

ORDINANCE NO. 2018-11-52

AN ORDINANCE AMENDING SECTION 17.4.608 OF THE AMERICAN FORK CITY, UTAH, DEVELOPMENT CODE RELATING TO TRANSIT ORIENTED DEVELOPMENTS (TOD), AND PROVIDING FOR THE ADOPTION AND ENFORCEMENT OF THE AMENDMENT.

BE IT ORDAINED BY THE CITY COUNCIL OF AMERICAN FORK CITY, UTAH, AS FOLLOWS:

PART I

TEXT OF ORDINANCE

SECTION 1. Section 17.4.608 of the American Fork City Development Code is hereby amended to read as follows:

17.4.608. Transit Oriented Development (TOD) Zone

****See attached document****

PART II

PENALTY AND ADOPTION

SECTION 1 – Conflicting Provisions. Whenever the provisions of this Ordinance conflict with the provisions of any other ordinance, resolution or part thereof, the more stringent shall prevail.

SECTION 2 – Provisions Severable. This Ordinance and the various sections, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid it is hereby declared that the remainder of the ordinance shall not be affected thereby.

SECTION 3 – Amendment to be Added to Development Code. The City Council hereby authorizes and directs that ~~insert pages reflecting the provisions enacted hereby shall be made and placed in the Official copies of the American Fork Development Code in the office of the City Recorder.~~

SECTION 4 – Penalty. Hereafter these amendments shall be construed as part of the Development Code of American Fork City, Utah, to the same effect as if originally a part thereof, and all provisions of said Code shall be applicable thereto, including, but not limited to, the enforcement, violation and penalty provisions.

SECTION 5 – Effective Date. This Ordinance shall take effect upon its passage and publication as required by law.

PASSED AND ORDERED PUBLISHED BY THE CITY COUNCIL OF AMERICAN
FORK CITY, UTAH, THIS 27TH DAY OF NOVEMBER, 2018.

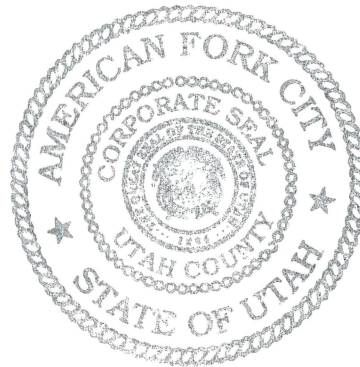


Bradley J. Frost, Mayor

ATTEST:



Terilyn Lurker, City Recorder





UT-American Fork

TRANSIT-ORIENTED DEVELOPMENT | ZONING CODE

FINAL DOCUMENT | JANUARY 7, 2019





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SECTION 1 GENERAL PROCEDURES

1.01 Authority

1. The adoption of this Title is authorized under [Section 10-9a-501](#) of the Utah Code.
2. This Title was adopted and may be amended by vote of the City Council, after recommendations by the Planning Commission, in accordance with the provisions of [Chapter 10-9a-503](#) of the Utah Code, or any successor provision.
3. This Title is adopted as one of the instruments of implementing the public purposes and objectives of the Land Use Element of the General Plan. This Title is declared to be in accord with the Land Use Element of the General Plan.
4. This Title was adopted to promote the health, safety and general welfare of the City and its residents. as detailed in [Section 10-9a-102](#) of the Utah Code.

1.02 Provisions

1. Provisions of this Title are activated by “must”, “shall”, “is” or “are” when required, “should” when recommended, and “may” when optional.
2. Italicized terms used throughout this Title have the meaning set forth in [Section 8](#). Those terms not defined in [Section 8](#) are accorded their commonly accepted meanings.
3. Text in this Chapter, including text contained in tables, takes precedence over diagrams and illustrations, in case of conflict.

1.03 Applicability

1. The provisions of this Chapter apply to the Transit-Oriented Development (TOD) Regulatory Area approved under [Section 17.4.608](#) of the American Fork City Municipal Code.
2. To the extent the provisions of this Chapter conflict with the provisions of any other portion of the city ordinance, the provisions of this Chapter shall take precedence, except as to Local Health and Safety Codes and Local, State, and National Building Codes.

1.04 Components of this Chapter

1. The *TOD Regulatory Area* is governed by four levels of plans: *development area plans*, *district framework plans*, *block plans*, and *lot plans*.

2. *Development area plans* establish *character district* boundaries, primary thoroughfares, general locations for schools, major civic institutions, regional open space, and special districts.
 - a. *Development area plans* are prepared by city staff and all affected entities.
 - b. The City Council has approval authority over *development area plans*, after review and recommendation from Planning Commission, in accordance with Table 1A - Approval Authority.
 - c. Each *character district* shall include a *district framework plan*.
 - d. *Development area plans* are regulated by [Section 3](#) of this Chapter.
3. *District framework plans* establish *block* type boundaries, *sub-district* assignments, secondary thoroughfares, and district level open space.
 - a. *District framework plans* are prepared by the landowner, their agents or designee, in consultation with city staff and all affected municipal entities.
 - b. *Block plans* may be submitted concurrently with *district framework plans*.
 - c. The City Council has approval authority over *district framework plans*, after review and recommendation from Planning Commission, in accordance with Table 1A - Approval Authority.
 - d. *District framework plans* must be consistent with the governing *development area plan*.
 - e. *District framework plans* are regulated by [Section 4](#) of this Chapter.
4. *Block plans* establish lot type boundaries, minor thoroughfares, and *civic* special districts.
 - a. *Block plans* are prepared by the landowner, their agents or designee, in consultation with city staff.
 - b. Multiple *block plans* may be submitted concurrently.
 - c. The *Zoning Clearance Officer* or designated representative has approval authority over *block plans* in accordance with Table 1A - Approval Authority.
 - d. Each *character district* includes multiple *block plans*.
 - e. *Block plans* must be consistent with the approved district framework plan.
 - f. *Block plans* are regulated by [Section 5](#) of this Chapter.
5. *Lot plans* pertain to individual lots and establish building placement, form, materials, sitework, landscaping, and other elements required for permitting.

- a. This Chapter does not supersede building and life safety codes, adherence to which are also required for permitting.
 - b. *Lot plans* are prepared by the landowner.
 - c. The *Zoning Clearance Officer* or designated representative has approval authority over lot plans in accordance with [Table 1A - Approval Authority](#).
 - d. Each *lot plan* must be consistent with the approved *block plan*.
 - e. *Lot plans* are governed by [Section 6](#) of this Chapter.
6. Public space standards regulate thoroughfares, *civic spaces*, public planting, public lighting, utilities, and other elements of the public realm within the TOD Regulatory Area.
- a. Public space standards apply to: *development area plans*, *district framework plans*, and *block plans*; plans prepared for *civic special districts*; plans prepared for the construction or maintenance of thoroughfares and utilities by the landowner, utility provider, or Public Works Department.
 - b. Provisions of the Utah Code and the City Code may apply in addition to *public space standards*.
 - c. The *Zoning Clearance Officer* or designated representative has approval authority over elements regulated by public space standards.
 - i. Development applicants must submit preliminary construction drawings to City Staff.
 - ii. Entities managing private open space and thoroughfares must submit design and preliminary construction drawings to City Staff.
 - iii. Entities constructing public *Civic Spaces* and thoroughfares must submit design and preliminary construction drawings to City Staff.
 - iv. Public space standards apply to each Section of this Chapter for new construction, maintenance, and redevelopment.
 - d. Public space standards are regulated by [Section 7](#) of this Chapter.


1.05 Description of Character Districts

1. *Character districts* established in the *development area plan* are identified as the following:

- a. **Business District:** a high *intensity*, regional *mixed-use* settlement pattern in both size and *intensity*, situated adjacent to regional transportation crossroads, including existing and future transit, and will support significant office and retail uses as well as government and other *civic* institutions of regional importance. No residential uses will be present in this district, as the focus is on office and supportive retail uses.
- b. **Transit Core:** a high *intensity*, regional *mixed-use* settlement pattern in both size and *intensity*, situated adjacent to regional transportation crossroads, including existing and future transit, and will support significant residential, office, entertainment, hospitality, and retail uses as well as government and other *civic* institutions of local importance. A walkable village-like setting comprised of *mixed-use* development will focus on the station area. It is the place where business, residential and main street environments intersect.
- c. **West Neighborhood:** a moderate to low *intensity mixed-use* settlement pattern principally residential in use, that consists of a small *mixed-use* nodes and residential uses, usually situated along or adjacent to regional thoroughfares, adjacent to urbanized areas, and/or sub-urban areas lacking an urban center.
- d. **Garden District:** a moderate to low *intensity mixed-use* settlement pattern principally residential in use, that consists of a small *mixed-use* nodes and residential uses, usually situated along or adjacent to regional thoroughfares, adjacent to urbanized areas, and/or sub-urban areas lacking an urban center.
- e. **East Neighborhood:** a low *intensity*, primarily residential settlement pattern and minimal *mixed-use*. It is small and separate preserving the existing homes and neighborhood structure east of 700 West.

1.06 Description of Block Types

1. Block types established within the *character districts* are limited to the following types:
 - a. **BT-6:** The highest *intensity mixed-use* and most urban area that supports principally retail shops, offices and supportive services along with some high-density residential units. Open space in the form of plazas and squares is common.
 - b. **BT-5:** A high *intensity mixed-use* area that supports principally retail shops, offices and supportive services along with some high-density residential units. Open space in the form of plazas is common.
 - c. **BT-4:** A moderately high *intensity mixed-use* area characterized by both small retail shops and professional offices along a main street and mid-density to high-density



residential units adjacent to apartments and townhouses. Open space in the form of plazas, greens, and playgrounds are common.

- d. **BT-3:** A moderate *intensity mixed-use* area characterized mainly by residential units with home businesses, corner shops, and a small amount of retail and office uses. Dwelling units include small apartment buildings, townhouses, duplexes and small single-family houses. Open space in the form of a green or playground is common.
- e. **BT-2:** A low-*intensity* primarily single-use area characterized mainly by residential development with some home businesses and corner shops. Dwelling units include some small apartment houses, duplexes, small and large single-family houses. Open space in the form of a green or playground is common.
- f. **BT-1:** A primarily single-use area characterized by low-density residential and rural units, including small and large single-family houses, homesteads, and small agricultural properties.

1.07 Process

1. Application review and approval authority for plans submitted under this Chapter is specified in [Table 1A – Approval Authority](#).
2. Application requirements for *Development Area Plans* are specified in [Section 3](#).
3. Application requirements for *District Framework Plans* are specified in [Section 4](#).
4. Application requirements for *Block Plans* are specified in [Section 5](#).
5. Application requirements for *Lot Plans* are specified in [Section 6](#).

TABLE 1A - APPROVAL AUTHORITY

	REVIEW AUTHORITY ROLES		
	ZONING CLEARANCE OFFICER	PLANNING COMMISSION	CITY COUNCIL
a. ADMINISTRATIVE			
Verification of Zoning Compliance	A		
Interpretation	A		
b. APPLICATION REVIEW			
TOD Code		R	A
Development Area Plan		R	A
District Framework Plan		R	A
Block Plan	A		
Lot Plan	A		
c. SPECIAL PERMITS			
Conditional Use Permit		A	
Temporary Use Permit	A		
d. Legislative			
Code Amendments		R	A
Development Agreements			A
Zoning Reclassification		R	A
Zoning Text Amendment		R	A

A - Approve, Approve with Conditions, or Deny

R - Review and Recommendation



SECTION 2 TRANSIT-ORIENTED DEVELOPMENT (TOD) ZONE

2.01 Instructions

1. The Transit-Oriented Development (TOD) Zone maps and regulates land subject to the provisions of this Chapter.
2. The TOD Zone is available for land identified by the city which shall be included within the defined regulatory area.
3. A zoning change to the TOD Zone is subject to approval by the City Council, after review and recommendations by the Planning Commission.
4. Once the City Council approves a zoning change to the TOD Zone, the parcels become part of the TOD regulatory area and are mapped on the Zoning Map and Future Land Use Map.
5. Within the TOD regulatory area, this Chapter is the exclusive and mandatory zoning regulation, and its provisions must be applied in their entirety.
6. The landowner, their agents, or designee of a property/properties within the TOD regulatory area must prepare and/or conform with the following plans to guide future development:
 - a. *Development Area Plan* ([Section 3](#))
 - b. *District Framework Plan* ([Section 4](#))
 - c. *Block Plans* ([Section 5](#))
 - d. *Lot Plans* ([Section 6](#))

2.02 Modifications

1. Modifications of a TOD regulatory area require approval from the City Council after review and recommendations by the Planning Commission.



SECTION 3 DEVELOPMENT AREA PLAN

3.01 Instructions

1. Within the TOD regulatory area, city staff shall prepare a *development area plan* to guide future development.
2. City staff may consult with Utah Transit Authority and the local school district for input and feedback in the preparation of a *development area plan*.
3. City Council may approve, approve with conditions, or deny a submitted development area plan, after recommendations by the Planning Commission.
4. Once approved, a *development area plan* must be mapped on the Zoning map. As necessary, the Land Use and Transportation Elements of the General Plan must be updated to incorporate elements of the *development area plan*.
5. A *development area plan* must assign all land within the TOD regulatory area to districts, thoroughfares, and open space.
6. A *development area plan* submitted for approval must demonstrate compliance with:
 - a. District standards
 - b. Transportation network standards
 - c. Special requirements, if any
 - d. Municipal General Plan

3.02 Submission Requirements

1. A *development area plan* submittal must include the following exhibits:
 - a. Exhibit 1: Boundary Map, including:
 - i. Name and ownership of the properties,
 - ii. Acreage of the properties,
 - iii. Existing land use of all properties within 500 feet of the *development area plan* boundaries
 - b. Exhibit 2: District Boundary Map, including:


- i. boundaries and IDs, *pedestrian sheds*, and a data table including types, acreages, approximate DUs, and *pedestrian shed* types and acreage for each district.
 - c. Exhibit 3: Thoroughfare Network Plan, including:
 - i. Existing, new, and modified thoroughfares as required in Section 3.04, including the Right-of-Way width, number of vehicular lanes, and thoroughfare type.
 - ii. Existing, new, and relocated major utility easements.
- 2. All exhibits must include:
 - a. North arrow, graphic scale, and date.
 - b. Existing land use of all properties within 500 feet of the *development area plan* boundaries.
- 3. All documents must be submitted digitally in portable document format (PDF).

3.03 District Standards

- 1. District boundaries must not overlap.
- 2. Districts must be sized according to *pedestrian shed* requirements:
 - a. Radius: 1,320 feet
 - b. Walking time: 5 minutes
 - c. Minimum acreage: 60 acres
 - d. Maximum acreage: 175 acres
- 3. A minimum of 65% of the district must be within the *pedestrian shed*.

3.04 Transportation Network Standards

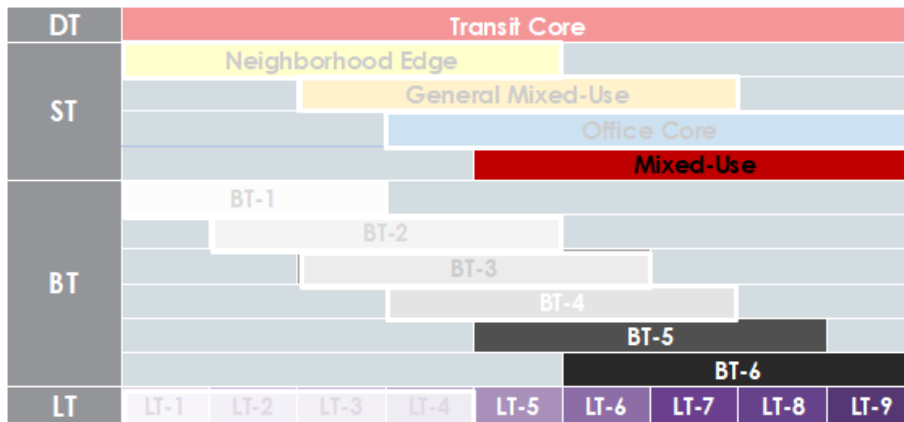
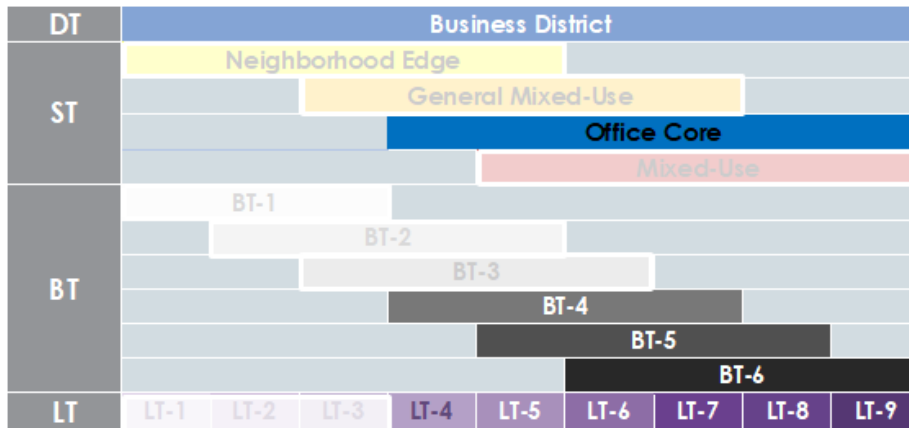
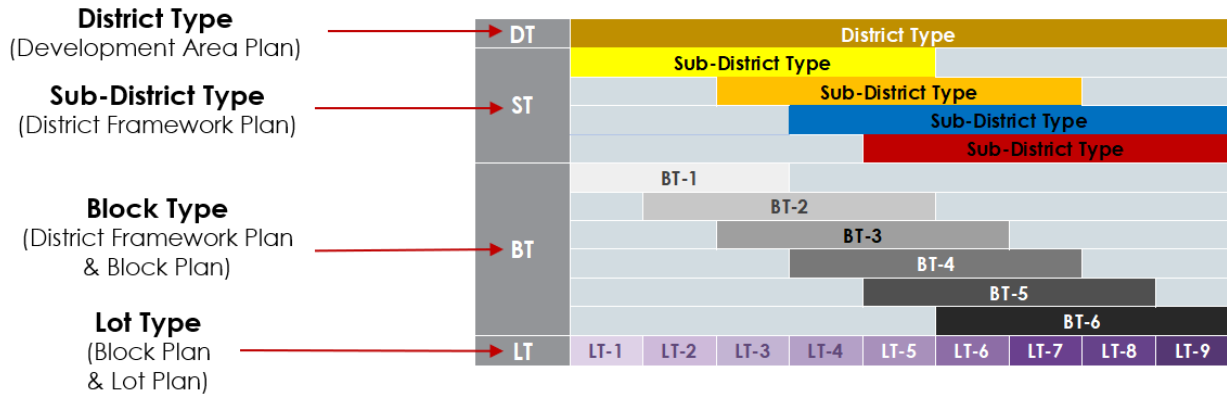
- 1. *Development area plans* must map a major thoroughfares network consisting of all thoroughfares included in the City's transportation master plan.
- 2. The major thoroughfare network must include the following future thoroughfares:
 - a. Modifications to existing thoroughfares,
 - b. New thoroughfares of 4 vehicular lanes or larger,

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- c. New thoroughfares connecting the districts,
 3. New thoroughfares must meet the requirements of [Section 7](#).
 4. Properties adjacent to any thoroughfares, identified by the Development Area Plan, must meet the requirements of Thoroughfare Design and Construction Plans document as generated by American Fork City.
 5. All thoroughfares must connect to other thoroughfares, including to existing and future thoroughfares on adjacent properties, forming a network.
 6. *Development area plans* must map existing and future major utility easements for utilities with a continuous easement outside of districts or traversing more than one district.
 - a. Major utility easements should be assigned to thoroughfare rights-of-way.
 - b. Future major utility easements should avoid entering districts.
 7. Elements of the transportation network that traverse districts may be modified within districts provided transportation network connectivity is maintained.

