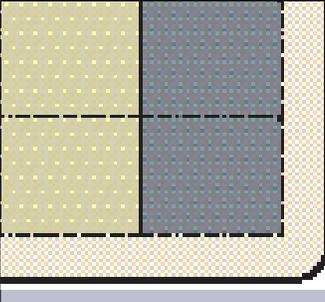
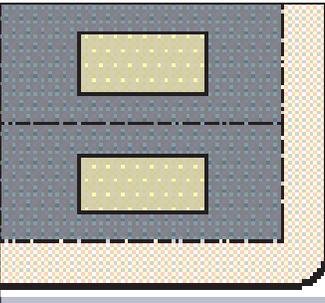
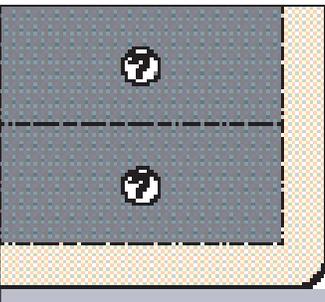


Arcade Heights. The diagrams below show Arcade Frontages. Diagrams above apply to all other Frontages.



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**TABLE 8: 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 and Special Districts.

<p>a. <b>Edgeyard:</b> 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.</p>	 <p>T4</p>
<p>b. <b>Sideyard:</b> 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.</p>	 <p>T4 T5</p>
<p>c. <b>Rearyard:</b> 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. For its Commercial and Civic form, the rear yard can accommodate substantial parking.</p>	 <p>T4 T5 SD-t SD-c</p>
<p>d. <b>Courtyard:</b> 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.</p>	 <p>T5 SD-t SD-c</p>
<p>e. <b>Specialized:</b> A building that is not subject to categorization. Civic buildings, which may express the aspirations of institutions, may be included by Warrant.</p>	 <p>SD-h SD-v</p>

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TABLE 9: 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 11.

	T4	T5
a. RESIDENTIAL	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 10).	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 10).
b. LODGING	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	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	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 11	See Table 11
f. OTHER	See Table 11	See Table 11

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TABLE 10: 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 9)	
	T4	T5
RESIDENTIAL	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	To be determined by Warrant	
OTHER	To be determined by Warrant	

Function	with		Function
RESIDENTIAL			RESIDENTIAL
LODGING			LODGING
OFFICE	1	1	OFFICE
RETAIL	1.2	1.4	RETAIL
	1.3	1.7	
	1.2	1.3	
	1	1	

TABLE 11: Specific Function & Use. This table expands the categories of Table 9 to delegate specific Functions and uses within Transect Zones.

	T4	T5-e	T5-c	SD-t	SD-h	SD-v	SD-c
<b>a. RESIDENTIAL</b>							
Mixed Use Block	■	■	■	■	■	■	■
Flex Building			■	■	■	■	■
Apartment Building			■				□
Live/Work Unit	■	■	■				
Row House	■	■	■				
Duplex House	■	■	■				
Courtyard House	■	■	■				
Sideyard House	■	■	■				
Cottage	■	■					
House	■	■					
Accessory Dwelling Unit	■	■	■				
<b>b. LODGING</b>							
Hotel (no room limit)			■				
Inn (up to 12 rooms)	■	■	■				
Bed & Breakfast (up to 5 rooms)	□	■	□				
School Dormitory	□	□	■		□		□
<b>c. OFFICE</b>							
Office	■	■	■	■	■	■	■
Live-Work Unit	■	■	■				
<b>d. RETAIL</b>							
Open-Market Building	■	■	■				
Retail	■	■	■		□	□	□
Retail Service	■	■	■		□	□	□
Display Gallery	■	■	■	■	■	■	■
Restaurant	■	■	■		■	■	■
Kiosk	□	□	■	■	■	■	■
Liquor Selling Establishment On-Premise	□	□	□				
Liquor Selling Establishment On-Premise	□	□	□				
<b>e. CIVIC</b>							
Bus Shelter	■	■	■	■	■	■	■
Convention Center			■	■	■	■	■
Conference Center		□	■	■	■	■	■
Exhibition Center	□	□	□	■	■	■	■
Fountain or Public Art	■	■	■	■	■	■	■
Library	■	■	■	■	■	■	■
Live Theater		□	■	■	■	■	■
Movie Theater		□	■				
Museum		□	□	■	■	■	■
Outdoor Auditorium			■	■	■	■	■
Parking Structure	■	■	■	■	■	■	■
Playground	■	■	■	■	■	■	■
Sports Stadium				□			□
Surface Parking Lot	■	□	□	■	□	□	□
Religious Assembly	■	■	■	■	■	■	■

