

Secs. 10-273—10-279. Reserved.

DIVISION 4. DOWNTOWN OVERLAY
REGULATING PLAN AND MULTI-MODAL
TRANSPORTATION DISTRICT (MMTD)
STANDARDS*

Sec. 10-280. Generally.

The purpose of this division to establish provisions pertaining to zoning, site plan, and design regulations for development within the MMTD (synonymous with the Mobility District as shown on Figure 1) and Downtown Core Area; and to implement the provisions of the Mobility Element within the local comprehensive plan to provide for a safe, energy-efficient, multi-modal transportation system that provides for pedestrians, bicyclists, transit users, motorized vehicle users, users of rail and aviation facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of Tallahassee and Leon County. (Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-280.1. Authority.

(a) The action of the City of Tallahassee, Florida, in the adoption of this code is authorized under the charter of the City of Tallahassee.

(b) This code was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Tallahassee-Leon County 2030 Comprehensive Plan. This code is declared to be consistent with the Tallahassee-Leon County Comprehensive Plan, as required by the local land development statutes, and, furthermore, it is the implementing code for the Multi-Modal Transportation District (MMTD). (Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-280.2. Applicability.

(a) All development proposals shall maintain consistency with the Tallahassee-Leon County Comprehensive Plan. No portion of this code shall be construed to deviate from adopted Comprehensive Plan policies.

***Editor's note**—Ord. No. 13-O-03, § 14, adopted August 28, 2013, amended division 4 in its entirety to read as herein set out. Formerly, division 4 pertained to similar subject matter, and derived from Ord. No. 10-O-14AA, § 7, adopted February 23, 2011.

(b) Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.

(c) Notwithstanding the provisions of Chapter 1, Section 1-2, Definitions and Rules of Construction, the provisions of this Division shall take precedence over those of development regulations found in Chapters 9 and 10 of the land development code, regardless of whether more or less restrictive, except the local health and safety codes. In the event the MMTD does not provide a standard, then the applicable general standard shall take precedence. Despite the foregoing, Sections 7-72 (relating to signs on local roads), 10-177(g) (relating to buffer zones), 10-411(b)(3) (relating to accessory structures), 10-412(6) (relating to drive-thru facilities), 10-427(c)(3) (relating to site lighting standards), and 10-429 (relating to Dense Residential uses next to properties which are Protected Residential) will also apply in the MMTD.

(d) The metrics of Section 10-285 standards and tables are an integral part of this code. However, the illustrations that accompany them should be considered guidelines.

(e) Where in conflict, numerical metrics shall take precedence over graphic metrics.

(f) Definitions are found in Section 1-2 and graphic definitions are located in Section 10-285, Table 12.

(g) Where in conflict, the standards identified in the tables of Section 10-285 shall take precedence over the written standards of this division.

(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 21-O-15, § 3, 6-16-2021)

Sec. 10-280.3. Intent and purpose.

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

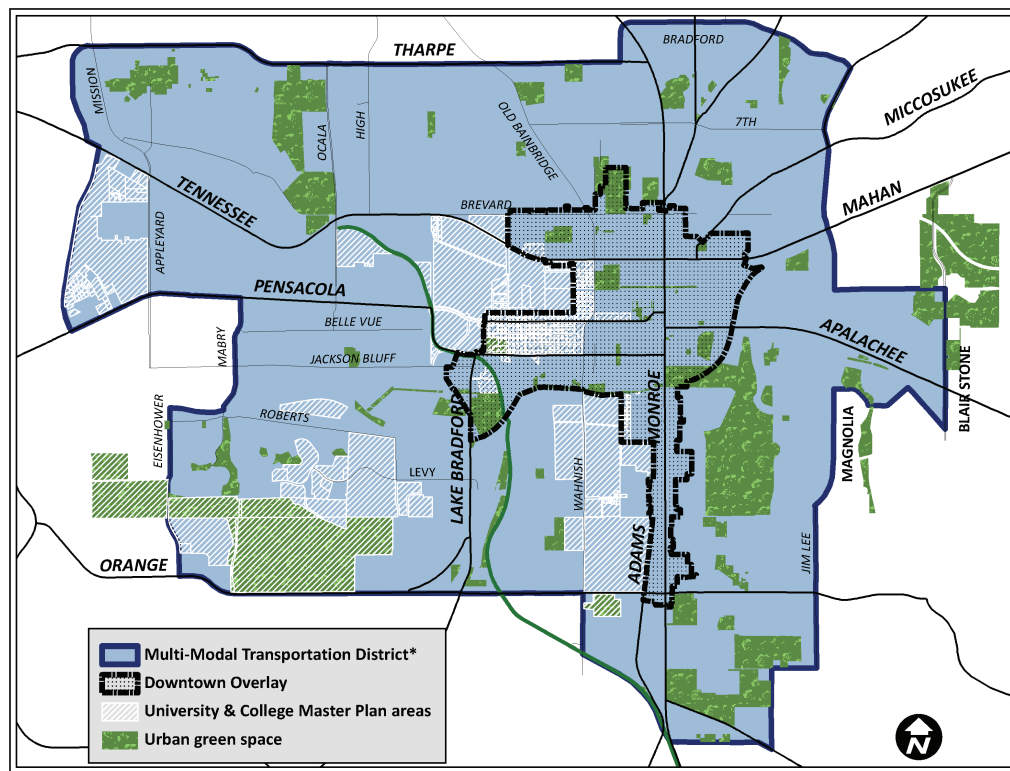
(a) *The Multi-Modal Transportation District—Tallahassee's Urban Core.*

- (1) That neighborhoods and commercial centers should be compact, pedestrian-oriented, and offer a mixture of uses.

- (2) That neighborhoods and commercial centers should be the preferred pattern of development and that districts specializing in a single use should be the exception, meaning compatibility should be achieved through exemplary design rather than complete separation of uses.

- (3) That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- (4) That interconnected networks of roadways should be designed to disperse traffic and reduce the length of automobile trips.
- (5) That neighborhoods should provide a range of housing types to accommodate diverse ages and incomes.
- (6) That suburban places should evolve and mature into places that respect the primacy of pedestrians and reflect an urban fabric appropriate for Tallahassee's core.
- (7) That appropriate building densities and land uses should be provided within the pedestrian shed of StarMetro routes.
- (8) That common open spaces and institutional, and commercial activity should be embedded in neighborhoods, not isolated in remote single-use complexes.
- (9) That a range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtown, while also preserving exemplary environmental features, such as pristine watercourses and patriarch trees.

FIGURE 1: AREA OF APPLICABILITY - MULTI-MODAL TRANSPORTATION DISTRICT AND THE DOWNTOWN OVERLAY



*The MMTD is synonymous with the Mobility District as identified in the Comprehensive Plan Mobility Element

(b) *The Block and the Building.*

- (1) That buildings and landscaping should contribute to the physical definition of thoroughfares as civic places.
- (2) That development should adequately accommodate automobiles while respecting the primacy of pedestrians within the MMTD.
- (3) That the design of streets and buildings should reinforce safe pedestrian environments.
- (4) That civic buildings, public gathering places, and the preservation of historic buildings should be recognized as locations that reinforce community identity and character.

(c) *The Transect.*

- (1) That communities should provide meaningful choices, both residential

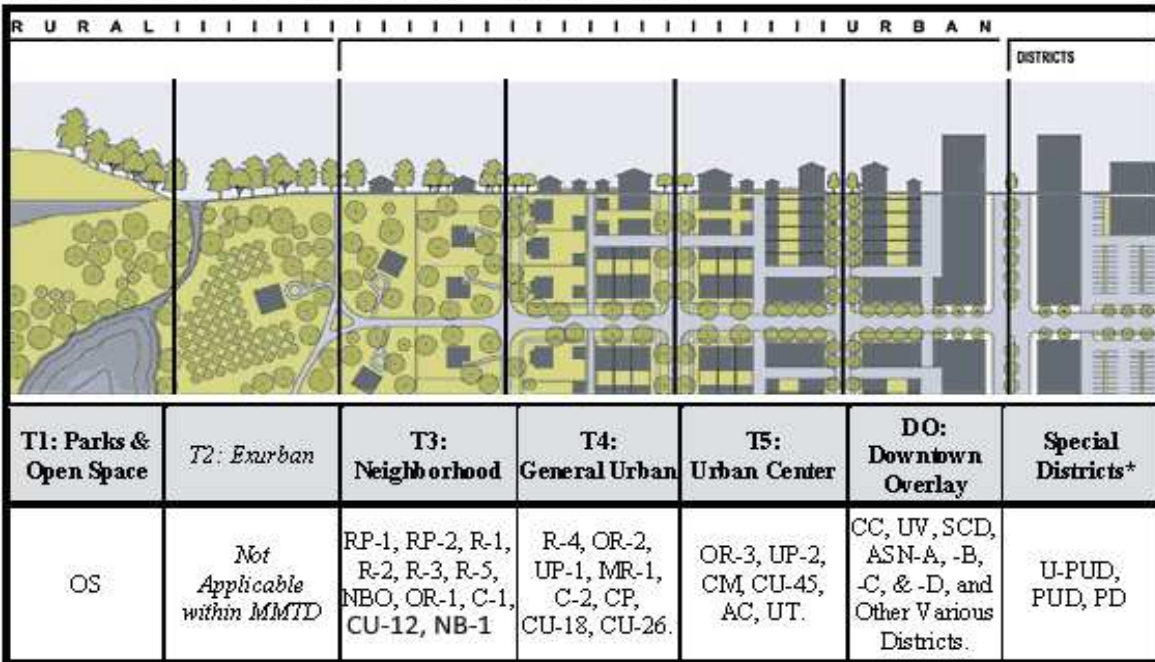
options and commercial opportunities, as indicated by the scale and character of distinct physical environments.

- (2) That the City's existing zoning districts shall be assigned to the appropriate Transect for regulation of development standards, with the exception of Open Space (OS), Manufactured Home (MH), Light Industrial (M-1), and Industrial (I), which will be regulated according to the development standards of those specific zoning districts. These zoning district assignments are as follows in Figure 2.

- (3) Activities in each Transect zone shall adhere to the permitted uses of the underlying Zoning Districts, as found in the Tallahassee Land Development Code.

FIGURE 2: TRANSECTS AND APPLICABLE ZONING DISTRICTS

FIGURE 2: TRANSECTS AND APPLICABLE ZONING DISTRICTS.



* In the Special District, if development standards are not specifically addressed with in PUD or U-PUD provisions, then the applicable MMTD transect provisions shall apply.

Source: Duany Plater-Zyberk & Co.
(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 20-O-28, § 3, 2-24-2021)

Sec. 10-280.4. Process.

(a) All developments within the MMTD shall adhere to the development review procedures of Chapter 9.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-280.5. Instructions.

(a) Lots and buildings located within the MMTD shall be subject to the requirements contained herein.

(b) Site and development plans submitted under this Division shall submit proposals in accordance with Section 9-151 of the Tallahassee Land Development Code.

(c) Planned Unit Developments (PUD) and Urban Planned Unit Developments (UPUD): Those PUD and UPUD projects approved prior to 2011 that are not subject to specific PUD provisions within this Code shall be governed by the standards of the zoning existing prior to the adoption of the 2011 MMTD standards. PUDs and UPUDs approved after December 31, 2010 located within the MMTD shall use the provisions of Section 10-165 and 10-200, respectively. Proposals will be evaluated for consistency with the intent of the MMTD and the development and design standards set forth herein.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-280.6. Deviations and variances.

(a) The standards and requirements contained herein shall be available for deviations, as provided for in Section 9-233.

(b) The standards and requirements of Section 10-281 shall be available for variances, as provided for in Section 5-126 regarding the Environmental Variance Board.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-280.7. Incentives.

GENERAL TO ZONES T3, T4, T5, & DOWNTOWN OVERLAY

(a) *Inclusionary Housing.*

(1) Refer to Section 9-240 of the Tallahassee Land Development Code. All developments within the selected census tracts shall adhere to the requirements contained therein. See also specific references to the MMTD in Sections 9-245 and 9-246 for dispersement, creative housing types, and parking.

(b) *Accessory dwelling unit (ADU).* A lot with an ADU shall be allowed up to a maximum 25 percent gross density bonus, as applied to the underlying zoning district standards, so long as there [are] no more than two dwelling units on the lot.

(c) *Density Bonuses.*

(1) Bonus density or intensity is available in all zoning districts located within the MMTD, with the exception of the Residential Preservation, R-1 Single-Family Detached Residential, R-2 Single-Family Detached Residential, University Village, and all All Saints Neighborhood districts. In order to receive a bonus credit the development plan shall clearly address provision of the qualifying project enhancement, and the enhancement shall be constructed before issuance of the certificate of occupancy for the principal use. The total land area shall be used in calculation of bonus eligibility.

(2) Each of the following enhancements is worth a five percent increase in density or intensity, up to a maximum of 35 percent in a U-PUD or 25 percent in other eligible districts within the MMTD:

- a. Mixture of uses - Design project to include at least two of the following:
 - i. Medium- or high-density residential;
 - ii. Retail trade; or
 - iii. Office activities.

- b. Parking - Provide creative parking alternatives, such as shared parking, flex hours, and/or car pool or shared-use vehicle parking spaces.
- c. Public Art - Provide fountains, sculptures or other public art works located external to the building and visible from public right-of-way.
- d. Sidewalk Coverings - Provide continuous sidewalk coverings in the form of awnings, canopies, arcades, colonnades, or verandahs.
- e. Balconies - Provide functional balconies on the second through fourth floors of a building.
- f. Windows - Provide bay windows on the second through fourth floors of a building.
- g. Pedestrian Amenities - Provide pedestrian friendly public outdoor space beyond the requirements for the minimum required green space. These may include interval walkways, plazas, pocket parks, or similar facilities.
- h. Semipublic Outdoor Space - Provide semipublic outdoor space in the form of courtyards, forecourts, or gardens accessible to the public for uses such as dining, including open building facades, at street level.
- i. Atriums - Provide atriums accessible to the public.
- j. Streetscapes - Provide an integrated streetscape design, including trees and seating, throughout the project site. These improvements shall be coordinated with and inclusive of any existing and planned streetscape(s) projects by the City, including those along collector and arterial streets.
- k. Transit Stops - Provide weather protected, and lighted mass transit stops, the design of which shall be approved by StarMetro staff.
- l. Energy Efficiency - Demonstrate that existing or planned on-site structure(s) meet certification for Leadership in Energy and Environmental Design (LEED), Florida Green Building Coalition (FGBC), or similar nationally recognized "green" building standard.
- m. Bicycle Parking - Provide sheltered bicycle parking with weather protection and lighting for all bicycle parking not already required to be secure, enclosed, and covered.
- n. Cyclist Facilities - Provide a minimum of two showers (one for each gender) and ten locker facilities for employees in non-residential uses to support bicycle and pedestrian commuters.
- o. Shared Drives - Provide shared driveways between lots to reduce the total number of drive cuts.
- p. Front Porches - For residential buildings, provide porches with a minimum useable, clear depth of 8' and minimum width along front of structure of 10'. Porches can encroach into building setback up to, but not beyond any easement boundaries such as drainage, utilities, etc., subject to permitting review and approvable. Porches may be screened, but not enclosed as part of conditioned square footage. Any necessary steps shall meet grade outside R.O.W.
- q. Garages - For residential buildings, recess garages such that the main exterior wall of the garages is recessed a minimum of 12' behind the first conditioned wall of the main residence. Garage recess distance may be reduced to 5' from first conditioned wall if a minimum distance of 20' between face of garage to R.O.W. is maintained. Garages placed in the rear of main structure

- may be located in zero lot line configurations and/or attached to neighboring garages.
- r. Alleys - For residential subdivisions, provide alley(s) to serve lots so that there are no driveway cuts along the ROW. On street parking is to be constructed on all streets with adequate ROW per Sec. 10-284.5(b1).
- s. Walkability - Locate and/or design the project such that at least 50% of dwelling units are within a ¼ mile walk distance of a retail center containing at least four (4) diverse uses.
- t. Recreation - Locate and/or design the project such that a publicly accessible outdoor recreation facility at least one (1) acre in area, or a publicly accessible indoor recreational facility of at least 25,000 square feet, lies within a ½ mile walk distance of 90% of new and existing dwelling units and nonresidential building entrances.
- u. Community Gardens - Dedicate permanent and viable community garden space and/or related facilities (such as greenhouses), no less than ⅛ acre in area in size, within the project. Solar access, fencing, watering systems, garden bed enhancements (such as raised beds), secure storage space for tools, and pedestrian access must be provided. Community garden space and/or related facilities must be owned and managed by an entity that includes occupants of the project in its decision making, such as a community group, homeowners' association, or public body.
- v. Schools - Locate and/or design the project such that 50% of dwelling units are within a ½ mile walk distance of an existing or planned public elementary or middle school

or within a 1-mile walk distance of an existing or planned public high school.