3.05 Plan Key

1. The plan key is an information tool used to guide the various stages of the planning, design and regulatory process.
2. Plan Keys shall associate the different regulatory steps with their direct applicability to placemaking elements of their representative step.
3. Each district is assigned a representative plan key which identifies its respective assignments of sub-districts, *block* types, and lot types (refer to [Table 3A – Plan Keys](#)).
4. All document submittals shall include its representative plan key which will assist in demonstrating compliance to the regulatory step being undertaken.

TABLE 3A – PLAN KEYS

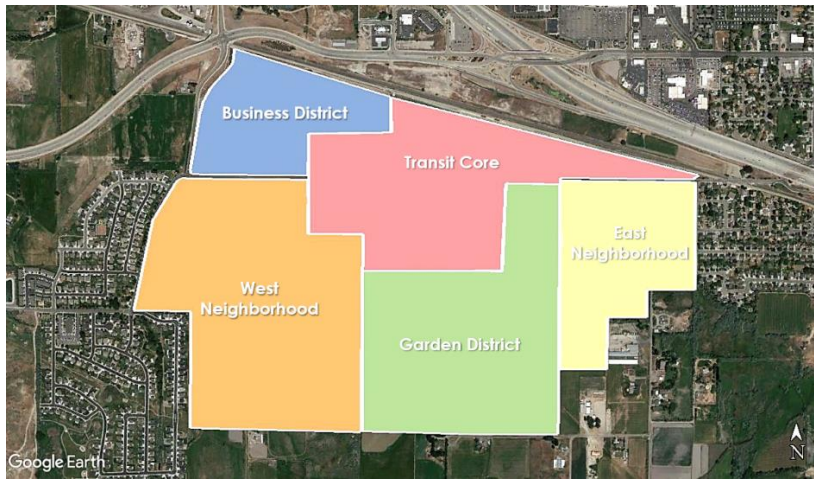


DT	West Neighborhood								
ST	Neighborhood Edge								
	General Mixed-Use								
						Office Core			
BT						Mixed-Use			
	BT-1								
	BT-2								
	BT-3								
	BT-4								
						BT-5			
LT						BT-6			
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9

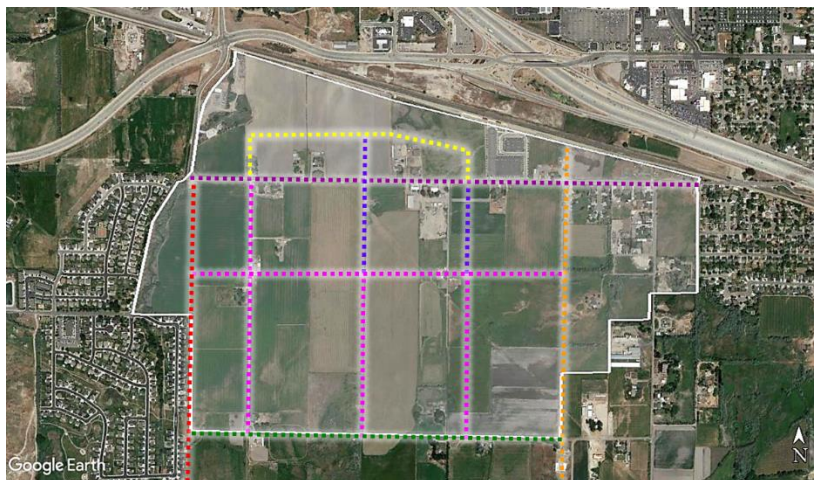
DT	Garden District								
ST	Neighborhood Edge								
	General Mixed-Use								
						Office Core			
BT						Mixed-Use			
	BT-1								
	BT-2								
	BT-3								
	BT-4								
						BT-5			
LT						BT-6			
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9

DT	East Neighborhood								
ST	Neighborhood Edge								
	General Mixed-Use								
						Office Core			
BT						Mixed-Use			
	BT-1								
	BT-2								
	BT-3								
	BT-4								
						BT-5			
LT						BT-6			
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9








TABLE 3B – DEVELOPMENT AREA PLAN

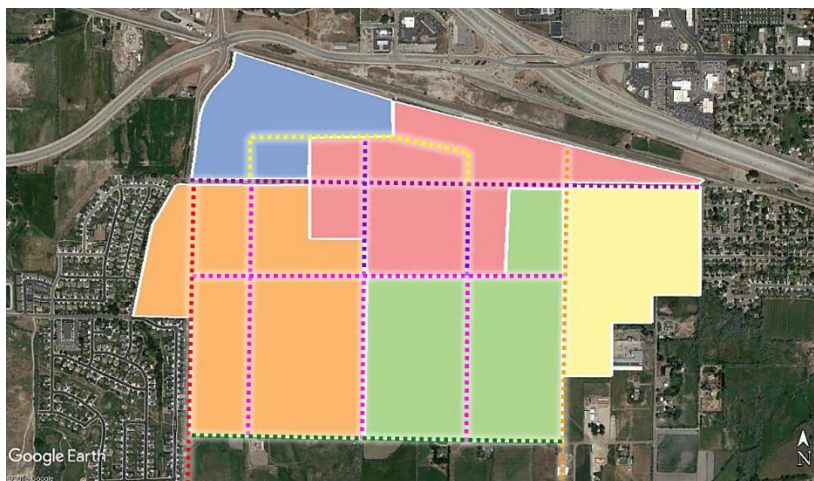


District Boundaries



Transportation Plan

-  Major Arterial
-  Business Arterial
-  Core Collector
-  Neighborhood Collector
-  Business - Core Loop
-  City Collector
-  City Arterial



Combined

SECTION 4 DISTRICT FRAMEWORK PLANS

4.01 Instructions

1. Within *character districts* a landowner is subject to a *district framework plan* in accordance with Section 4. The landowner, their agents, or designee must prepare a *district framework plan* to guide future development.
 - a. A *district framework plan* must be prepared in a manner consistent with a governing *development area plan*.
 - b. The landowner, their agents, or designee must consult with American Fork City, all affected municipal entities, transit authority, and the local school district for input and feedback in the preparation of a *district framework plan*.
2. A *district framework plan* is subject to approval by the City Council, after review and recommendation by the Planning Commission.
3. *District framework plans* shall expire 24 months after approval if not acted upon further through the submittal of a *block plan*. Time extensions may be granted by the City Council upon request.
4. A *district framework plan* must show conformance with [Table 4A – Operational Overlays](#).
5. A *district framework plan* must assign land within the *character district* to sub-districts, *block types*, and thoroughfares. Regional open space and thoroughfares, located adjacent to and outside of the subject *character district*, must also be assigned when applicable.
6. A *district framework plan* submitted for approval must demonstrate compliance with:
 - a. *Block type standards* ([Section 4.03](#))
 - b. *Sub-district standards* ([Section 4.04](#))
 - c. *Transportation network standards* ([Section 4.05](#))
 - d. *Special requirements*, if any ([Section 4.06](#))
 - e. *Phasing standards* ([Section 4.07](#))
 - f. *Operational Overlay* ([Section 4.08](#))

4.02 Submission Requirements

1. A *district framework plan* submittal must include the following exhibits:

- a. Exhibit 1: Legal Description, including a legal description of the property.
- b. Exhibit 2: Boundary Survey.
- c. Exhibit 3: *Development Area Plan*, including the governing *development area plan*, where appropriate, and indicating the character district subject to this district framework plan.
- d. Exhibit 4: Boundary Map, including:
 - i. Name and ownership of the property or properties,
 - ii. Acreage of the property or properties,
 - iii. Boundary of the property or properties with dimensions,
 - iv. Existing land use of all properties within 500 feet of the *character district* boundaries.
- e. Exhibit 5: Constraints Map, including:
 - i. Portions of the property or properties currently designated as flood plain and wetlands, water bodies, and other sensitive lands. If future action is to be taken to modify or mitigate these constraints, this map should be updated to reflect any changes.
- f. Exhibit 6: District Framework Plan, including:
 - i. *Block* type boundaries and IDs and a data table including *block* type assignment, net acreage and gross acreage of each *block* type.
 - ii. *Civic district* boundaries, and a data table including types, acreages, and any assigned uses.
 - iii. A data table including the gross acreage and net acreage of the district, net acres of developable land and total acreage assigned to thoroughfares.
 - iv. A data table indicating the total aggregated gross acreage of each *block* type and *civic district* (e.g. 50.03 acres of BT-2) and percentage of the gross *character district* acreage (e.g. BT-2 is 20% of the gross *character district* acreage).
- g. Exhibit 7: Transportation Network Plan, including:
 - i. A key showing the thoroughfare network of the governing *development area plan* and the transportation master plan.

- ii. Existing, new, and modified thoroughfares as required in [Section 7](#).
 - iii. New and modified *intersections*, identifying the type.
 - iv. Existing, new, and relocated major utility easements.
 - v. A data table including all thoroughfares within the *character district*, indicating ownership, Right-of-Way width, number of vehicular lanes, thoroughfare type, and transportation provisions.
- h. Exhibit 8: Thoroughfare Naming Plan, including:
- i. Names for each thoroughfare within the *character district* in accordance with the City's street naming ordinance.
- i. Exhibit 9: Bicycle Network Plan, including:
- i. Existing and new bicycle networks.
- j. Exhibit 10: Traffic Study, including:
- i. Street system within the applicable *character district*,
 - ii. Adjacent streets outside of *character district*,
 - iii. Connecting streets to other *character districts* (if applicable)
- k. Exhibit 11: Civic District Plan, including:
- i. Regional open space network,
 - ii. Trail network,
 - iii. Schools,
 - iv. Public safety facilities,
 - v. Any additional *civic districts*.
- l. Exhibit 12: Thoroughfare Assemblies, including:
- i. Thoroughfare assemblies for new and modified existing thoroughfares, in compliance with [Section 7](#).
- m. Exhibit 13: Intersection Assemblies, including:
- i. *Intersection* assemblies for all new or modified *intersections*, in compliance with [Section 7](#).
- n. Exhibit 14: Phasing Plan, including:


- i. Phase boundaries, acreages, and sequence for each phase as required in Section 5.09.
 - o. Exhibit 15: Detailed Architectural Standards providing for architectural regulation in addition to those required by [Section 6](#).
 - p. Exhibit 16: Special Requirements, including:
 - i. A graphic depiction of special requirements according to [Section 4.07](#).
- 2. All exhibits must include:
 - a. North arrow, graphic scale, and date.
 - b. Existing land use of all properties within 500 feet of the *character district* boundaries. Exhibits 12 - 15 may exclude this item.
- 3. All documents must be submitted digitally in portable document format (PDF) and hard copy format, including both a submission booklet at 11" x 17" and each exhibit at 24" x 36" .
- 4. Application forms and fees must be submitted according to the Municipality Fee Schedule.
- 5. A plan identifying the funding and phasing according to unit absorption for all *civic open spaces* must be submitted as an addendum to the required exhibits.

4.03 Block Type Standards


- 1. Each *block* defined by the thoroughfare network grid must be assigned a single *block* type.
- 2. *Block* type assignments are limited by *character district* according to [Table 4B - Block Type & Sub-District Assignments](#) and [Table 4D - Block type Location](#).
 - a. The percentage of each *block* type is calculated as the sum of the gross *block* type area for each *block* type designation divided by the gross acreage of the *character district*.
- 3. *Blocks* containing *civic districts* may exceed 15 acres.


4.04 Sub-District Standards

- 1. Each *block* defined by the thoroughfare network grid must be assigned to a sub-district.


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2. Sub-district assignments are limited by *character district* according to [Table 4B – Block Type & Sub-District Assignments](#).
 3. Sub-districts identify allowable uses by general category according to [Table 4C – Sub-District & Permitted Uses](#).
 - a. Uses that are not identified by Sub-District are considered prohibited.


4.05 Transportation Network Standards

1. *District framework plans* must map existing and planned thoroughfares including the following:
 - a. The major thoroughfare network as mapped in the *development area plan*,
 - b. The *minor thoroughfare network* as represented in the *district framework plan* [Table 4A – Operational Overlays](#).
 - c. Existing thoroughfares not mapped on the major thoroughfare network.
 2. *District framework plans* must map a future *minor thoroughfare network*, consisting of the following:
 - a. Modifications to existing thoroughfares,
 - b. New thoroughfares,
 - c. Modifications to existing *intersections*,
 - d. New *intersections*.
 3. The thoroughfare network must be configured as a grid creating *blocks* according to the following:
 - a. *Blocks* must be sized according to [Table 4D – Block Characteristics](#).
 - b. *Blocks* must be shaped according to [Table 4D – Block Characteristics](#).
 - c. The thoroughfare network may deviate from these requirements to accommodate natural conditions, to intersect major thoroughfares at right angles, at character district boundaries and outside of the *pedestrian shed*.
 4. Thoroughfares and *intersections* must be configured according to the following:
 - a. All thoroughfares must connect to other thoroughfares, forming a network,
 - b. New thoroughfares must connect wherever possible to thoroughfares outside of a character district,
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5. Thoroughfare assemblies and *intersection* assemblies must be included for each mapped thoroughfare and *intersection* in accordance with the American Fork City Public Improvement Specifications, Standards, and Drawings.
 6. Minor thoroughfare assemblies (external to blocks) may be proposed, but must (at a minimum) meet the following:
 - a. 32 feet of asphalt on a two-way thoroughfare;
 - b. Proposed thoroughfare must accommodate drainage;
 - c. Proposed thoroughfare must accommodate pedestrians.
 7. *District framework plans* must map a future bicycle network, consistent with the governing *development area plan*, indicating the following:
 - a. Existing and future bicycle facilities and network,
 - b. *Bicycle lanes*, routes and trails connecting to the existing bicycle network, regional open space, existing and future trail networks, schools, and *civic districts*.
 8. *District framework plans* must map existing and future major utility easements for utilities with a continuous easement traversing more than the subject district.
 - a. Major utility easements should be assigned to thoroughfare rights-of-way.
 - b. Future major utility easements should avoid entering districts when possible.

4.06 Civic Districts Standards

1. Land designated *civic district* is reserved for public open space and *civic buildings*.
 2. A *district framework plan* must assign *civic districts* in the amount required in [Table 4B - Block Type & Sub-District Assignments](#).
 3. A designation of *civic open space* (CS) may be applied to any *civic district*, restricting its use to those *civic space* types specified in [Table 7D - Civic Open Space Types](#), and associated structures.
 4. *Civic open space* must be publicly accessible.
 5. *Civic open space* less than 5 contiguous acres will not be managed by the City; a management authority will need to be assigned in coordination with the City.
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- a. Open space maintenance shall comply with [Section 12.12](#) of the American Fork City Code.
 6. No more than 20% of the land area of a *character district* may be assigned to civic open space.
 7. A *district framework plan* may designate *civic districts* reserved for school sites and other buildings of civic importance, to be used as civic open space temporarily.
 8. Designation of *civic building* (CB) may be applied to any *civic district*, or portion thereof, less than 2 acres in area, restricting its use to those *civic building* types specified in [Table 7D – Civic Open Space Types](#).

4.07 Special Requirements






1. A *district framework plan* must demonstrate compliance with any special requirements designated in the *development area plan*.
2. A *district framework plan* may designate the following special requirements:
 - a. A mandatory connection requiring *block plans* provide a vehicular or pedestrian thoroughfare along a provided trajectory.
 - b. A mandatory zoning restriction requiring *block plans* assign a specified category for lots along an edge of a *block* type.

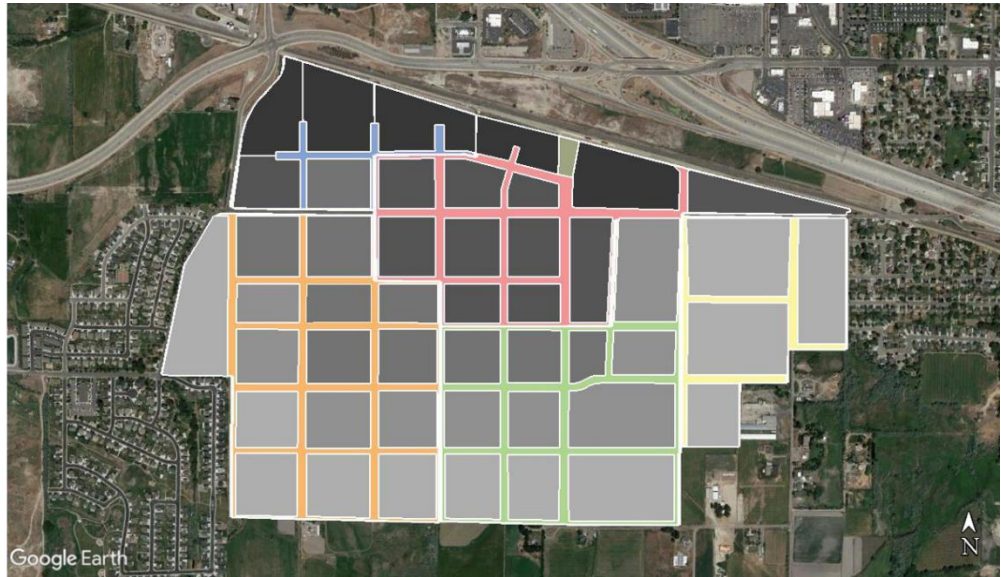
4.08 Operational Overlay

1. A *district framework plan* must demonstrate general compliance with [Table 4A – Operational Overlays](#).

TABLE 4A - OPERATIONAL OVERLAYS

Block Types

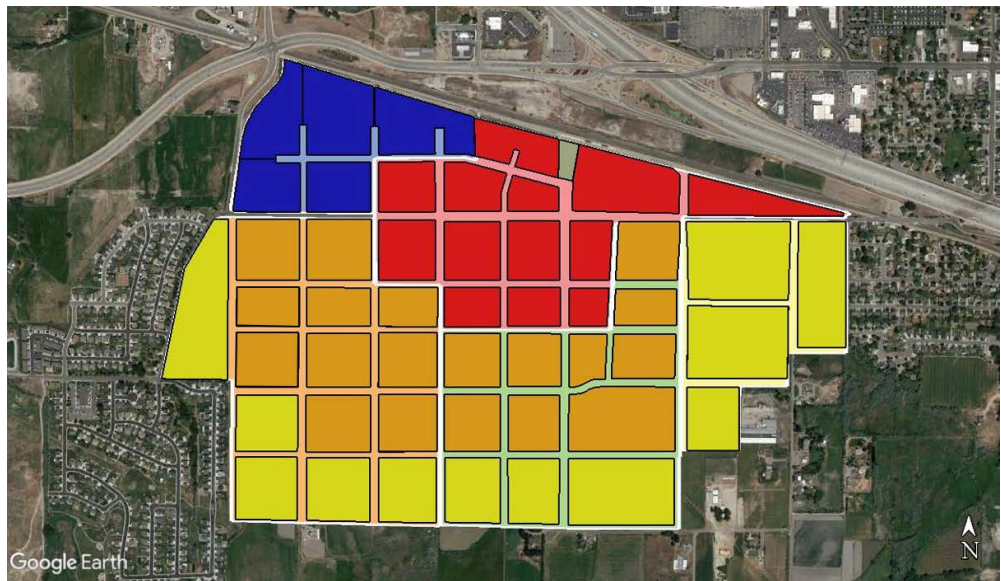
-  Block Type 2 (BT-2)
-  Block Type 3 (BT-3)
-  Block Type 4 (BT-4)
-  Block Type 5 (BT-5)
-  Block Type 6 (BT-6)



