

ORDINANCE NO. 2013-74

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN MARCOS, TEXAS AMENDING THE SAN MARCOS SMARTCODE BY AMENDING THE SIGN STANDARDS IN ARTICLE 7 TO PROVIDE A METHOD FOR CALCULATING SIGN AREA, TO LIMIT THE NUMBER OF PROJECTING SIGNS TO ONE PER BUILDING FAÇADE, TO INCREASE THE HEIGHT LIMITATIONS FOR PROJECTING SIGNS, TO INCREASE THE ALLOWABLE AREA FOR A PROJECTING SIGN, TO LIMIT THE PLACEMENT OF WALL SIGNS, TO ESTABLISH DIMENSIONAL LIMITS FOR SIGN BANDS, TO PROVIDE FOR THE LOCATION OF HANGING SIGNS, AND TO PROVIDE ILLUSTRATIVE EXAMPLES RELATING TO VARIOUS SIGN TYPES, AND AMENDING ARTICLE 8 TO ADD A NEW DEFINITION FOR "SIGN BAND"; INCLUDING PROCEDURAL PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

RECITALS:

1. The adoption of this Ordinance is in the interest of the public health, safety and welfare.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN MARCOS, TEXAS:

SECTION 1. Articles 7 and 8 of the San Marcos SmartCode, Subpart C of the San Marcos City Code, are hereby amended as shown in Exhibit A, attached hereto and made a part hereof for all purposes. Amendments are indicated by red font, with deletions being indicated by strikethroughs.

SECTION 2. If any word, phrase, clause, sentence, or paragraph of this Ordinance is held to be unconstitutional or invalid by a court of competent jurisdiction, the other provisions of this Ordinance will continue in force if they can be given effect without the invalid portion.

SECTION 3. All ordinances and resolutions or parts of ordinances or resolutions in conflict with this Ordinance are repealed.

SECTION 4. This Ordinance will take effect after its adoption on second reading.

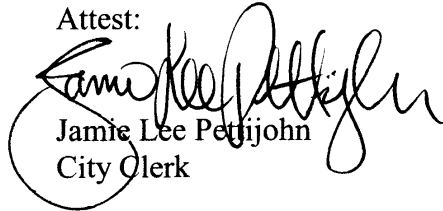
PASSED AND APPROVED on first reading on December 17, 2013.

PASSED, APPROVED AND ADOPTED on second reading on January 7, 2014.




Daniel Guerrero
Mayor

Attest:



Jamie Lee Pettijohn
City Clerk

Approved:



Michael J. Cosentino
City Attorney

EXHIBIT “A”
Amendments to Subpart C of San Marcos City Code, “San Marcos SmartCode”
(attached on following pages)

ARTICLE 7. SIGN STANDARDS**7.1. INSTRUCTIONS****7.1.1. Applicability**

- a. Lots, buildings, and signs governed by this Code shall be subject to the requirements of this Article, except as otherwise provided under this code.
- b. Sign permits shall be required as prescribed in Section 1.9.5.1 of the Land Development Code.
- c. Wayfinding signs, such as those that direct vehicles to parking areas, are not subject to this Article.

7.2. IN GENERAL**7.2.1. GENERAL TO ALL ZONES**

- a. There shall be no signage permitted additional to that specified in this section.
- b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.
- c. Shopfront window signage may be up to 30% of the window area and may be neon or LED lit.
- d. The sign area is calculated as the largest area of the sign visible at any one time from any one point and enclosed by a rectangle, including any framing or trim, but not including any structural parts lying outside the limits of the sign and which do not form an integral part of the display. If the copy is enclosed by a box, outline or frame, area is the total area of the enclosure. If the sign consists of individual letters, numbers or symbols, on a surface or having no frame, area shall be the sum of the areas of the rectangles which can encompass each portion of the copy. The area of four-side signs is considered the same as two double-faced signs.

7.2.2. SPECIFIC TO ZONES T2, T3

- a. One projecting sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the sidewalk.