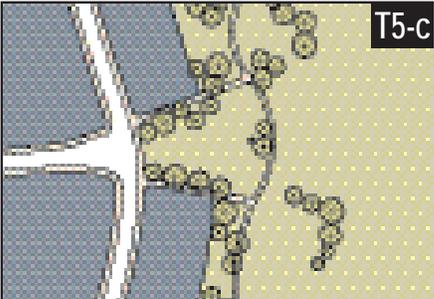
	T4	T5-e	T5-c	SD-t	SD-h	SD-v	SD-c
<b>f. OTHER: AUTOMOTIVE</b>							
Gasoline	□	□					
Drive -Through Facility	□	□			□	□	□
<b>f. OTHER: CIVIL SUPPORT</b>							
Fire Station	■	■	■				
Police Station	■	■	■				
Funeral Home	■	■					
Hospital			■		■	■	
Medical Clinic	■	■	■		■	■	■
<b>f. OTHER: EDUCATION</b>							
College			■	□	■	■	■
High School			□	■			
Trade School		□	□	■			
Middle/Intermediate School	□		□	■			
Elementary School	■	□	□	■			
Other- Childcare Center	■	■	■	■	■	■	■
Research Laboratory Facility		□	□	■	■	■	■
<b>f. OTHER: INDUSTRIAL</b>							
Laboratory Facility		□					
Electric Substation	□	□	□	□	□	□	□
Wireless Transmitter	□	□	□	□	□	□	□

■ BY RIGHT  
□ BY WARRANT

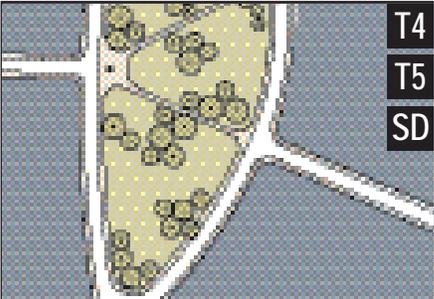
Function and Uses not denoted By Right or By Warrant in the matrix are prohibited Functions or Uses not listed are not permitted within TMED.

IN-PROGRESS DRAFT

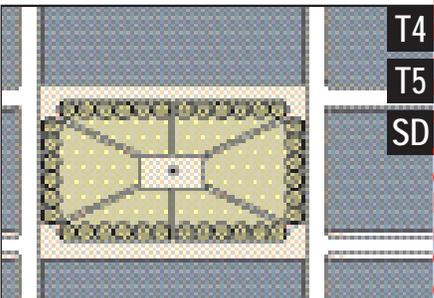
a. **Park:** A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 5 acres. A park must have a minimum of 70% street frontage. Views into the park space from intersecting streets shall be protected with a minimum opening of 80 feet.



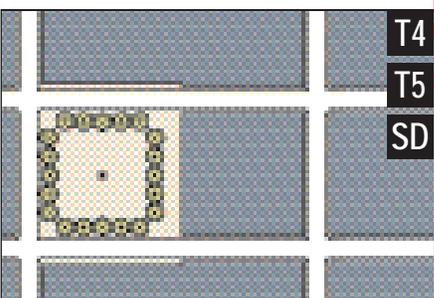
b. **Green:** An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.



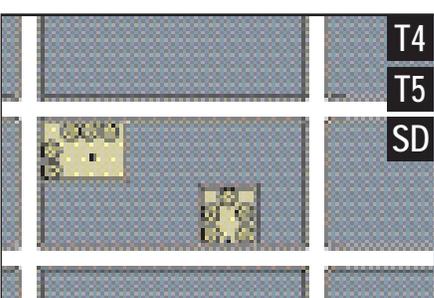
c. **Square:** An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 3 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. Plazas may contain tables and seating for nearby restaurants by Warrant. 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 may 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.



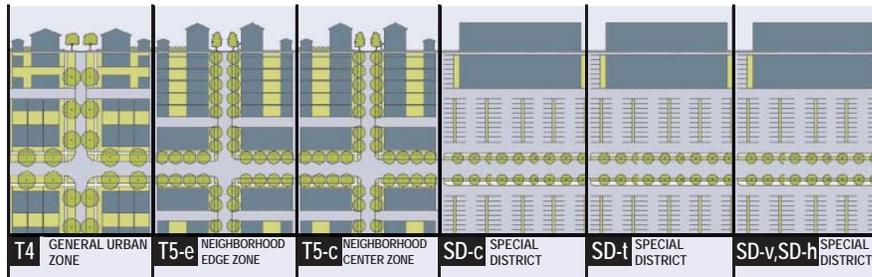
IN-PROGRESS DRAFT

**TABLE 13. FORM-BASED CODE SUMMARY**

**Form Based Code**

*Temple Medical Education District*

The metrics for each column of this table (T4, SD-c, etc.) are filled in for how they are permitted. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.