Block Types & Structure

Sub-Districts

-  Office Core
-  Mixed-Use Core
-  General Mixed-Use
-  Neighborhood Edge



Sub-Districts

TABLE 4B - BLOCK TYPE & SUB-DISTRICT ASSIGNMENTS

District		Block Type Percentages						Civic Open Space
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6	
Business District								
Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	0 - 20%	15 - 30%	20 - 50%	5 - 10%
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Core								
Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	30 - 60%	0 - 50%	5 - 10%
West Neighborhood								
Neighborhood Edge	ED-R	0 - 40%	10 - 60%	N/A	N/A	N/A	N/A	10 - 20%
General Mixed-Use	MU-G	N/A	20 - 50%	10 - 40%	0 - 25%	N/A	N/A	10 - 20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 4B - BLOCK TYPE & SUB-DISTRICT ASSIGNMENTS

District		Block Type Percentages						Civic Open Space
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6	
Garden District								
Neighborhood Edge	ED-R	20 - 40%	10 - 40%	0 - 25%	N/A	N/A	N/A	10 - 20%
General Mixed-Use	MU-G	N/A	20 - 50%	10 - 40%	0 - 25%	N/A	N/A	10 - 20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

East Neighborhood								
Neighborhood Edge	ED-R	0 - 60%	40 - 100%	N/A	N/A	N/A	N/A	10 - 20%
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 4C - SUB-DISTRICT & PERMITTED USES

PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
A. Residential				
Mixed-Use		X		X
Multi-Family		X		X
Single Family: Attached	X	X		X
Single Family: Detached	X			
Senior Housing	X	X		X
Work/Live Unit		X		X
Accessory Dwelling Unit	X	X		
Dormitory		X		X
B. Lodging				
Hotel (no room limit)			X	X
Inn (up to 12 rooms)		X		X
Bed & Breakfast (up to 5 rooms)	X			
C. Business				
Office Building			X	X
Home Occupation	X	X		
D. Retail				
Open Market		X		X
Neighborhood Retail		X	X	X
Display Gallery		X		X
Restaurant		X	X	X
Food Truck	X	X	X	X
Drive-through		X		X
Kiosk		X	X	X
Push Cart		X	X	X
E. Automotive				
Gas Station		X		
Automobile Service				
Drive-through		X		

TABLE 4C - SUB-DISTRICT & PERMITTED USES

PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
F. Civil Support				
Assembly	X	X	X	X
Cemetery	X	X		
Funeral Home		X		X
Hospital		X	X	X
Medical Clinic		X	X	X
Library		X		X
Museum		X	X	X
Post Office		X	X	X
Public Safety	X	X	X	X
Laboratory			X	
Transit Stop/Station	X	X	X	X
G. Education				
College			X	X
Trade School		X	X	X
High School	X	X		
Junior High School	X	X		
Elementary School	X	X		X
Childcare Center	X	X	X	X
Charter School	X	X		X
H. Infrastructure				
Parking Lot		X	X	X
Parking Structure		X	X	X
Utility & Infrastructure	X	X	X	X
Open Space	X	X	X	X

TABLE 4D - BLOCK TYPE LOCATION

BLOCK TYPE	LOCATION	ADJACENCIES
BT-1	<i>BT-1</i> should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i> .	<i>BT-1</i> may be located adjacent to existing single-family residentially zoned properties.
BT-2	<i>BT-2</i> should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i> .	<i>BT-2</i> may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special requirement map must assign LT-2 and/or LT-3 at adjacent edges.
BT-3	<i>BT-3</i> should be located within <i>pedestrian sheds</i> .	<i>BT-3</i> may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special requirement map must assign LT-3 at adjacent edges.
BT-4	<i>BT-4</i> should be located within <i>pedestrian sheds</i> , along major thoroughfares.	<i>BT-4</i> should not be located adjacent to existing single family residentially zoned properties.
BT-5	<i>BT-5</i> should be located within <i>pedestrian sheds</i> , along major thoroughfares or at the edge of the <i>pedestrian shed</i> , along major thoroughfares.	<i>BT-5</i> must not be located adjacent to existing single family residentially zoned properties.
BT-6	<i>BT-6</i> should be located within <i>pedestrian sheds</i> , along major thoroughfares or at the edge of the <i>pedestrian shed</i> , along major thoroughfares.	<i>BT-6</i> must not be located adjacent to existing single family residentially zoned properties.

TABLE 4E - BLOCK CHARACTERISTICS

CHARACTER DISTRICTS	Block Size (net acres)	Block Shape
Business District	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
Transit Core	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
West Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
Garden District	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
East Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	50% min. Orthogonal or Rhomboidal

SECTION 5 BLOCK PLANS

5.01 Instructions

1. Within a character district, the landowner, their agents, or designee of a mapped *block* type must prepare a *block plan* to guide future development.
 - a. A *block plan* must be prepared in a manner consistent with the governing district framework plan.
 - b. A *block plan* may be submitted concurrently with a *district framework plan*.
 - c. A *block plan* may contain one or more adjacent block types within a single district framework plan.
2. The landowner, their agents, or designee must consult with American Fork City and all affected municipal entities for input and feedback in the preparation of a block plan.
3. *Block plans* are submitted in two stages: *Preliminary Block Plan* and *Final Block Plan*. Preliminary and final *block plans* are subject to approval by the *Zoning Clearance Officer* or designated representative, in consultation with city staff.
4. *Block plans* shall expire 24 months after approval if not acted upon further through the submittal of a Lot Plan. Time extensions may be granted by the city upon request.
5. A *block plan* must assign all land within the block type to thoroughfares, lot types, and civic space.
6. A *block plan* submitted for approval must demonstrate compliance with:
 - a. Transportation network standards ([Section 5.03](#)),
 - b. Easement standards ([Section 5.04](#)),
 - c. Lot type standards ([Section 5.05](#)),
 - d. Civic district standards ([Section 5.06](#)),
 - e. Platting standards ([Section 5.07](#)),
 - f. Special requirements, if any ([Section 5.08](#)),
 - g. Phasing standards ([Section 5.09](#)).

5.02 Submission Requirements

1. *Block plans* must be submitted in two stages: *Preliminary Block Plan* and *Final Block Plan*.
2. *Preliminary Block Plan* submittals must include the following exhibits:
 - a. Exhibit 1: Legal Description, including a legal description of the property.
 - b. Exhibit 2: Boundary Survey and Preliminary Title Report.
 - c. Exhibit 3: District Framework Plan, including the governing district framework plan, indicating the *block type* or *block types* being submitted, and *civic districts*.
 - d. Exhibit 4: Boundary Map, including:
 - i. Name and ownership of the property,
 - ii. Acreage of the property,
 - iii. Boundary of the property with dimensions,
 - iv. Existing land use of all properties within 500 feet of the *block type* boundary.
 - e. Exhibit 5: *Block Plan*, including:
 - i. Buildable lots including lot type assignments, lot width at frontages, lot IDs, and *net lot area*, both graphically and in a data table,
 - ii. *Civic district* boundaries, their types, acreages, and anticipated use,
 - iii. A data table including the gross acreage and net acreage of the *block type*, net acres of developable land and total acreage assigned to thoroughfares and *alleys*,
 - iv. A data table indicating the total aggregated gross acreage of each lot type and *civic district* (e.g. 2.12 acres of LT-4) and percentage of the gross *block type* acreage (e.g. LT-4 is 34% of the gross *block type* acreage).
 - f. Exhibit 6: *Principal Frontage Plan*, indicating the *principal frontage* and secondary frontages for each buildable lot.
 - g. Exhibit 7: Transportation Network Plan, including:
 - i. A key showing the thoroughfare network of the governing district framework plan and the transportation master plan.
 - ii. Existing, new, and modified thoroughfares and *alleys* as required in [Section Z](#), including centerline radius, and a data table indicating ownership, Right-

- of-Way width, number of vehicular lanes, thoroughfare type, and transportation provisions.
- iii. New and modified *intersections*, identifying the type.
- iv. Any public transportation stops or ways, bicycle ways, and trails within and adjacent to the *block plan* area.
- h. Exhibit 8: Utilities Plan, including:
 - i. General location of wet and dry utility runs and easements,
 - ii. General location of transformers and other above ground utilities,
 - iii. General location of street lights,
 - iv. General location of fire hydrants,
 - v. Easements required for snow storage in *alleys*.
- i. Exhibit 9: Thoroughfare Naming Plan, including:
 - i. Names for each thoroughfare within the *block* type in accordance with the City's street naming ordinance.
- j. Exhibit 10: Thoroughfare Assemblies, including:
 - i. Thoroughfare assemblies for new and modified existing thoroughfares, in compliance with the American Fork City Public Improvement Specifications, Standards, and Drawings.
- k. Exhibit 11: Intersection Assemblies, including:
 - i. *Intersection* assemblies for new and modified existing *intersections*, in compliance with the American Fork City Public Improvement Specifications, Standards, and Drawings.
- l. Exhibit 12: Phasing Plan, including:
 - i. Phase boundaries, acreages, and sequence for each phase as required in [Section 5.09](#).
- m. Exhibit 13: Preliminary Civic Open Space Plan, for each *civic district* assigned as civic open space, in compliance with [Section 7](#), including:
 - i. Location and materials for landscaping, walkways, trails, paving, water features, and lighting,
 - ii. Location of proposed structures, including landscape *follies*,

- iii. Intended use of all open spaces,
 - iv. Ownership and maintenance responsibility.
 - n. Exhibit 14: Special Requirements, including:
 - i. A graphic depiction of special requirements according to [Section 5.08](#).
 - o. All exhibits must include:
 - i. North arrow, graphic scale, and date.
 - ii. Existing land use of all properties within 500 feet of the *block plan* boundaries. Exhibits 9 through 13 may exclude this item.
- 3. Final *Block Plan* submittals must include:
 - a. All exhibits required for preliminary *block plan* submittals,
 - b. Engineering drawings, including:
 - i. All proposed drainage facilities,
 - ii. Thoroughfare and *alley* cross-sections, grading, construction, and trajectories,
 - iii. Transportation related signs and signals,
 - iv. Above and below ground utility details,
 - v. Site grading,
 - vi. Lot and road addresses and addresses for each *intersection*.
- 4. All documents must be submitted digitally in portable document format (PDF) and hard copy format, including both a submission booklet at 11" x 17" and each exhibit at 24" x 36".
- 5. Application forms and fees must be submitted according to the Municipality Fee Schedule.
- 6. A plan identifying the funding, construction, phasing, and timing for all *civic* open spaces must be submitted as an addendum to the required exhibits.

5.03 Transportation Network Standards

- 1. A *block plan* must include a thoroughfare network plan mapping the following:
 - a. Adjacent thoroughfares mapped in the district framework plan,

- b. Modifications to existing thoroughfares, if any,
 - c. A local thoroughfare network consisting of all new thoroughfares within the *block plan*.
2. The thoroughfare network plan must map thoroughfares and *intersections* as follows:
- a. All thoroughfares must connect to other thoroughfares with *intersections*, forming a network.
 - i. Close-ended streets (cul-de-sacs) may only be permitted within *BT-1* and *BT-2*, and only within *BT-3* and *BT-4* located at the edge of a character district or adjacent to natural or man-made boundaries that limit vehicular connectivity.
 - ii. Close-ended streets should provide a pedestrian path from the end of the close-ended street (when permissible), completing the pedestrian network.
 - iii. Use of close-ended streets shall not conflict with [Table 4A - Operational Overlay](#).
 - b. New thoroughfares must connect wherever possible to thoroughfares outside of the *block plan*,
 - c. The right-of-way (ROW) width of new thoroughfares is limited to those specified in [Table 5A - Thoroughfare Network Requirements](#),
 - d. *Intersection* types are limited to those specified in [Table 5A - Thoroughfare Network Requirements](#).
3. The thoroughfare network plan must be configured to define *blocks* with *sub-block faces* sized according to [Table 5A – Thoroughfare Network Requirements](#).
4. Local thoroughfare assemblies (internal to blocks) may be proposed, but must (at a minimum) meet the following:
- a. 32 feet of asphalt on a two-way thoroughfare;
 - b. 26 feet of asphalt on a one-way thoroughfare;
 - c. Proposed thoroughfare must accommodate drainage;
 - d. Proposed thoroughfare must accommodate pedestrians.
5. Thoroughfare assemblies and *intersection* assemblies must be included for each mapped thoroughfare and *intersection* in accordance with [Section 7](#).

- 6. *Alley and rear lane* easements along the rear of lots, providing access to lots and utility easements, must be included in all *blocks* where required in [Table 5A - Thoroughfare Network Requirements](#).
 - a. *Alley and rear lane* easements must be accessed by a minimum of two points along the edge of the *block* or *sub-block*.
 - b. *Alley* easements must be in accordance with the American Fork City Public Improvements Specifications, Standards, and Drawings.
 - c. *Rear lane* easements must be in accordance with the American Fork City Public Improvements Specifications, Standards, and Drawings.
- 7. *Alleys and rear lanes* shall be private and will be maintained by private management (i.e. Homeowners Associations).
 - a. Aside from *rear lanes* and *alleys* private *thoroughfares* are not allowed.

5.04 Easement Standards


- 1. Snow Storage Easements
 - a. A *block plan* that includes *alley* or *rear lanes* must include a snow storage easement in each *block*, configured as generally illustrated and sized as specified in [Table 5B – Snow Storage](#).
 - b. Snow storage easements are required at all *alleys* and *rear lanes*.
 - c. Snow storage easements may be larger than the areas required in [Table 5B – Snow Storage](#).
 - d. Snow storage areas may be established either through easement or HOA ownership.
 - e. Snow storage easements must be located with sufficient space for vehicular access to garages.
 - f. Snow storage easements must be located to allow easy access for snowplows.
- 2. Utility Easements
 - a. A *block plan* must map all utility locations and easements in accordance with [Section 7](#).
 - b. *Blocks* without *alley* or *rear lane* easements may have dry utility easements along rear property lines when possible or along secondary frontages if necessary.



5.05 Lot Type Assignments

1. A *block plan* must identify a lot type assignment to each lot. Lots must be assigned one lot type.
2. Lot type assignments are limited by *block* type according to [Table 5C – Block Type to Lot Type Assignments](#).
 - a. The percentage of each lot type is calculated as the sum of the gross lot area for each lot in the lot type divided by the total acreage of the *block* type.
 - b. *Block* types under 6 gross acres may deviate from lot type assignment percentages as determined by the Planning Department.
3. Transitioning of lot types between higher and lower lot types, for providing transitions in *intensity*, must occur sequentially (i.e. LT-4 to LT-5 to LT-6).
4. Transitions between lot types should occur at rear lot lines and along thoroughfares, not across thoroughfares.

5.06 Civic District Standards

1. Land designated *civic district* is reserved for public open space and *civic buildings*.
 2. A *block plan* must assign *civic districts* according to [Table 5C - Block Type to Lot Type Assignments](#).
 - a. The percentage of *civic districts* is calculated as the sum of the gross lot area for each *civic district* divided by the total acreage of the *block* type.
 3. *Civic districts* assigned in the district framework plan within the *block* type count towards the requirements of [Table 5C - Block Type to Lot Type Assignments](#). *Civic districts* assigned in the district framework plan shall meet the percentage ranges permitted in [Table 5C - Block Type to Lot Type Assignments](#).
 4. A designation of *civic open space* (CS) may be applied to any *civic district*, restricting its use to those *civic open space* types specified in [Table 7D - Civic Open Space Types](#), and associated structures. *Civic open space* must be publicly accessible.
 5. *Civic open space* less than 5 contiguous acres will not be managed by the City; a management authority will need to be assigned in coordination with the City.
 - a. Open space maintenance shall comply with [Section 12.12](#) of the American Fork City Code.
- 

6. A *block plan* may designate *civic districts* reserved for school sites and other buildings of *civic importance*, to be used as *civic open space* temporarily.
7. A designation of *civic building (CB)* may be applied to any *civic district*, or portion thereof, less than 2 acres in area, restricting its use to those *civic building types* specified in [Table 7D – Civic Open Space Types](#).
8. Public planting and public lighting within *civic districts* must be configured according to [Section 7](#).


5.07 Platting Standards

1. All land assigned to lot types within a *block plan* must be subdivided into lots.
2. Lots must have frontages on a minimum of one vehicular or pedestrian thoroughfare except lots with frontages on *civic districts* with access to *alleys* or *rear lanes*.
3. All lots adjacent to a major thoroughfare, as identified by the *development area plan*, shall have a setback in compliance with the standard detail for any major thoroughfare.
4. *Block plans* must designate primary and secondary frontage locations for all lots.
5. Lots must be platted within the following widths as measured along their *principal frontage*:

LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
100 feet min.	88 feet to 176 feet	66 feet to 132 feet	36 feet to 88 feet	22 feet to 78 feet	16 feet to 100 feet	16 feet to 200 feet	16 feet to 240 feet	16 feet to 260 feet

5.08 Special Requirements

1. A *block plan* may assign any of the following special requirements:
 - a. A mandatory retail frontage designation requires and a recommended retail frontage designation advises that a building provide a shopfront at the first building level along the entire length of its private frontage. The shopfront may be combined with an *awning*, or *gallery frontage*.
 - b. A mandatory gallery frontage designation requires and a recommended gallery frontage designation advises that a building provide a gallery frontage along the entire length of its private frontage.
 - c. A mandatory porchfront designation requires and a recommended porchfront designation advises that a building provide a porch in the private frontage.

- 
- d. A build-to line requires the placement of the building facade along the line. Forecourts may recess a building entrance from the build-to line.
 - e. A coordinated frontage designation requires that the private frontage be coordinated with the public frontage as a single, coherent landscape and paving design.
 - f. A mandatory terminated vista designation requires and a recommended terminated vista designation advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the Planning Department.
 - g. A cross block passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.

5.09 Phasing Standards

1. *Block plans* must include a phasing plan indicating the order and unit absorption threshold for each phase.
2. Phase boundaries must occur along rear lot lines and perpendicular to thoroughfare trajectories.
3. Phase numbers must be formatted as sub-phase numbers of the *district framework plan* in the format – *district framework plan* phase - *block plan* phase. (i.e. Phase 4-1, 4-2, 4-3, etc.)

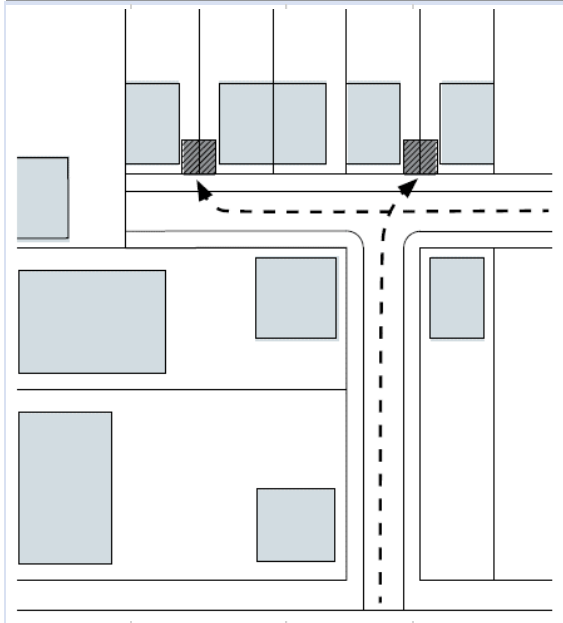
TABLE 5A - THOROUGHFARE NETWORK REQUIREMENTS

BLOCK TYPE	ALLEYS	THOROUGHFARES	INTERSECTIONS	SUB-BLOCK PERIMETER
BT-1	rear lanes optional	52 foot ROW	T, Y, 4W, SI, TN	no maximum
BT-2	rear lanes optional	52 foot ROW	T, Y, 4W, SI, TN	2,400 foot max.
BT-3	rear lanes and <i>alleys</i> optional	52 foot ROW	T, Y, 4W, SI, TN	2,000 foot max.
BT-4	rear lanes or <i>alleys</i> required**	52 foot ROW 66 foot ROW 88 foot ROW	T, Y, 4W, SI, TN, SA	1,800 foot max. *
BT-5	<i>alleys</i> required	52 foot ROW 66 foot ROW 88 foot ROW	T, Y, 4W, SI, TN, SA	1,800 foot max. *
BT-6	<i>alleys</i> required	52 foot ROW 66 foot ROW 88 foot ROW	T, Y, 4W, SI, TN, SA	1,800 foot max. *

* *Sub-blocks* with a perimeter greater than 1,600 feet must include a minimum 11 foot-wide pedestrian passage traversing the block at mid-block or to connect civic spaces.