- w. Historic Preservation - On sites with at least one historic building, preserve all historic structures or resources through renovation, adaptive re-use, and/or incorporation into new development.

(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 15-O-23AA, § 2, 8-26-2015; Ord. No. 17-O-23AA, § 2, 9-27-2017; Ord. No. 24-O-03, § 2, 3-27-2024)

Sec. 10-281. Environmental standards and landscaping.

Standards Applicable to T3, T4, and T5, and the Downtown Overlay. Environmental standards and landscaping within the Downtown Overlay and Transects T3, T4 and T5 shall be those identified as follows and all development shall adhere to the procedural and development requirements therein:

- (a) *Review and Inspections.* Refer to Section 5-51 through 5-65 of the Tallahassee Land Development Code.
- (b) *Conservation and preservation features.* Refer to Section 5-81 through 5-82 of the Tallahassee Land Development Code, including Downtown Overlay exemption from all significant and severe grade regulations.
- (c) *Tree protection.* Refer to Section 5-83 of the Tallahassee Land Development Code for tree protection provisions relating to patriarch and exceptional specimen trees and for tree mitigation including any on-site tree debits and credits.
- (d) *On-site green space and fee in-lieu.* Refer to Section 5-85(d)(4) of the Tallahassee Land Development Code, for minimum urban forest and landscape, and fee-in-lieu mitigation provisions.
- (e) *Landscape standards.* Refer to Sections 5-83, 5-85, 10-283.3, 10-284.3, and 10-285, Tables 3 and 4, of the Tallahassee Land Development Code, for street trees, landscaping and vegetative buffers.

(f) *Streetscreen For Parking.*

(1) Parking lots shall be masked from the public right-of-way by a liner building or streetscreen. The streetscreen shall include vegetative or structural elements, such as shade trees, shrubs or groundcover, knee walls, decorative fencing, or the preserved walls of former buildings consistent with Section 5-85, and shall include one tree (min. 2-3 inch caliper shade tree), not to conflict with overhead utilities or sight distance triangle, for each 20 linear feet of parking lot, loading area, or drive aisles along the frontage. Along the public right-of-way, the streetscreen shall maintain a minimum of 50 percent transparency, thereby preserving natural surveillance. Shrubs or groundcover shall be spaced between and 6 feet on center.

(2) Streetscreens shall have full openings no larger than necessary to allow automobile and pedestrian access.

(g) *Stormwater.* Refer to Section 5-86 of the Tallahassee Land Development Code, for stormwater provisions.

(h) *Silviculture, Site Grading, Sediment And Erosion Control.* Refer to Sections 5-84, 5-87, and 5-88 of the Tallahassee Land Development Code.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-282. Downtown overlay.

Parcels located within the Downtown Overlay shall adhere to the Downtown Regulation Plan as codified in Section 10-282.1 Downtown Map Series and the general regulations. Maps DT-1 through DT-5 contain dimensional standards for setbacks along the frontages and building heights. The maps also delineate street segments that require sidewalk covering and areas within the Downtown Overlay that have special explicit code requirements stated in following sections.

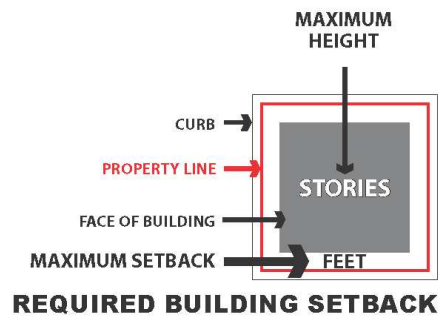
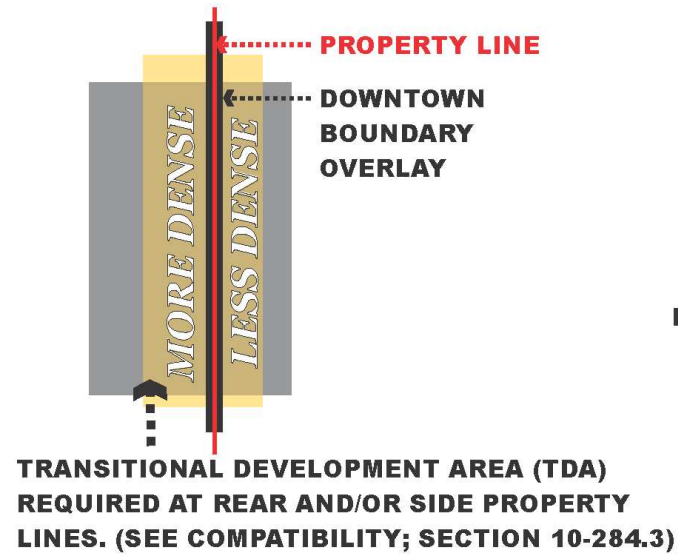
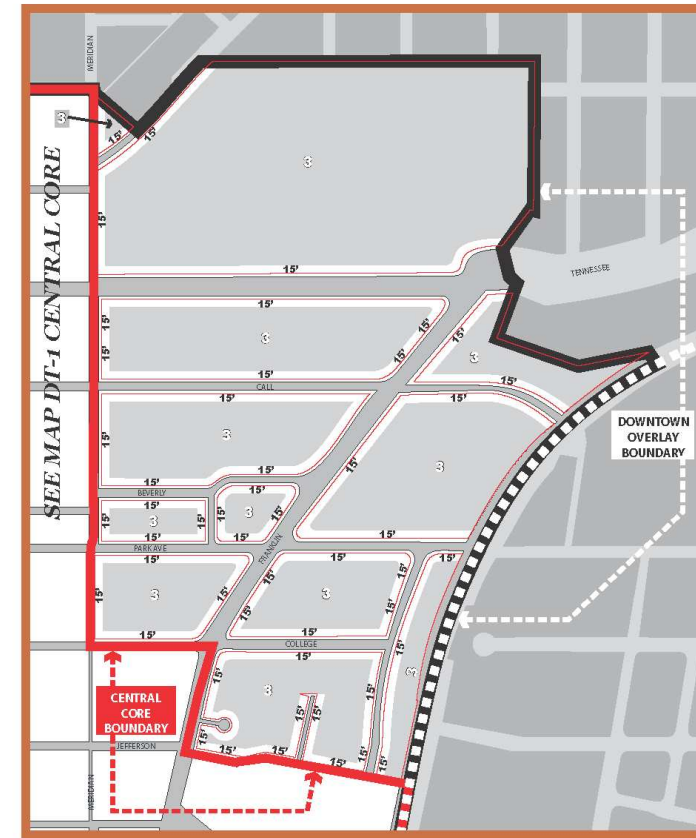
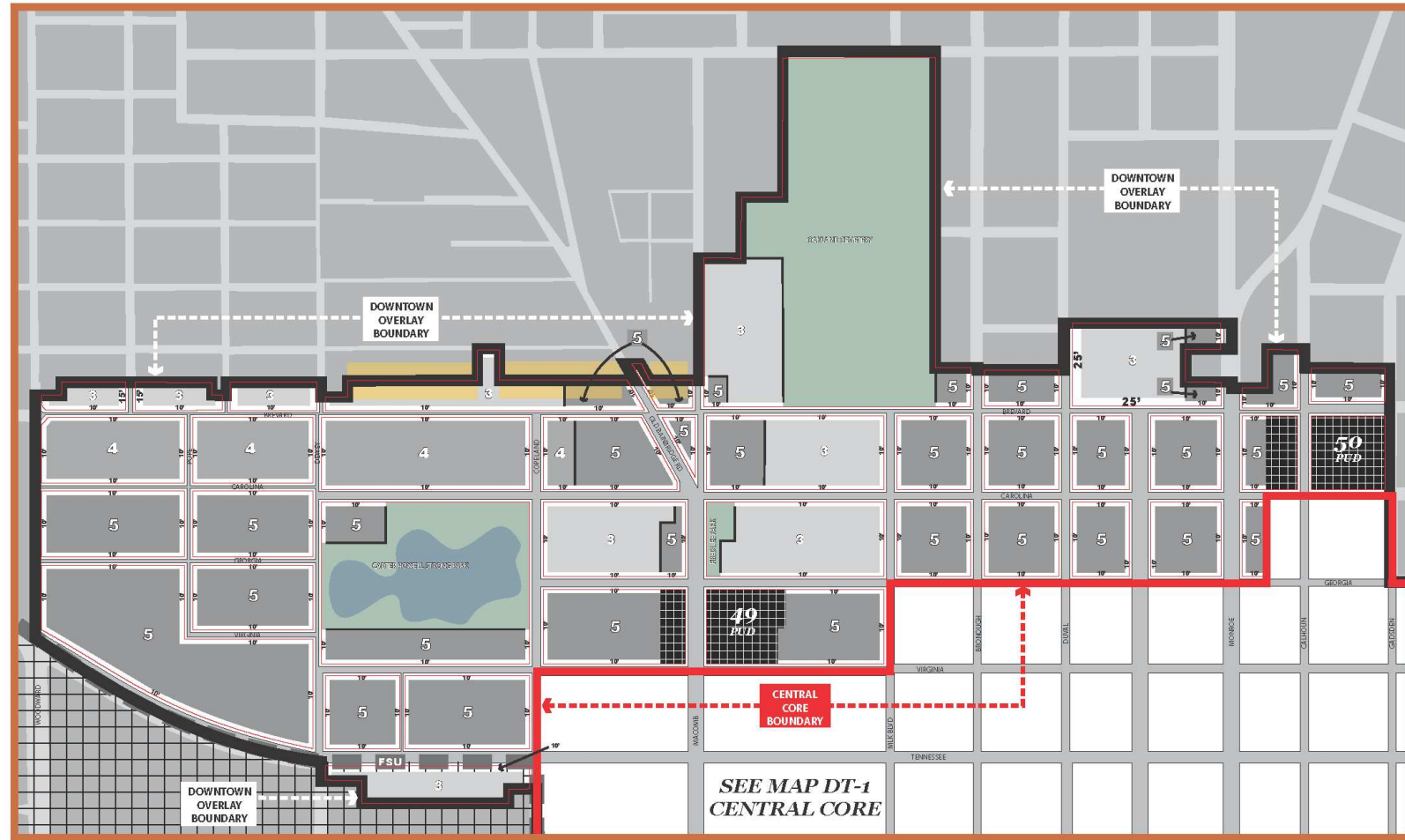
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-282.1. Downtown regulating plan, and maps.

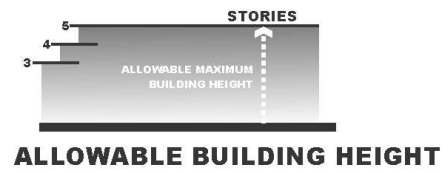
1. The Downtown Regulating Plan map series is divided into five maps, as follows:

- (a) DT-1: Central Core
- (b) DT-2: Downtown North
- (c) DT-3: Downtown East
- (d) DT-4: Downtown South; and
- (e) DT-5: Downtown West.

2. Applicability. Section 10-282 includes development and design standards that promote the creation of a high-quality urban neighborhood environment, and reflects the priorities and principles for the desired character for the Downtown and certain Design Review Districts. Section 10-282.2 applies to specific areas of the Downtown Overlay that require Urban Design Commission Review (Design Review Districts). Sections 10-282.3 and 283.4 include specific provisions for the University Village and All Saints Neighborhoods. Section 10-282.5 applies to developments within the Special Character District and requires Architectural Review Board (ARB) review. Development standards in addition to those in this section that apply throughout the Downtown Overlay are found in Sections 10-283 through 10-285.



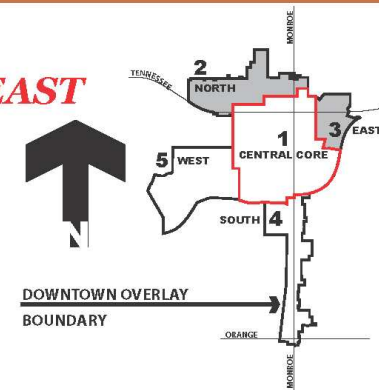
**MAP DT-2
DOWNTOWN NORTH**



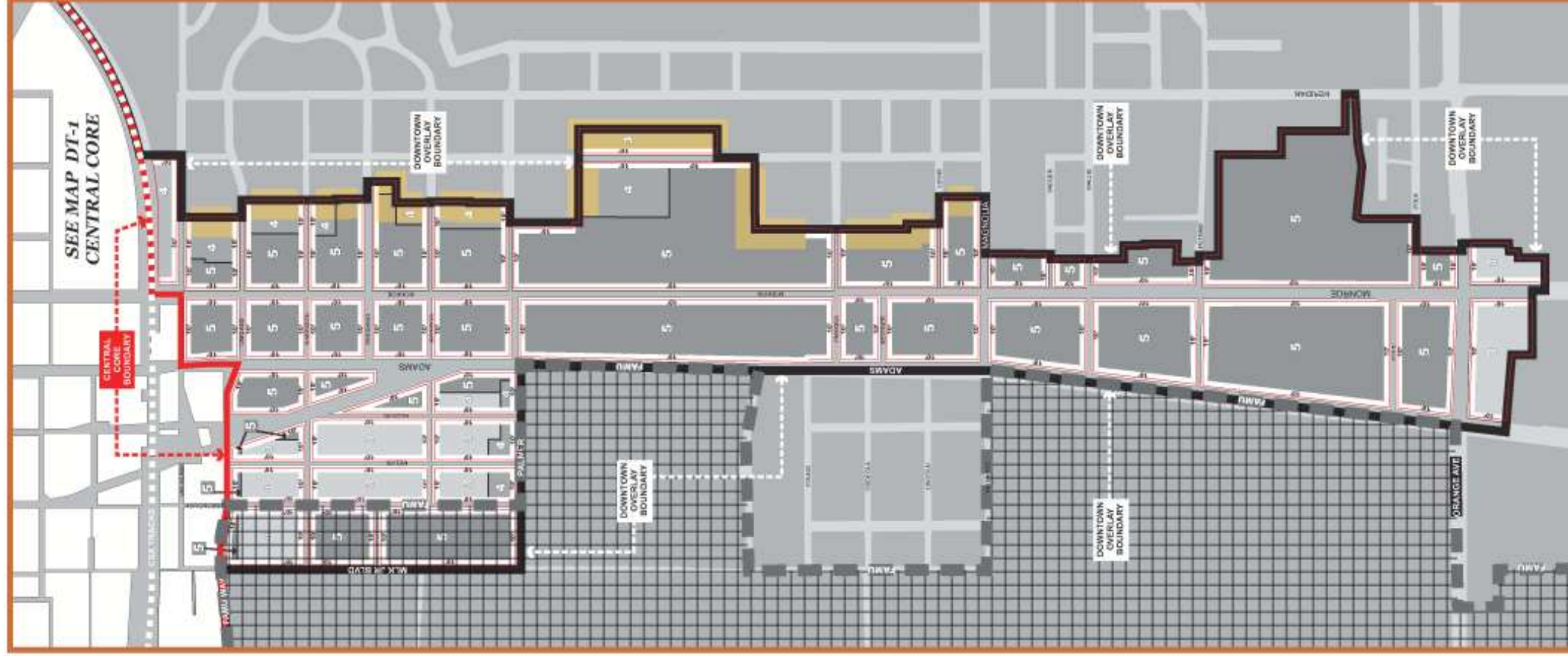
AREAS INCLUDED IN CAMPUS DEVELOPMENT AGREEMENTS

PLANNED UNIT DEVELOPMENT WITH NUMBER

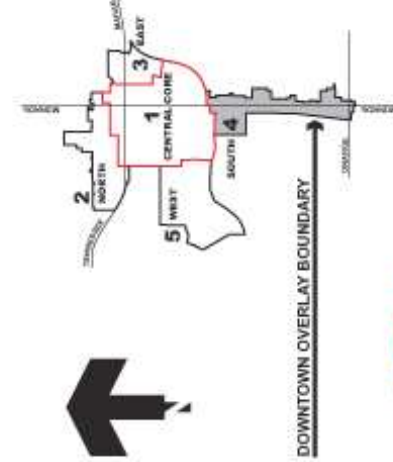
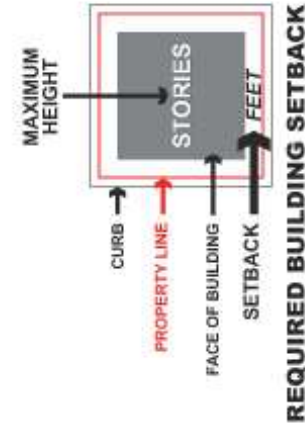
**MAP DT-3
DOWNTOWN EAST**



**MAPS DT-2 + DT-3
DOWNTOWN OVERLAY
DT-2 DOWNTOWN NORTH
DOWNTOWN EAST**



TRANSITIONAL DEVELOPMENT AREA (TDA) REQUIRED AT REAR AND/OR SIDE PROPERTY LINES.
 (SEE COMPATIBILITY; SECTION 10-284.3)



MAP DT-4
DOWNTOWN OVERLAY
DOWNTOWN SOUTH

Sec. 10-282.2. Provisions for Design Review Districts: All Saints Neighborhood (Shown on DT-1), Florida State University Transition Area (Shown on DT-1), and University Village (Shown on DT-5).