7.2.3. SPECIFIC TO ZONES T4, T5

- a. Basic sign types permitted include awning or canopy signs, projecting signs, hanging signs, sandwich boards, and wall signs.
- b. Special Sign Types permitted include directory signs, monument signs, and pole signs.

7.2.4. ILLUMINATION**a. SPECIFIC TO ZONES T2, T3**

- i. Signage shall not be illuminated.

b. SPECIFIC TO ZONES T4, T5

- i. Signage shall be externally illuminated, except as follows:
- ii. Signage within the Shopfront glazing may be neon or LED lit.
- iii. Neon, halo or diffused internal illumination may be considered with approval of the DRC provided it meets the criteria

established in the Downtown Design Guidelines.

7.2.5. DIRECTORY SIGNS

a. GENERAL TO ALL ZONES T4, T5

- i. One directory sign is permitted at each street-level entrance to upper-floor businesses and on facades facing entrances to alleys, rear lanes and parking lots.
- ii. The area of a directory sign shall not exceed 6 square feet.
- iii. The sign shall be no taller than 3 feet.

7.3. BASIC SIGN TYPES

7.3.1. AWNING OR CANOPY SIGN

a. GENERAL TO ALL ZONES T4, T5

- i. One awning or canopy sign is permitted per business.
- ii. The sign may be placed on either the vertical valance flap, the sloped portion, or on a side panel of the awning or canopy.
- iii. The sign shall not extend below or above the awning or canopy to which it is attached.

b. SPECIFIC TO ZONE T4

- i. An awning or canopy sign shall not exceed 2 feet in height.
- ii. An awning or canopy sign shall not exceed 10 feet in length.

c. SPECIFIC TO ZONE T5

- i. An awning or canopy sign shall not exceed 3 feet in height.
- ii. An awning or canopy sign shall not exceed 12 feet in length.

7.3.2. PROJECTING SIGN

a. GENERAL TO ALL ZONES T4, T5

- i. One projecting sign is permitted per building facade.
- ii. Sign area shall not exceed 9 square feet for each projecting sign.
- iii. A projecting sign must maintain a minimum 8 foot clearance above the sidewalk or finished ground surface below the sign.
- iv. A projecting sign may be attached to the building facade.
- v. For single story buildings up to 16' in height, a projecting sign may extend no more than 50% of the sign height up to a maximum of 2 feet above the parapet or roof of the structure to which it is attached. For all other building heights, a projecting sign may not extend above the parapet or roof of the structure to which it is attached.

7.3.3. HANGING SIGN

a. GENERAL TO ALL ZONES T4, T5

- i. One hanging sign is permitted per business.
- ii. A hanging sign must maintain a minimum 8 foot clearance above the sidewalk or finished ground surface below the sign.
- iii. Sign area shall not exceed 6 square feet for each hanging sign.

7.3.4. SANDWICH BOARD SIGN**a. GENERAL TO ALL ZONES T4, T5**

- i. One sandwich board sign is permitted per business.
- ii. The area of each face of a sandwich board shall not exceed 12 square feet.
- iii. The overall sign shall be no taller than 4 feet.
- iv. A sandwich board within the public right-of-way must be placed such that at least an 8 foot unobstructed sidewalk width remains.
- v. Sandwich boards shall be designed to allow folding.
- vi. A sandwich board must have a stable base.
- vii. Sandwich boards shall be removed at the close of business each day.

7.3.5. WALL SIGN**a. GENERAL TO ALL ZONES T4, T5**

- i. Wall signs shall be located within a single external Sign Band typically applied to the first story facade of each building. Sign Band location shall be subject to approval by DRC and should be placed where the architectural features suggest the best placement for signage.
- ii. Wall signs should be attached flat to the wall. Three-dimensional signage is permitted, but shall not extend more than 12" beyond the face of the wall.

b. SPECIFIC TO ZONE T4

- i. The Sign Band shall not exceed 2 feet in height.

c. SPECIFIC TO ZONE T5

- i. The Sign Band shall not exceed 3 feet in height.