** In BT-4 rear lanes and *alleys* may be omitted where all lots have a minimum *principal frontage* greater than 60 feet.

TABLE 5B - SNOW STORAGE



BT-1	n/a	BT-4	100 sq.ft. min.
BT-2	n/a	BT-5	150 sq.ft. min.
BT-3	100 sq.ft. min.	BT-6	150 sq.ft. min.

TABLE 5C - BLOCK TO LOT ASSIGNMENTS

Block Type	Lot Type Percentages								
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
BT-1	40 - 80%	0-30%	10 - 30%	n/a	n/a	n/a	n/a	n/a	n/a
BT-2	n/a	40 - 60%	20 - 50%	0-20%	0-10%	n/a	n/a	n/a	n/a
BT-3	n/a	n/a	0-40%	10 - 40%	30 - 50%	0-5%	n/a	n/a	n/a
BT-4	n/a	n/a	n/a	0-20%	20 - 50%	10 - 30%	0-20%	n/a	n/a
BT-5	n/a	n/a	n/a	n/a	n/a	0-40%	20 - 50%	10 - 50%	n/a
BT-6	n/a	n/a	n/a	n/a	n/a	n/a	10-30%	20 - 40%	10-40%


SECTION 6 LOT PLANS

6.01 Instructions

1. Within *character districts*, the landowner, their agents, or designee of a mapped lot must prepare a lot plan detailing future site plan and building development.
 - a. A *lot plan* must be prepared in a manner consistent with the governing *block plan*.
2. This Section sets forth the standards applicable to the development and modification of buildings and other elements of the built environment within private lots.
3. The *Zoning Clearance Officer* or designated representative, in consultation with city staff, may approve, approve with conditions, or deny a *lot plan*.
4. Lot plans submitted for approval must demonstrate compliance with:
 - a. Nonconformities ([Section 6.03](#))
 - b. Lot standards ([Section 6.04](#))
 - c. Building use standards ([Section 6.05](#))
 - d. Parking and loading standards ([Section 6.06](#))
 - e. Building form standards ([Section 6.07](#))
 - f. Architectural standards ([Section 6.08](#))
 - g. Signage standards ([Section 6.09](#))
 - h. Landscape standards ([Section 6.10](#))
 - i. Fencing Standards ([Section 6.11](#))
5. Lot plans shall expire 12 months after approval if not acted upon further.

6.02 Submission Requirements

1. Lot plan submittals must include the following exhibits:
 - a. Exhibit 1: Legal Description, including a legal description of the property.
 - b. Exhibit 2: Boundary Survey and Preliminary Title Report.
 - c. Exhibit 3: Lot Location and Context, including the governing district framework plan, and *block plan*, indicating:

- 
- i. Lot size,
 - ii. Lot type,
 - iii. Gross lot area in acres,
 - iv. *Net lot area* in acres,
 - v. Width of the *principal frontage* (lot width),
 - vi. *Block type* and *block type ID* the lot is within,
 - vii. Character district the lot is within.
- d. Exhibit 4: Lot Configuration including:
- i. Boundary of the lot with dimensions in feet, indicating both net and gross lot dimensions,
 - ii. Location of the *principal frontage*,
 - iii. Location of any secondary frontages,
 - iv. Location and dimensions of the first *lot layer*,
 - v. Location and dimensions of the second *lot layer*,
 - vi. Location of the third *lot layer*.
- e. Exhibit 5: Building Use ([Section 6.05](#)), including:
- i. For multiple uses on a single lot, plans illustrating the location and extent of each use on the lot, including common areas. For vertically mixed uses, the location and extent of each use must be depicted for each floor,
 - ii. A data table describing the permitted density, including the lot type, gross lot area, maximum permitted density per acre, and the resulting maximum DUs permitted on the lot,
 - iii. A data table describing the proposed density and use, including the area in square feet and DUs allocated to each use and a row including the total DUs and building area in square feet. For vertically mixed uses, each floor must be listed individually,
 - iv. For multiple buildings on a single lot, the above data tables must include a key to the building ID where each use is located, coordinated with Exhibit 7.
- f. Exhibit 6: Parking and Loading ([Section 6.06](#)), including:

- i. Location of on-street parking stalls included in the provided parking calculation,
 - ii. Location of off-street parking stalls, including stall dimensions, aisle dimensions, and distance of the parking area, from lot boundaries,
 - iii. Location and dimensions of driveways, including openings in buildings or streetscreens to provide vehicular access,
 - iv. A data table describing the required parking, with each use on a separate line, area in square footage, required parking ratio, and total required stalls per each use, and a row including the total required stalls,
 - v. For lots employing shared parking, include a completed shared parking Table 6F - Parking Requirements. For shared parking stalls provided by an off-site facility, include information pertaining to the facility being used for required parking fulfillment.
- g. Exhibit 7: Building Form ([Section 6.07](#)), including:
- i. Location of building footprints, including open areas with permanent roofing, dimensioned and including the area of each footprint in square feet, location of the principal entrance to each building, and a building ID where there are multiple buildings on a single lot,
 - ii. Dimensions of the setbacks - front, side, rear, and secondary - for each building on the lot,
 - iii. Building height, for each building, indicating the location of each finished floor above sidewalk grade. For buildings enfronting thoroughfares, the facade along the thoroughfares must be used for dimensioning,
 - iv. Frontage configuration, depicting the location and type of private frontages, encroachment types and depths, surface treatment, and intended use of private frontages for nonresidential uses.
 - v. A data table describing building placement, including total lot coverage and frontage buildout, as well as setbacks for each building,
 - vi. A data table describing building height, including the elevation of each finished floor above sidewalk grade for each building.
- h. Exhibit 8: Architecture, illustrating compliance with [Section 6.08](#).
- i. Exhibit 9: Signage ([Section 6.09](#)), including:
- i. Location of each sign on buildings and the lot,

- ii. Dimensions and design of each sign,
 - iii. A data table describing the characteristics of each sign, including the type, width, height, area, materials, and type of illumination,
 - iv. Addresses for buildings and units, location and configuration of each address sign.
- j. Exhibit 10: Landscape ([Section 6.10](#)), including:
- i. Landscape plan illustrating all surface treatments and plants on the lot, keyed to a data table describing the type of plant material and paving, and demonstrating compliance.
- k. All exhibits must include:
- i. North arrow, graphic scale, and date.
2. All documents must be submitted digitally in portable document format (PDF) and hard copy format, including both a submission booklet at 11" x 17" and each exhibit at 24" x 36" .
 3. Application forms and fees must be submitted according to the Municipality Fee Schedule.

6.03 Nonconformities

1. The provisions in this Section are applicable to the extent permitted under Utah law.
2. Existing buildings and appurtenances that do not conform to the provisions of this Section may continue in such use until a substantial modification is requested or the use of the building changes, at which time the *Zoning Clearance Officer* or designated representative, in consultation with city staff, will determine the provisions of this Section that apply. Substantial modifications and nonconformities exclude the following:
 - a. Modifications made within a three-year period of the adoption of this Chapter.
 - b. Interior modifications to a single-family residence retaining its existing use.
3. The temporary or illegal use of property is not sufficient to establish or create rights in the continuation of a nonconformity.
4. The existence of a nonconformity may not be used as a reason to add new uses, structures, or site improvements that are not allowed by the regulations of the applicable lot type.

5. Where buildings exist on adjacent lots, the *Zoning Clearance Officer* or designated representative, in consultation with city staff, may request that a proposed building match the setbacks and heights of adjacent buildings rather than the provisions of this Section. Approved deviations from the Chapter will not be considered nonconformities.

6.04 Lot Standards

1. Lot Layers

- a. Lots are divided into regulatory *lot layers*.
- b. Each lot may contain one or more principal and secondary frontage, according to the governing *block plan*. If a lot has not been assigned principal and secondary frontages, they will be assigned by the Planning Department.
- c. The first *lot layer* contains the private frontage, configured according to [Section 6.06](#).
- d. The second *lot layer* is set at varying depths (depending upon lot type) between the first *lot layer* and the third *lot layer*. The second *lot layer* pertains only to the *principal frontage*. Parking may be located in the second *lot layer*.
- e. The third *lot layer* may contain outbuildings and parking, covered or uncovered, configured according to [Section 6.05](#).

2. Lot Aggregation and Subdivision

- a. All lots, existing, subdivided, or assembled must not exceed the following lot widths as measured along their *principal frontage*:

LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
100 feet min.	88 feet to 176 feet	66 feet to 132 feet	36 feet to 88 feet	22 feet to 78 feet	16 feet to 100 feet	16 feet to 200 feet	16 feet to 240 feet	16 feet to 260 feet

- b. Lots assembled into one parcel that encompass more than one lot type are assigned the lower of the lot types unless City Council has approved otherwise.
- c. Where lots are assembled into one ownership, the side and rear setbacks between assembled lots may be eliminated.
 - i. Lot line adjustments may be required (as per state code).

6.05 Building Use Standards

1. Density

a. The maximum density of each lot is calculated in terms of *development units* (DU) per gross lot area where one *development unit* (DU) equals one residential unit or 1,100 square feet of non-residential. Gross lot area is calculated as the *net lot area* plus the area of adjacent thoroughfares, *alleys* and passages between lot lines and centerlines.

b. Maximum density is limited to the following ratios per each lot type:

LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
2 DUs per gross acre	4 DUs per gross acre	8 DUs per gross acre	14 DUs per gross acre	20 DUs per gross acre	30 DUs per gross acre	42 DUs per gross acre	50 DUs per gross acre	65 DUs per gross acre

c. Maximum density of each lot may not be less than one DU. Fractional remainders are rounded downwards in one-half unit increments.

2. Accessory Dwelling Units (ADUs)

a. An ADU is permissible as per [Section 17.5.134](#) of the American Fork City Code.

3. Permitted Functions

a. Building use is limited to the allowable building functions and *intensity* restrictions according to [Table 6E - Building Use](#).

b. Permitted commercial functions other than office, lodging, educational, and *civic* support are limited to the ground floor of buildings. Buildings accessed by a lightwell frontage in LT-6, LT-7, and LT-8 may be permitted a commercial function in the basement level in addition to the area located on the ground floor. Mezzanine levels are considered ground floor levels for this purpose.

6.06 Parking and Loading Standards

1. Required Parking

- a. Parking requirements are determined by function according to [Table 6F - Parking Requirements](#).
 - i. Linear buildings less than 30 feet deep and no more than two stories are exempt from minimum parking requirements.
 - ii. Non-residential parking shall require a ratio of one (1) space per 350 square feet of enclosed non-residential space.
 - iii. Multi-family residential parking shall require 1.5 spaces per dwelling.
 - iv. Residential, other than multi-family, shall require 2 spaces per dwelling.
 - v. Food truck parking and vending shall be permitted to vend on city designated streets in accordance with [Section 5.05](#) of the American Fork City Code.
- b. Required parking may be fulfilled in the following locations:
 - i. Parking spaces provided within the lot; all single family residential required parking must be provided within the lot,
 - ii. Parking spaces provided on-street corresponding to lot frontages, except in LT-1, LT-2 and LT-3,
 - iii. Parking spaces leased from a private or public parking facility within 500 feet of the lot, including a non-adjointing shared parking facility,
 - iv. Parking spaces in a shared parking facility between adjoining lots. Shared parking facilities are subject to a recorded covenant specifying funding, maintenance, insurance, and management.

2. Off-Street Parking Access

- a. Parking must be accessed by *alleys* or rear lanes where available,
- b. Single-family residential uses may access parking from either primary or secondary frontages.
- c. Where *alley* or rear lane access is unavailable, parking may be accessed by driveways according to the following:
 - i. From the secondary frontage.
 - ii. From the *principal frontage* in LT-1, LT-2 and LT-3.

- iii. From the *principal frontage* in LT-4 for lots at least 45 feet wide.
 - iv. From the *principal frontage* in LT-5 and LT-6 for lots at least 60 feet wide.
 - d. Pedestrian access to parking lots and parking structures must be directly from a frontage, except for underground parking levels.
- 3. Off-Street Parking Location
 - a. Off-street parking must be located within the third *lot layer* and according to [Table 6C – Garage Types](#) and [Table 6D – Private Frontages: Automobile](#).
- 4. Off-Street Parking Physical Requirements
 - a. [Section 6.06.4](#) is not applicable to single-family residential functions.
 - b. A minimum of one bicycle rack space must be provided within the principal or secondary frontage for every twenty vehicular parking spaces.
 - c. Curbing may be omitted in parking lots in coordination with the City Engineer.
 - d. Parking lots must be masked from all frontages by a building or streetscreen.
 - i. Streetscreens should be a minimum of 4 feet in height and have openings no larger than necessary to allow automobile and pedestrian access.
 - e. Parking lots may not be used for the sale, repair, or dismantling of any vehicle or equipment, or for storage of materials or supplies.
 - f. Parking must comply with applicable regulations related to lighting, paving, and drainage.
 - g. Tandem parking may be used to fulfill parking requirements for multi-family housing or where operated by a valet parking service.
 - h. Parking facilities on adjoining lots should share access points, drive-ways and parking subject to a recorded covenant.
 - i. Ingress vehicular control devices must be located so as to provide a minimum driveway of 20 feet in length between the building *facade* and dispenser.
 - j. Parking structures must include liner buildings along the *principal frontage* where they are located within 40 feet of the *principal frontage* line.
- 5. Parking Structures
 - a. Where above ground structured parking is located at the perimeter of a building with frontage along a street; it shall be screened in such a way that cars on all parking levels are completely screened from pedestrian view from all adjacent

public streets. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

- b. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrance, signage and glazing.
- c. Parking structures and adjacent sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles.
- d. All structured parking will be allowed to apply for the following parking reductions:
 - i. Non-residential: 20% overall reduction,
 - ii. Single family – attached: 0.5 spaces per unit,
 - iii. Multi-family residential: 0.5 spaces per unit.

6.07 Building Form Standards

1. Building – Lot Relationship

- a. The establishment of building type to lot type relationship is identified in [Table 6E - Building Type - Lot Type](#).

2. Building Placement

- a. Lot coverage by buildings must not exceed the maximum percentages of *net lot area* according to [Table 6A - Building Form](#).
- b. The number of buildings permitted on one lot is limited according to [Table 6A - Building Form](#).
- c. A principal building must be designated on each lot.
- d. The *facade* of the principal building must be built parallel to a *principal frontage* lot line or to the tangent of a curved *principal frontage* lot line, except where a build-to-line requires otherwise.
- e. The *facade* of the principal building must occupy a minimum percentage of the *principal frontage* width within the first *lot layer*, as specified in [Table 6A - Building Form](#) as frontage buildout. Chimneys, porches, and similar non-structural building elements do not count towards the frontage buildout.
- f. The principal entrance in LT-7, LT-8 and LT-9 must be on a frontage line. Forecourts and recessed stoops as specified in [Section 6.08](#), that recess the principal entrance from the frontage line are permitted.

3. Building Setback

- a. Buildings must be setback from the boundaries of their lots according to [Table 6A - Building Form](#).
- b. The rear setback for outbuildings is a minimum of 15 feet measured from the centerline of the *alley* or the rear lot line in the absence of an *alley*, except at corner lots where the rear setback for outbuildings is a minimum of 0 feet. Where garages are setback less than 15 feet measured from the centerline of the *alley* at corner lots, access to the garage may not be provided along the *elevation* facing the *alley*.
- c. Front setback requirements may be modified by the *Zoning Clearance Officer* or designated representative, in consultation with city staff, to accommodate slopes over ten percent.

4. Building Height

- a. Building height is measured in stories for each above-ground level according to the following:
 - i. Stories are measured from finished floor to finished ceiling,
 - ii. Stories above the ground floor are limited to 14 feet. Stories may be combined to exceed 14 feet, counted as multiple stories, subject to approval from the *Zoning Clearance Officer* or designated representative, in consultation with city staff,
 - iii. Ground floor height exceeding 18 feet is counted as 2 stories,
 - iv. Ground floor height may not exceed 30 feet subject to approval from the *Zoning Clearance Officer* or designated representative, in consultation with city staff,
 - v. Ground floor height for commercial uses must be a minimum of 14 feet.
- b. Building height is limited according to [Table 6A - Building Form](#).
 - i. Unfinished *attics* do not count towards building height. Finished *attics* count towards building height as a half story.
 - ii. Raised basements greater than 3 feet above grade at the *principal frontage* are counted as a story.
- c. Residential and lodging uses should have a first-floor level raised a minimum of 18 inches from average sidewalk grade at the *principal frontage*.

- d. Height limits for masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, or other non-habitable structures are determined by the *Zoning Clearance Officer* or designated representative, in consultation with city staff.
- e. For free standing parking structures, maximum height is measured in feet according to [Table 6A - Building Form](#). Story heights and limits do not apply.
- f. For parking structures in LT-7, LT-8 and LT-9 attached to a building or buildings for at least 50% of their perimeter, height may exceed the maximum for parking structures provided they not exceed the eave height of the attached building or buildings.

5. Private Frontage Location

- a. The private frontage is located in the first *lot layer* and must be configured according to [Table 6B - Private Frontages](#).
- b. Each building must be assigned a private frontage type according to [Section 6.07.6](#) and [Table 6B - Private Frontages](#).
- c. Lots fronting two or more thoroughfares or passages have private frontages along each. Prescriptions for the first *lot layer* pertain to all frontages.
- d. Balconies, bay windows, and chimneys may *encroach* into the first *lot layer* up to 60% of the depth in LT-4 and LT-5 and 100% in LT-6, LT-7, LT-8, and LT-9 for all uses.

6. Private Frontage Configuration

- a. Private frontages must be configured according to [Table 6B - Private Frontages](#).
- b. Building access must meet the following requirements by ground floor function:
 - i. Lodging functions in LT-7, LT-8 and LT-9 should be accessed from walkway grade. Lodging functions in LT-4, LT-5, and LT-6 should be raised a minimum of 18 inches from walkway grade.
 - ii. Office, educational, and civil support functions in LT-7, LT-8 and LT-9 should be accessed from walkway grade. Office uses in LT-4, LT-5, and LT-6 should be raised a minimum of 18 inches from walkway grade.
 - iii. Retail functions must be accessed from walkway grade.
- c. Ground floor entrances to retail, commercial and lodging functions must be illuminated.
- d. Loading docks and service areas may be permitted in LT-7, LT-8 and LT-9 at secondary frontages.

- e. Where a portion of a frontage in LT-7, LT-8 or LT-9 does not contain a building facade, a streetscreen must be built parallel with the facade of the adjacent building.
 - i. Streetscreens should be a minimum of 4 feet in height and have openings no larger than necessary to allow automobile and pedestrian access.
- f. Non-residential buildings may utilize the public frontage for seating, serving, displays of merchandise, and other business-related activities provided a minimum six foot contiguous clear path is maintained within the public frontage, private frontage, or a combination of both.
- g. Where a special requirements plan specifies a coordinated frontage, the private frontage must be coordinated with the public frontage as a single, coherent landscape and paving design.