(a) *Purpose and intent.* The design review districts promote the conservation, enhancement, and continued vitality of areas of the city with special scenic, architectural, or cultural value, or neighborhood character through review by the planning department. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. The planning department shall review all development plans within the University Village (UV) and ASN All Saints Neighborhood districts, as delineated on maps DT-1 and DT-5, and the FSU Transition Area, which is that area bounded on the north by Tennessee Street, on the east by Macomb Street, on the west by Copeland Street, and on the south by Madison Street, and as shown on DT-1.

The Design Review Districts are envisioned as vibrant in-town neighborhoods that integrate a broad mix of residential and commercial development. The intent of the design review is to implement this vision by facilitating the specific character and type of development that the Gaines Street Revitalization Plan encourages for the corridor and the adjacent All Saints Neighborhood. For the Florida State University Transition area, development shall be facilitated that harmonizes with and complements buildings on the campus and the character of the neighborhood itself. This section establishes criteria to guide future development activities in these districts.

(b) *General principles.* The standards and guidelines for the Design Review Districts are intended to encourage flexibility and variety in development through good site and building design, defined in terms of the following principles which shall be applied by the designers and considered by the planning department and plan reviewers through the development approval process:

- (1) *Sense of place.* All development shall contribute to making the district a distinct and memorable part of the city, unique in spaces, buildings, and street character.

- (2) *The public realm.* All development shall be oriented and designed to contribute to the street environment intended for each district and shall place priority on pedestrian comfort, convenience, safety, and access.
- (3) *Human scale.* Human or pedestrian scale and human scale elements refer to buildings and spaces whose dimensions, properties, and components correspond to human occupation and use. Examples include individual, operable windows, seating, and shaded sidewalks.
- (4) *Neighborhood fit.* All development shall be sited and designed to complement and harmonize with existing or intended neighborhood development patterns, particularly with reference to building scale and orientation.
- (5) *Site access.* Access to all development shall be sited and designed to have a positive visual impact on the street, and shall provide primary pedestrian access to the public street. Driveways and parking shall not have primacy over pedestrian areas.
- (6) *Visual interest.* Variety in design elements, transparency, color, texture, signs, and materials creates a visually interesting environment and contributes to the establishment of an architectural character for the neighborhood.
- (7) *Compatibility.* Defined as the condition in which land uses or conditions can coexist in relative proximity to each other, in a stable fashion over time, such that no use or condition is negatively or indirectly impacted by another use or condition. Architectural compatibility is necessary to visually integrate a mix of uses and building types. All development shall be designed to have an architectural composition of forms that relate well in proportion, scale, geometry, and materials, both to one another and to its context. Architectural compatibility is not limited to any particular style, and contemporary

architecture that complies with the design standards and guidelines of each district is encouraged.

(c) *Development and design standards applicable to all properties.* These development and design standards are subject to review and final action by the planning department.

(1) *Site planning.*

- a. *Development pattern.* A predominant building type, size of lots, siting of the building on the lot, lot coverage, and relationship of the building to the street determine a development pattern. New development must be harmonious with the predominant development pattern of the district.
- b. *Street character.* Development consistency in the following qualities lends character and a sense of place to a street:
 - 1. Types of uses and their relationship with the street, and the liveliness they contribute to the street. A street of ground floor shops and restaurants will have a character different from that of a street of residences.
 - 2. The degree of enclosure formed by the distance between buildings, across the street, their height, and the openness of spaces between buildings.
 - 3. The extent of the public realm of the street as defined by progressions from public to private space; there is a discernible and intentional difference between the public places on the street and the private spaces attributable to residences and businesses.
 - 4. Rhythm established by a predominate repetition of buildings and open spaces, or by a pattern of openings in facades.

- 5. The contribution of building and landscape design to the ensemble of buildings on the street.
- 6. Human scale as expressed in building size, height, massing, transparency, and detail.

(2) *Building orientation.*

- a. All buildings shall be located and designed to be compatible with the predominant development pattern.
- b. Primary entrances shall face the street. At least one public entrance of each principal structure shall be oriented toward the front lot line or street side lot line. Developments are encouraged to provide as many pedestrian connections to the street as feasible.
- c. On corner lots, new buildings shall be oriented toward the streets and shall consider and complement the pattern of existing adjoining development, with the primary facade(s) of the building facing the front lot line and/or the street side lot line.
- d. Corner locations shall be considered opportunities for distinctive architecture.
- e. Accessory structures, if any, shall be located at rear of principal buildings.

(3) *Site and building access.*

- a. Whenever feasible, driveway access to a site shall be shared with adjacent properties and parking shall be located internally to the block or at the rear of the site, except where existing garages associated with detached single family residences or duplexes may be accessed from the street.
- b. Service areas associated with multiple family dwellings shall be accessed from the rear of the site whenever feasible.

(4) *Parking and parking garages.*

- a. Automobile and bicycle parking spaces for each land use shall be provided in accordance with standards in Section 10-285, Tables 8B and 8C.
- b. Minimum setbacks for front, side, and rear yards shall apply to parking structures and to parking lots, including associated pedestrian accessways adjacent to non-parking structures.
- c. With the exception of off-street parking associated with detached single-family residences or duplexes, all parking areas shall be configured so as to provide adequate maneuvering room and avoid backing motor vehicles directly onto the public street.
- d. All garages or carports shall be set back from the front facade.

(5) *Service areas.*

- a. *Screening:* Service areas shall be screened from public view on all sides with the exception of the vehicle use area by structures, opaque fences, walls, or hedges to a minimum height one foot above the solid waste container or other service container or receptacle. This requirement does not preclude the gating of service areas as a preference of the developer as long as the gate is directed to the service vehicle area. Screening materials can include those identified in Section 10-411(b)3 and the use of chain link, plastic or vinyl fencing as screening materials is prohibited.
- b. *General Provisions for access, operation and placement of services:*
 - (1) *Miscellaneous Services Areas:* Areas used for primary circulation and for frequent idling of vehicle engines shall be designed and located to minimize impacts on adjoining proper-

ties, and shall include provisions for screening or buffering as listed in (5)(a).

(2) *Solid Waste Service Areas:*

- (a) Dumpsters and permanently placed refuse receptacles shall be located a minimum of 20 feet from adjacent residential uses, where practical and feasible, and sufficiently screened from public rights of way. To minimize clutter, joint use of waste receptacles within one or more development projects under common management or ownership is required, and between two or more developments not under common management or ownership, where feasible, is strongly encouraged.
- (b) Rollout waste receptacles are permitted. Rollout waste receptacles are required to be stored in screened service areas.
- (c) Use of shared waste collection sites, owned and maintained by the city, may be required. In addition to the above requirements, the following requirements shall apply to shared collection sites:
 - (i) Dimensions including turning radii, openings, gates, and pull-throughs, shall be those required by the city solid waste division.
 - (ii) Driveways between the curb and the structure at waste collection sites shall be paved with brick,

stone, or concrete unit pavers, suitably reinforced.

- (3) *Recycling Services:* Each building shall dedicate a specific location for recycling separation, storage, and access.
- (6) *Off-street loading.* There is no required number of off-street loading spaces for uses. On-street loading zones may serve all land uses. The off-street loading space standards in section 10-388 are not applicable in the design review districts. Areas used for loading activities shall be designed and located to minimize impacts on adjoining properties.
- (7) *Landscape features.* Driveway and walkway paving shall be unit pavers such as brick, stone, asphalt, or concrete pavers installed on a sand bed. Semi-pervious paving materials are encouraged.
- (8) *Preservation of historic landscape features.* Landscape features identified as "character defining features" of the All Saints Neighborhood, downtown, or the Gaines Street corridor, including existing historic structures, rubble retaining walls, patriarch trees, and historic parks, shall be preserved.
- (9) *Building design standards.* Individual building design shall defer to the ensemble of buildings on the street rather than call undue attention to itself. New buildings shall contribute to the life of the street, and share the following with existing buildings that exemplify the area's character.
 - a. *Architectural articulation.*
 - 1. A building's exterior walls shall be articulated using materials, architectural elements, arrangement of openings, design of horizontal and vertical planes, and changes in height to provide substantial massing variations.
 - 2. Articulation, including but not limited to window casings,

eaves, cornices, railings, foundation walls, shutters, downspouts, fascias, gables, and gutters, shall complement the architecture of adjacent buildings while providing variety among building masses and facades of buildings on a street. Eaves, porch and arcade columns, roofs, railings, chimneys, etc. shall be detailed so as to emphasize these architectural features, consistent with the building's architecture.

- 3. Long, monotonous roof planes and uninterrupted expanses of blank wall are not allowed along street frontages. Articulated roof forms and wall openings shall be used to add visual interest and contribute to a human scale.
- 4. Buildings greater than two stories in height shall delineate clearly the boundary between each floor of the structure with belt courses, material changes, a band of signage (if applicable), or other architectural detailing. Attached buildings in the same block shall maintain consistent cornice lines, plus or minus five (5) feet.
- 5. Doorways, windows, storefronts, and other openings in the facades of buildings shall be placed and proportioned to reflect pedestrian scale and movement, and to encourage visual interest at the street level. The use of functional and decorative elements, including weather protection features (i.e., colonnades, arcades, canopies, etc.), signage, and architectural detailing, shall be used to create human scale on a building's principal facade. Elements shall be integral to the architecture of the

building, designed so as to not appear to be "tacked on" to the building facade.

- 6. Doors and windows shall be compatible with the composition and architectural style of the building.
- 7. On any building, a consistent rhythm of openings shall be maintained above street level on all facades facing a street. Openings need not be identical from building to building; small variations from facade to facade will provide visual interest.
- 8. Where solid walls are required by building code, the wall shall be articulated and divided into distinct modules, through the use of projections and recesses (e.g., setbacks, reveals, belt-courses, awning, arcades, porches, etc.) within the building envelope or projecting from upper floors.
- 9. Functional balconies. Balconies must be useable and accessible through operable full height doors. Balconies must be a minimum of six (6) feet deep.
- 10. Commercial buildings and buildings with ground floor commercial uses shall have a ceiling height minimum of twelve (12) feet for the ground floor.
- b. *Prohibited Materials and Design Features.*
 - 1. Inoperable or fixed shutters.
 - 2. Reflective glass or tinted glass at the first and second story with less than 70 percent light transmission.

(10) *Transparency.* Building facades along public rights of way shall have non-reflective, transparent areas covering:

- a. Mixed-use/Non-residential uses: A minimum of 70 percent of the first

floor facade surface area at pedestrian eye level (between three (3) feet and eight (8) feet above grade), or

- b. Residential uses (single-family detached units exempt): A minimum of 50 percent of the first floor facade surface area at pedestrian eye level (between three feet and eight feet above grade), and
- c. A minimum of 15 percent transparency above the first story.
- d. The area of entrance doors and each facade shall be calculated separately.

(11) *Materials and colors.*

- a. To avoid monotonous wall surfaces, all buildings shall use materials that offer texture, including wood, pantile, brick, or stone or high-quality synthetic materials. Materials shall be used consistently on all sides of a structure.
- b. Color shall be an integral element in the design of all structures. A coordinated palette of colors shall be created for each project or development. This palette shall be compatible with those of adjacent developments.
- c. The use of natural and natural-looking roof materials is strongly encouraged, particularly those that contribute texture, pattern, and color. Acceptable roof materials include standing-seam metal, textured shingles, pantile, and slate. High-quality dimensional asphalt shingles are acceptable.
- d. Color variation shall be used to break up the mass of a building and to provide interest. However, the number of color choices in any given building shall be limited to a wall color, roof color, trim color, and accent color.

(12) *Design features for parking structures.*

- a. Accessory parking structures if any shall be located to the rear of the building and accessed from the rear or side of the lot.
- b. The ground floor of a parking structure that is the principal use on a site shall be occupied by non-residential uses.
- c. Design standards for parking structures shall also apply to parking located on the ground floor of a building.
- d. Maximum building height for the district is applicable to parking structures. All exterior facades of parking structures shall comply with design standards for massing and density, facade articulation, and materials established for other building types.
- e. The size and proportions of openings in parking structures shall be compatible with neighboring buildings. Openings in parking structures shall be screened so that no cars, headlights, or light fixtures are visible from the surrounding streets and uses. Glazing, perforated metal panels, applied surface elements, landscaping, or combinations of these materials, and materials from adjacent buildings, may be used on the facade to screen openings.
- f. Driveway and pedestrian entries of parking structures shall be integrated with the ground level facade.
- g. Ground floor ceiling height for retail or commercial uses in parking structures along the public street frontage shall be at least twelve (12) feet.

(13) *Streetscape standards.*

- a. All areas shall be connected by sidewalks.
- b. All sidewalks in nonresidential areas and mixed-use areas shall provide a continuous, unobstructed clear width area of no less than six (6) feet.

vide a continuous, unobstructed clear width area of no less than six (6) feet.

- c. Street furniture and street lighting shall be required to be in conformance with a comprehensive streetscape program that establishes a uniform theme for each area where such streetscape is intended.
- d. Street lighting shall be installed on both sides of the street a maximum of 100 feet apart. The general preference shall be for smaller, but more frequent light fixtures rather than fewer high-intensity lights. All fixtures shall use a metal halide light source. Sodium vapor and similar types of light sources are prohibited. All fixtures, whether wall mounted or freestanding, shall be total cutoff and directed downward to reduce glare on adjacent properties.
- e. Utility service lines shall be provided underground or run through the rear alleyways. Electric meters, antennas, and exterior storage areas shall be screened from public view in a manner compatible with the principal structures and site design. The use of dense landscape plantings for screening is encouraged, appropriate to the district.
- f. Solid waste, recycling, and yard trash containers (except public litter containers); grease containers; and loading docks shall be located in parking areas or other locations remote from the sidewalk.
- g. All outdoor mechanical equipment, including heating, air conditioning, and ventilation systems, shall be placed on the roof, to the rear or side of a building, or be otherwise visually screened from the street. In no case shall mechanical equipment be allowed along the street frontage. Mechanical equipment on the roof

shall be screened from abutting streets with parapets or other types of visual screening.

- h. Standpipes or hose bibs are required for cleaning purpose at all commercial street fronts and at all waste collection locations.

- (14) *Energy conservation.* Building design shall use energy conservation measures including but not limited to self-shading, natural lighting, natural ventilation, outdoor circulation, and reduced dependence on artificial lighting and air conditioning.

(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 15-O-04, § 12, 5-27-2015)

Sec. 10-282.3. Specific to University Village (Map DT-5. Downtown West).

(a) *Streetscape along Gaines Street and Railroad Avenue.*

- (1) Planting areas between arcade columns and openings, and vine planting areas at the face of the buildings, are encouraged.
- (2) Along Gaines Street from its intersection with Martin Luther King Jr. Boulevard in the east to Lake Bradford Road in the west, development shall provide setbacks to accommodate infrastructure, as required here:
 - a. A minimum 13-foot setback from the back of curb to the face of the building for appropriate sidewalk width; and
 - b. Development is permitted an additional maximum 10-foot setback from the edge of the sidewalk, resulting in 23 feet of hardscape between the curb and face of the structure.
 - c. When located on private property, the sidewalk shall be placed in easement to maintain public access.
 - d. While sidewalk activity is encouraged, a minimum 6-foot clear zone shall be maintained for pedestrian passage.

(b) *Pedestrian connectivity.*

- (1) Publicly accessible pedestrian passageways from the street to and through the interior of the block are encouraged to separate pedestrians from traffic and provide pedestrian access from parking lots at the rear of buildings to the street. Passageways shall be a minimum of eight (8) feet wide and a minimum of twelve (12) feet high. Upper floors are encouraged to continue over the passageway. Pedestrian passageways shall be designed to preclude normal vehicular access and preferably be separate from other emergency vehicle access ways to the interior of the block.

- (2) Driveways to Gaines Street and Railroad Avenue are discouraged.