	T4 GENERAL URBAN ZONE	T5-e NEIGHBORHOOD EDGE ZONE	T5-c NEIGHBORHOOD CENTER ZONE	SD-c SPECIAL DISTRICT	SD-t SPECIAL DISTRICT	SD-v,SD-h SPECIAL DISTRICT
<b>a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 2)</b>						
Infill UND requires	30 - 80%	10 - 30%	40 - 80%	not permitted	not permitted	not permitted
Infill MUD requires	10 - 30%	30 - 80%	10 - 30%	no minimum	no minimum	no minimum
<b>b. BASE RESIDENTIAL DENSITY (see Section 2.7)</b>						
By Right	6 units / ac. gross	24 units / ac. gross	40 units / ac. gross	by Warrant	not permitted	by Warrant
By TDR	12 units / ac. gross	30 units / ac. gross	60 units / ac. gross	not applicable	not applicable	not applicable
Minimum requires	3 units / ac. gross	8 units / ac. gross	24 units / ac. gross	not applicable	not applicable	not applicable
Other Functions	10 - 20%	10 - 30%	20 - 30%	not applicable	not applicable	not applicable
<b>c. BLOCK SIZE</b>						
Block Perimeter	2500 ft. max	2500 ft. max	2000 ft. max *	not applicable	not applicable	not applicable
<b>d. THOROUGHFARES (see Table 2 and Table 3)</b> * 3000 ft. max with parking structures						
BV	not permitted	permitted	not permitted	permitted	not permitted	permitted
AV	permitted	permitted	permitted	permitted	permitted	permitted
CS	not permitted	permitted	permitted	permitted	permitted	permitted
DR	permitted	not permitted	permitted	permitted	permitted	permitted
ST	permitted	permitted	permitted	permitted	permitted	permitted
Rear Alley	required	required	permitted	permitted	permitted	permitted
Passage	permitted	permitted	permitted	permitted	permitted	not applicable
Bicycle Trail	permitted	permitted	not permitted *	permitted	permitted	permitted
Bicycle Lane	permitted	permitted	permitted	permitted	permitted	not applicable
Bicycle Route	permitted	not permitted	permitted	permitted	permitted	not applicable
<b>e. CIVIC SPACES (see Table 12)</b> * permitted within Open Spaces						
Park	not permitted	not permitted	permitted	by Warrant	by Warrant	by Warrant
Green	permitted	permitted	permitted	permitted	permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted	permitted
Plaza	permitted	permitted	permitted	permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
<b>f. LOT OCCUPATION</b>						
Lot Width	18 ft. min 120 ft. max	18 ft. min 700 ft. max	18 ft. min 700 ft. max	not applicable	not applicable	not applicable
Lot Coverage	70% max	80% max	80% max	not applicable	not applicable	not applicable
<b>g. SETBACKS - PRINCIPAL BUILDING (see Table 14)</b>						
(g.1) Front Setback (Principal)	6 ft. min 15 ft. max	5 ft. min 12 ft. max ***	2 ft. min 12 ft. max	6 ft. min 18 ft. max	6 ft. min 18 ft. max	not applicable
(g.2) Front Setback (Secondary)	6 ft. min 10 ft. max	2 ft. min 12 ft. max	2 ft. min 12 ft. max	6 ft. min 18 ft. max	6 ft. min	not applicable
(g.3) Side Setback	0 ft. min	0 ft. min 30 ft. max ****	0 ft. min 24 ft. max	12 ft. min	12 ft. min	not applicable
(g.4) Rear Setback	3 ft. min *	3 ft. min *	3 ft. min *	12 ft. min	12 ft. min	not applicable
Frontage Buildout	60% min	80% min	80% min	60% min	60% min	not applicable
<b>h. SETBACKS - OUTBUILDING (see Table 14)</b>						
(h.1) Front Setback	20 ft. min + bldg setback	40 ft. max from rear prop	40 ft. max from rear prop	not applicable	not applicable	not applicable
(h.2) Side Setback	0 ft. min or 3 ft.	0 ft. min or 2 ft.	0 ft. min or 2 ft.	not applicable	not applicable	not applicable
(h.3) Rear Setback	3 ft. min	3 ft. max	3 ft. max	not applicable	not applicable	not applicable
<b>i. BUILDING DISPOSITION (see Table 8)</b>						
Edeyard	permitted	not permitted	not permitted	not permitted	not permitted	not applicable
Sidyard	permitted	permitted	permitted	not permitted	not permitted	not applicable
Rearyard	permitted	permitted	permitted	permitted	permitted	not applicable
Courtyard	not permitted	permitted	permitted	permitted	permitted	not applicable
<b>j. PRIVATE FRONTAGES (see Table 6)</b>						
Porch & Fence	permitted **	not permitted	not permitted	not applicable	not applicable	not applicable
Terrace or Dooryard	permitted	not permitted	permitted	not applicable	not applicable	not applicable
Forecourt	permitted	permitted	permitted	not applicable	not applicable	not applicable
Sloop	permitted	not permitted	permitted	not applicable	not applicable	not applicable
Shopfront & Awning	permitted	permitted	permitted	not applicable	not applicable	not applicable
Gallery	permitted	permitted	permitted	not applicable	not applicable	not applicable
Arcade	not permitted	permitted	permitted	not applicable	not applicable	not applicable
<b>k. BUILDING CONFIGURATION (see Table 7)</b>						
Principal Building	3 Stories max, 2 min	3 Stories max, 2 min	5 Stories max	not applicable	not applicable	not applicable
Outbuilding	2 Stories max	2 Stories max	2 Stories max	not applicable	not applicable	not applicable
<b>l. BUILDING FUNCTION (see Table 9 &amp; Table 11)</b>						
Residential	limited use	open use	open use	not applicable	not applicable	not applicable
Lodging	limited use	open use	open use	not applicable	not applicable	not applicable
Office	limited use	open use	open use	not applicable	not applicable	not applicable
Retail	limited use	open use	open use	not applicable	not applicable	not applicable

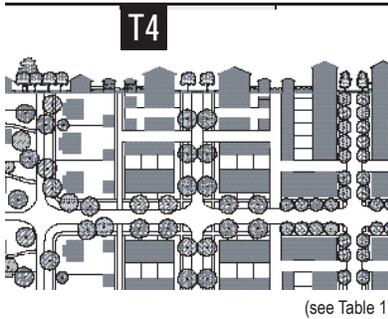
DISPOSITION

CONFIGURATION

FUNCTION

IN-PROGRESS DRAFT

ARTICLE 3  
ARTICLE 2



**I. BUILDING FUNCTION** (see Table 9 & Table 11)

Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use

**k. BUILDING CONFIGURATION** (see Table 7)

Principal Building	3 stories max, 2 min.
Outbuilding	2 stories max.