7.4. SPECIAL SIGN TYPES

7.4.1. GENERAL TO ALL SPECIAL SIGN TYPES

- a. Where permitted, either one monument sign or one pole sign may be used per property.
- b. **GENERAL TO ALL ZONES T4, T5**
 - i. Monument or pole signs are permitted only on S. L B J Dr. and S. Guadalupe St. between E. Grove St. and I-35 Frontage St.
 - ii. The Development Review Committee may administratively approve a monument or pole sign in other areas provided it meets the criteria established in the Downtown Design Guidelines.
 - iii. A monument or pole sign shall be located within the first Layer.

7.4.2. Monument Signs

- a. **GENERAL TO ALL ZONES T4, T5**
 - i. Monument signs shall incorporate a supporting base that is at least 75 percent of the width of the sign face at its widest point. The supporting base shall be constructed of brick, stone, masonry or scored concrete.
- b. **SPECIFIC TO ZONE T4**
 - i. Sign area shall not exceed 12 square feet.
 - ii. Sign height shall not exceed 4 feet.
- c. **SPECIFIC TO ZONE T5**
 - i. Sign area shall not exceed 18 square feet.
 - ii. Sign height shall not exceed 6 feet.

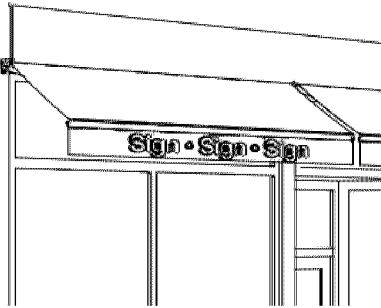
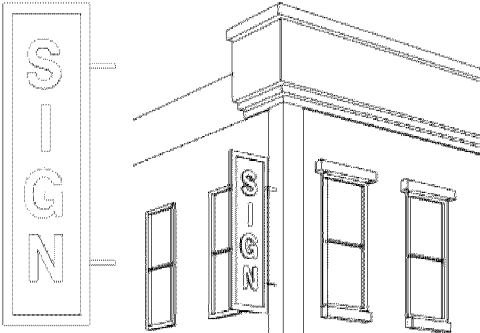
7.4.3. Pole Sign

- a. **SPECIFIC TO ZONE T4**
 - i. Sign area shall not exceed 12 square feet.
 - ii. Sign height shall not exceed 6 feet.
- b. **SPECIFIC TO ZONE T5**
 - i. Sign area shall not exceed 18 square feet.
 - ii. Sign height shall not exceed 10 feet.

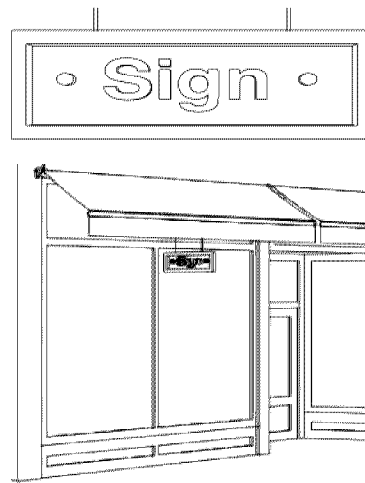
TABLE 7.1 SIGN TYPES

This table illustrates both the basic and special sign types permitted.

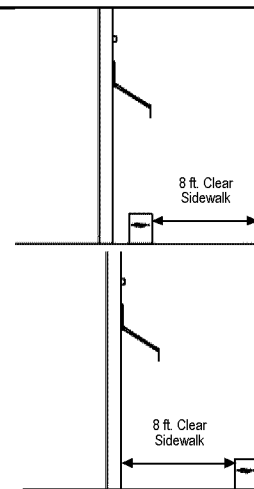
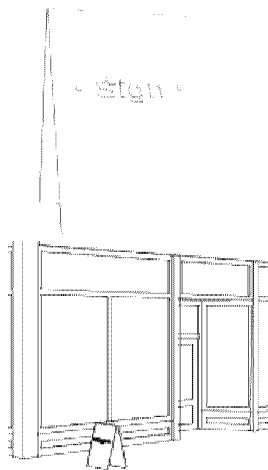
Basic Sign Types