(c) *Design Features for New Buildings.*

- (1) Retail and office building walls along sidewalks shall have non-reflective, transparent areas covering at least seventy-five (75) percent of the first floor facade surface area at pedestrian eye level (between three feet and eight feet above grade). All glazing shall be of a type that permits view of human activities and spaces within. Enclosed security areas, if any, shall be of the mesh type that pedestrians can see through and shall be located behind storefront displays. The area of operable entrance doors and each facade shall be calculated separately.
- (2) Facades with an emphasis on vertical proportions shall be employed to break up continuous building frontages and maintain compatibility with the scale of the historical building pattern of the adjacent buildings. Facade modules shall be no less than twenty (20) feet and no more than thirty-five (35) feet in width.
- (3) Articulation of building facades should establish a rhythm of vertical modules unified by a complementary rhythm of upper floor windows. Upper floor windows of adjacent buildings need not be identical in design or spacing.

(d) *Colonnades and arcades.*

- (1) Where a colonnade or arcade is structurally integrated into the facade, the upper floors of the building may be either flush with the setback or be stepped back to a maximum setback of 12 feet from the face of the colonnade or arcade.
- (2) Colonnades and arcades shall have a 12-foot minimum depth. Depth shall not exceed height of openings to the street. Design standards for transparency established for other storefronts shall apply to interior walls of colonnades and arcades.
- (3) The spacing of columns or piers, measured from the centerline of the columns or piers, shall not be greater than the height of the colonnade or arcade. The height of the colonnade or arcade shall be the vertical distance measured from the finished floor to the ceiling of the colonnade or arcade.

(e) *Prohibited Materials.*

- (1) Exterior insulation and finish systems (EIFS), also known as synthetic stucco and sheet metal;

(f) *Mixed-use developments.* A mix of uses within a single project or structure is encouraged. The following design features are required for vertical mixed-use projects, in which different uses are located on different floors of a single structure:

- (1) Non-residential, commercial uses are required on the ground floor of a vertical mixed-use project. Residential uses are prohibited from being located on a floor below a commercial use in a vertical mixed use project with the exception of lobbies and common circulation areas, which may be located above the ground floor. The intensity of the uses should decrease as the floors go up.
- (2) Residential uses that are part of a vertical mixed-use project shall be permitted as-of-right, provided the project otherwise meets the conditions of (f)(1), above.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-282.4. Specific to All Saints Neighborhood (Map DT-1. Central Core).

(a) *Orientation.*

- (1) New buildings in the All Saints Neighborhood shall turn their most narrow building frontage to the principal street. All buildings shall have covered entrances facing the principal street.

(b) *Screening.*

- (1) Screening materials in the ASN-A district shall be wood or hedges. Alternately space exterior and interior boards for air circulation and to block the view. Exterior boards shall be topped with a picket shape.

(c) *Landscape features.*

- (1) Walls and fences at the property line are encouraged. Walls, fences, and hedges (if provided) shall have a maximum height of six (6) feet. The opaque portion of a wall or fence shall have a maximum height of four (4) feet.
- (2) Walls and fences shall have piers or newel posts at corners and ends.

(d) *Design features for new buildings.*

- (1) In all private buildings, not open to the public or providing public services, the progression of public to private space shall be layered through yards and porches.
- (2) New buildings wider than the average width of adjacent buildings or buildings across the street shall be broken into facade modules comparable to the widths of existing facades.
- (3) Within a zone twenty (20) feet from the back of the sidewalk, the height of a new building shall be no greater than twice the height of adjacent buildings or buildings across the street. Also, the fourth (4th) story in ASN-A shall be built as a 1/2-story with dormers.
- (4) Above the second floor, building masses shall be broken up and modulated, in

keeping with a building's style, to reflect the scale of adjacent structures and avoid overwhelming them.

- (5) Along Gaines Street and Martin Luther King, Jr. Boulevard, building heights greater than five (5) stories shall step back twenty-five (25) feet from the top of the fifth floor. Floors above this five story height limit may extend into the step back within a forty-five (45) degree angle struck from the top of the street facade.

(e) *Streetscape standards.*

- (1) Street light fixtures shall not exceed twelve (12) feet in height in the ASN-A zoning district and eighteen (18) feet in height in the ASN-B, ASN-C, and ASN-D zoning districts.

(f) *Prohibited design and materials.*

- (1) In the ASN-A district, flat roofs are prohibited.
- (2) Exterior insulation and finish systems (EIS), also known as synthetic stucco.

(g) *Mixed-use developments.* A mix of uses within a single project or structure is encouraged. The following design features are required for vertical mixed-use projects, in which different uses are located on different floors of a single structure:

- (1) Within the All Saints Neighborhood, residential uses are permitted on the ground floor as part of a live-work unit. Live-work is defined as a use made up of commercial activities that may need accommodations for customer traffic, commercial signage, or freight delivery, while also meeting life-safety regulations for a place where people live. Live-work is distinguished from purely residential use by having work performed in the unit.
- (2) For non-live-work units, residential uses shall never be located on a floor below a commercial use in a vertical mixed-use project. The intensity of the uses should decrease as the floors go up.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-282.5. Specific to Special Character District (Map DT-1. Central Core).

(a) *Purpose and intent.* The Special Character District (SCD) is intended to complement the historical nature of this area. The SCD encourages a mix of uses characterized by a broad range of complementary uses that support eighteen-hour activity in a lively urban setting in harmony with the distinctive vernacular architectural qualities, historic height and scale. The intent is to encourage specialty retail/restaurant/entertainment uses with a primary target market of downtown office workers and visitors. The following are also encouraged to:

- (1) Provide street-level activity in new buildings and discourage parking;
- (2) Maintain consistency of new buildings with the architectural context of the district (not overwhelming or incompatible);
- (3) Protect the existing scale and architectural character of historic areas with the district;
- (4) Promote a pedestrian environment and complement the unique "park-like" setting of Park Avenue; and
- (5) Encourage mixed use: civic, cultural, residential, retail, office, and multiple use projects.

(b) *Design review.* All development in the SCD that is within the Historic Preservation Overlay and National Register of Historical Properties Overlay is subject to review by the architectural review board (ARB).

- (1) *Intent.* To encourage quality design that will protect the historic park system, be compatible with neighboring historic buildings, and promote a pedestrian scale environment within the district.
 - a. New development or redevelopment of structures and property identified as not contributing to the historic district may be contemporary in design, but shall respect neighboring historic development in terms of mass,

proportion, scale, rhythm, directional orientation, materials, and landscaping elements.

- b. New development or redevelopment of structures and property identified as not contributing to the historic district and which are facing Park Avenue should introduce pedestrian amenities and design features including fenestration relief, entrances, landscaping, etc. On the portion of property facing Park Avenue, open parking facilities and parking lots are prohibited.

(c) *Development standards.*

- (1) The special character district shall adhere to the parking regulations of Section 10-285, Tables 8B and 8C and buffer standards specific to the SCD in Section 10-284.3 and depicted in Section 10-285, Table 11.
- (2) Orientation. At least one public entrance of each principal structure shall be oriented toward the front lot line or street side lot line. Pedestrian access from the public sidewalk, street right-of-way or driveway to the public entrance shall be provided via an improved surface. Developments are encouraged to provide as many pedestrian connections to the street as possible.
- (3) Dumpster location. Garbage dumpsters shall be adequately set back from property lines and screened from public view.

(d) *Specific restrictions.*

- (1) *Massing.* Developments fronting roadways in this area shall be compatible with the general character, scale, and mass of the district.
- (2) *Coverage.* The maximum impervious coverage is 40 percent.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-283. Block scale standards.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-283.1. Block sizes.

(a) *General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Existing blocks longer than 800 feet in length, but shorter than 1,200 feet, shall be traversed near the midpoint by a publicly accessible multi-use trail. This requirement is only applicable when 80 percent or more of a block is redeveloped.

(b) *Specific to Zones T3.*

- (1) New block faces shall not exceed 800 feet.

(c) *Specific to Zones T4, T5 and Downtown Overlay.*

- (1) New block faces shall not exceed 600 feet. (Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-283.2. Common open space.

(a) *General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) City-owned common open space that is designated Open Space (OS) on the official Zoning Map. Development within this zoning district shall adhere to the development standards of Section 10-263.
- (2) Development plans greater than 5 acres shall aggregate pervious area and configure the space to adhere to the general typologies described in Section 10-285, Table 9.
- (3) A Home Owners Association (HOA) or other responsible maintenance entity shall be identified in the appropriate development order and be responsible for maintaining the common open space.
- (4) The City may, at the discretion of the growth management director, accept dedications of aggregated common open space for use as a park if the land addresses a documented need and the City is capable of responsible maintenance.
- (5) Parking provisions for public open space shall be those identified in Table 8(A) and approved as part of a site plan.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-283.3. General streetscaping.

(a) *Streetscaping:* General to Zones T3, T4, T5 and Downtown Overlay. Streetscaping should complement the scale of the development and its surroundings, formalize public spaces, and provide valuable environmental services. To that end, development shall adhere to the provisions found below. Specific streetscaping requirements, found in Section 282.3(a)(1) and (2), apply to DT-5 in the University Village district along Gaines Street and Railroad Avenue and should be referred to for development in that area.

- (1) Street lights should be pedestrian in scale, and shall be no greater than 25-feet above grade.
- (2) Street trees shall be provided along all public road right-of-way in accordance with the requirements of Section 10-285, Tables 3, 4, 10A, 10B and 12. Trees placed within the right-of-way may be subject to maintenance agreements as determined by public works. Where right-of-way constraints or utility conflicts prohibit placement of trees, they shall be placed, if possible, between the sidewalk and façade (in the first layer) or off-site as approved by the City.
 - (a) Within Transects T3 and T4, where trees are placed in the first layer, development shall provide a minimum of one shade tree in the first layer for each 20 feet of frontage.
 - (b) Street Trees shall be placed a minimum of 10-feet apart or other length appropriate to the tree species; may be single or multiple species; and may be naturalistically clustered.
 - (c) Sidewalk shading shall be accomplished through vegetation (Sec. 10-285, Table 4) or structurally with awnings, galleries, or arcades (Sec. 10-285, Table 5), unless use of either is determined by staff to be impractical given the site configuration.
 - (d) Limitations apply to tree placement and structural extensions.
 - 1. Trees shall not interfere with existing overhead utility lines.

Trees species approved for planting under utility lines are identified in Sec. 10- 285, Table 4.

- 2. Mature canopy spread shall be considered in relation to street lighting so as not to impede lighting.
- 3. Trees shall not be visual impediments in the sight distance triangle for automotive and pedestrian traffic.
- 4. Trees shall be trimmed to preserve vertical clearance of at least eight (8) feet above sidewalks.
- 5. Provide a 20-foot clear zone around fire hydrants.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-283.4. Transportation network.

(a) *Pedestrian Circulation: General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Convenient pedestrian circulation systems that minimize conflicts between pedestrians and motor vehicles shall be provided continuously throughout developments.
- (2) Sidewalks shall be developed in accordance with the specifications listed below and follow the general depiction in Section 10-285, Table 3.
 - a. Sidewalks shall be provided, free of obstructions in a six foot clearance zone, on all frontages of development sites as determined by public works.
 - b. The sidewalk facility shall be based on context, considering existing uses, intended future land use, and the adjacent roadway, and shall, where allowable by all regulating entities, meet the following minimum widths by roadway classification: 1) 10-foot minimum for Major and Minor Arterials; and 2) 8-foot minimum for Ma-

lor and Minor Collectors. Local roadway sidewalk widths shall be no less than 6 feet.

(b) *Bicycle Circulation: General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Bicycle and pedestrian routes shall be preserved, maintained, or provided adjacent to or through sites as identified in the adopted Prioritization System for Planned Multimodal Projects list and Greenways Master Plan.
- (2) Bicycle and pedestrian interconnections shall be provided, where possible and determined appropriate by public works staff, to all sub-arterial streets stubbed to the property boundary of the development, to existing and programmed multi-use trails, and to existing and programmed public parks.

(c) *Public Transit Access: General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Where transit routes exist, developments greater than 20 dwelling units for residential or 15,000 square feet for non-residential shall provide transit amenities satisfactory to StarMetro.
- (2) Priority in development design shall be given to transit stop amenities that are incorporated into the streetscape and/or adjacent structural design.
- (3) "No parking" zones shall be designated at StarMetro bus stops through one of the following methods:
 - a. Curb extensions to prevent on-street parking and expand the waiting area.
 - b. "No parking" signage, curb marking, and striping for a minimum of 50-feet adjacent to the stop, particularly along a roadway before and after the stop.

(d) *Vehicular Circulation: General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) All development plans shall contribute to creating a local street network, and shall incorporate and continue all sub-arterial

streets stubbed to the property boundary of the development plan by previously approved development plans or existing development.

- (2) Dead-end public streets are prohibited, except where:
 - a. Necessitated by environmental constraints, or
 - b. Deemed temporary extensions to future development.
- (3) Development may have vehicular access to any type of street. However, vehicular access from non-residential and high-density residential development to a local street is prohibited if a low-density zoning district is located on the other side of the local street, directly across from where the vehicular access point is proposed.

(e) *Traffic Calming: General to Zones T3, T4, T5 and Downtown Overlay.* Traffic calming shall be used as a retrofit to improve all users' safety and moderate traffic speeds. Vertical deflection is generally discouraged, and only permitted on local roadways as a retrofit. All treatments and locations will be reviewed on a case-by-case basis. City approved traffic calming includes, but is not limited to, the following items.

- (1) Mid-block curb extensions.
- (2) Traffic circles or roundabouts.
- (3) Angled slow points or chicanes.
- (4) Speed pillows.
- (5) Chokers (bumped-out or build-out areas that are intended to give the appearance of and/or physically narrow road lane(s) to reduce automobile speed).

(f) *Intersection Design Treatments: General to Zones T3, T4, T5 and Downtown Overlay.* Intersection design should foster the safe movement of all transportation modes. The following design enhancements shall be used as a retrofit to improve all users' safety and movement. All treatments will be reviewed on a case-by-case basis.

- (1) Dual directional ADA ramps.
- (2) Pedestrian refuge islands where medians exist.

- (3) Tight corner radii with mountable curbs.
- (4) Crosswalks, clearly marked with striping and/or contrasting paving materials (i.e. brick pavers), or LED runner lights.
- (5) Bulb-outs, as retrofit treatment to reduce pedestrian crossing distances.
- (6) Prohibited: slip turn lanes.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284. Building scale standards.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.1. Building disposition.

(a) *Specific to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Newly created subdivision lots shall be dimensioned according to Section 10-285, Tables 10A, 10B, 10C, and 10D.
- (2) Building disposition types shall be as shown in Section 10-285, Table 7 and Tables 10A, 10B, 10C, and 10D.
- (3) Density and intensity standards shall be as shown in Section 10-285, Table 10E.
- (4) Lot coverage (impervious surface) shall not exceed that identified in Section 10-285, Tables 10A, 10B, 10C, and 10D, unless fee in-lieu provisions of Section 10-281(d), On-Site Green Space And Fee In-Lieu, are utilized.
- (5) Front facades shall be built parallel to a rectilinear public front property line or to the tangent of a curved public front property line, with the exception of buildings interior to a site that includes buildings that otherwise meet the frontage requirement. Structures that lack frontage on a public right of way may be built parallel to an on-site access easement or drive aisle.
- (6) Front, side, side-corner, and rear setbacks for principal and accessory structures shall be as shown in Section 10-285, Tables

10A, 10B, and 10C. Setbacks may be adjusted by deviation with the following exceptions:

- a. Properties within the Canopy Road Protection Zone having no viable alternative access to a road other than a canopy road shall not be subject to a deviation for the front setback along the canopy road.
- b. An addition of up to 10 feet to the principal frontage setback shall be allowed, as necessary, for public safety to accommodate existing utility lines.

The frontage setbacks shall apply to all principal and double frontages.

- (7) The zero (0) side setback in the Downtown Overlay and Transect 5 is only permitted for contiguous structures along a public street frontage. In all other situations, the side setback shall be five (5) feet minimum.
- (8) New buildings shall implement Leadership in Energy and Environmental Design (LEED) energy efficiency measures for green building standards to the extent practicable.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.2. Building configuration.

(a) *General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) The private frontage of buildings shall be in accordance with Section 10-285, Table 5 and Tables 10A, 10B, 10C, and 10D.
- (2) A direct pedestrian connection shall be provided from the front facade to the public right-of-way.
- (3) Building heights and setbacks shall adhere to Section 10-285, Table 6, Tables 10A, 10B, 10C, and 10D, and Table 11 if applicable.
- (4) Building stories are distinct from total building height and its applicable restrictions. Provisions for building story heights are identified for Transects T3, T4, T5 and the Downtown Overlay on Tables 10(A),

(B), (C) and (D); it is intended that the tables supersede where there are potential differences with the text herein.