**f. LOT OCCUPATION** (see Table 13f)

Lot Width	18 ft. min. 120 ft. max.
Lot Coverage	70% max

**i. BUILDING DISPOSITION** (see Table 8)

Edgeyard	permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	not permitted

**g. SETBACKS - PRINCIPAL BUILDING** (see Table 13g)

(g.1) Front Setback Principal	6 ft. min. 15 ft. max.
(g.2) Front Setback Secondary	6 ft. min. 10 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 13h)

(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 6)

Porch & Fence	permitted **
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted

Refer to Summary Table 13

**PARKING PROVISIONS**

See Table 9 & Table 10

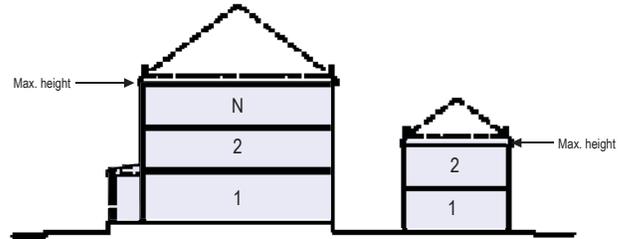
\*or 15 ft. from center line of alley

\*\*Rear yard privacy or security fencing shall be located 20 ft. min. + bldg. setback from the Principal Frontage.

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

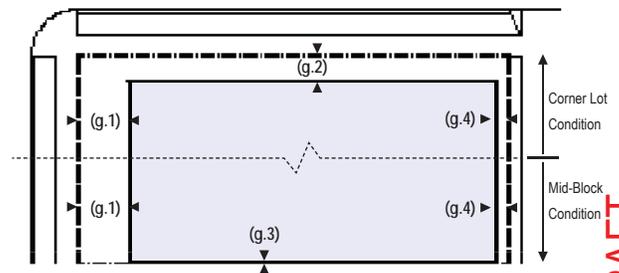
**BUILDING CONFIGURATION**

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 feet with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 7.



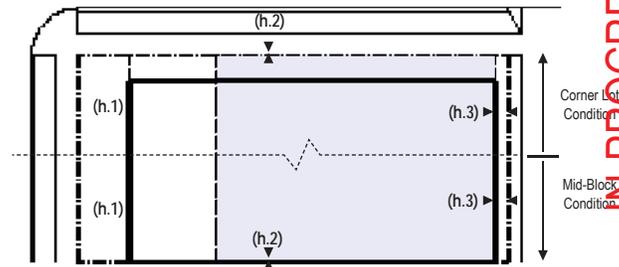
**SETBACKS - PRINCIPAL BLDG.**

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.



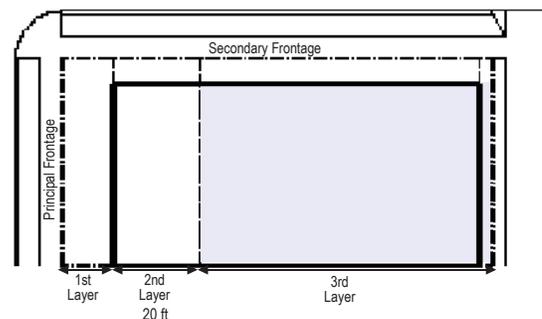
**SETBACKS - OUTBUILDING**

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

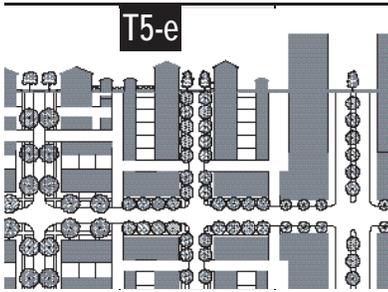


**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 15d).
3. Trash containers shall be stored within the third Layer.



IN-PROGRESS DRAFT



(see Table 1)

I. BUILDING FUNCTION (see Table 9 & Table 11)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION (see Table 7)

Principal Building	3 stories max. 2 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 13f)

Lot Width	18 ft. min. 700 ft. max
Lot Coverage	80% max

i. BUILDING DISPOSITION (see Table 8)

Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 13g)

(g.1) Front Setback Principal	5 ft. min. 12 ft. max. ***
(g.2) Front Setback Secondary	2 ft. min. 12 ft. max.
(g.3) Side Setback	0 ft. min. 30 ft. max. ****
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	80% min. at setback

h. SETBACKS - OUTBUILDING (see Table 13h)

(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 6)

Porch & Fence	not permitted
Terrace or L.C.	not permitted
Forecourt	permitted
Stoop	not permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

Refer to Summary Table 13

PARKING PROVISIONS

See Table 9 & Table 10

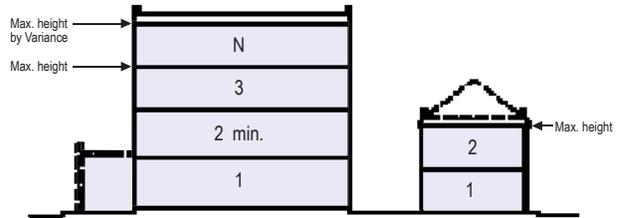
\*or 15 ft. from center line of alley

\*\*\* The Front Setback for the Principal building (g.1) may be Setback 70 ft. maximum for a single row of Teaser Parking by Warrant (see Table 6).