<p>Awning or Canopy Sign: A sign painted on or attached flat or flush against the surface of an awning or canopy.</p>	 A line drawing showing a building facade with a large, flat awning extending over the entrance. A sign is mounted on the front edge of the awning, displaying the word "Sign" three times in a row.
<p>Projecting Sign: A sign that is attached directly to the building wall and which extends out from the face of the wall.</p>	 A line drawing showing a building facade with several windows. A sign is mounted on the wall, extending out from the face of the wall. The sign is rectangular and displays the word "SIGN" vertically. To the left of the building, a separate vertical sign is shown, also displaying the word "SIGN" vertically.

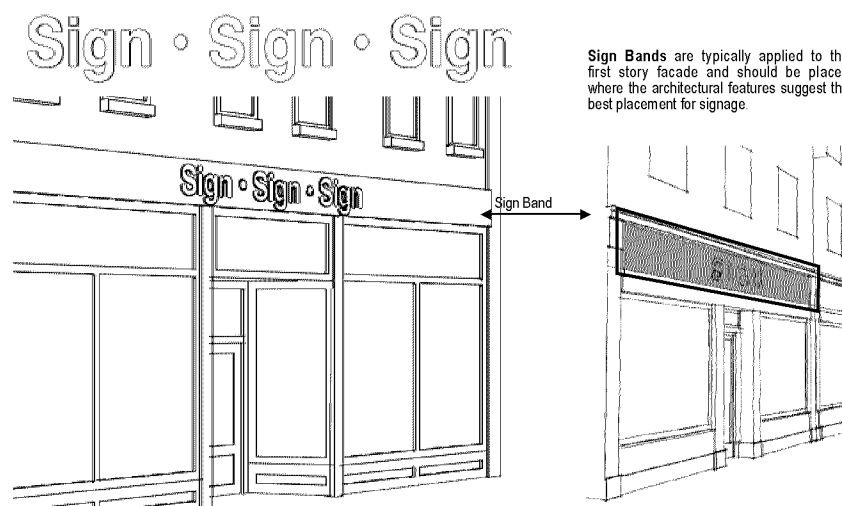
Hanging Sign: A sign that is hanging or suspended (such as by chains or hooks) from a canopy, awning, or building overhang.



Sandwich Board: A portable sign designed in an A-frame or other fashion, and having back-to-back sign faces.

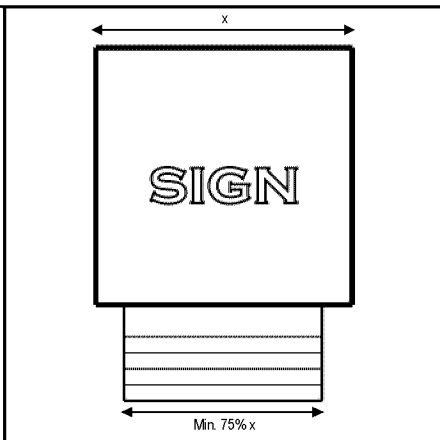
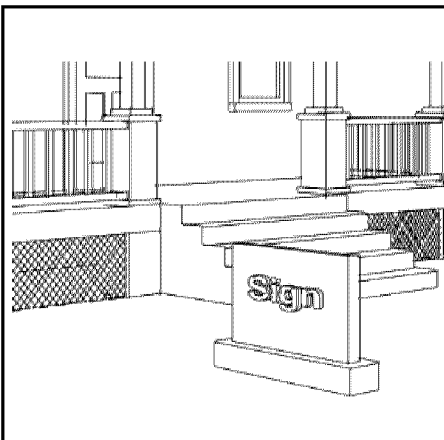


Wall Sign: A sign that is engraved, painted on or attached directly to and flush with the building wall within the Sign Band.