- (5) Height limits do not apply to attics or raised basements, masts, church spires, clock towers, cupolas, chimneys, or domes not intended for human occupancy, or elevator bulkheads.
- (6) Parking structures shall adhere to the standards of Sec. 10-284.5(c).
- (7) Outdoor spaces — porches, stoops, balconies, and terraces — shall be designed as usable space, with a minimum four (4) feet in width and depth.
- (8) Transparency. Except as specified in Section 10-282.3, for University Village District, all building elevations adjacent to public right-of-way or required pedestrian ways (except for detached single-family dwellings) shall provide transparency at eye level — between three (3) and eight (8) feet above finished grade — in accordance with the following minimum percentages.
 - a. Non-Residential or Mixed-Use.
 - 1. Frontage: 60%
 - 2. Corner side elevations: 30%.
 - b. Residential (Single-family detached units exempt.)
 - 1. Frontage: 30%
 - 2. Corner side elevations: 15%.
 - c. In all structures, a minimum of 15 percent transparency shall be provided above the first story of facades adjacent to the public right of way.
 - d. Reflective glass is prohibited.
 - e. Solid rear walls above the first story are prohibited when properties adjoin the Special Character District.
- (9) Fencing. Fences erected around a residential property should be located either even with the building façade or behind the first building of the principal frontage, perpendicular to pedestrian ways, such that pedestrians have convenient and di-

rect access to the street sidewalk, and the property maintains more connection to the streetscape. For secondary frontage, the fence should provide at least one pedestrian access point per building facing the secondary frontage.

- (b) *Specific to Zone T3.*
 - (1) No portion of the private frontage shall encroach the sidewalk.
 - (2) Open porches may encroach into the first layer setback 50 percent of its depth. (Sec. 10-285, Table 12)
 - (3) Balconies and bay windows may encroach into the first layer 25 percent of its depth except that balconies on porch roofs may encroach as does the porch.
 - (c) *Specific to Zone T4.*
 - (1) Open porches, balconies, and bay windows may encroach into the first Layer setback 50 percent of its depth. (Sec. 10-285, Table 12)
 - (d) *Specific to Zone T5 and Downtown Overlay.*
 - (1) Awnings, arcades, and colonnades may encroach over the sidewalk to within two (2) feet of the curb but must clear the sidewalk vertically by at least eight (8) feet. No habitable space shall be permitted above public right-of-way.
 - (2) Stoops, lightwells, balconies, bay windows, and terraces may encroach the first layer setback 75 percent of its depth. (Sec. 10-285, Table 12)
- (Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.3. Compatibility.

(a) *General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) *Vegetative Buffers.*
 - a. Urban Buffer 1 or 2, as depicted in Section 10-285, Table 11, shall be provided when a proposed development is:
 - 1. adjoining a different transect of lesser density or intensity; or

- 2. is non-residential or medium [8 to 16 dwelling units per acre] or high density [16 to 50 or greater dwelling units per acre] residential development adjacent to an R-1, R-2, RP-1 or RP-2 zoning district boundary.
 - b. No buffers shall be required along public street frontages.
 - c. Vegetative buffers as identified herein shall not be required adjacent to open space, greenways, and parks.
- (2) *Height.*
- a. Any structure, or portion thereof, located within 100 feet of an adjoining R-1, R-2, RP-1 or RP-2 zoning district, as measured from the property line to the closest vertical construction element, shall be limited to a height of three (3) stories.
 - b. Urban Buffer 3 which includes stepback provisions shall apply (Sec. 10-285, Table 11), regardless of separation by local or minor collector roadways, when development is:
 - 1. adjoining R-1, R-2, RP-1 and RP-2 zoning districts along all property boundaries; or
 - 2. adjoining the Special Character District, along the property boundaries.
- (3) *Equipment and service area screening.*
- a. Roof-mounted mechanical equipment shall not be visible from adjacent right-of-way.
 - b. All mechanical equipment and trash containment devices, including compactors and dumpsters, shall be screened from public right of way and placed in the second (2nd) or third (3rd) layer. Screening can be vegetative or structural.

(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.4. Parking calculations.

(a) *General to Zones T3, T4, T5 and Downtown Overlay.*

- (1) Vehicular spaces.
 - a. Parking shall be provided according to the requirements of Sec. 10-285, Tables 8A and 8B, as applicable.
 - b. Required parking may be calculated as that located (1) on-site, (2) on-street, (3) those purchased or leased from a civic or private parking provider, or (4) secured as a result of cross access or parking easement.

(2) Outside the Central Core, parking shall be provided within the ranges listed below. Requests to vary from the stated requirements, excluding the 25% potential increase for redevelopment projects, must be submitted to the Parking Standards Committee, as per Sec. 10-332.

- a. Downtown Overlay (except Central Core) and Transect 5: Developments shall provide parking at a rate of between 100 and 65 percent of that required by Section 10-285, Table 8A.
- b. Transect 4: Developments in Transect 4 shall provide parking at a rate of between 100 and 75 percent of that required by Section 10-285, Table 8A.
- c. Transect 3: Developments in Transect 3 shall provide parking at a rate of between 100 and 85 percent of that required by Section 10-285, Table 8A.
- d. Redevelopment shall have the right to provide parking at a rate of 25 percent less or 25 percent more if within a parking structure than that required in Section 10-285, Table 8A; for those categories with parking ratio ranges, the calculations will presume reduction or increase from the number of existing spaces on the site. Requests to vary from the stated

requirements must be submitted to the Parking Standards Committee, as per Section 10-332.

(3) Bicycle spaces.

- a. Bicycle parking is required of all uses in the MMTD as specified in Section 10-285, Table 8C.

(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 13-O-29, § 2, 9-25-2013)

Sec. 10-284.5. Parking location standards.

(a) *General to Zones T3, T4, T5, and Downtown Overlay.*

- (1) All parking shall be provided within a 1,000-foot radius of the development site it is intended to serve as long as the use for which the parking was provided exists.
- (2) Parking lots shall be located in the third layer (or interior/internal to the site), and shall not be located between the building facade and all public street frontage. See also Sec. 10-285, Tables 10A, 10B, 10C, and 10D.
- (3) Where parking lots abut public right-of-ways, the development shall adhere to Streetscreen requirements of Section 10-281.6.
- (4) All parking lots shall include a direct improved pedestrian route with a minimum width of four (4) feet to the public street frontage unless that function is already provided by an existing sidewalk.
- (5) Single family detached and duplex homes are permitted a single parking space per dwelling unit in the first layer.
- (6) Vehicular drive aisle entrances shall be a width of 24 feet or less in the first Layer.
- (7) Loading docks and service areas shall be permitted on frontages only by deviation.

(b) *On-Street Parking: General to Zones T3, T4, T5, and Downtown Overlay.*

- (1) On-street parking shall be provided on all streets with adequate public right of way (Sec. 10-285, Table 2A).

- (2) Parking shall be applied consistently along entire street segments and block faces.
- (3) On-street parking shall maintain access to fire hydrants.
- (4) On-street parking shall be prohibited within 30 feet of the point of curb return.

(c) *Parking Structures: General to Zones T3, T4, T5, and Downtown Overlay.*

- (1) *Liner Buildings.* When located along public right-of-ways or public open space, a minimum of 50 percent of the ground level of parking garages shall be wrapped by retail, office, or other active uses.
- (2) *Height.* Structured parking facilities shall adhere to the height standards for the given transect, or when accessory to a primary use (e.g., offices, residences), it shall not exceed the height of the primary structure.
- (3) *Entries.*
 - a. Pedestrian entries shall be clearly visible and provide direct connection to the public frontages, except for underground levels, for which entries and exits may be directly into a building.
 - b. Staircases or elevators shall be located near exterior sidewalks to minimize pedestrian-vehicle conflicts.
- (4) *Facade.*
 - a. Along public right-of-ways, parking structure facades shall be compatible in terms of design, height, materials and scale, with the primary structure or liner buildings.
 - b. The facade shall be designed to visually screen cars so they are not visible.

(d) *Access and Interconnectivity: General to Zones T3, T4, T5, and Downtown Overlay.*

- (1) Commercial/Mixed-Use Sites.
 - a. Vehicular access shall be directed to secondary frontages.

- b. Rear oriented cross-access connections shall be given top priority in design.
- (2) Residential Sites.
 - a. Vehicular access shall be directed to secondary frontages.
 - b. Where development plans are adjacent to existing alleys, the alleys shall be continued through the development. Development plans are encouraged to provide service alleys extending the entire length of each block. (See Sec. 10-285, Tables 2A and 2B)
- (3) Adjacent parking lots shall be interconnected except where existing environmental constraints preclude or where there are already existing sidewalks that serve an interconnection function.
- (4) Shared parking facilities and driveway access should be used to the greatest extent practical, and shall be secured through cross access and parking easements or agreements.

(e) *Bicycle Facilities: General to Zones T3, T4, T5, and Downtown Overlay.*

- (1) Bicycle rack placement shall:
 - a. Not create sidewalk obstructions,
 - b. Required external bicycle parking spaces for multi-family and nonresidential uses shall be located as to provide for visual monitoring from within the structure and should be visible from the right of way,
 - c. Be placed as close as practical to the primary entrance, and
 - d. Where multiple entrances exist, divide the required spaces among each entrance.
- (2) For multi-family and nonresidential uses, except low-occupancy uses, at least 50 percent of all bicycle parking shall be located as to be secure, enclosed, and covered (e.g., bicycle lockers), protected from theft, vandalism and inclement

weather, and intended for residents and employees. The size of individual bike lockers, if used, should be adequate to accommodate a standard bicycle, approximately 50 inches high by 38 inches wide by 75 inches long or deep.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.6. Signage: General to Zones T3, T4, T5.

All provisions of the Tallahassee Land Development Code, Chapter 7, Sign Code, shall be applicable, and where in conflict therein, the stricter provision shall apply.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.7. Lighting.

Lighting shall be governed by applicable standards within this land use code Division, and where in conflict, the stricter provision shall apply.
(Ord. No. 13-O-03, § 14, 8-28-2013)

Sec. 10-284.8. Design standards for drive-through facilities.

(a) *Applicability.* Areas where drive through facilities are allowed in the Multi-Modal Transportation District (MMTD) and on specific segments of roadways in UP-1 zoning districts outside the MMTD.

(b) *Purpose and intent.* To provide design standards and site design requirements applicable to drive-through facilities and their associated vehicle stacking and parking areas. These provisions will provide direction during the pre-submittal and site plan approval process to promote, properly assess, and achieve appropriate forms of drive-through development. Furthermore, they will assist in regulating the layout, built form, and appearance of drive-through facilities as well as assist in mitigating any adverse impacts. The intent of these provisions is to promote:

- Compatible development that minimizes impacts on adjacent uses;
- Functional and safe traffic, pedestrian, and bicycle movement;

- Safe stacking lane and site access location;
- Safe and accessible pedestrian connections to the building from both the private and public realms;
- A high quality, pedestrian-supportive urban streetscape.

(c) *Standards.*

- (1) The site shall be accessed from an arterial street or major collector street.
- (2) Adequate space shall exist within the lot for vehicles to queue prior to using the drive-through window, as determined by the city traffic engineer, or designee.
- (3) Each drive-through window and queuing lane shall be visually screened from adjacent streets through placement of the building on the site or through the use of vegetation and/or fencing.
- (4) Facilities with a drive-through window shall be sited to prioritize pedestrian traffic. Sidewalks on the site shall provide pedestrian access to the facility and connect to adjacent sidewalks and walkways connecting to the public sidewalk system.
- (5) For any restaurant which is constructed with a drive-through window, there shall be a minimum floor area of 1,800 square feet and interior seating constructed as part of the restaurant, which comprises at least one-fourth of the structure.
- (6) No more than one driveway curb cut shall be provided per street except where shared driveways are used. This shall not apply to UP-1 zoned properties located on specific segments of roadways outside the MMTD.
- (7) At least one public entrance of each separate occupant shall open towards the street, and remain open and operable during business hours, and shall connect to at least one sidewalk that does not intersect with vehicles for pedestrians to safely enter the building.

(d) *Additional standards for drive through facilities in UP-1 outside the MMTD.*

- (1) Development proposing a drive through facility shall include more than one occupant.
- (2) The structure shall be one building and shall have a minimum of two stories; or, if the drive-through facility use is single-story, the remainder of the building shall be one and one-half times larger in base floor area than the drive through use and shall have two full and functional stories.
- (3) Gross floor area of the second floor shall be equal to the first floor over which it is located. The first floor and all additional stories shall be fully functional and available for occupancy.
- (4) Development proposing one building, with one occupant is prohibited.
- (5) Drive-through development in UP-1, otherwise meeting the standards of this section, shall also comply with Urban Buffer 2 (10-285, Table 11), at a minimum, if the land use types are determined to be incompatible with an adjoining parcel pursuant to section 10-177 of the Land Development Code.

(Ord. No. 14-O-46AA, § 1, 1-28-2015; Ord. No. 17-O-24AA, § 2, 7-19-2017)

Sec. 10-285. Graphic standards and tables.

The standards and tables of Section 10-285 are an integral part of this code and are requirements. However, the diagrams and illustrations that accompany them should be considered guidelines. Should there be discrepancies between the general text and tables, the tables shall be used for detail on applicable standards.

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


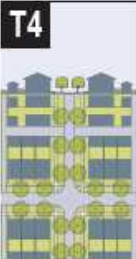
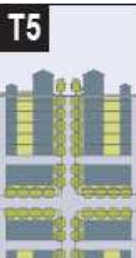
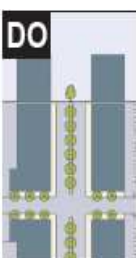
	<p>T-3 NEIGHBORHOOD (RP-1, RP-2, R-1, R-2, R-3, R-5, NBO, CU-12 OR-1, C-1, NB-1)</p> <p>T-3 Neighborhood consists of primarily low-density residential areas and some medium-density residential adjacent to higher zones that include some mixed use. Home occupations are allowed. Planting is naturalistic and setbacks are deeper. Blocks may be larger and roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns, and landscaped yards surrounding single-family houses and townhouses; casual pedestrian traffic, and small scale commercial or retail activity</p> <p>Building Placement: Relatively large and variable front and side yard setbacks.</p> <p>Frontage Types: Porches, lawns, small shopfronts, naturalistic tree planting.</p> <p>Typical Building Height: 1- to 2-Story is common, with some 3-Story.</p> <p>Type of Civic Space: Parks, greenways</p>
	<p>T-4 GENERAL URBAN (R-4, UP-1, MR-1, OR-2, C-2, CP, CU-18, CU-26)</p> <p>T-4 General Urban consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single family, side yard houses (Charleston-style), and townhouses. Setbacks are smaller and landscaping is variable. Streets with curbs and sidewalks define medium-sized blocks, and on-street parking with formal street trees are common.</p>	<p>General Character: Mix of houses, townhouses & small apartment buildings, with scattered commercial activity; balance between landscape and buildings; trees and planting strip within the public right-of-way; increased presence of pedestrians</p> <p>Building Placement: Shallow front and side yard setbacks</p> <p>Frontage Types: Porches, stoops and terraces, shopfronts</p> <p>Typical Building Height: 2- to 3-story with a few taller 4-story mixed use buildings</p> <p>Type of Civic Space: Squares, greens, street trees</p>
	<p>T-5 URBAN CENTER (UP-2, OR-3, CM, CU-45, UT, AC)</p> <p>T-5 Urban Center consists of higher density, mixed use buildings that accommodate retail, offices, row-houses, and apartments. It has a tight network of streets, with wide sidewalks, formal street tree planting, and buildings set close to the sidewalks</p>	<p>General Character: Shops mixed with townhouses, larger apartment-houses, offices, and civic buildings; predominantly attached buildings; tree wells within the public right-of-way; substantial pedestrian activity</p> <p>Building Placement: Shallow setbacks or none; buildings oriented to street defining a street wall</p> <p>Frontage Types: Stoops, shopfronts, galleries</p> <p>Typical Building Height: 3- to 5-story with some variation</p> <p>Type of Civic Space: Parks, plazas and squares, street trees and median landscaping</p>
	<p>DO DOWNTOWN OVERLAY (CC, UV, SCD, ASN-A, -B, -C & -D, AND OTHER DISTRICTS)</p> <p>DO Downtown Overlay consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings are set close to wide sidewalks. (See Section 10-282.1 Downtown Regulating Plan)</p>	<p>General Character: Medium to high-density mixed use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p>Building Placement: Shallow setbacks or none; buildings oriented to street, defining a street wall</p> <p>Frontage Types: Stoops, shopfronts, galleries, and arcades</p> <p>Typical Building Height: 4-plus story with a few shorter buildings</p> <p>Type of Civic Space: Parks, plazas and squares; median landscaping</p>

TABLE 2A. VEHICULAR LANE DIMENSIONS FOR NEW PUBLIC ROADWAYS

1. Roadways within the MMTD shall not exceed 4 travel lanes, and, where right-of-way permits, shall be formalized by planted medians.
2. Tight turning radii shall be employed to control travel speeds and improve pedestrian safety.
3. Mountable curbs shall be used to allow wider turning areas for emergency responders.
4. Roadways shall consist of travel lanes (vehicular and bicycle), parking, amenity zone (trees, lighting), and pedestrian zone (clear sidewalk).
5. Roadway sections shall include curb and gutter, unless creative stormwater solutions are proposed and approved by the City.
6. On-street parking shall be provided along all non-arterial street segments where right of way permits.