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

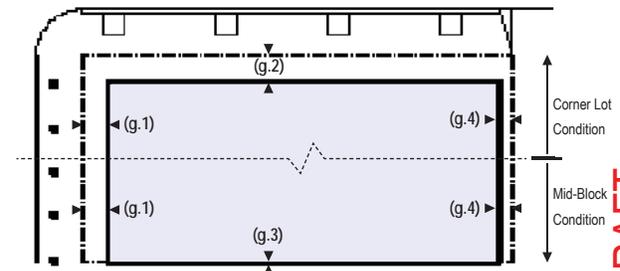
BUILDING CONFIGURATION

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 the first floor which must be a minimum 15 feet with a maximum of 25 feet to allow for Commercial function.
3. Height shall be measured to the eave or roof deck as specified on Table 7.
4. Expression Lines shall be as shown on Table 7.



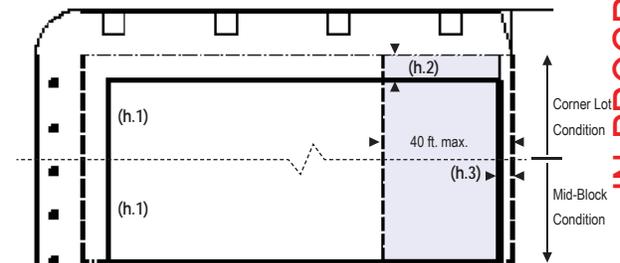
SETBACKS - PRINCIPAL BLDG.

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.



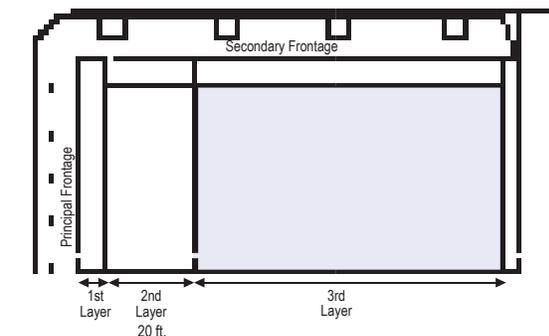
SETBACKS - OUTBUILDING

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



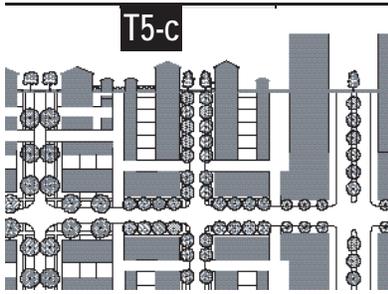
PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 15d).
3. Trash containers shall be stored within the third Layer and not visible from any A-Grid or B-Grid street.



\*\*\*\*The Side Setback (h.2) maximum 30 ft. is permitted to provide for vehicular and pedestrian access to the 3rd layer of a Lot(s), otherwise shall not exceed 12 ft. The providing of Civic space may exceed the Side Setback (h.2) maximum 30 ft. by Warrant. (Article 3)

IN-PROGRESS DRAFT



(see Table 1)

I. BUILDING FUNCTION (see Table 9 & Table 11)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION (see Table 7)

Principal Building	5 stories max. 2 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (see Table 13f)

Lot Width	18 ft. min. 700 ft. max
Lot Coverage	80% max

i. BUILDING DISPOSITION (see Table 8)

Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (see Table 13g)

(g.1) Front Setback Principal	2 ft. min. 12 ft. max.
(g.2) Front Setback Secondary	2 ft. min. 12 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 13h)

(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 6)

Porch & Fence	not permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

Refer to Summary Table 13

PARKING PROVISIONS

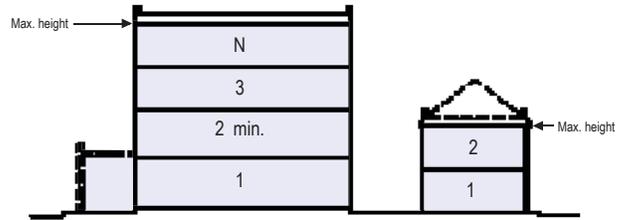
See Table 9 & Table 10

\*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

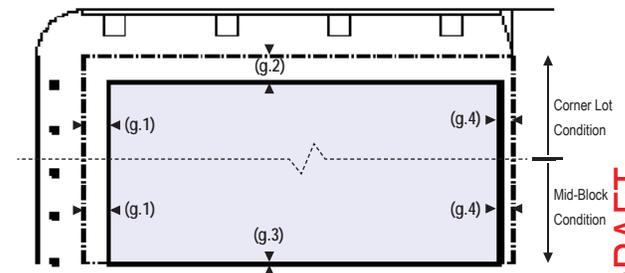
BUILDING CONFIGURATION

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 the first floor which must be a minimum 15 feet with a maximum of 25 feet to allow for Commercial function.
3. Height shall be measured to the eave or roof deck as specified on Table 7.
4. Expression Lines shall be as shown on Table 7.