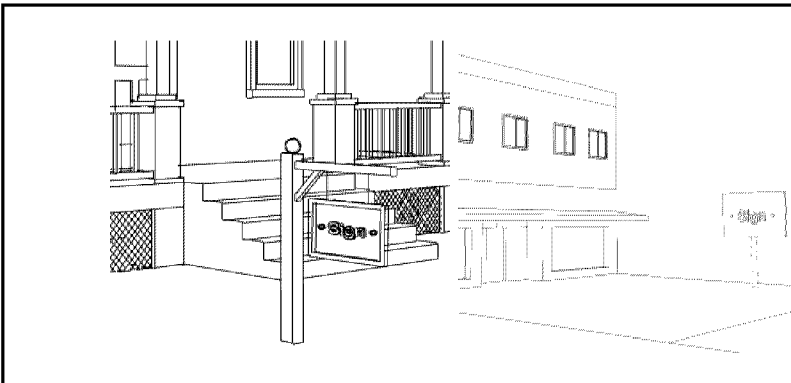


Special Sign Types

Monument Sign: A sign that is erected on a solid base placed directly on the ground, and that is itself constructed of a solid material.

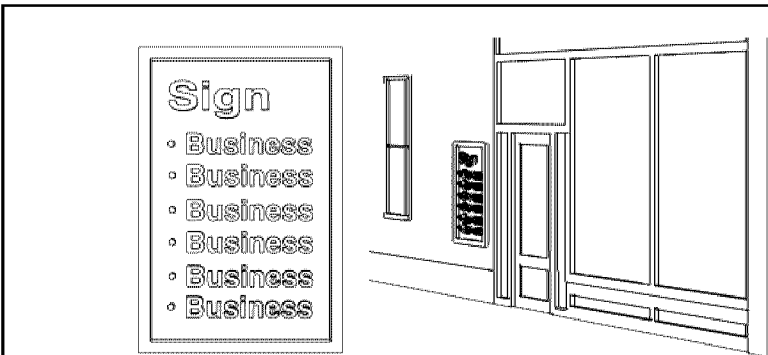


Pole Sign: A sign mounted on one or more freestanding supports, such as a frame, column, mast, pole or similar support such that the bottom of the sign face or lowest sign module is not in contact with the ground.



Other Sign Types

Directory Sign: A sign that displays the tenant name and location for a building containing multiple tenants.



ARTICLE 8. DEFINITIONS OF TERMS

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

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

Access Lane: an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds and separated from inner lanes that carry higher speed traffic.

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 500 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See *Table 5.7 and Table 6.1*. (Syn: ancillary unit)

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

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

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

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

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

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

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

BRT: see Bus Rapid Transit.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. See *Table 6.1*.

Base Residential Density: the number of dwelling units per acre. See **Density**.

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed

vehicular Thoroughfare, demarcated by striping.

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

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

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

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

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

Buildings of Value: Buildings located in a historic district or designated as a historic landmark by the City of San Marcos Historic Preservation Commission.

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

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

CLD or Clustered Land Development: a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside.

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

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

Civic Space: an outdoor area permanently dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See *Table 3.4*.

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

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

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

a neighborhood.

Common Yard: a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See *Table 5.3*.

Community Garden: A grouping of garden plots available for small-scale cultivation, generally to residents without private gardens. See *Table 3.4*.

Community Plan Area: an area marked on a land use map activating the use of this Code.

Community Unit: a regulatory category defining the physical form, Density, and extent of a settlement. The four Community Unit types addressed in this Code are CLD, TND, RCD and TOD. The TOD Community Unit type is created by an overlay on TND or RCD. The only RCD in San Marcos is the Downtown.

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

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

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

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. See *Table 5.1*.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See *Table 3.2 and Table 3.3*.

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

Developable Areas: lands other than those in the O-1 Preserved Open Division.

Development Review Committee (DRC): A part of Development Services, a DRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project. See *Article 1.4.3*.

Disposition: the placement of a building on its Lot. See *Table 5.1 and Table 6.1*.