Road Classifications	Pavement Width	Maximum Vehicle travel lanes ¹	Median &/or Turn Lane	Bike Lanes ²	Parking (w/gutter)	Amenity Zone ³	Sidewalks ⁴
Arterial [2 lanes minimum]							
2-lane: parking	32'-48'	11'	NA	5'	in 8' bays	6'-8'	6'-12'
2-lane: median, parking	42'-58'	11'	10' min.	5'	in 8' bays	6'-8'	6'-12'
4-lane: median, pkg. optional	64'-80'	11'	10' min.	5'	in 8' bays	6'-8'	6'-12'
Major Collector [2 lanes minimum]							
2-lane: parking	30'-46'	11'	NA	5'	in 8' bays	6'-8'	6'-12'
2-lane: median, parking	40'-58'	11'	10' min.	5'	in 8' bays	6'-8'	6'-12'
4-lane: median, pkg. optional	60'-76'	11'	10' min.	5'	in 8' bays	6'-8'	6'-12'
Minor Collector [2 lanes minimum]							
No Parking	30'	10'	NA	5'	NA	6'-8'	6'-10'
Parallel pkg., 1-side	37'	10'	NA	5'	7' lane	6'-8'	6'-10'
Parallel pkg., 2-sides	44'	10'	NA	5'	7' lane	6'-8'	6'-10'
Diagonal pkg., 1-side	37'	10'	NA	NA	17' lane	6'-8'	6'-10'
Diagonal pkg., 2-sides	54'	10'	NA	NA	17' lane	6'-8'	6'-10'
Local [2 lanes minimum]							
Parallel pkg., 1-side	25'	9'	NA	NA	7' lane	6'-8'	5'-6'
Parallel pkg., 2-sides. ⁵	32'	9'	NA	NA	7' lane	6'-8'	5'-6'
Alleys & Trails	Right of Way	Travel Lane			Parking		
Service Alley	20'	14' paved, 3' Clear Zones	NA	NA	Prohibited	NA	NA
Multi-use Trails	20' preferred (10' min.)	8'-12' paved, 2' Clear Zone	NA	NA	Prohibited	NA	NA

- 1 Curb lanes on arterial roads may be enlarged to 12-feet in width to accommodate larger vehicles.
- 2 Bike lanes can be reduced to 4' where on-street parking is not provided.
- 3 As an acceptable retrofit on local streets, tree wells can be placed in the parking lane between parallel parking spaces. Three parking stalls should be located between each tree well.
- 4 Minimum five-foot wide sidewalks shall be installed in residential areas, 8'-12' sidewalks or greater should be installed in commercial/mixed use areas.

Table 2B: Vehicular lane/parking assemblies. The following street sections are desirable in the MMTD and new roadways shall adhere to these standards. Alternative assemblages will be considered to fit local context, and such alternatives should maintain consistency with the urban intent of Section 10-280.3. Proposed alternatives must be approved by the City.

	ONE WAY MOVEMENT →		← TWO WAY MOVEMENT		
a. ARTERIALS					
b. MAJOR COLLECTOR					
c. MINOR COLLECTOR (2 LANES)					
d. LOCAL					
e. SERVICE ALLEY					
f. MULTI-USE TRAIL					

TABLE 3: Public Frontages — Specific: The table depicts requirements and dimensions for public frontage elements — curbs, walkways, and planting areas — relative to specific transect zones. Local context should be considered during design, and thus, the table sets a flexible range of requirements per transect.

1. Tree wells or planters should be provided in mixed-use/commercial areas with on-street parking.
 - a. Tree wells shall be appropriately sized based on the type of tree(s) proposed and based on the recommendation from the Growth Management Department.
2. Where on-street parking is absent, a continuous planting strip is preferable.
3. The provision of trees, planters, or street furniture shall not result in a pedestrian clear zone of less than 5-feet in width.

TRANSECT ZONE Public Frontage Type	T3	T4	T5	DO
<p>a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.</p> <p style="text-align: right;">Total Width</p>				
	12-18 feet	12-18 feet	12-20 feet	15-20 feet
<p>b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.</p> <p style="text-align: right;">Type Radius</p>				
	Raised Curb 5-25 feet	Raised Curb 5-25 feet	Raised Curb 5-25 feet	Raised Curb 5-25 feet
<p>c. Walkway: The pavement dedicated exclusively to pedestrian activity.</p> <p style="text-align: right;">Type</p>				
	General preferred sidewalk depiction in MMTD by transect. + sidewalks widths shall meet those in Section 10-283.4(a)(2) to support the Mobility Plan.			
<p>d. Planter: The layer which accommodates street trees and other landscape.</p> <p style="text-align: right;">Arrangement Planter Type Planter Width</p>				
	Regular Planting Strip 6' MN	Regular Planting Strip 6' MN	Regular Planting Strip 6' MN	Opportunistic Planting Strip or Tree Well* 6' MN
*Tree planter size and placement shall be subject to review and recommendation at the development review stage.				

TABLE 4: Public Street Trees. This table lists common street tree species available for Tallahassee climate.

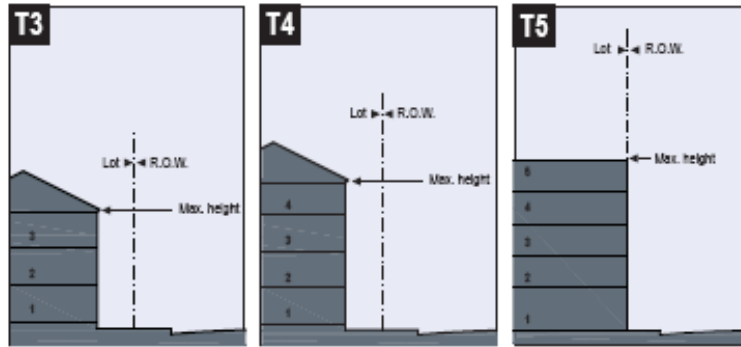
1. The left column is a recommended list, and the City will evaluate all proposed plantings on a case-by-case basis. In determining appropriate plantings, site specific conditions may warrant the use of a certain tree species.
2. The right column lists species permitted to be planted beneath overhead utility lines.
3. The use of cultivars that do not produce seeds, nuts, or fruits is required.
4. The spacing of street trees shall be consistent with Sec. 10-283.3(a)(2).

Tree Species Lists			
<i>Urban Street Trees</i>		<i>Use if Utility Lines are overhead</i>	
American holly	(Ilex opaca)**	Burford Holly	(Ilex comuta 'Burfordii')
		Chickasaw Plum	(Prunus angustifolia)**
Bald cypress	(Taxodium distichum)**	Confederate Rose	(Hibiscus mutabilis)
		Fringe Tree	(Chionanthus virginicus)
Basswood	(Tilia Americana)	Japanese Maple	(Acer palmatum var. "Blood Good")**
		May Hawthorne (Mayhaw)	(Crataefus aestivalis)
Catalpa	(Catalpa spp.)	Nelly R Stevens Holly	(Ilex x 'Nellie R Stevens')
Chinquapin	(Castanea spp.)	Possum haw	(Ilex decudua)
Crepe myrtle	(Lagerstroemia indica)**	Red buckeye	(Aesculus pavia)
		Southern Flowering Crabapple	(Malus anugustifolia)
E. Palatka holly	(Ilex x attenuata 'East Palatka')	"Star" Magnolia	(Magnolia kobus var stellata)
Eastern red cedar	(Juniperus virginana)	Sparkleberry	(Vaccinium arboreum)
		Tea Olive	(Osmanthus fragrans)
Foster's holly	(Ilex x attenuata 'Fosteri')	Washington Hawthorne	(Crataefus phaenopyrum)
Ginkgo - male only	(Ginkgo biloba)	Wax Myrtle	(Myrica cerifera)
Golden rain tree	(Koelreuteria paniculata)	Weeping Yaupon Holly	(Ilex vomitoria)
		Yellow Anise	(Illicium parviflorum)
Hackberry	(Celtis occidentalis)	Crepe Myrtles	
Japanese yew	(Podocarpus macrophyllus)**		
Pond cypress	(Taxodium ascendens)**		
Post oak	(Quercus stellata)		
Savannah holly	(Ilex x attenuata 'Savannah')		
Sawtooth oak	(Quercus acutissima)		
Southern red cedar	(Juniperus silicicola)**		
Sycamore (seedless)	(Platanus occidentalis)		
Tupelo	(Nyssa sylvatica)		
Willow oak	(Quercus phellos)		
** Wind resistant tree species.			

TABLE 5: Private frontages. The private frontage is the area between the building facade and the public right-of-way line. The following passages provide general descriptions of the frontage types and the specific transect in which each is permitted.

	SECTION	PLAN
	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE
<p>a. Porch & Lawn: A planted frontage wherein the facade is set back substantially. The front yard created is visually continuous with adjacent yards and an attached porch is permitted to encroach the setback.</p>		<p>T3 T4 DO</p>
<p>b. Terrace: A frontage wherein the facade is set back by an elevated terrace or a sunken lightwell. This buffers residential uses from urban sidewalks and public encroachment. Also suitable for conversion to outdoor cafes.</p>		<p>T3 T4 T5 DO</p>
<p>c. Forecourt: A frontage wherein the facade is close to the frontage line, but the central portion is setback. The forecourt is suitable for vehicular drop-off, preservation of large trees, or provision of privacy for residents or restaurant diners.</p>		<p>T3 T4 T5 DO</p>
<p>d. Stoop: A frontage wherein the facade is aligned close to the frontage line with an elevated first story to secure privacy for windows. The entrance is usually an exterior stair and landing. Recommended for ground floor residential.</p>		<p>T3 T4 T5 DO</p>
<p>e. Shopfront: A frontage wherein the facade is aligned at the frontage line with the building entrance at sidewalk grade. Conventionally used for retail. Substantial transparency on sidewalk level and an awning should overhang the sidewalk.</p>		<p>T3 T4 T5 DO</p>
<p>f. Gallery: A frontage wherein the facade is aligned close to the frontage line with a shed roof or lightweight colonnade over the sidewalk. Conventionally used for ground floor retail.</p>		<p>T5 DO</p>
<p>g. Arcade: A gallery supporting habitable space above the private portion of the sidewalk, and the facade at sidewalk level is recessed from the frontage line. Conventionally used for ground floor retail.</p>		<p>T5 DO</p>

TABLE 6: Building Configuration. The table shows the configuration of different building heights for each Transect zone. Heights vary within the Downtown Overlay, and are controlled by the Sec. 10-282.1 Downtown Regulation Plan map series.



Setbacks/Arcade Heights. The diagram below, at left, shows arcade frontages and clearly prohibits enclosed, habitable space above the public right-of-way.

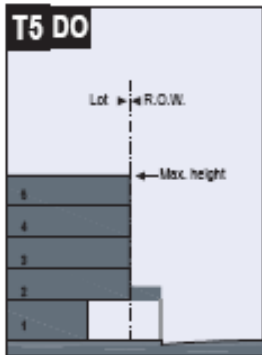


TABLE 7: Building Disposition. This table approximates the location of the structure relative to the boundaries of each individual lot, establishing suitable basic building types for each transect zone.

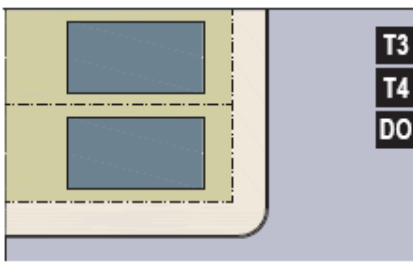
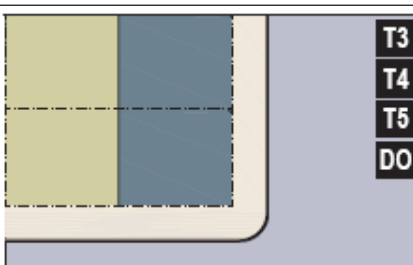
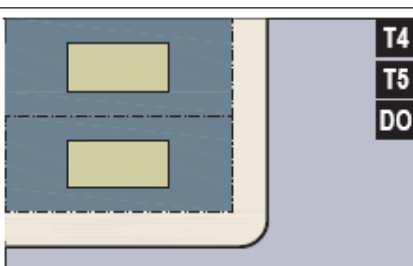
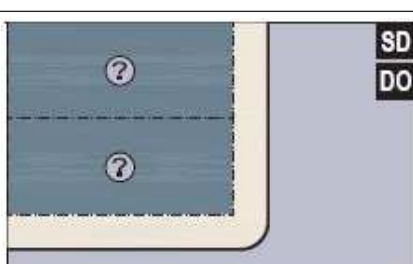
<p>a. Edge yard building: Specific Types - single family house, cottage, villa, estate house, urban villa. A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is visually continuous with the yards of adjacent buildings. The rear yard may be accessible by rear alley, and may contain an accessory dwelling unit or detached garage.</p>	
<p>b. Side yard building: Specific Types - Charleston single house, double house or twin, zero lot line house. A building that occupies one side of the lot with the setback to the other side. A shallow front setback defines a more urban condition. If the adjacent building is similar with a nearly 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 side yard house abuts a neighboring side yard house, the type is a duplex or two-unit townhouse. Energy costs, and sometimes noise, are reduced by sharing a party wall in this disposition.</p>	
<p>c. Rear yard building: Specific Types - Townhouse, rowhouse, live-work unit, loft building, apartment house, mixed-use block, 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, with occasional breaks for driveways where not served by alleys. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking.</p>	
<p>d. Courtyard building: Specific Types - patio house, apartment buildings, urban offices. A building that occupies the boundaries of its lot while internally defining secluded spaces. 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>e. Specialized building: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>	

TABLE 8A: General Parking Ratios. The table establishes parking requirements for each transect zone. For specific permitted uses, see the zoning district chart (TLDC, Chapter 10).

	T3 Neighborhood	T4 General Urban	T5 Urban Centers
Residential			
SFR/Duplex	2.0/unit (3.0 if 4 or more bedrooms)	2.0/unit (3.0 if 4 or more bedrooms)	2.0/unit
Multi-family	1.0/bedroom	1.0/bedroom	1.0/bedroom
Elderly and Group housing	To be determined by Parking Study		
Mobile Home Parks	2.0/unit	N/A	N/A
Lodging			
Hotel, Motel, Bed and Breakfast	1.0/bedroom (2.0/2 or more bedrooms)	1.0/bedroom (2.0/2 or more bedrooms)	1.0/bedroom (2.0/2 or more bedrooms)
Office			
General, Administrative, Medical	4.0/1000 s.f.	4.0/1000 s.f.	3.0/1000 s.f.
Retail*			
General retail, commercial, amusement, fitness	4.0/1000 s.f.	4.0/1000 s.f.	3.0/1000 s.f.
Outdoor Storage and Display areas	1.0/1000 s.f.	1.0/1000 s.f.	1.0/1000 s.f.
Auditorium, Theater, Church	1.0/4 seats		
Restaurant (Dine In)	8.0/1000 s.f.	8.0/1000 s.f.	3.0/1000 s.f.
Restaurant (Dine Out)	4.0/1000 s.f.	4.0/1000 s.f.	3.0/1000 s.f.
Auto Sales	1.0/1000 s.f.	1.0/1000 s.f.	1.0/1000 s.f.
Auto Repair	N/A	1.0/200 s.f.	1.0/200 s.f.
Convenience Store/Gas Station	2.0/service stall	2.0/service stall	1.0/service stall
Furniture/Appliance	2.0/1000 s.f.	1.5/1000 s.f.	1.0/1000 s.f.
Fitness Center	5.0/1000 s.f.	4.0/1000 s.f.	3.0/1000 s.f.
Day-Care	1.0/staff and 1.0/12 pupils	1.0 /staff and 1.0/12 pupils	1.0 staff and 1.0/12 pupils
Barber or Beauty Shop	1.5/barber chair or station	1.0/barber chair or station	0.5/barber chair or station
Health Services - Hospital*	N/A	N/A	1.0/bed
Common Open Space	3.0/acre	3.0/acre	2.0/acre
Miscellaneous			
Auditorium, Theater, Church	1.0/4 seats	1.0/4 seats	1.0/4 seats
Manufacturing and Warehouse	1.0/1000 s.f. plus requirements for space dedicated to other onsite uses. Ratio decreases to 1.0/2000 s.f. for second 20,000 s.f. 1.0/4000 s.f. for floor area in excess of 40,000 s.f.		
Civic			
Government Offices**	4.0/1000 s.f.	4.0/1000 s.f.	4.0/1000 s.f.
Library, Utilities, Parks	To be determined by Parking Study		
Schools, College, University	To be determined by Parking Study		
Other	To be determined by Parking Study		
*Compact Car Ratio - Retail and Hospital - 75/25			
**Compact Car Ratio - Government - 50/50			
<i>Flexibility in Parking Standards is Provided by Section 10-284.4 and should be consulted prior to final parking calculations.¹</i>			

TABLE 8B: Downtown Overlay Parking Ratios. This table sets parking requirements for areas within the Downtown Overlay.