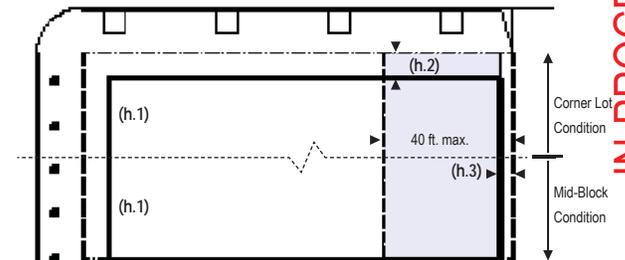
SETBACKS - PRINCIPAL BLDG.

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.



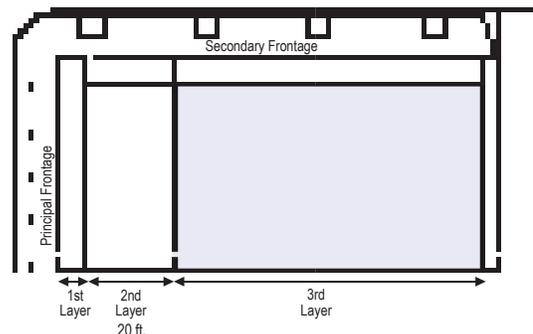
SETBACKS - OUTBUILDING

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



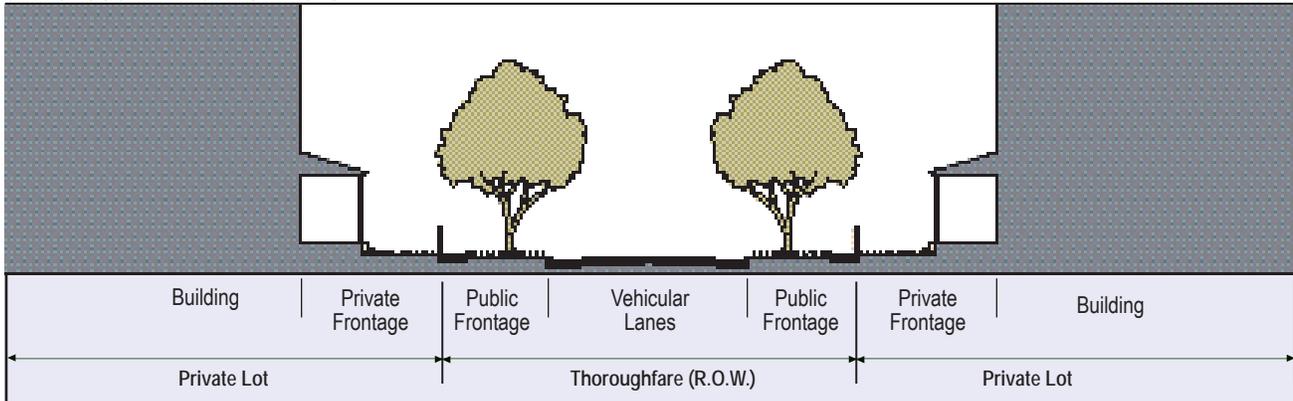
PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 15d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 15d).
3. Trash containers shall be stored within the third Layer and not visible from any A-Grid or B-Grid street.