Division: a neutral term for a geographic area. In the SmartCode there are five specific Divisions for regional planning that establish the legal boundaries for Open Space and development.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See *Table 5.3*. (Variant: Lightwell, light court.)

Downtown Design Guidelines: A supplement to the SmartCode standards to provide advisory information to better understand the intent of the design standards, to aid in the design review for the "administrative

approval" process when alternatives are applied for, and to aid in the design review for the "by warrant" process when alternatives are applied for.

Downtown San Marcos: The area within central San Marcos where the SmartCode is mandatory as defined in the Design Context Map.

Downtown Tree Fund: A Fund specifically for use by the City for any activity related to trees in a Civic Space, Public Frontage or on other City-owned property in Downtown. This may include the purchase, installation, irrigation, maintenance and/or other similar activities.

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

Driveway: a vehicular lane within a Lot, often leading to a garage. See *Section 5.10*.

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. See *Table 5.1*.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Parking Occupancy Rate. See *Table 5.6*.

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. See *Table 6.1*.

Elevation: an exterior wall of a building not along a Frontage Line. See *Table 6.1*. See: **Facade**.

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

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

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

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

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. See *Table 5.2*. (Syn: transition line.)

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

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. See *Table 5.3*.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See *Table 3.2* and *Table 5.3*.

Frontage Buildout: the percentage of the Lot width that is occupied by the building Facade.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See *Table 6.1*.

Function: the use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See *Table 5.4* and *Table 5.7*.

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See *Table 5.3*.

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See *Table 3.4*.

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

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

Growth Division: one of three Divisions where development is permitted by Right in the SmartCode, two for New Communities and one for Infill. See *Article 2*.

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

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

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See *Table 5.4*.

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

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

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See *Table 5.7*.

Lawn: ground, as around a house or in a garden or park, that is covered with turfgrass and is kept mowed.

Layer: a range of depth of a Lot within which certain elements are permitted. See *Table 6.1*.

LDC: San Marcos Land Development Code as Adopted

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See *Table 5.3*. (Syn: light court.)

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

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

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

Lodging: premises available for daily and weekly renting of bedrooms. See *Table 5.4* and *Table 5.7*.

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

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

Lot Coverage: the percentage of a Lot that is covered by buildings and other roofed structures.

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

Lot Occupation: category for the width and coverage metrics of a Lot.

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

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

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

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

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

Net Site Area: all developable land within a site including Thoroughfares

but excluding land allocated as Civic Zones.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. See *Table 6.1*.

New Community: SmartCode neighborhood with a regulating plan.

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See *Tables 5.4 and 5.7*.

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

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See *Table 6.1*.

Park: a Civic Space type that is a natural preserve available for unstructured recreation. See *Table 3.4*.

Parking Occupancy Rate: an accounting for parking spaces that are available to more than one Function. See *Table 5.6*.

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

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

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

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

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

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

Playground: an Open Space designed and equipped for the recreation of children.

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

Principal Building: the main building on a Lot, usually located toward the Frontage. See *Table 6.1*.

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

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of

minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See **Frontage**.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. See *Table 5.3* and *Table 6.1*.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. See *Table 3.2* and *Table 6.1*.

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

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

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See *Table 5.1*. (Var: Rowhouse, Townhouse, Apartment House)

Regional Center Development: a Community type structured by a long pedestrian shed or linear shed, which may be adjoined without buffers by one or several standard pedestrian sheds, each with the individual Transect Zone requirements of a TND.

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

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

Retail: characterizing premises available for the sale of merchandise and food service. See *Table 5.4* and *Table 5.7*.

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

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See *Table 3.3*.

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

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

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

See *Table 6.1*.

Sensitive Site: The site of a Building of Value or a single-family zoned district.

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 5.7*. See *Table 1.2g/h* and *Table 1.3g/h*. (Var: build-to-line.)