	Downtown Overlay (Maps DT-2, 3, 4, and 5)	Map DT-1 Central Core
Single-family: Attached and Detached/ and Duplex	2.0/dwelling	Developments proposed within the Central Core of the Downtown Overlay are exempt from the parking requirements contained herein. ¹
Multi-Family: Studio/ 1 bedroom ²	1.0/bedroom	
Multi-family: 2 + bedroom ²	1.0/bedroom	
Non-residential: Retail, Office, etc.	Provide at least 50%, but no more than 100% of the parking required in Table 8A	
Common Open Space	2.0/acre	2.0/acre

¹Redevelopment projects are allowed pursuant to Section 10-357 to provide parking within 25 percent of the identified standards, and calculations for those standards that have ranges shall be based on the percentage selected within range.

²On-street parking may be used to meet the parking requirement.

TABLE 8C: Bicycle Parking Ratios

	Downtown Overlay & Transect 5	Transects 3 & 4
<i>Single-family: Attached, Detached, and Duplex</i>	Exempt	Exempt
<i>Multi-Family¹</i>	1 space/2 dwelling units	1 space/4 dwelling units
<i>Non-residential¹</i>	320% of required automobile spaces [minimum of 3 spaces regardless of sf.] ³	2 spaces/5,000 s.f. 20% of required automobile spaces [minimum of 2 spaces regardless of sf.] ³
<i>Low-Occupancy Uses (warehousing, industry, etc.)</i>	1 space/ 20 employees	1 space/ 15 employees

¹At least 50% of all parking shall be secured, enclosed, and covered (e.g., bike lockers) and intended for residents or employees.

²Where the calculation of the number of parking spaces results in a fraction, the number shall be rounded up to the next whole number.

TABLE 9: Open Space Types. The following open space types are recommended for use within the MMTD. The descriptions provide a general definition of the type and where it is most appropriate. For larger developments (>5 acres), it is recommended that on-site green space requirements be achieved through aggregation to create usable open space that serves as an amenity.

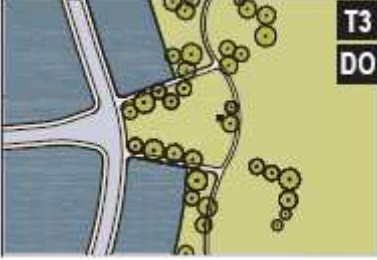
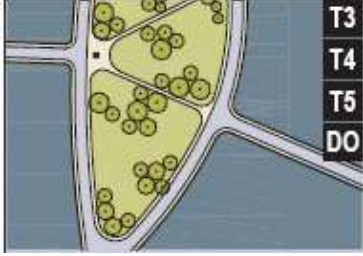
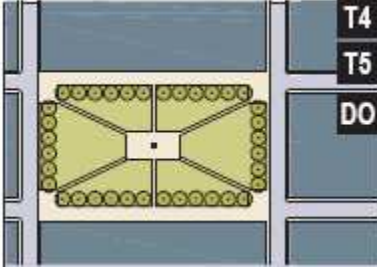
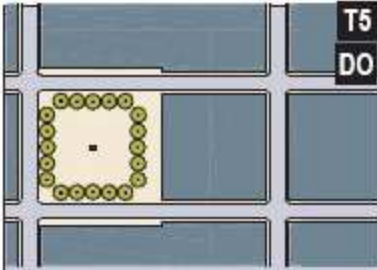
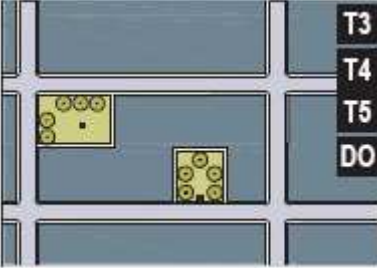
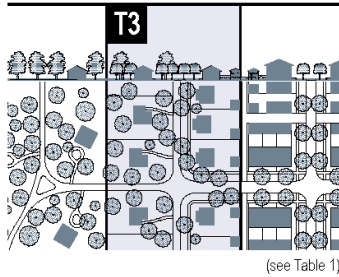
<p>a. Park: A natural preserve available for unstructured recreation, or formal area for organized athletics and active recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of naturalistic passive features or active facilities, such as paths, trails, meadows, water bodies, woodland, open shelters, hard courts, and athletic fields. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 5 acres.</p>	 <p>T3 DO</p>
<p>b. Green: An open space available for unstructured recreation. Greens may be spatially defined by landscaping rather than building frontages. Its landscape may consist of open lawn, trees, and formal landscaping.</p>	 <p>T3 T4 T5 DO</p>
<p>c. Square: An open space available for unstructured recreation and civic purposes. Squares are spatially defined by building frontages. Its landscape may consist of formal paths, lawns, and trees. Squares should be located at the intersection of important roadways.</p>	 <p>T4 T5 DO</p>
<p>d. Plaza: An open space available for civic purposes and commercial activities. Building frontages spatially defined plazas. Its landscape may consist of pavements with additional formal plantings and trees.</p>	 <p>T5 DO</p>
<p>e. Pocket Park: An open space designed and equipped for the recreation of children or adults. A playground should be fenced and may include open shelters or urban active recreation facilities, such as hard courts. Playgrounds should be interspersed within residential areas and may be placed within a block. Pocket parks are commonly the same size as lots in the surrounding residential area.</p>	 <p>T3 T4 T5 DO</p>

TABLE 10A: Development standards for Transect 3 (RP-1, RP-2, R-1, R-2, R-3, R-5, NBO, OR-1, C-1, CU-12, NB-1)



(see Table 1)

a. BUILDING CONFIGURATION (see Table 6)

Principal Building	3 stories max.
Accessory Building	2 stories max.

b. LOT OCCUPATION

Lot Width	15 ft. min 300 ft. max
Lot Depth	70ft. min
Lot Coverage	60% max +

c. BUILDING DISPOSITION (see Table 7)

Edgeyard	permitted
Sidyard	not permitted
Rearyard	permitted
Courtyard	not permitted

d. SETBACKS - PRINCIPAL BUILDING (see Table 12)

(d.1) Front Setback Principal	15 ft. min **
(d.2) Side Corner Setback	10 ft. min.
(d.3) Side Setback	5 ft. min.
(d.4) Rear Setback	15 ft. min *

e. SETBACKS - ACCESSORY BUILDING (see Table 12)

(e.1) Front Setback	20 ft. min + bldg setback
(e.2) Side Setback	5 ft. or 10 ft at corner
(e.3) Rear Setback	10 ft. min*

f. PRIVATE FRONTAGES (see Table 5)

Porch & Lawn	permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery & Arcade	not permitted

PARKING PROVISIONS

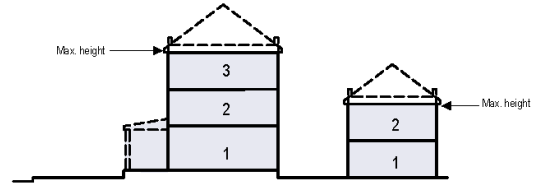
See Tables 8A & 8C

* or 15 ft. from center line of alley
 + See Sec. 10-281 Environmental Standards and Sec. 5-83 and 5-85 Environmental Management

** Residential uses shall be setback no more than 50 feet and non-residential uses shall be setback no more than 25 feet.

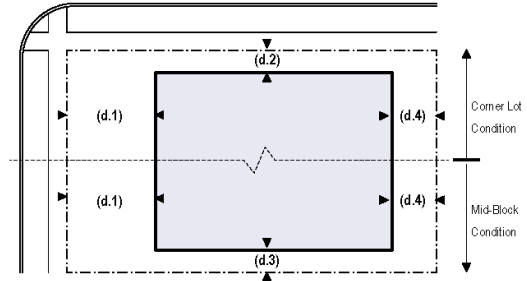
BUILDING CONFIGURATION

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 first floor commercial function which must be a minimum of 12ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified in Table 6.



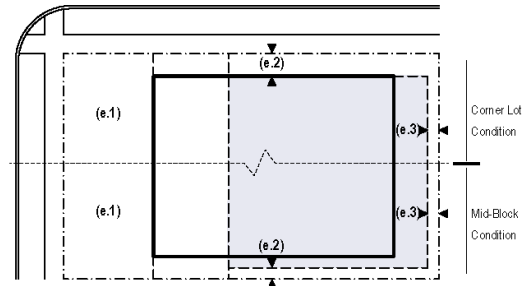
SETBACKS - PRINCIPAL BLDG

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.



SETBACKS - ACCESSORY BUILDING

1. The elevation of the accessory building shall be distanced from the Lot lines as shown.
2. Not permitted in 1st layer



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third layer as shown in the diagram (see Table 12).
2. Covered parking shall be provided within the third layer as shown in the diagram (see Table 12). Side- or rear-entry garages may be allowed in the first or second layer by deviation.
3. Trash containers should be stored within the third layer.
4. A single parking space may be located in the 1st layer of single family and duplex residences.

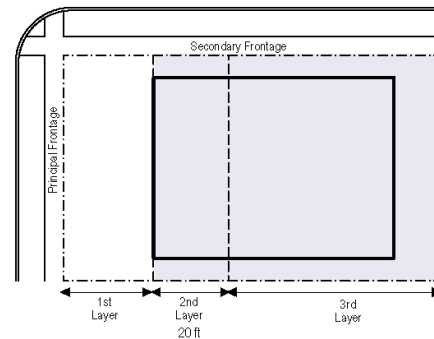
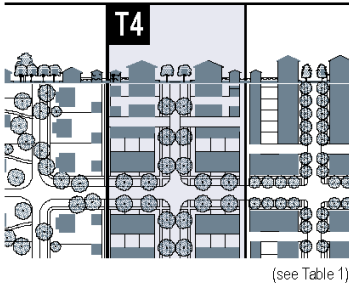
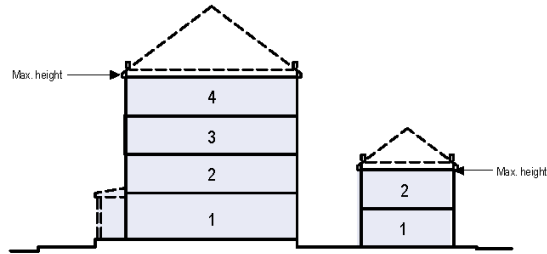


TABLE 10B: Development standards for Transect 4 (R-4, OR-2, UP-1, MR-1, C-2, CP, CU-18, CU-26)



BUILDING CONFIGURATION

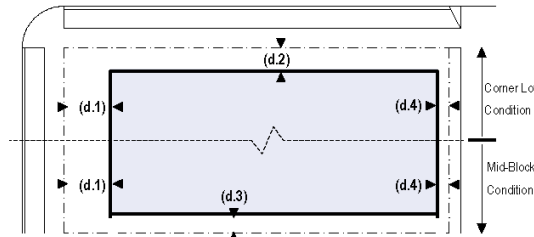
1. Building height shall be measured in number of stories, excluding attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which must be a minimum of 12 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 6.



a. BUILDING CONFIGURATION (see Table 6)	
Principal Building	4 stories max.
Accessory Building	2 stories max.
b. LOT OCCUPATION	
Lot Width	15 ft min 200 ft max.
Lot Depth	55 min.
Lot Coverage	80% max. +
c. BUILDING DISPOSITION (see Table 7)	
Edgeyard	permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

SETBACKS - PRINCIPAL BLDG

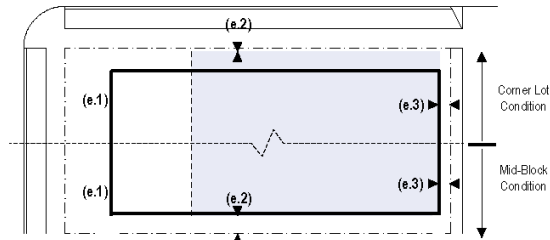
1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.



d. SETBACKS - PRINCIPAL BUILDING (see Table 12)	
(d.1) Front Setback Principal	6 ft. min. 20 ft. max.
(d.2) Side Corner Setback	6 ft. min. 20 ft. max.**
(d.3) Side Setback	5 ft. min.
(d.4) Rear Setback	10 ft. min.*

SETBACKS-ACCESSORY BUILDING

1. The elevations of the accessory building shall be distanced from the lot lines as shown.
2. Not permitted in 1st layer.

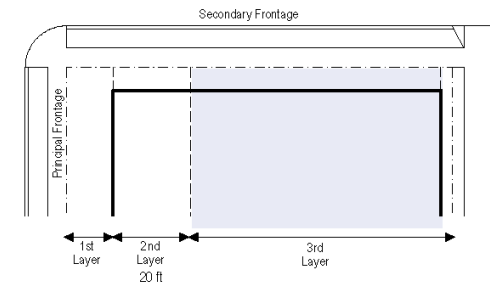


e. SETBACKS - ACCESSORY BUILDING (see Table 12)	
(e.1) Front Setback	20 ft. min. + bldg. setback
(e.2) Side Setback	5 ft. min.
(e.3) Rear Setback	10 ft. min.*

f. PRIVATE FRONTAGES (see Table 5)	
Porch & Lawn	permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery & Arcade	Not permitted

PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third layer as shown in the diagram (see Table 12).
2. Covered parking shall be provided within the third layer as shown in the diagram (see Table 12).
3. Trash containers should be stored within the third layer.
4. A single parking space may be located in the 1st layer of single family and duplex residences.



PARKING PROVISIONS

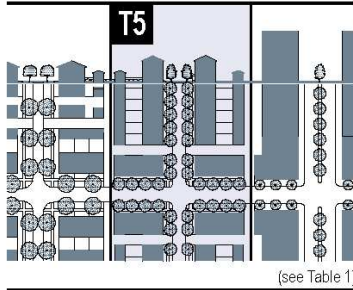
See Tables 8A & 8C

*or 15 ft. from center line of alley

+ See Sec. 10-281 Environmental Standards and Sec. 5-83 and 5-85 Environmental Management.

** The maximum setback may be exceeded where it is unachievable due to parcel configuration or due to required infrastructure or other setbacks, that affect its application.

TABLE 10C: Development standards for Transect 5 (OR-3, UP-2, CM, CU-45, AC, UT)



a. BUILDING CONFIGURATION (see Table 6)

Principal Building	5 stories max.
Accessory Building	3 stories max.

b. LOT OCCUPATION

Lot Width	15 ft min 200 ft max
Lot Depth	45 ft. min.
Lot Coverage	80% max +

c. BUILDING DISPOSITION (see Table 7)

Edgeward	not permitted
Sideward	permitted
Reward	permitted
Courtyard	permitted

d. SETBACKS - PRINCIPAL BUILDING (see Table 12)

(d.1) Front Setback Principal	2 ft. min. 15 ft. max.
(d.2) Side Corner Setback	2 ft. min. 15 ft. max.**
(d.3) Side Setback	0 ft. min. 25 ft. max.**
(d.4) Rear Setback	10 ft. min.* 0 ft.***

e. SETBACKS - ACCESSORY BUILDING (see Table 12)

(e.1) Front Setback	40 ft. max. from rear prop.
(e.2) Side Setback	5 ft. min.
(e.3) Rear Setback	5 ft. min.*

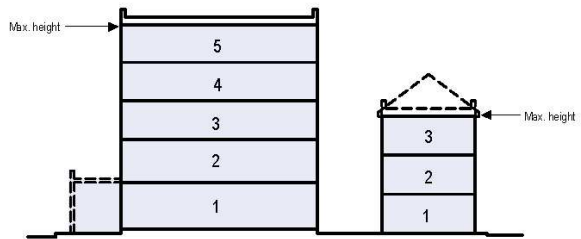
f. PRIVATE FRONTAGES (see Table 5)

Porch & Lawn	not permitted
Terrace	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery & Arcade	permitted

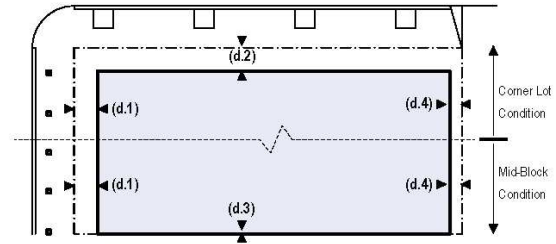
PARKING PROVISIONS
See Table 8A & 8C

*or 15 ft. from center line of alley
+ See Sec. 10-281 Environmental Standards and Sec. 5-83 and 5-85 Environmental Management.
** The maximum setback may be exceeded where it is unachievable due to parcel configuration or due to required infrastructure other setbacks, that affect its application. Sec. 10-284.1 only permits the zero side setback for contiguous structures. In all other situations, the side setback shall be 5-foot minimum.
***0 feet when associated with attached residential units.