7. Private Frontage Assignments and Encroachments

- a. Private frontage type is limited by lot type according to [Table 6B - Private Frontages](#), and the following use-based restrictions:
 - i. Single family residential functions may be assigned common yard, porch and fence, terrace, lightwell, or stoop frontages.
 - ii. Multi-family residential functions may be assigned terrace, lightwell, forecourt, stoop, or gallery frontages.
 - iii. Lodging functions in LT-7, LT-8, and LT-9 may be assigned terrace, forecourt, stoop, or gallery frontages.
 - iv. Lodging functions in LT-4, LT-5, and LT-6 may be assigned common yard, porch and fence, terrace or lightwell frontages.
 - v. Office, educational, and civil support functions in LT-6, LT-7, LT-8, and LT-9 may be assigned terrace, forecourt, stoop, or gallery frontages.
 - vi. Office, educational, and civil support functions in LT-3, LT-4, and LT-5 may be assigned common yard, porch and fence, terrace or lightwell frontages.
 - vii. Retail functions must be assigned shopfront frontages.
 - viii. Shopfronts in LT-5 and LT-6 may combine a shopfront with a terrace frontage.
 - ix. Shopfronts in LT-7, LT-8, and LT9 may be combined with a terrace, lightwell, forecourt, or gallery frontage.

- b. Frontage encroachments are limited according to [Table 6B - Private Frontages](#).
 - c. Private frontages with elements that *encroach* into the public frontage must maintain a minimum six-foot contiguous clear path within the public frontage, private frontage, or a combination of both.
 - d. Balconies, bay windows, and chimneys may *encroach* into the first *lot layer* up to 60% in LT-45 / LT-5 and 100% in LT-6 / LT-7 and LT-8 / LT-9 for all uses.
8. Public Frontage: Automobile
- a. Public Frontage: Automobile opportunities are limited by building type according to [Table 6C - Garage Types](#) and [Table 6D - Private Frontage: Automobile](#).
 - b. Garage entrances should be minimized when reasonably possible within the front *elevation* of buildings by varying garage orientation and setbacks based on building type, lot size and architectural style.
 - c. The scale, shape, character, material, panel pattern, window type and color of the door shall correlate with the architectural style of the home.
 - d. To incorporate the door into the collective design of the home, the garage door shall be inset within the garage door opening as appropriate to the architectural style. Garage orientations include but are not limited to recessed, tuck under, flush, swing-in, split tandem, detached rear yard, side-entry, *alley-loaded*, etc.
 - e. Minimum lot width for accommodating a two-car (parallel park) garage shall be 22 feet.


6.08 Architectural Standards

1. Architectural styles must tie to regional precedent (what has been used historically) and natural context (ability to play to climate and geography).
2. Use exterior materials in an authentic manner, consistent with the architectural style, and their historic appearance/ placement on the building.
 - a. No more than three wall materials shall be visible on any exterior wall (excluding the foundation and trim work).
 - b. Heavier (load bearing) materials must be closer to the base of the building.
 - c. Change of materials shall occur naturally (according to style) rather than indiscriminately.

- i. Materials must wrap outside corners; termination of materials must occur at inside corners.
 - d. Consistent use of materials must occur on all building *facades*.
 - e. Colors for all exterior materials (siding, trim, brick, stone, mortar, stucco, etc.) must be selected appropriate to the building's architectural style and to local precedent.
- 3. Streetscreens, where required, should be constructed of a material matching the adjacent building *facade*, a hedge, masonry or stone wall, wrought iron or decorative metal fence no less than 4 feet in height.
- 4. Building mechanical equipment and refuse storage must not be located along frontages.
- 5. Clotheslines must not be located along frontages.
- 6. All openings, including porches, galleries, doors and windows, except for shopfronts, must be square or vertical in proportion.
 - a. Doors and windows that operate as sliders are prohibited along frontages, except at shopfronts.
 - b. Glazed openings above the first story may not exceed 60% of the total building wall area and 80% in LT-8 and LT-9, with each *facade* being calculated independently.
- 7. Photo voltaic (PV) systems along frontages must be flexible panel type or building integrated photo voltaic (BIPV), attached directly to the roofing material, PV roofing shingles, or other conducting system that applies directly to roofing material or sheathing with less than one half inch average vertical dimension or integrated into building shading devices.

6.09 Signage Standards

- 1. All permanent signage must be configured as specified in Table [6G - Signage Standards](#).
- 2. Temporary signage may be permitted in accordance with the Municipality Sign Code.
- 3. Signage can only be used for business on premises. No off-site advertising is allowed.
- 4. Billboards are prohibited.
- 5. Residential Functions

- 
- a. One address number, no more than 6 inches measured vertically, may be attached to the building in proximity to the principal entrance or at a mailbox.
 - b. Entrances to buildings including multi-family housing may install one directory sign, no more than 4 square feet, at each entry.
6. Non-residential Functions
- a. All illuminated signage must be externally illuminated, except signage within the shopfront glazing.
 - b. Monument signs must be separated by a minimum distance of 100 feet.
 - c. Marquee signs may be located only above the principal entrance of a building and may *encroach* into the public frontage to within two feet of the curb.
 - d. Sidewalk signs must be located adjacent to the principal entrance of business or within the verge. Sidewalk signs must be removed from the sidewalk at the close of business each day.

6.10 Landscape Standards

- 1. All planting in the private frontage and private lots must consist of species as specified in [Table 7F - Public Planting](#).
- 2. For residential lots, one walkway no wider than 5 feet providing access to the principal entrance is permitted at all frontages.
- 3. Non-residential functions in LT-7, LT-8, and LT-9, may pave any portion of the private frontage.
- 4. Common yard and porch & fence frontages must be landscaped as follows:
 - a. A minimum of one tree must be planted in the private frontage for every 20 feet of frontage line, calculated as the frontage width divided by 20. Remainders over one half are rounded up. Tree location is at the owner's discretion.
 - b. Approved ground cover may be considered for use in place of turf grass.
- 5. Stoop and forecourt frontages must be landscaped as follows:
 - a. Trees and shrubs are not required in the private frontage. Trees planted in the private frontage should match the species of trees in the public frontage.
 - b. Landscaping, where installed, shall consist of durable species tolerant of soil compaction.

- c. Paving, where installed, must match the public frontage.
6. Shopfront, gallery, terrace, lightwell, common entry, forecourt, and vehicular forecourt frontages must be landscaped as follows:
- a. Trees and shrubs are required in the private frontage.
 - b. Landscaping, where installed, must consist of durable species tolerant of soil compaction.
 - c. The private frontage must be paved to match the public frontage.
7. Parking lots must be landscaped as follows:
- a. One tree must be planted for every 15 spaces.
 - b. Landscaped areas should be placed lower than paving, not mounded up. See [Section 6.06.4](#) for curbing requirements.

6.11 Fencing Standards

1. When fencing is to be installed on residential lots in LT-1, LT-2, LT-3, LT-4, and LT-5 the following screening requirements shall be used:
- a. A solid fence, wall, or hedge along side property lines within the second and third *lot layers*, no greater than 6 feet in height.
 - b. A solid fence, wall, or hedge along rear property lines where there is no *alley* or rear lane, no greater than 6 feet in height.
 - c. A solid fence, wall, or hedge may be aligned a maximum of 20 feet from the rear property line along the rear yard where there is an *alley* or rear lane, no greater than 6 feet in height. The area in front of the fence should be used for parking, refuse storage, and utilities.
 - d. Chain link fencing is prohibited.
2. When fencing is to be installed on residential lots in LT-6, LT-7, LT-8 and LT-9 the following screening requirements shall be used:
- a. A solid wall or hedge along side property lines within the second and third *lot layers*, no greater than 6 feet in height .
 - b. A solid wall or hedge along rear property lines where there is no *alley* or rear lane, no greater than 6 feet in height.



- c. A solid wall or hedge may be aligned a maximum of 20 feet from the rear property line along the rear yard where there is an *alley* or rear lane, a minimum of 6 feet in height and maximum of 8 feet in height. The area in front of the fence should be used for parking, refuse storage, and utilities.
- d. Chain link fencing is prohibited.



TABLE 6A – LT-1 | BUILDING FORM

BUILDING CONFIGURATION	
Number of Bldgs per Lot	1 + outbuilding
Height - Principal Building	2 stories max.
Height - Outbuilding	1 stories max.
Height - Structured Parking	not applicable
Lot Coverage	40% max.
Lot Frontage	100 ft. min.
Second Lot Layer	10 feet
SETBACKS - PRINCIPAL BUILDING	
(a) Front Setback Principal	30 ft. min.
(b) Front Setback Secondary	20 ft. min.
(c) Side Setback	20 ft. min.
(d) Rear Setback	20 ft. min.*
Frontage Buildout	n/a
SETBACKS - OUTBUILDING	
(e) Front Setback	20 ft. min. in addition to the principal building setback
(f) Side Setback	20 ft. min.
(g) Rear Setback	20 ft. min.

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

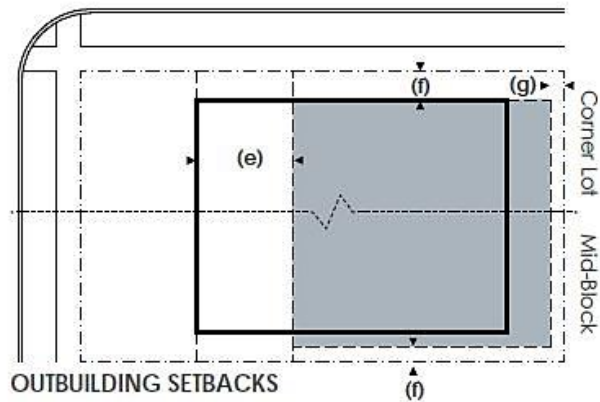
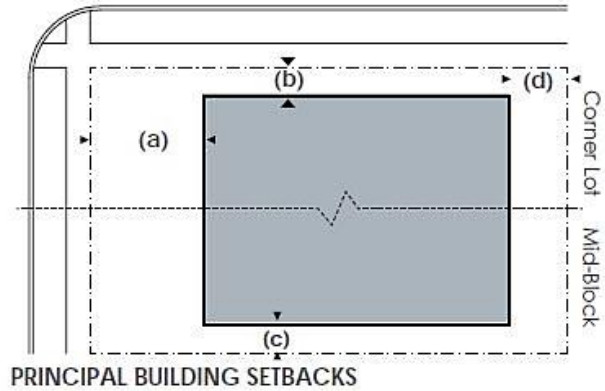


TABLE 6A – LT-2 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	1 + outbuilding
Height - Principal Building	2 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	not applicable
Lot Coverage	50% max.
Lot Frontage	88 ft. - 176 ft.
Second Lot Layer	12 feet

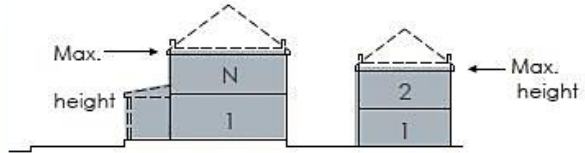
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	24 ft. min., 36 ft. max.
(b) Front Setback Secondary	12 ft. min.
(c) Side Setback	12 ft. min.
(d) Rear Setback	15 ft. min.
Frontage Buildout	40% min at setback

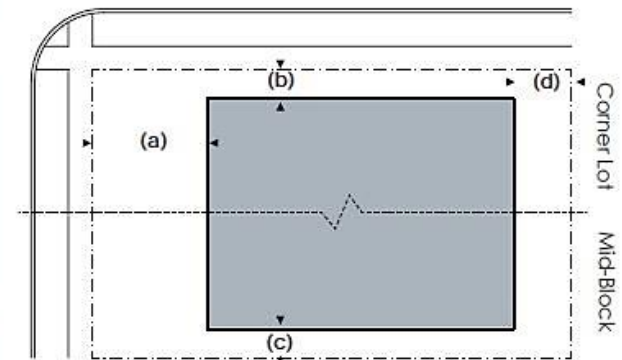
SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min. in addition to the principal building setback
(f) Side Setback	3 ft. min. or 8 ft min. at corner lots
(g) Rear Setback	15 ft. min.

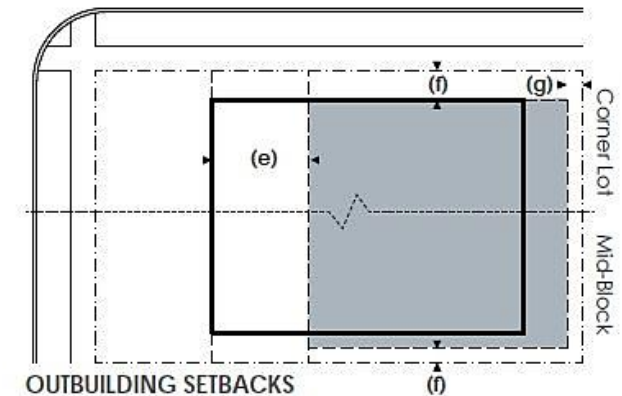
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS

TABLE 6A – LT-3 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	1 + outbuilding
Height - Principal Building	2 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	not applicable
Lot Coverage	60% max
Lot Frontage	66 ft. - 132 ft.
Second Lot Layer	12 feet

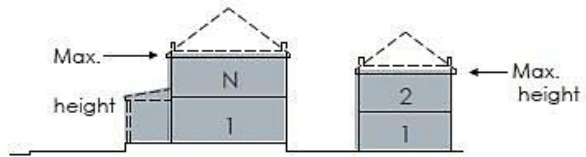
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	18 ft. min., 28 ft. max.
(b) Front Setback Secondary	10 ft. min.
(c) Side Setback	10 ft. min.
(d) Rear Setback	12 ft. min.
Frontage Buildout	40% min at setback

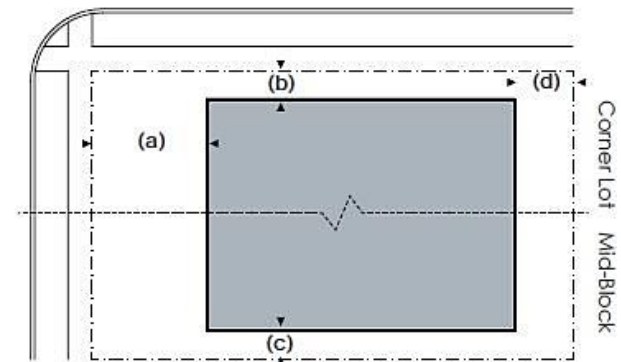
SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min. in addition to the principal building setback
(f) Side Setback	3 ft. min. or 8 ft min. at corner lots
(g) Rear Setback	12 ft. min.

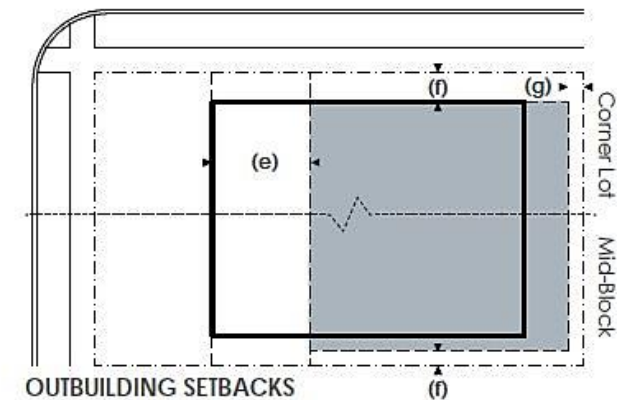
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS

TABLE 6A – LT-4 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	2 + outbuilding
Height - Principal Building	3 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	not applicable
Lot Coverage	60% max.
Lot Frontage	36 ft. - 88 ft.
Second Lot Layer	16 feet

SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	10 ft. min. 20 ft. max.
(b) Front Setback Secondary	2 ft. min. 18 ft. max.
(c) Side Setback	0 ft. min.
(d) Rear Setback	10 ft. min.
Frontage Buildout	60% min at setback

SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min. in addition to the principal building setback
(f) Side Setback	0 ft. min. or 3 ft min. at corner lots
(g) Rear Setback	10 ft. min.

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

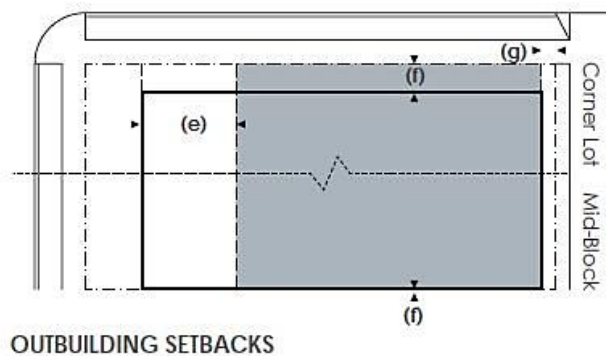
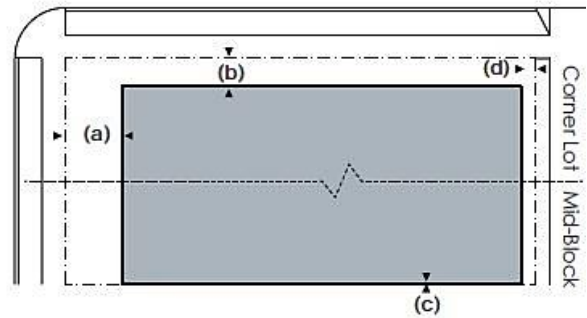
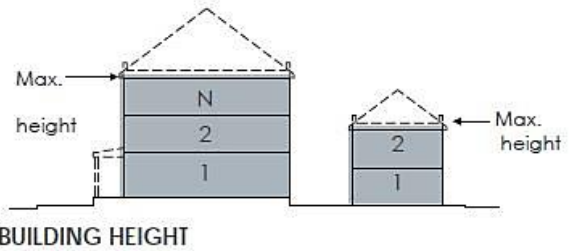


TABLE 6A – LT-5 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	limited by max. density
Height - Principal Building	3.5 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	40 foot max.
Lot Coverage	70% max.
Lot Frontage	22 ft. - 78 ft.
Second Lot Layer	20 feet

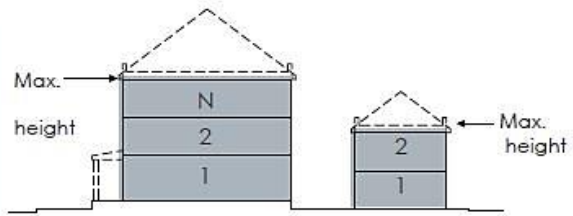
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	4 ft. min. 14 ft. max.
(b) Front Setback Secondary	2 ft. min. 14 ft. max.
(c) Side Setback	0 ft. min.
(d) Rear Setback	5 ft. min.
Frontage Buildout	60% min at setback

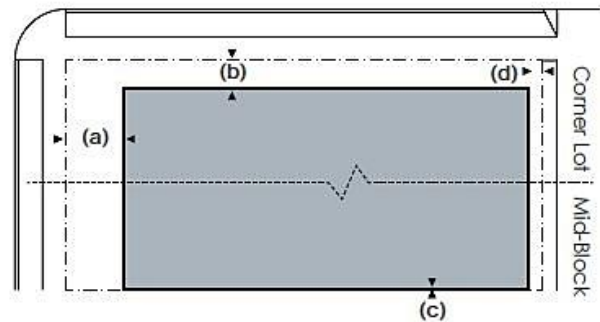
SETBACKS - OUTBUILDING

(e) Front Setback	20 ft. min. in addition to the principal building setback
(f) Side Setback	0 ft. min. or 3 ft min. at corner lots
(g) Rear Setback	5 ft. min.