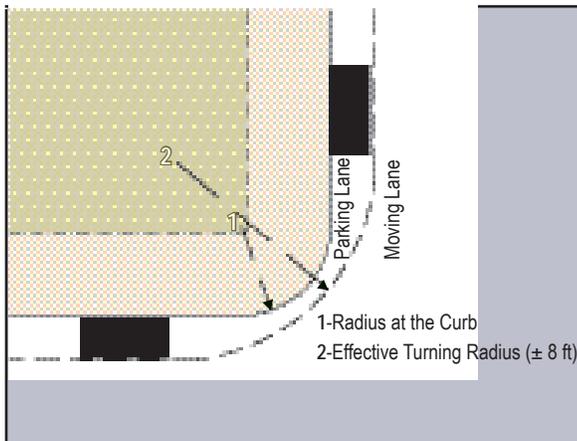


IN-PROGRESS DRAFT

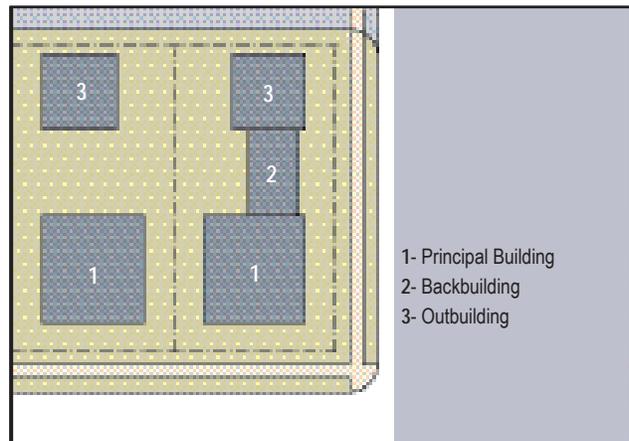
a. THOROUGHFARE & FRONTAGES



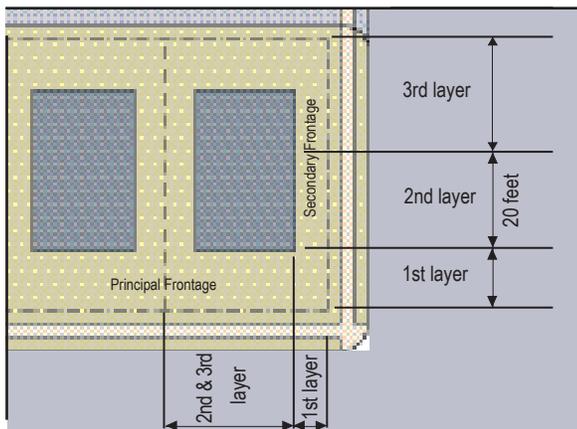
b. TURNING RADIUS



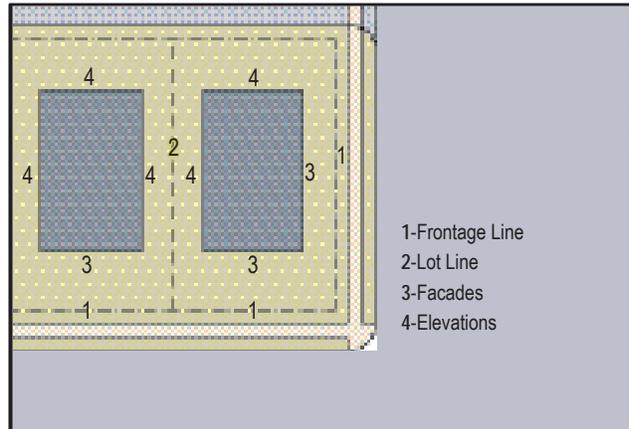
c. BUILDING DISPOSITION



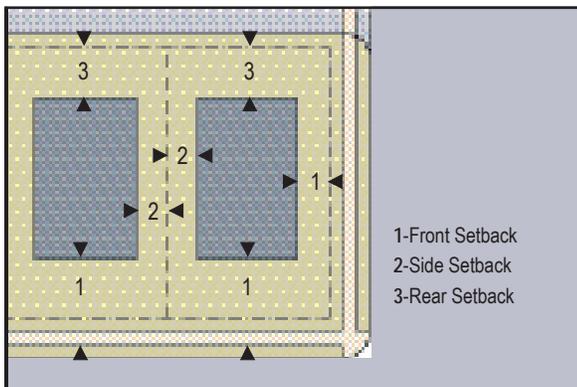
d. LOT LAYERS



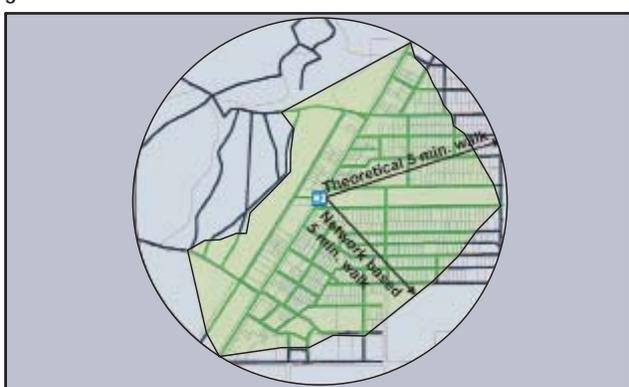
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED



IN-PROGRESS DRAFT

## 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 TRC shall determine the correct definition. Items in italics refer to *Articles*, *Sections*, or *Tables* in the Form-Based Code.

**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 Dwelling Unit.

**Accessory Dwelling 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 9 and Table 15.* (Syn: ancillary unit)

**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.)

**Backbuilding:** a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 15.*

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

**Base Flood Elevation (BFE):** the height at or above which the lowest structural member of a building must be raised, according to an adopted FEMA Flood Insurance Rate Map.

**Bed and Breakfast:** an owner-occupied Lodging type offering 1 to 5 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 and Rear Alleys, 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.

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

**By Right:** characterizing a proposal or component of a proposal for a Infill Plan or Building Plan (*Article 2 or Article 3*) that complies with this Form-Based Code and is permitted and processed administratively, without public hearing. See **Warrant** and **Variance**.

**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 Function:** designation for public sites dedicated for Civic Buildings and Civic Space.

**Civic Parking Reserve:** Parking Structure or parking lot within a quarter-mile of the site that it serves. *See Section 3.8.1.*

**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 12.*

**Civic Space Hazard Mitigation:** Lands in any Special Flood Hazard Area that are designated to be set aside for the purpose of hazard mitigation.

**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, or a Commercial center, and may act as the social center of a neighborhood.