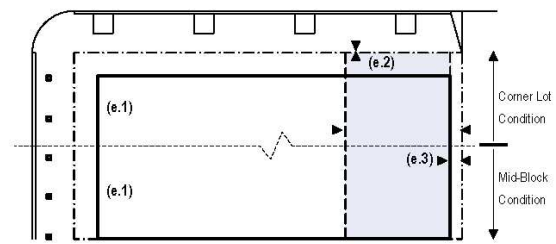
BUILDING CONFIGURATION
1. Building height shall be measured in number of stories, excluding attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which must be a minimum of 12 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 6.



SETBACKS - PRINCIPAL BLDG
1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.



SETBACKS-ACCESSORY BUILDING
1. The elevations of the accessory building shall be located in the 2nd and 3rd layers.
2. Not permitted in the 1st layer.



PARKING PLACEMENT
1. Uncovered parking spaces may be provided within the third layer as shown in the diagram (see Table 12).
2. Covered parking shall be provided within the third layer as shown in the diagram (see Table 12).
3. Trash containers should be stored within the third layer.

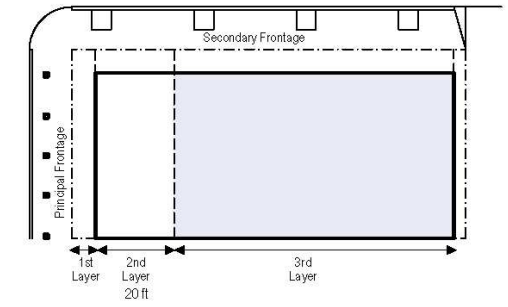
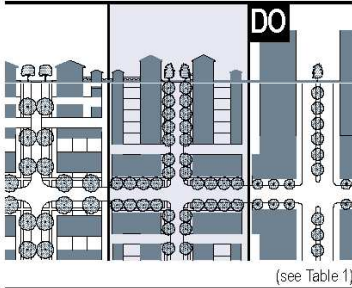


TABLE 10D: Development standards for Downtown Overlay (CC, UV, SCD, ASN-A, -B, -C, D, and other districts that are within the Downtown Overlay boundary.)



(see Table 1)

a. BUILDING CONFIGURATION (see Table 6)

Principal Building	See Section 10-282
Accessory Building	See Section 10-282

b. LOT OCCUPATION

Lot Width	15 ft. min. 200 ft. max.
Lot Depth	45 ft. min.
Lot Coverage	90% max + (except SCD)

c. BUILDING DISPOSITION

Edgeward	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

d. SETBACKS - PRINCIPAL BUILDING

(d.1) Front Setback/Principal	See Section 10-282
(d.2) Side Corner Setback	See Section 10-282
(d.3) Side Setback	0 ft. min.**
(d.4) Rear Setback	5 ft. min.* 0 ft.***

e. SETBACKS - ACCESSORY BUILDING

(e.1) Front Setback	40 ft. max. from rear prop.
(e.2) Side Setback	5 ft. min.
(e.3) Rear Setback	5 ft. min.*

f. PRIVATE FRONTAGES

Porch & Lawn	permitted
Terrace	permitted
Forecourt	permitted
Scoop	permitted
Shopfront & Awning	permitted
Gallery & Arcade	permitted

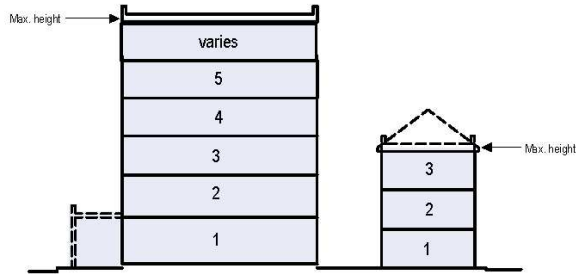
PARKING PROVISIONS

See Table 8B & 8C.

*or 15 ft. from center line of alley
 + See Sec. 10-281 Environmental Standards and Sec. 5-83 and 5-85 Environmental Management.
 **Sec. 10-241 only permits the zero setback for contiguous structures. In all other situations the setback shall be 5-foot minimum.
 ***0 feet when associated with attached residential units.

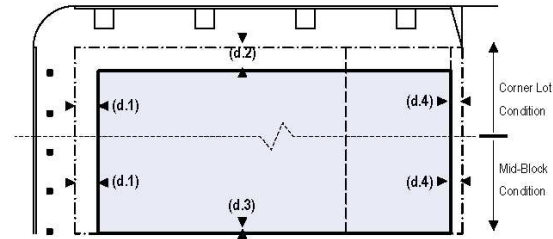
BUILDING CONFIGURATION

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 12 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 6.



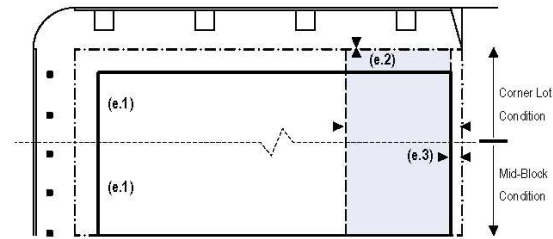
SETBACKS - PRINCIPAL BLDG

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.



SETBACKS - ACCESSORY BUILDING

1. The Elevations of the accessory building shall be located in the 2nd and 3rd layers.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third layer as shown in the diagram (see Table 12).
2. Covered parking shall be provided within the third layer as shown in the diagram (see Table 12).
3. Trash containers should be stored within the third layer.

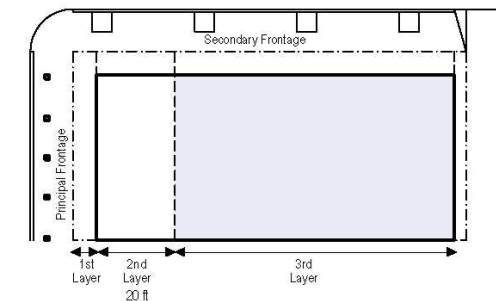


TABLE 10E: Density and Intensity Standards. The table lists density and intensity standards applicable to the various districts within Transects.

Transect	Zoning Districts	Intensity (s.f. per acre)	Additional Intensity Limitations	Footprint	Density (DU/acre) ¹
DO	CC	NA	NA	NA	150
	UV	NA	NA	NA	16-100
	SCD	NA	NA	NA	50
	ASN-A	NA	NA	NA	8-50
	ASN-B	NA	NA	NA	16-50
	ASN-C	NA	NA	NA	16-75
	ASN-D	NA	NA	NA	16-100
T5	AC	See 10-238		NA	45
	UT	NA	NA	25,000	50
	CU-45	60,000	NA	25,000	45
	CM	80,000, not to exceed 200,000 per parcel.	176,000 for hospitals.	NA	6-20
	OR-3	20,000	NA	NA	8-20
	UP-2	20,000, not to exceed 200,000 per parcel. (Non-residential only) 40,000, not to exceed 200,000 per parcel. (Mixed Use: 1 dwelling per 3,000 s.f. of non-res. space, or 1,000 s.f. of non-res. space per 3 dwellings.)	NA	NA	Residential-only: 6-16 Mixed-use: 8-20
T4	CU-26	30,000	NA	8,000	26
	CU-18	20,000	NA	5,000	18
	CP	25,000; not to exceed 200,000 per parcel.	50,000 for warehousing uses	NA	6-16
	C-2	12,500; Not to exceed 200,000 per 20 acre district or 250,000 for districts between 20-30 acres.	50,000 per individual bldg.	NA	8-16
	OR-2	20,000	NA	NA	8-16
	MR-1	20,000	NA	NA	8-16
	UP-1	20,000; not to exceed 200,000 per parcel.	NA	NA	6-16
	R-4	10,000	NA	NA	4-10
T3	RP-1	NA	NA	NA	3.6
	RP-2	NA	NA	NA	6
	R-1	NA	NA	NA	3.63
	R-2	NA	NA	NA	4.84
	R-3	NA	NA	NA	8
	R-5	10,000	NA	NA	8
	NBO	5,000 per parcel, 10,000 per acre	NA	NA	8
	NB-1	20,000 per acre for non-residential uses	NA	5,000 for non-residential uses	18
	OR-1	10,000	12,500 for mixed use.	NA	8
	C-1	12,500; Not to exceed 200,000 per parcel.	50,000 per individual bldg.	NA	8-16
	CU-12	16,000	NA	3,000	12

General Notes:

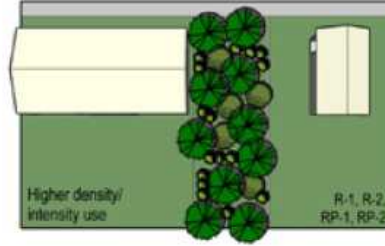
1. Minimum densities do not apply to mixed-use projects.

TABLE 11: Compatibility. This table shows vegetative buffers and structural elements intended to maintain compatibility between adjacent uses or transects as required by this Division.

Urban Buffer 1: 30' width

Planting Material/ 100'

- 12 canopy trees
- 6 understory trees
- 36 shrubs

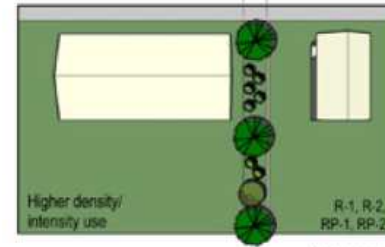


Urban Buffer 2: 10' width

Planting Material/ 100'

- 3 canopy trees
- 3 understory trees
- 10 shrubs

Masonry wall or opaque fence: 6' height
(Exposed concrete block prohibited.)



Not to scale

Urban Buffer 3: Structural.

a. Properties adjoining the Special Character District shall step back buildings at 5 stories in height when constructed on the property line, or at 6 stories in height after a 15-foot setback from the property line. The stepback shall be a minimum of 15-foot wide and then follow a 45-degree angle to the maximum allowable building height.

b. Properties adjoining Residential Preservation zoning districts shall apply Urban Buffer 2, above, and step back buildings at 3 stories in height. The stepback shall be a minimum of 15-foot wide and then follow a 45-degree angle to the maximum allowable building height.

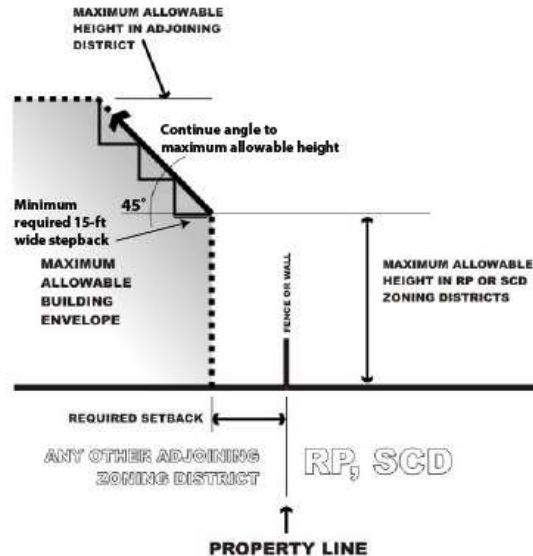
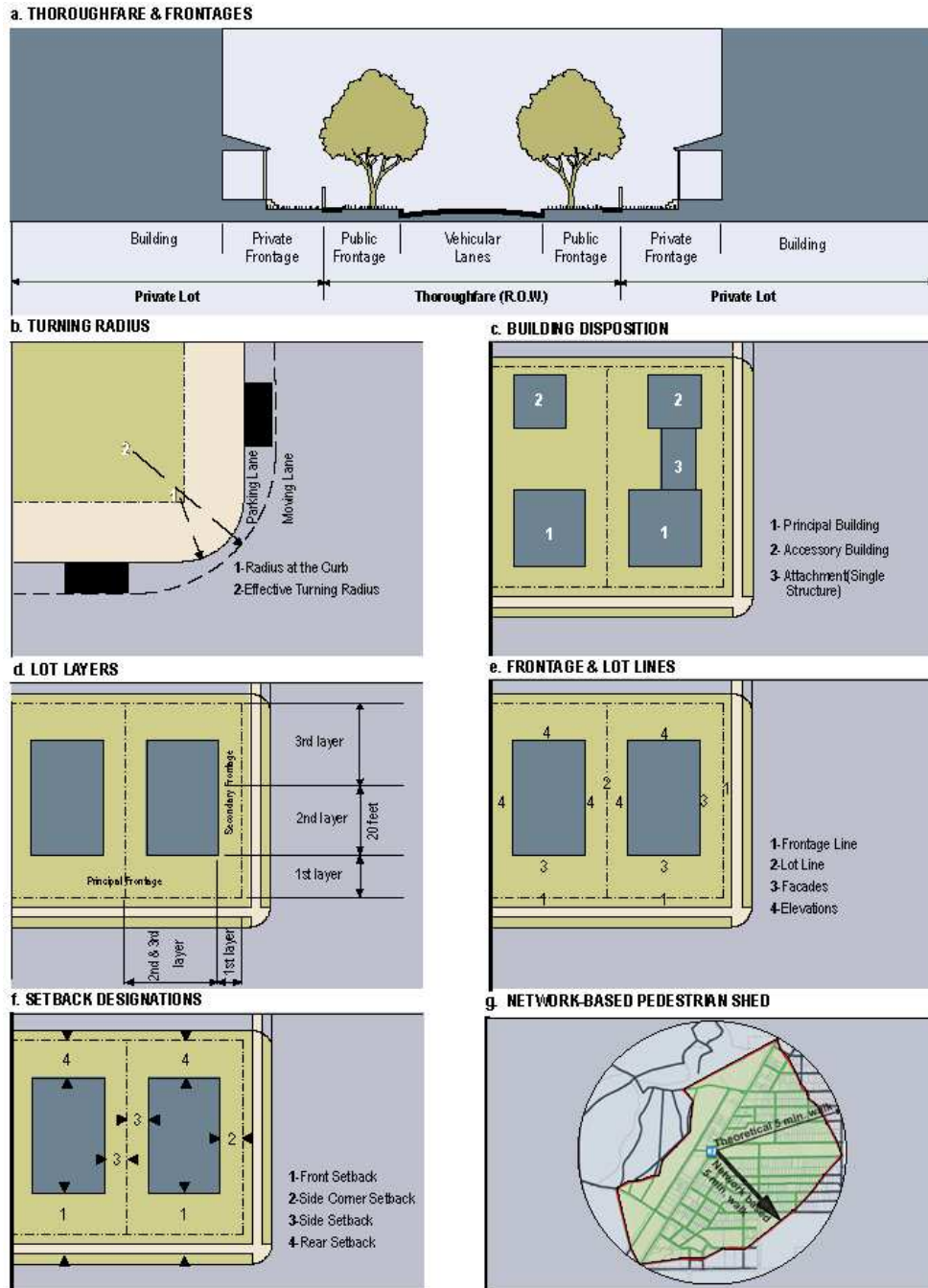


TABLE 12: Definitions Illustrated



*Double Frontage parcels shall apply those standards for Principal Frontage including but not limited to setbacks, transparency, landscaping and streetscaping, and sidewalks.

Double Frontage parcels shall apply those standards for Principal Frontage including but not limited to setbacks, transparency, landscaping and streetscaping, and sidewalks.

(Ord. No. 13-O-03, § 14, 8-28-2013; Ord. No. 14-O-10, § 2, 4-23-2014; Ord. No. 20-O-28, § 3, 2-24-2021)

Secs. 10-286—10-300. Reserved.