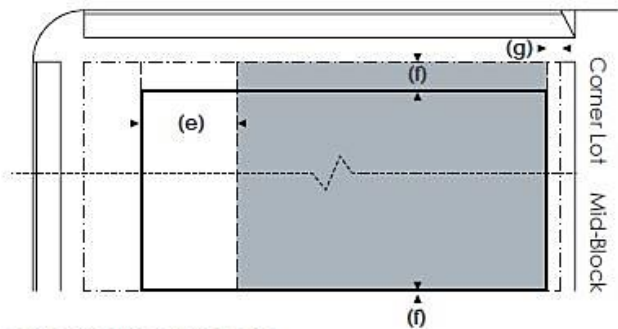
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS

TABLE 6A – LT-6 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	limited by max. density
Height - Principal Building	4 stories max.
Height - Outbuilding	2 stories max.
Height - Structured Parking	40 foot max.
Lot Coverage	70% max
Lot Frontage	16 ft. - 100 ft.
Second Lot Layer	20 feet

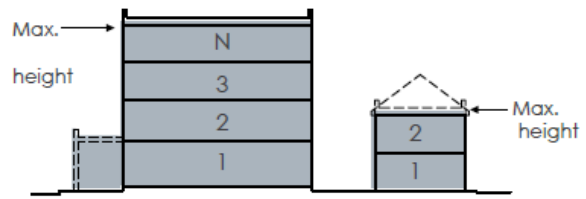
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	0 ft. min. 12 ft. max.
(b) Front Setback Secondary	0 ft. min. 12 ft. max
(c) Side Setback	0 ft. min. 24 ft. max.
(d) Rear Setback	3 foot min.
Frontage Buildout	70% min. at setback

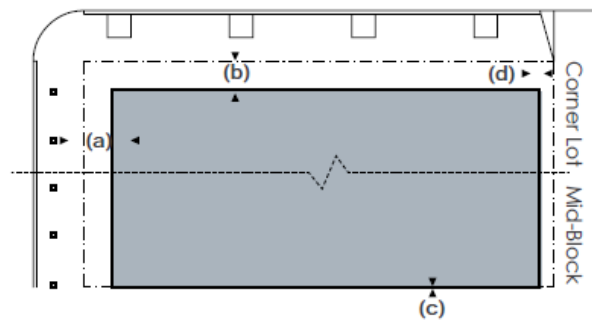
SETBACKS - OUTBUILDING

(e) Front Setback	40 ft. max. from rear lot line
(f) Side Setback	0 ft. min. or 2 ft min. at corner lots
(g) Rear Setback	3 foot min.

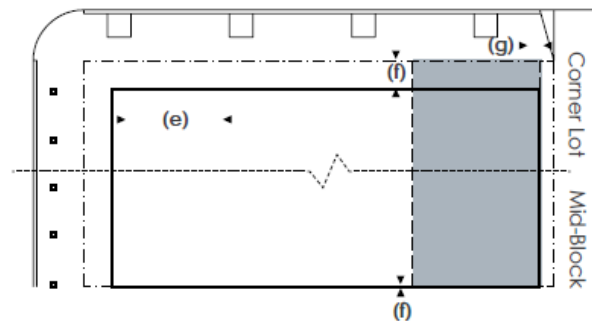
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS

TABLE 6A – LT-7 | BUILDING FORM

BUILDING CONFIGURATION

Number of Bldgs per Lot	limited by max. density
Height - Principal Building	5 stories max.
Height - Outbuilding	3 stories max.
Height - Structured Parking	60 foot max.
Lot Coverage	80% max
Lot Frontage	16 ft. - 200 ft.
Second Lot Layer	20 feet

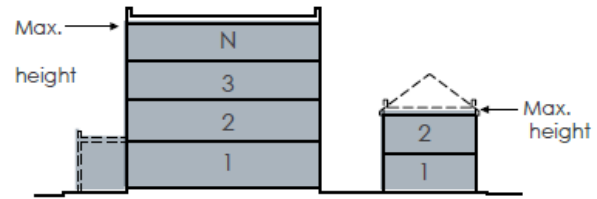
SETBACKS - PRINCIPAL BUILDING

(a) Front Setback Principal	0 ft. min. 8 ft. max.
(b) Front Setback Secondary	0 ft. min. 8 ft. max.
(c) Side Setback	0 ft. min. 24 ft. max.
(d) Rear Setback	3 foot min.
Frontage Buildout	70% min. at setback

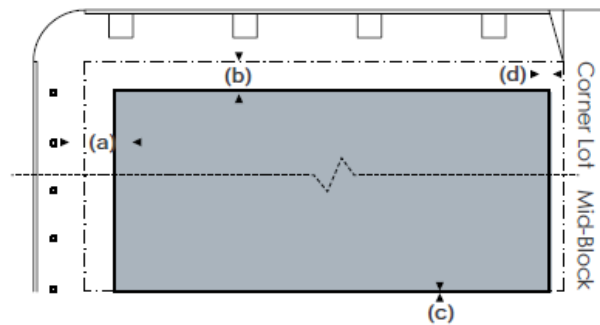
SETBACKS - OUTBUILDING

(e) Front Setback	40 ft. max. from rear lot line
(f) Side Setback	0 ft. min. or 2 ft min. at corner lots
(g) Rear Setback	5 foot min.

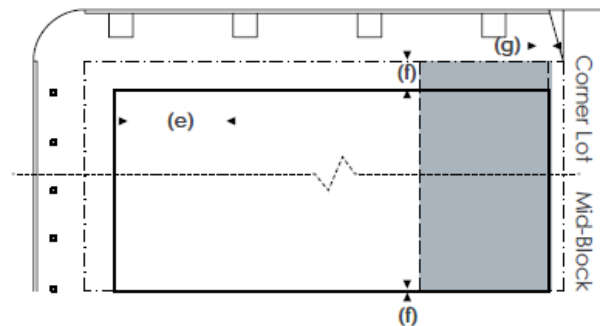
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS



OUTBUILDING SETBACKS

TABLE 6A – LT-8 | BUILDING FORM

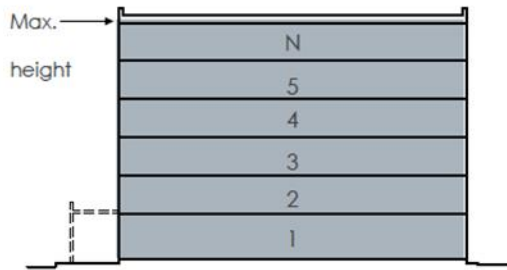
BUILDING CONFIGURATION

Number of Bldgs per Lot	limited by max. density
Height - Principal Building	7 stories max.
Height - Outbuilding	n/a
Height - Structured Parking	60 foot max.
Lot Coverage	100% max
Lot Frontage	16 ft. - 240 ft.
Second Lot Layer	20 feet

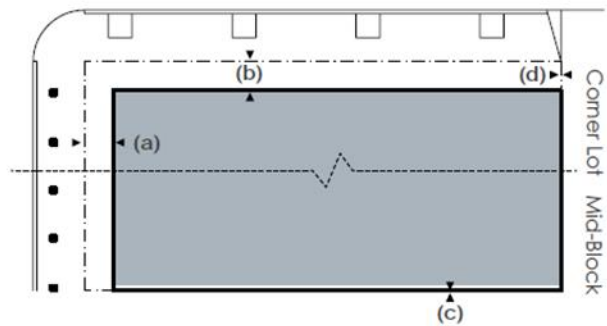
BUILDING SETBACKS

(a) Front Setback Principal	0 ft. min. 8 ft. max.
(b) Front Setback Secondary	0 ft. min. 8 ft. max
(c) Side Setback	0 ft. min. 24 ft. max.
(d) Rear Setback	5 foot min.
Frontage Buildout	80% min. at setback

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



BUILDING HEIGHT

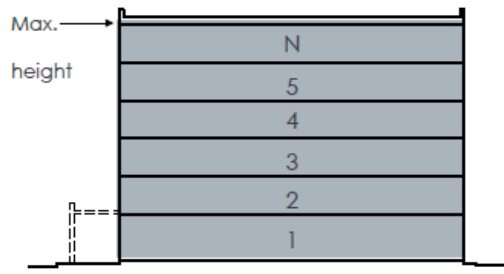


PRINCIPAL BUILDING SETBACKS

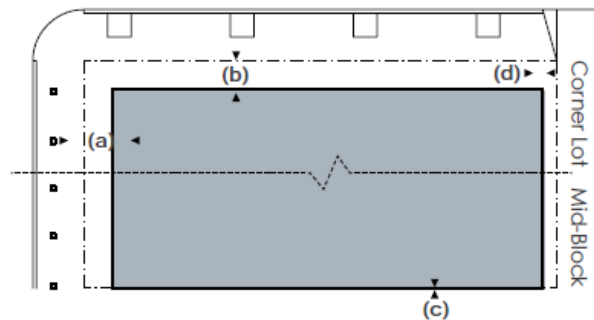
TABLE 6A – LT-9 | BUILDING FORM

BUILDING CONFIGURATION	
Number of Bldgs per Lot	limited by max. density
Height - Principal Building	10 stories max.
Height - Outbuilding	n/a
Height - Structured Parking	60 foot max.
Lot Coverage	100% max
Lot Frontage	16 ft. - 260 ft.
Second Lot Layer	20 feet
BUILDING SETBACKS	
(a) Front Setback Principal	0 ft. min. 8 ft. max.
(b) Front Setback Secondary	0 ft. min. 8 ft. max
(c) Side Setback	0 ft. min. 24 ft. max.
(d) Rear Setback	5 foot min.
Frontage Buildout	80% min. at setback

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



BUILDING HEIGHT



PRINCIPAL BUILDING SETBACKS

TABLE 6B – PRIVATE FRONTAGES

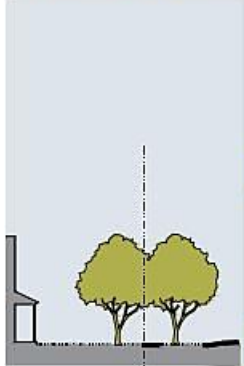
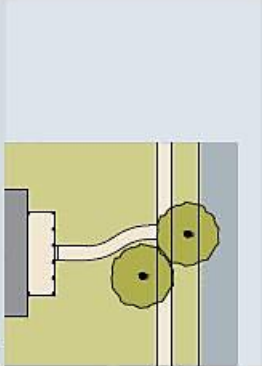
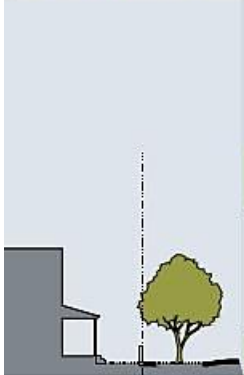
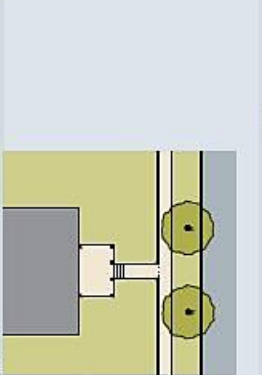
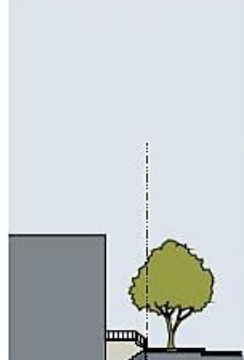
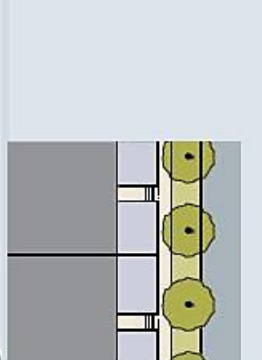
SECTION	PLAN	FIRST LOT LAYER REGULATIONS										
COMMON YARD												
		<table border="1"> <tr> <td>Lot Type</td> <td>LT-1, LT-2, LT-3</td> </tr> <tr> <td>Permitted Elements</td> <td>Fences, hedges and masonry walls, 4 ft max. in height, outdoor furnishing within the porch.</td> </tr> <tr> <td>Permitted Encroachments</td> <td>Porch 6 ft to 16 ft in depth</td> </tr> <tr> <td>Surface Treatment</td> <td>Ground cover, turf grass, trees (all shapes)</td> </tr> <tr> <td>Special Requirements</td> <td>Fences, hedges and walls must be parallel with the facade of <i>principal building</i> (i.e. not along the front lot line)</td> </tr> </table>	Lot Type	LT-1, LT-2, LT-3	Permitted Elements	Fences, hedges and masonry walls, 4 ft max. in height, outdoor furnishing within the porch.	Permitted Encroachments	Porch 6 ft to 16 ft in depth	Surface Treatment	Ground cover, turf grass, trees (all shapes)	Special Requirements	Fences, hedges and walls must be parallel with the facade of <i>principal building</i> (i.e. not along the front lot line)
Lot Type	LT-1, LT-2, LT-3											
Permitted Elements	Fences, hedges and masonry walls, 4 ft max. in height, outdoor furnishing within the porch.											
Permitted Encroachments	Porch 6 ft to 16 ft in depth											
Surface Treatment	Ground cover, turf grass, trees (all shapes)											
Special Requirements	Fences, hedges and walls must be parallel with the facade of <i>principal building</i> (i.e. not along the front lot line)											
PORCH AND FENCE												
		<table border="1"> <tr> <td>Lot Type</td> <td>LT-1, LT-2, LT-3, LT-4</td> </tr> <tr> <td>Permitted Elements</td> <td>Hedges and masonry walls, 8 ft max. in height, outdoor furnishing within the porch.</td> </tr> <tr> <td>Permitted Encroachments</td> <td>Porch 6 ft minimum in depth, maximum depth up to 100% of setback in T4 and 16 ft maximum in T3</td> </tr> <tr> <td>Surface Treatment</td> <td>Ground cover, turf grass, trees (all shapes), flower garden, vegetable garden, small shrub</td> </tr> <tr> <td>Special Requirements</td> <td>Hedges and masonry walls may be along <i>frontage lines</i> or parallel with the facade of the <i>principal building</i>.</td> </tr> </table>	Lot Type	LT-1, LT-2, LT-3, LT-4	Permitted Elements	Hedges and masonry walls, 8 ft max. in height, outdoor furnishing within the porch.	Permitted Encroachments	Porch 6 ft minimum in depth, maximum depth up to 100% of setback in T4 and 16 ft maximum in T3	Surface Treatment	Ground cover, turf grass, trees (all shapes), flower garden, vegetable garden, small shrub	Special Requirements	Hedges and masonry walls may be along <i>frontage lines</i> or parallel with the facade of the <i>principal building</i> .
Lot Type	LT-1, LT-2, LT-3, LT-4											
Permitted Elements	Hedges and masonry walls, 8 ft max. in height, outdoor furnishing within the porch.											
Permitted Encroachments	Porch 6 ft minimum in depth, maximum depth up to 100% of setback in T4 and 16 ft maximum in T3											
Surface Treatment	Ground cover, turf grass, trees (all shapes), flower garden, vegetable garden, small shrub											
Special Requirements	Hedges and masonry walls may be along <i>frontage lines</i> or parallel with the facade of the <i>principal building</i> .											
LIGHTWELL												
		<table border="1"> <tr> <td>Lot Type</td> <td>LT-5, LT-6, LT-7</td> </tr> <tr> <td>Permitted Elements</td> <td>Stoops providing access to above grade units, stairs providing access to below grade units or storage, outdoor furnishing and business-related signs.</td> </tr> <tr> <td>Permitted Encroachments</td> <td>Lightwells should encroach 100% of setback, no less than 6 ft, for a minimum of 50% of the frontage width.</td> </tr> <tr> <td>Surface Treatment</td> <td>Paving; concrete, brick, or natural stone</td> </tr> <tr> <td>Special Requirements</td> <td>Ramps for wheelchair access and stairs providing access to below grade units or storage may be located within first layer</td> </tr> </table>	Lot Type	LT-5, LT-6, LT-7	Permitted Elements	Stoops providing access to above grade units, stairs providing access to below grade units or storage, outdoor furnishing and business-related signs.	Permitted Encroachments	Lightwells should encroach 100% of setback, no less than 6 ft, for a minimum of 50% of the frontage width.	Surface Treatment	Paving; concrete, brick, or natural stone	Special Requirements	Ramps for wheelchair access and stairs providing access to below grade units or storage may be located within first layer
Lot Type	LT-5, LT-6, LT-7											
Permitted Elements	Stoops providing access to above grade units, stairs providing access to below grade units or storage, outdoor furnishing and business-related signs.											
Permitted Encroachments	Lightwells should encroach 100% of setback, no less than 6 ft, for a minimum of 50% of the frontage width.											
Surface Treatment	Paving; concrete, brick, or natural stone											
Special Requirements	Ramps for wheelchair access and stairs providing access to below grade units or storage may be located within first layer											

TABLE 6B – PRIVATE FRONTAGES

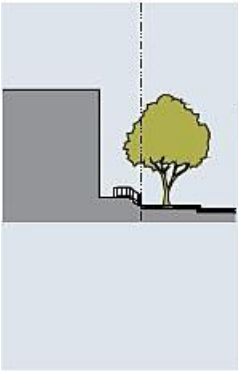
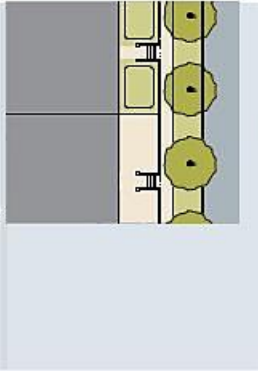
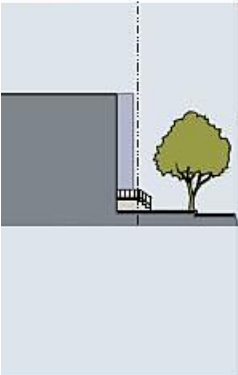
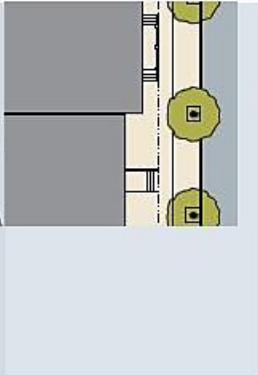
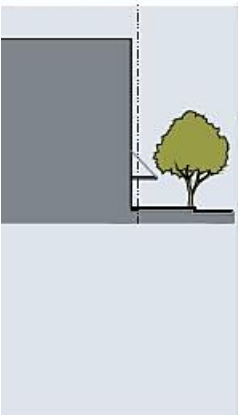
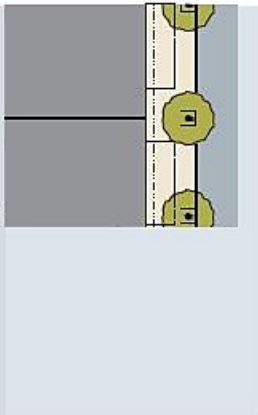
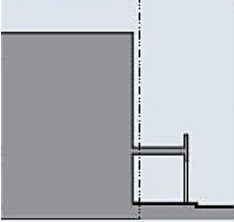