Sharrow: Also known as the Shared Lane Marking in the Manual of Uniform Traffic Control Devices, is a pavement marking indicating that motorists and cyclists share a travel lane. The Sharrow shall be placed so that the centers of the markings are at least 3.4 m (11 ft) from the face of the curb, or from the edge of the pavement where there is no curb.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See *Table 5.3*.

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

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See *Table 5.1*.

Sign Band: External area of building facade designated for placement of horizontal signage typically above the transom and below the second floor window.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. See *Table 5.1*

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

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

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See *Table 3.4*.

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

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See *Table 5.3*.

Story: a habitable level within a building, excluding an Attic or raised base-

ment. See *Table 5.2*.

Street (ST): a local urban Thoroughfare of low speed and capacity. See *Table 3.3*.

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

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

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

T-zone: Transect Zone.

Target Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Target Speed. See *Table 3.3*.

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

Third Place: A location which fulfills a necessary social role between the private and the public realms and is distinct from home and work, such as coffee shops, internet cafes, alfresco dining areas, pubs, bookstores, and the like, which can foster a culture of informal gathering, socializing, conversing and exchanging ideas

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See *Table 3.2*, *Table 3.3* and *Table 6.1a*.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. *Table 3.1*. (Syn: village. Variant: Infill TND, neighborhood.)

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

Townhouse: See Rearyard Building. (Syn: Rowhouse)

Transit Route: An existing or planned route for public intracity or intraurban transit service in the local or regional transportation plan or the plan of the relevant transit service provider. Does not include temporary routes.

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the

SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See *Table 1.1*.

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See *Table 3.2* and *Table 6.1*.

Urban Boundary Line: the extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

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

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

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (*Section 1.3*). See *Section 1.5*. And 1.10.2.4 of the LDC.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (**Section 1.3 and 1.5**).

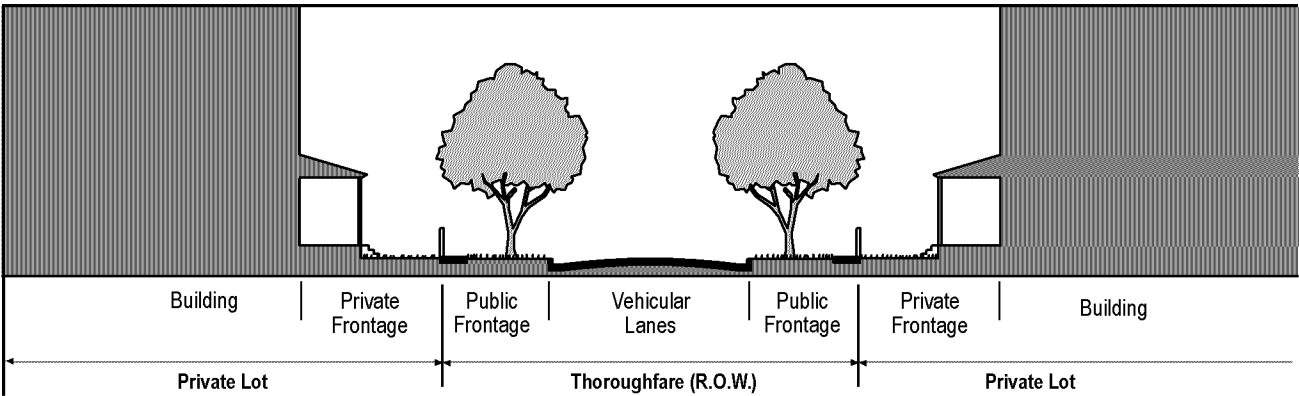
Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic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

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

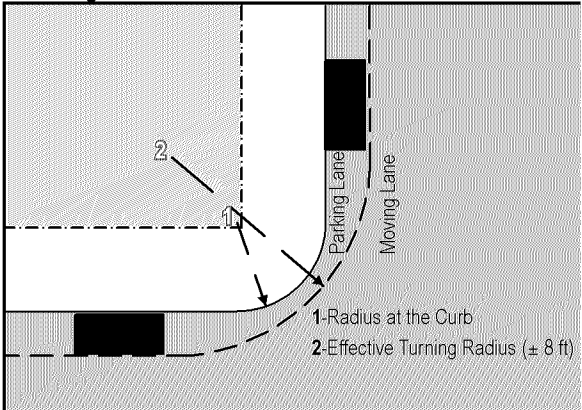
Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan**.