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

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

**Corridor:** a lineal geographic system incorporating transportation and/or Greenway trajectories.

**Cottage:** an Edgeward 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 8.*

**Curb:** the edge of the vehicular pavement that may be raised or flush. It usually incorporates the drainage system. *See Table 3A and Table 3B.*

**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 2A.*

**Disposition:** the placement of a building on its Lot. *See Table 8 and Table 15.*

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**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 6.* (Variant: Lightwell, light court.)

**Drive (DR):** 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 naturalistic planting and setting.

**Driveway:** a vehicular lane within a Lot, often leading to a garage. *See Section 3.9 and Table 2B-e.*

**Edgeyard Building:** a building that occupies the center of its Lot with Setbacks on all sides. *See Table 8.*

**Effective Parking:** the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 10.*

**Effective Turning Radius:** the measurement of the inside Turning Radius taking parked cars into account. *See Table 15.*

**Elevation:** an exterior wall of a building not along a Frontage Line. *See Table 15.*  
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.”

**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 7.* (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 7.*

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

**FEMA:** Federal Emergency Management Agency.

**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 6.*

**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 3A and Table 6.*

**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 15.*

**Function:** the use or uses accommodated by a building and its Lot, categorized as *Limited* or *Open*, according to the intensity of the use. *See Table 9 and Table 11.*

**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 6.*

**Green:** a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. *See Table 12.*

**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.)

**House:** an Edgeward 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 MUD (Mixed-Use Development):** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed or adjusted as a Network Pedestrian Shed oriented around an important Mixed-Use Corridor or center, and consisting of T-4 and/or T-5 Zones. An Infill MUD is permitted By Right and is regulated by Article 2. *See Section 2.2.3.*

**Infill UND (Urban Neighborhood Development):** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed, which may be adjusted as a Network Pedestrian Shed oriented around one or more existing or planned Common Destinations, and consisting of T-4 and/or T-5 Zones. An Infill UND is permitted By Right and is regulated by Article 2. *See Section 2.2.2.* (Var: neighborhood.)

**Inn:** a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. *See Table 9.*

**Layer:** a range of depth of a Lot within which certain elements are permitted. *See Table 15.*

**Lightwell:** A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. *See Table 6.* (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 Infill MUD. (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 9 and Table 11.*

**Long Pedestrian Shed:** a Pedestrian Shed that is an average 1/2 mile radius or 2640 feet, used when a bus stop is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. *See Pedestrian Shed.*

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**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.

**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 Functions.

**Network Pedestrian Shed:** a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Plans. *See Table 15.*

**Office:** premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. *See Table 9.*

**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 15.*

**Park:** a Civic Space type that is a natural preserve available for unstructured recreation. *See Table 12.*

**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.

**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 15.*

**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 6 and Table 15.*

**Public Frontage:** the area between the Curb of the vehicular lanes and the Frontage Line. *See Table 3A and Table 3B.*

**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.

**Rearyard Building:** a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 8.* (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 7.*

**Regulating Plan:** a Zoning Map that shows the Transect Zones and Special Districts, of areas subject to, or potentially subject to, regulation by this Form-Based Code.

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

**Retail:** characterizing premises available for the sale of merchandise and food service. *See Table 9 and Table 11.*

**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.*

**Retail Service:** characterizing premises providing or a provider of a service or accommodation to the public or as performed as a helpful activity.

**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)

**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 15.*

**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 3.6.* *See Table 13g.* (Var: build-to-line.)

**Shared Parking Factor:** an accounting for parking spaces that are available to more than one Function. *See Table 10.*

**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 6.*

**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 8.*

**Specialized Building:** a building that is not subject to Residential, Commercial, or Lodging classification. *See Table 8.*

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**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 this Form-Based Code.

**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 2.8 and Section 3.3 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. *See Table 12.*

**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 7.*

**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 6.*

**Story:** a habitable level within a building, excluding an Attic or raised basement. *See Table 7.*

**Street (ST):** a local urban Thoroughfare of low speed and capacity. *See Table 2B and Table 3B.*

**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 3.6.3g.*

**Substantial Modification:** alteration to a building that is valued at 40% or greater of the assessed value of the structure in the most recently certified tax rolls. (Syn: Substantially Modified) *See Section 3.2.*

**T-zone:** Transect Zone.

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

**Teaser Parking:** a technique to include a few parking spaces located in front of a business to lure customers with their apparent convenience. Teaser parking act as a visual cue, leading drivers to the access points for larger parking lots or Parking Structures that provide the remaining required parking to be placed behind or below buildings, with the option of a small amount of “teaser” parking visible from the street in more automobile-oriented areas. (Syn: Convenience Parking)

**Terminated Vista:** a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on an Infill 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 2A, Table 2B and Table 15a.*

**TMED:** Temple Medical Education District

**TMED Review Committee (TRC):** Usually part of the Planning Office, the TRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as two representatives from the TMED Coordinating Group and an at-large citizen representative located within the TMED District. *See Section 1.4.1.*

**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 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. This Form-Based Code focuses on two of the six Transect Zones (T4 and T5), plus Special Districts.

**Transect Zone (T-zone):** One of several areas on a Zoning Map regulated by this Form-Based Code. 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.*

**TRC:** TMED Review Committee.

**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 2B and Table 15.*

**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. To make or cause to become urban in nature or character, as a locality.

**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 Zoning Board of Adjustments 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 TRC. *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**.

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