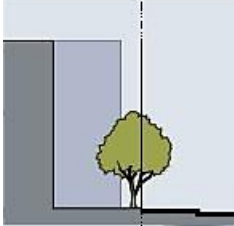
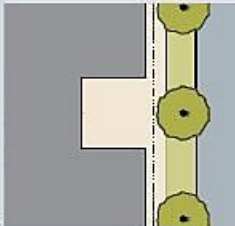
SECTION	PLAN	FIRST LOT LAYER REGULATIONS	
TERRACE			
		<p>Lot Type Permitted Elements</p> <p>Encroachments</p> <p>Surface Treatment</p> <p>Special Requirements</p>	<p>LT-5, LT-6, LT-7, LT-8, LT-9</p> <hr/> <p>Outdoor furnishings and business-related signs.</p> <hr/> <p>Terraces should encroach 100% of setback, no less than 6 ft for a minimum of 80% of the frontage width. Paving; concrete, brick, or natural stone, ground cover, small shrubs, flower garden, vegetable garden</p> <hr/> <p>Ramps for wheelchair access and stairs providing access to the terrace may be located within first layer. Terraces must be raised a minimum of 18" from average sidewalk grade.</p>
STOOP			
		<p>Lot Type Permitted Elements</p> <p>Encroachments</p> <p>Surface Treatment</p> <p>Special Requirements</p>	<p>LT-4, LT-5, LT-6, LT-7, LT-8, LT-9</p> <hr/> <p>Hedges and metal fences along the frontage line, 4 feet max. height.</p> <hr/> <p>Stoops up to 100% of setback depth</p> <hr/> <p>Paved in coordination with the public frontage, may be landscaped if the front setback exceeds 6 feet.</p> <hr/> <p>Stoops may be recessed into the building facade where a front setback is less than 6 feet.</p>
SHOPFRONT			
		<p>Lot Type Permitted Elements</p> <p>Encroachments</p> <p>Surface Treatment</p> <p>Special Requirements</p>	<p>LT-5, LT-6, LT-7, LT-8, LT-9</p> <hr/> <p>Awnings, display windows, tables and other elements related to the business.</p> <hr/> <p>Awnings may encroach 100% of the private frontage and into the public frontage to within two feet of the curb and must project horizontally from the facade a minimum of 10 feet. Display windows may encroach up to 2 feet.</p> <hr/> <p>Paved in coordination with the public frontage.</p> <hr/> <p>Shopfronts are restricted to non-residential functions. Shopfronts must be glazed with clear glass for no less than 70% of the ground floor facade at frontages. Awnings may be fixed or movable and must span a minimum of 80% of the shopfront width of each individual tenant.</p>

TABLE 6B – PRIVATE FRONTAGES

SECTION	PLAN	FIRST LOT LAYER REGULATIONS
GALLERY		
		<p>Lot Type LT-7, LT-8, LT-9</p> <p>Permitted Elem. Elements permitted for <i>shopfronts</i>.</p> <p>Permitted Encroachments <i>Galleries</i> should encroach into the public frontage to within two feet of the curb. Display windows may encroach up to 1 foot.</p> <p>Surface Paved in coordination with the <i>public frontage</i>.</p> <p>Special Requirements May be combined with a <i>shopfront</i>. <i>Galleries</i> must provide a minimum vertical clearance of 10 feet and project horizontally from the facade a minimum of 10 feet.</p>

FORECOURT		
		<p>Lot Type LT-6, LT-7, LT-8, LT-9</p> <p>Permitted Elements Hedges, masonry walls, and metal fences, 8 feet max. in height, outdoor furnishing and business-related signs.</p> <p>Permitted Encroachments May recess from the <i>frontage line</i> a maximum of 15 ft with a maximum width of 30ft. Width of the <i>forecourt</i> counts towards <i>frontage</i> buildout.</p> <p>Surface Treatment Paved in coordination with the <i>public frontage</i> or with pervious materials. Trees, small shrubs, flower garden.</p> <p>Special Requirements May be combined with <i>terrace</i>, <i>lightwell</i>, <i>stoop</i>, <i>shopfront</i>, or <i>gallery</i>. Hedges, walls and fences must be located along the <i>frontage line</i>. <i>Forecourts</i> must provide access to the primary <i>principal building</i> entrance.</p>

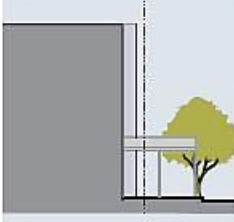
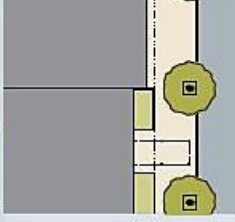
COMMON ENTRY		
		<p>Lot Type LT-7, LT-8, LT-9</p> <p>Permitted Elements Canopies providing cover at the building entrance. Canopies may encroach 100% of the <i>private frontage</i> and into the <i>public frontage</i> to within two feet of the curb and must project horizontally from the facade a minimum of 10 feet.</p> <p>Permitted Encroachments Canopies may encroach 100% of the <i>private frontage</i> and into the <i>public frontage</i> to within two feet of the curb and must project horizontally from the facade a minimum of 10 feet.</p> <p>Surface Treatment Paved in coordination with the <i>public frontage</i>.</p> <p>Special Requirements Canopies should be fixed and should be no wider than 12 ft.</p>

TABLE 6B – PRIVATE FRONTAGES

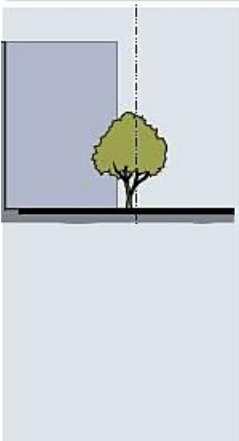
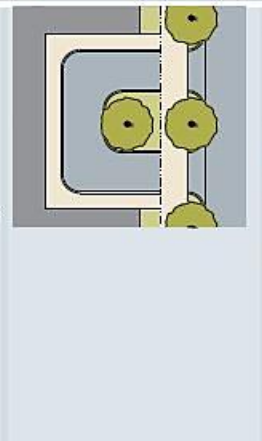
SECTION	PLAN	FIRST LOT LAYER REGULATIONS	
VEHICULAR FORECOURT			
		<p>Lot Type LT-6, LT-7, LT-8, LT-9</p> <p>Permitted Elements Hedges, masonry walls, and metal fences, 8 feet max. in height, outdoor furnishing and business-related signs.</p> <p>Permitted Encroachments May recess from the <i>frontage line</i> a maximum of 40 ft with a maximum width of 40 ft. Width of the <i>forecourt</i> counts towards <i>frontage</i> buildout.</p> <p>Surface Treatment Elements permitted for <i>forecourts</i>.</p> <p>Special Requirements May be combined with <i>terrace, lightwell, stoop, shopfront, or gallery</i>. Hedges, walls and fences must be located along the <i>frontage line</i>. Forecourts must provide access to the main building entrance. <i>Driveways</i> are limited to 20 ft in width. Portions of the <i>driveway</i> in the <i>public frontage</i> shall be limited to 12 ft in width, paved in coordination with the <i>public frontage</i>.</p>	

TABLE 6C – GARAGE TYPES

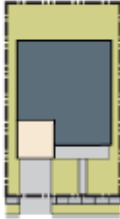
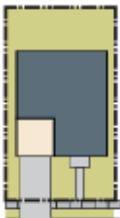
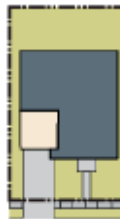
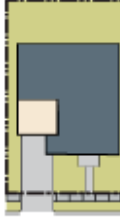


GARAGE TYPES	REQUIREMENTS	EXAMPLE
Forward	<ul style="list-style-type: none"> Permitted on lots at least 60' in width No recess required. Garage face can be in front of the front façade. Integrate the garage into the architectural design of the home Requires the use of a porch frontage type (6 foot min. porch depth) Garage door(s) shall be inset within the garage door opening a minimum of 8" 	
Flush	<ul style="list-style-type: none"> Permitted on lots at least 60' in width No recess required. Garage face can be parallel to the front façade. Integrate the garage into the architectural design of the home Garage door(s) shall be inset within the garage door opening a minimum of 8" 	
Recessed: Shallow	<ul style="list-style-type: none"> Permitted on lots at least 60' in width Recessed 5' from front living area or 6' from a front porch Integrate the garage into the architectural design of the home Garage door(s) shall be inset within the garage door opening a minimum of 8" 	
Recessed: Mid	<ul style="list-style-type: none"> Permitted on lots 48' in width Recessed 10' from front living area Integrate the garage into the architectural design of the home Garage door(s) shall be inset within the garage door opening a minimum of 8" 	
Recessed: Deep	<ul style="list-style-type: none"> Permitted on lots 42' in width Recessed 20' from front living area Integrate the garage into the architectural design of the home Garage door(s) shall be recessed a minimum of 8' 	
Swing-In	<ul style="list-style-type: none"> Permitted on lots at least 60' in width Street-facing walls shall have the same architectural treatment as the front elevation Include at least one street-facing window Integrate the garage in the architectural design of the home Back-up space of 28' required Garage door(s) shall be recessed a minimum of 8' 	

TABLE 6C – GARAGE TYPES


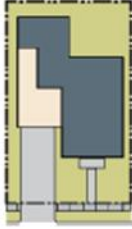
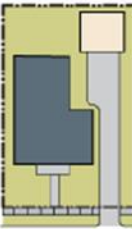
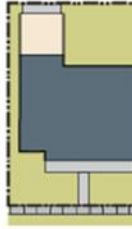
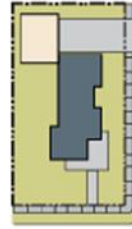
GARAGE TYPES	REQUIREMENTS	EXAMPLE
Split	<ul style="list-style-type: none"> Permitted on lots at least 60' in width Integrate the garages in the architectural design of the home Back-up space of 28' required Double-car garage doors shall be inset within the garage door opening a minimum of 8"; single-car garage door shall be recessed a minimum of 8' 	
Tandem	<ul style="list-style-type: none"> Permitted on lots 48' in width Integrate the garage in the architectural design of the home Double-car garage doors shall be inset within the garage door opening a minimum of 8"; single-car garage shall be recessed a minimum of 8" 	
Detached Rear Yard	<ul style="list-style-type: none"> The garage shall have the same architectural design as the home Garage door(s) shall be recessed a minimum of 8" 	
Alley	<ul style="list-style-type: none"> Maximum of one (1) plan per product may have second-story living area flush with garage Otherwise, minimum recess or cantilever is 2' Integrate the garage into the architectural design of the home Garage door(s) shall be inset within the garage door opening a minimum of 8" 	
Side-Entry	<ul style="list-style-type: none"> Allows garage orientation flexibility for cornerlots Integrate the garage into the architectural design of the home Garage door(s) shall be inset within the garage door opening a minimum of 8" 	

TABLE 6D – Private Frontages (Auto)

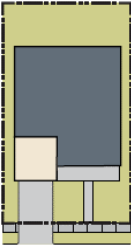
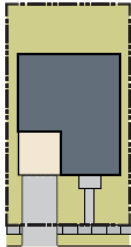
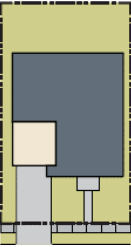
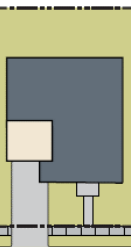
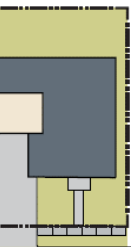
Lot Type	Frontage Type: Automobile				
	Forward	Flush	Recessed: Shallow	Recessed: Mid	Recessed: Deep
					
LT-1	X	X	X	X	X
LT-2	X	X	X	X	X
LT-3		X	X	X	X
LT-4				X	X
LT-5				X	X
LT-6					
LT-7					
LT-8					
LT-9					

TABLE 6D – Private Frontages (Auto)

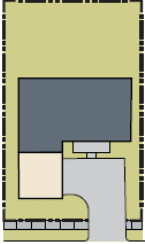
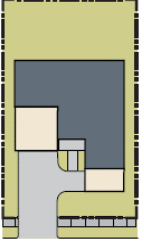
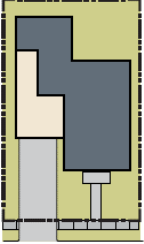
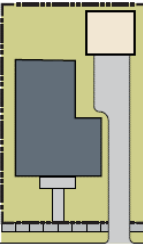
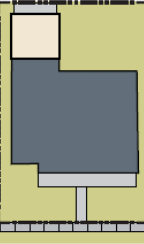
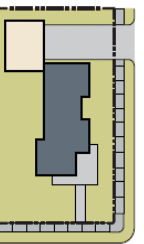
Lot Type	Frontage Type: Automobile					
	Swing-In	Split	Tandem	Detached Rear Yard	Rear Lane / Alley	Side-Entry
						
LT-1	X	X	X	X		X
LT-2	X	X	X	X		X
LT-3	X	X	X	X		X
LT-4			X	X	X	X
LT-5			X	X	X	X
LT-6				X	X	X
LT-7					X	X
LT-8					X	X
LT-9					X	X

TABLE 6E – BUILDING USE

LOT TYPE	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
A. Residential									
Mixed-Use					X	X	X	X	X
Multi-Family				X	X	X	X	X	X
Single Family: Attached			X	X	X	X	X		
Single Family: Detached	X	X	X						
Senior Housing	X	X	X	X	X	X			
Accessory Dwelling Unit	X	X	X	X	X	X			
Work/Live Unit				X	X	X	X		
Dormitory				X	X	X	X	X	X
B. Lodging									
Hotel (no room limit)						X	X	X	X
Inn (up to 12 rooms)				X	X	X			
Bed & Breakfast (up to 5 rooms)			X	X					
C. Office									
Office Building					X	X	X	X	X
Home Occupation	X	X	X	X	X	X			
D. Retail									
Open Market				X	X	X	X	X	X
Retail						X	X	X	X
Display Gallery				X	X	X	X	X	X
Restaurant				X	X	X	X	X	X
Food Truck				X	X	X	X	X	X
Drive-through				X	X	X	X	X	X
Kiosk						X	X	X	X
Push Cart						X	X	X	X

TABLE 6E – BUILDING USE

LOT TYPE	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
E. Automotive									
Gas Station				X	X	X	X		
Automobile Service				X	X	X	X		
Drive-through				X	X	X	X	X	X
F. Civil Support									
Assembly	X	X	X	X	X	X	X	X	X
Cemetery	X	X	X						
Funeral Home	X	X	X	X	X	X			
Hospital				X	X	X	X		
Medical Clinic				X	X	X	X		
Library				X	X	X	X	X	X
Museum				X	X	X	X	X	X
Post Office				X	X	X	X		
Public Safety				X	X	X	X	X	X
Laboratory						X	X	X	X
Transit Station	X	X	X	X	X	X	X	X	X
G. Education									
College				X	X	X	X	X	X
Trade School				X	X	X	X		
High School	X	X	X						
Junior High School		X	X	X					
Elementary School			X	X	X				
Childcare Center					X	X	X	X	
Charter School		X	X	X	X				
H. Infrastructure									
Parking Lot			X	X	X	X	X	X	X
Parking Structure					X	X	X	X	X
Utility & Infrastructure	X	X	X	X	X	X	X	X	X
Open Space	X	X	X	X	X	X	X	X	X

TABLE 6F – PARKING REQUIREMENTS

MINIMUM REQUIRED OFF-STREET PARKING									
	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9
RESIDENTIAL	2.0 / dwelling	2.0 / dwelling	2.0 / dwelling	2.0 / dwelling	2.0 / dwelling	1.5 / dwelling	1.5 / dwelling	1.0 / dwelling	1.0 / dwelling
ADU	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
LODGING	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom	1.0 / bedroom
OFFICE	N/A			4.0 / 1,000 sqft	4.0 / 1,000 sqft	3.0 / 1,000 sqft	3.0 / 1,000 sqft	2.0 / 1,000 sqft	2.0 / 1,500 sqft
RETAIL	N/A			4.0 / 1,000 sqft	4.0 / 1,000 sqft	3.0 / 1,000 sqft	3.0 / 1,000 sqft	2.0 / 1,000 sqft	2.0 / 1,500 sqft
CIVIC	As per local code								
OTHER	As per local code								

TABLE 6G – SIGNAGE STANDARDS


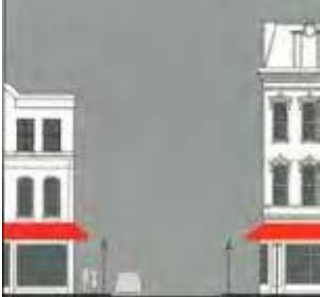

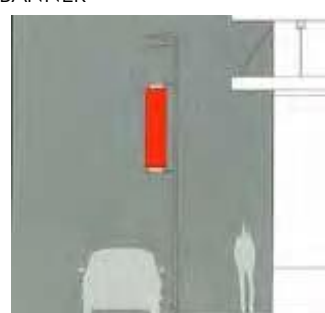
SIGNAGE TYPE	SPECIFICATIONS	
<p>ADDRESS SIGN</p> 	Lot Types	LT-1, LT-2, LT-3, LT-4, LT-5, LT-6, LT-7, LT-8, LT-9
	Quantity	1 per address
	Area	2 sqft max
	Width	24 inch max
	Height	12 inch max
	Depth / Projection	3 inch max
	Clearance	4.5 ft min
	Apex	N/A
	Letter Height	6 inch max
<p>AWNING AND SIGN</p> 	Lot Types	LT-6, LT-7, LT-8, LT-9
	Quantity	1 per window
	Area	N/A
	Width	Width of awning
	Height	N/A
	Depth / Projection	4 foot min.
	Clearance	8 foot max.
	Apex	N/A
	Letter Height	5 inch min. / 10 inch max.
<p>BAND SIGN</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	1 per building façade
	Area	1.5 sqft per linear foot
	Width	90% of width of façade max.
	Height	3 foot max.
	Depth / Projection	7 inch max.
	Clearance	7 foot max.
	Apex	N/A
	Letter Height	18 inch max.
<p>BANNER</p> 	Notes	Banner signs may be installed on City owned lighting fixtures with a time-limited permit. Size restrictions are determined by the City according to the light fixture.