TABLE 8.1 DEFINITIONS ILLUSTRATED

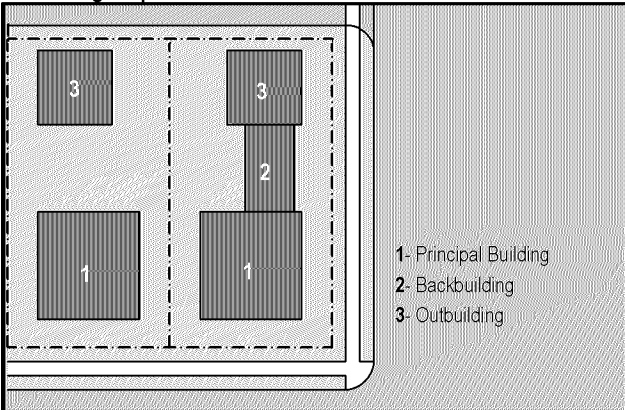
a. Thoroughfare and Frontages



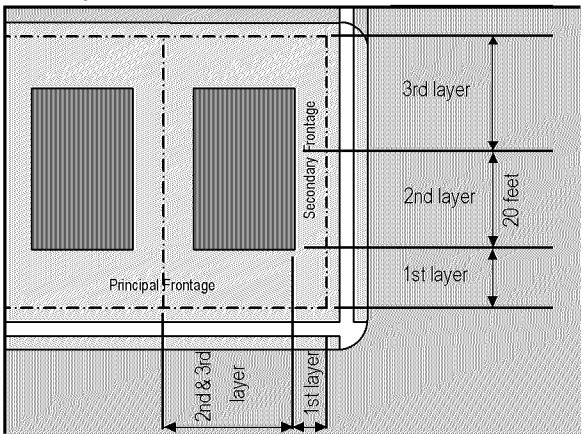
b. Turning Radius



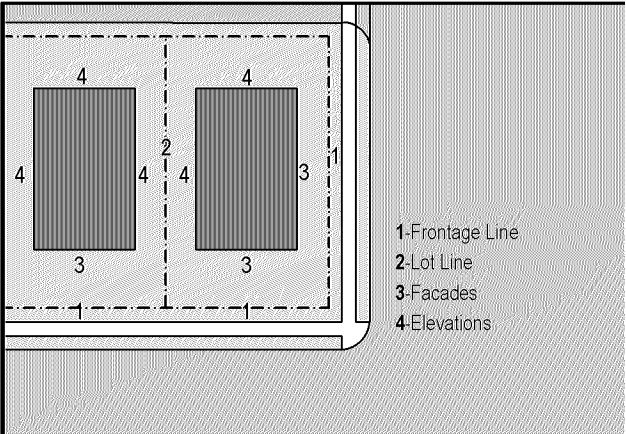
c. Building Disposition



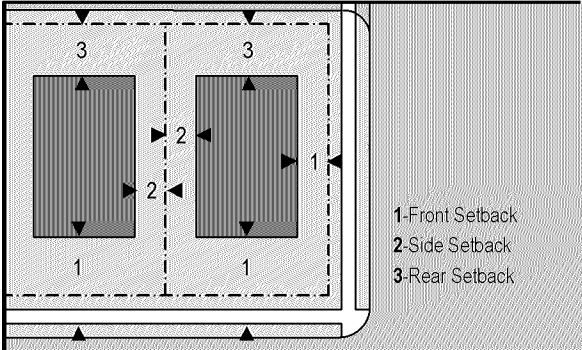
d. Lot Layers



e. Frontages, Lot lines & Elevations



f. Setbacks



g. Network Based Pedestrian Shed