TABLE 6G – SIGNAGE STANDARDS





SIGNAGE TYPE	SPECIFICATIONS	
<p>BLADE (SHINGLE) SIGN</p> 	Lot Types	LT-4, LT-5, LT-6, LT-7, LT-8, LT-9
	Quantity	1 per business
	Area	4 sq ft.
	Width	4 foot max.
	Height	4 foot max.
	Depth / Projection	4 foot max.
	Clearance	8 foot min.
	Apex	N/A
	Letter Height	8 inch max.
<p>BUILDING BANNER</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	2 per building façade
	Area	48 sqft max.
	Width	2 foot max.
	Height	24 foot max.
	Depth / Projection	3 foot max.
	Clearance	12 foot min.
	Apex	N/A
	Letter Height	N/A
<p>BUILDING SIGN</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	1 per building
	Area	1.5 sqft per liner foot
	Width	80% building width max.
	Height	3 foot max.
	Depth / Projection	6 inch max.
	Clearance	12 foot min.
	Apex	N/A
	Letter Height	24 inch max.
<p>CORNER SIGN</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	1 per building at corner lots
	Area	72 foot max.
	Width	3 foot max.
	Height	24 foot max.
	Depth / Projection	4 foot max.
	Clearance	12 foot min.
	Apex	N/A
	Letter Height	N/A

TABLE 6G – SIGNAGE STANDARDS





SIGNAGE TYPE	SPECIFICATIONS	
<p>HANGING SIGN</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	1 per vehicular entrance
	Area	N/A
	Width	90% entrance width max.
	Height	2 foot max.
	Depth / Projection	0 foot max. projection
	Clearance	8 foot min.
	Apex	N/A
	Letter Height	18 inch max.
<p>KIOSK</p> 	Lot Types	LT-5, LT-6, LT-7, LT-8, LT-9
	Quantity	1 per block face
	Area	24 sqft max.
	Width	4 foot max.
	Height	8 foot max.
	Depth / Projection	2 foot max depth
	Clearance	N/A
	Apex	8 foot max.
	Letter Height	12 inch max. within sign, 18 inch max. to identify sign
<p>MARQUEE AND SIGN</p> 	Lot Types	LT-7, LT-8, LT-9
	Quantity	1 per building
	Area	N/A
	Width	Width of entrance plus 4 feet o.c.
	Height	50% story height max.
	Depth / Projection	4 foot min. / 10 foot max.
	Clearance	N/A
	Apex	N/A
	Letter Height	3 foot min.
<p>MONUMENT SIGN</p> 	Lot Types	LT-1, LT-2, LT-3, LT-4, LT-5
	Quantity	1 per vehicular entrance
	Area	Sign - 36 sqft max.
	Width	Sign - 6 foot max.
	Height	Sign - 6 foot max.
	Depth / Projection	N/A
	Clearance	N/A
	Apex	Sign - 8 foot max.
	Letter Height	N/A

TABLE 6G – SIGNAGE STANDARDS







SIGNAGE TYPE	SPECIFICATIONS	
<p>NAMEPLATE SIGN</p> 	Lot Types	LT-4, LT-5, LT-6, LT-7, LT-8, LT-9
	Quantity	3 sqft max.
	Area	18 inch max.
	Width	2 foot max.
	Height	3 inch max.
	Depth / Projection	3 inch max.
	Clearance	4 foot max.
	Apex	7 foot max.
	Letter Height	N/A
<p>OUTDOOR DISPLAY CASE</p> 	Lot Types	LT-6, LT-7, LT-8, LT-9
	Quantity	1 per business
	Area	6 sqft max.
	Width	3.5 foot max.
	Height	3.5 foot max.
	Depth / Projection	5 inch max.
	Clearance	4 foot max
	Apex	N/A
	Letter Height	N/A
<p>SIDEWALK SIGN</p> 	Lot Types	LT-6, LT-7, LT-8, LT-9
	Quantity	1 per business
	Area	8 sqft max.
	Width	26 inch max.
	Height	42 inch max.
	Depth / Projection	N/A
	Clearance	N/A
	Apex	42 inch max.
	Letter Height	N/A
<p>WAYFINDING</p> 	Notes	Wayfinding signs are permitted on private property and on private non-residential properties consisting of multiple buildings. Where on private lots wayfinding signs should be sized for pedestrian scale and legibility. Consult with the Planning Department.

TABLE 6G – SIGNAGE STANDARDS

SIGNAGE TYPE	SPECIFICATIONS		
WINDOW SIGN	Lot Types	LT-6, LT-7, LT-8, LT-9	
	Quantity	1 per window	
	Area	25% of glass max.	
	Width	Varies	
	Height	Varies	
	Depth / Projection	N/A	
	Clearance	4 feet	
	Apex	N/A	
	Letter Height	8 inch max.	
	YARD SIGN	Lot Types	LT-1, LT-2, LT-3, LT-4, LT-5
		Quantity	1 per lot max
Area		6 sqft max.	
Width		3 foot max. (not counting post)	
Height		2 foot max. (not counting post)	
Depth / Projection		N/A	
Clearance		3 foot to sign edge min.	
Apex		6 foot to top of post max.	
Letter Height		8 inch max.	

SECTION 7

PUBLIC SPACE STANDARDS

7.01 Instructions

1. This Section establishes design standards for public spaces and thoroughfares for land regulated by this Code.
2. The design standards set forth in this Section may be used as criteria for the planning approval process and are sanctioned through their respective city departments including Planning, Public Works and Parks & Recreation.
3. Provisions of this Code, when in conflict, take precedence over those of other codes, ordinances, regulations and standards for Planning, Public Works and Parks & Recreation, except the Local Health and Safety Codes and Local, State, and National Building Codes.
4. Additional licenses, agreements, and permits may be required as maintained and administered in the office of the respective City department.
5. While lot types do not apply to *civic districts* or thoroughfares, lot types are specified in the Tables and provisions of this Article, requiring that the design of *civic districts* and thoroughfares must be considered in relation to the sub-districts of adjacent private lots.
 - a. The average lot type along all edges of a *civic district* determines the lot type that applies.
 - b. Where the lot type of private lots on both sides of a thoroughfare are the same, the design of the thoroughfare should be adjusted to match the lot type of adjacent lots.
 - c. Where *civic districts* meet a thoroughfare, the design of the thoroughfare should be adjusted to match the lot type that applies to the *civic district*.
6. Preliminary design drawings and final construction drawings for *civic spaces*, *civic buildings*, thoroughfares, and utilities require approval from the *Zoning Clearance Officer* or designated representative, in consultation with city staff.
7. Thoroughfare and utility plans submitted for approval must demonstrate compliance with:
 - a. Thoroughfare standards ([Section 7.02](#))
 - b. Easement standards ([Section 7.03](#))
8. *Civic district* plans submitted for approval must demonstrate compliance with:
 - a. *Civic district* standards ([Section 7.04](#))

7.02 Thoroughfare Standards

1. The primary function of thoroughfares is to provide access to lots and open spaces. In accordance with the intent of this Code, thoroughfares must be designed to support several modes of transportation: motor vehicles, non-motor vehicles such as bicycles, public transportation, and pedestrians.
2. All thoroughfares must terminate at other thoroughfares in *intersections*, forming a network.
 - a. Close-ended streets (cul-de-sacs) may be permitted within *BT-1* and *BT-2*, and within *BT-3* and *BT-4* located at the edge of a district or adjacent to natural or man-made boundaries that limit vehicular connectivity.
 - b. Close-ended streets should provide a pedestrian path from the end of the close-ended street (when permissible), completing the pedestrian network.
 - c. Use of close-ended streets shall not conflict with [Table 4A - Operational Overlay](#).
3. All thoroughfares must be configured in accordance with the American Fork City Public Improvement Specifications, Standards, and Drawings section of the American Fork Standards Drawings and Specifications.
4. Thoroughfare assemblies consist of a transportation way and public frontage assemblies, and are regulated by the following:
 - a. Thoroughfare assemblies must be configured by lot type and thoroughfare assembly type according to the American Fork City Public Improvement Specifications, Standards, and Drawings and must be mapped on a thoroughfare network plan.
 - i. Parking lanes are not required along thoroughfares adjacent to *LT-1*, *LT-2*, and regional open space.
 - b. Thoroughfare assemblies must include public frontages configured according to [Section 7.02.7](#). Existing thoroughfares, with a right-of-way exceeding the width of the thoroughfare assembly should assign excess right-of-way to the public frontage.
 - c. The transportation way may include vehicular lanes, parking lanes, medians, slip lanes, and transportation provisions.
 - i. Elements of the transportation way must be configured and sized according to the American Fork City Public Improvement Specifications, Standards, and Drawings.


- ii. Medians may include *civic districts* and should be designed to generally match the public planting of adjacent public frontages.
 - iii. Parking lanes must be in accordance with the standard details contained in the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - d. Existing thoroughfares may be painted temporarily to comply with new configurations required by the thoroughfare network plan, including the addition of any transportation provisions.
 - e. *Alley* easements include one vehicular lane, as shown in the American Fork City Public Improvement Specifications, Standards, and Drawings. The entire right-of-way should be paved. *Alley* assemblies do not include transportation ways or public frontages. *Alleys* may be located in LT-6, LT-7, LT-8, LT-9 zones.
 - f. Rear lane easements include one vehicular lane, as shown in the American Fork City Public Improvement Specifications, Standards, and Drawings. Only the vehicular lane and driveways should be paved. Rear lanes do not include transportation ways or public frontages. Rear lanes may be located in LT-4, LT-5, LT-6, LT-7, LT-8 and LT-9 zones.
- 5. All *intersections* must be configured as *intersection* assemblies and must be designed in accordance with [Section 7.02.6](#).
- 6. *Intersection* assemblies consist of public frontage assemblies, transportation ways and *civic districts*. Elements of the *intersection* assembly must be configured according to the character of the lot type of adjacent lots and the character of intersecting thoroughfares. *Intersection* assemblies are regulated as follows:
 - a. *Intersection* assemblies are configured by lot type and *intersection* assembly type according to the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - b. *Intersection* assemblies must include public frontages configured according to [Section 7.02.7](#).
 - i. Public frontages at *intersections* should provide transition for variations in width of planters and walkways between intersecting thoroughfares.
 - ii. Public frontages at *intersections* must include curb cuts and other features to facilitate the transition to pedestrian crossings.
 - iii. Curb return radii at *intersections* is calculated as the *effective turning radius*.

- iv. Curb return radii must be configured and sized by thoroughfare network type according to the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - v. *Bulb-outs* accommodate pedestrian crossing at thoroughfares and in conjunction with angled parking lanes are subject to approval by the City Engineer.
 - c. Transportation ways may include vehicular lanes configured and sized according to intersecting thoroughfares. Turn lanes may be provided within the parking lane and median of intersecting thoroughfares.
 - d. *Intersection* assemblies should include pedestrian crossings configured according to the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - e. *Intersection* assemblies may include *civic districts*.
- 7. Public frontage assemblies consist of planters, walkways, curbs, verges, public planting and public lighting. Elements of the public frontage assembly that pass from one lot type to another must be adjusted to the character of the lot type of adjacent lots. Public frontage assemblies are regulated as follows:
 - a. Public frontage assemblies must be assigned according to the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - b. Public frontage assemblies must be configured according to the American Fork City Public Improvement Specifications, Standards, and Drawings. Assemblies including a walkway or planter should specify a minimum width.
 - i. Public frontage types A and B are available along thoroughfares adjacent to LT-1, LT-2, and regional open space.
 - c. Public frontage assemblies must assign a verge, providing allowable locations for public infrastructure and public furniture outside of pedestrian and vehicular access ways.
 - d. Public frontage assemblies may include public planting and public lighting, configured according to the American Fork City Public Improvement Specifications, Standards, and Drawings. Spacing may be adjusted to accommodate specific site conditions.
 - i. Public frontages in LT-7, LT-8 and LT-9 within thoroughfare assemblies 52 feet wide and commercial streets 66 feet wide or less may exclude public planting.

- ii. At retail frontages, the spacing of trees may be irregular to avoid visually obscuring shopfronts.
- iii. At gallery frontages public planting is not required and public lighting may be provided within the gallery.

7.03 Easement Standards

1. Utility easements should be located as generally illustrated in the American Fork City Public Improvement Specifications, Standards, and Drawings.
2. Electric transformers should not be located in public frontages, the *principal frontage* of private lots, or at terminated vistas.
3. Wet utilities must be located within the transportation way of thoroughfares. Access requirements for wet utilities must not *encroach* into the public frontage.
 - a. Fire hydrants must be spaced a maximum of 500 feet along thoroughfares.
 - b. Fire hydrants should be located adjacent to *alley* or rear lane entrances.
4. Dry utilities should be located within *alleys* or rear lanes where available.
 - a. Electric transformers and utility meters should be located as generally illustrated in the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - b. Where *alleys* or rear lanes are offset across a thoroughfare, easements should be jogged along secondary frontages or under the sidewalk or transportation way as indicated the American Fork City Public Improvement Specifications, Standards, and Drawings.
5. Where *alleys* or rear lanes are not available, dry utilities may be located in the transportation way or in the public frontage under sidewalks.
 - a. Access requirements for dry utilities must not *encroach* into the planter.
 - b. Electric transformers should be located in an easement within the secondary frontage of a lot.
6. Wet utilities and dry utilities traversing an open parking lot should be located within one parking aisle.
7. Wet utilities and dry utilities traversing a *civic district* should be located within an area no wider than 24 feet and have a linear trajectory parallel with one edge of the *civic district* boundary.

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8. *Alley* and rear lane easement configurations are specified in Section 7.02. Pre-approved *alley* and rear lane assemblies are included in this Section.
 9. Pedestrian access easements in the form of pedestrian trails, paths, and passages must be configured as follows:
 - a. A minimum 6-foot walkway must be provided.
 - b. Pedestrian access ways providing bicycle access must include a *bicycle trail* according to the American Fork City Public Improvement Specifications, Standards, and Drawings.
 - c. Public planting and public lighting must be configured according to public frontage standards in [Section 7.05](#).
 - d. Pre-approved pedestrian access easements are included in this Section.

7.04 Civic District Standards

1. *Civic districts* identified as *civic space* must be generally designed as described in [Table 7C - Civic Open Space Types](#).
2. *Civic buildings* are not subject to the requirements of building plan standards, the particulars of their design are determined in consultation with the city staff.
3. Parking requirements for *civic districts* are determined by the city staff.
4. Planting and landscaping in *civic districts*, are regulated by [Section 7.05](#).
5. Lighting in *civic districts*, must meet the type, height, and spacing requirements in [Table 7H - Public Lighting](#).

7.05 Landscape Standards

1. Trees in public *frontages* must be a minimum height of ten (10) feet or one and one half (1.5) inches in caliper when planted.
2. Trees in public *frontages* must provide, at maturity, a minimum vertical clearance of 8 feet at walkways, 13.5 feet at driveways and transportation ways, and 15 feet for loading areas.
3. Parking lots must be landscaped as follows:
 - a. One tree must be planted for every 25 spaces.
 - b. Landscaped areas should be placed lower than paving, not mounded up.


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- c. Parking lots consisting of less than 25 spaces are exempt from landscaping requirements.
4. Landscaping shall be fully installed prior to the issuance of a certificate of occupancy.
- a. If seasonal conditions preclude the complete installation, a bond or warranty, in accordance with [Section 17.9.200](#) of the American Fork City Code, must be provided.
 - b. Complete installation is required within nine months of the issuance of the temporary certificate of occupancy permit or the cash escrow or letter of credit may be forfeited.

TABLE 7A – THOROUGHFARE ASSEMBLY TYPES

THOROUGHFARE TYPE	ST	Neighborhood Edge									DESCRIPTION									
		General Mixed-Use			Office Core			Mixed-Use												
	BT	BT-1			BT-2			BT-3			BT-4			BT-5			BT-6			
		LT	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9									
ROAD (RD)		x	x	x																A local, slow-movement thoroughfare suitable for low density environments. Roads tend to be rural in character, at times without curbs or striping.
STREET (ST)					x	x	x	x												A local, slow-movement thoroughfare suitable for general urban areas. Streets are urban in character, and flexible in the types of public frontages they support.
DRIVE (DR)						x	x	x	x	x										A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, a park, or a promontory. One side of a drive has the urban character of a street or boulevard, while the other has the qualities of a road or parkway.
AVENUE (AV)						x	x	x	x	x										A limited distance, free-movement thoroughfare connecting civic locations within an urbanized area. Unlike a boulevard, its length is finite and its axis is terminated. An avenue may be conceived as an elongated square.
COMMERCIAL STREET (CS)									x	x	x									A local, slow movement thoroughfare suitable for high-intensity urban areas. Commercial streets are urban in character, supporting parallel or angled parking on both sides and narrow lanes appropriate for a commercial environment.
BOULEVARD (BV)						x	x	x	x	x										A long-distance, free movement thoroughfare traversing an urbanized area. A boulevard often includes a wide median and a wide public frontage and therefore a wide right-of-way. Slip lanes are often provided to separate public frontages from the higher speed lanes.
REAR LANE					x	x	x	x												A vehicular access way located to the rear of a lot providing access to parking and outbuildings as well as easements for utilities. Rear lanes are paved as lightly as possible to driveway standards with drainage by inverted crown at the center.
ALLEY									x	x	x									A narrow service access to the rear of more urban buildings providing service and parking areas and utility easements. Alleys, as they are used by trucks and must accommodate dumpsters, should be paved from building face to building face, with drainage by inverted crown at the center.

TABLE 7B – THOROUGHFARE ASSEMBLY - SPECIFIC

Context	Movement	Vehicular Lanes		Parking Lanes		Median	Striping	
		Total #	Width	Total #	Width			
RD	LT-1	two-way	2-4	12 ft.	0	n/a	No	Optional
	LT-2	two-way	2	12 ft.	0	n/a	No	Optional
	LT-3	two-way	2	11 ft.	1-2	8 ft.	No	Required
ST	LT-4	one-way or two-way	2	11 ft. 1-way 10 ft. 2-way	0-2	8 ft.	No	Optional
	LT-5	one-way or two-way	2	11 ft. 1-way 10 ft. 2-way	1-2	8 ft.	No	Required
	LT-6	one-way or two-way	2-4	11 ft. 1-way 10 ft. 2-way	2	8 ft., 18 ft. parallel	No	Required
	LT-7	one-way or two-way	2-4	11 ft. 1-way 10 ft. 2-way	2	8 ft., 18 ft. parallel	No	Required
DR	LT-5	one-way or two-way	2-4	11 ft. 1-way 10 ft. 2-way	0-1	8 ft.	No	Optional
	LT-6	one-way or two-way	1-2	11 ft. 1-way 10 ft. 2-way	1-2	8 ft.	No	Required
	LT-7	one-way or two-way	1-2	10 ft.	2	8 ft., 18 ft. parallel	No	Required
	LT-8	one-way or two-way	1-4	10 ft.	2	8 ft., 18 ft. parallel	No	Required
	LT-9	one-way or two-way	1-4	10 ft.	2	8 ft., 18 ft. parallel	No	Required
AV	LT-5	two-way	2	10 ft.	0-2	8 ft.	Optional	Required
	LT-6	two-way	2-4	10 ft.	2	8 ft.	Optional	Required
	LT-7	two-way	2-4	10 ft.	2	8 ft., 18 ft. parallel	Optional	Required
	LT-8	two-way	2-4	10 ft.	2	8 ft., 18 ft. parallel	Optional	Required
	LT-9	two-way	2-4	10 ft.	2	8 ft., 18 ft. parallel	Optional	Required

TABLE 7B – THOROUGHFARE ASSEMBLY - SPECIFIC

Context	Movement	Vehicular Lanes		Parking Lanes		Median	Striping	
		Total #	Width	Total #	Width			
CS	LT-7	two-way	2	11 ft.	2	8 ft., 18 ft. parallel	No	Required
	LT-8	two-way	2-4	11 ft.	2	8 ft., 18 ft. parallel	No	Required
	LT-9	two-way	2-4	11 ft.	2	8 ft., 18 ft. parallel	No	Required
BV	LT-5	two-way	2	11 ft.	2	8 ft.	Optional 30 ft. min.	Required
	LT-6	two-way	2-4 optional slip lanes	11 ft.	2	8 ft.	Optional 30 ft. min.	Required
	LT-7	two-way	2-4 optional slip lanes	11 ft.	2	8 ft., 18 ft. parallel	Optional 12 ft. min.	Required
	LT-8	two-way	2-4 optional slip lanes	11 ft.	2	8 ft., 18 ft. parallel	Optional 12 ft. min.	Required
	LT-9	two-way	2-6 slip lanes req.	11 ft.	2	8 ft., 18 ft. parallel	Optional 12 ft. min.	Required

TABLE 7C - INTERSECTION ASSEMBLY TYPES

INTERSECTION TYPE	ST	Neighborhood Edge									DESCRIPTION	ILLUSTRATION
		General Mixed-Use			Office Core			Mixed-Use				
	BT	BT-1										
		BT-2			BT-3			BT-4				
	LT	BT-5										
		BT-6			BT-7			BT-8				
		LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9		
T-INTERSECTION (T)		x	x	x	x	x	x	x	x	x	A standard intersection between two thoroughfares where one is terminated. T-intersections cause the least vehicle to vehicle and vehicle to pedestrian conflict points. Urban T-intersections provide opportunities for terminated vistas.	
Y-INTERSECTION (Y) *		x	x	x	x	x	x	x	x	x	An intersection between three thoroughfare segments without right angles. Y-intersections in areas of steep topography are also called switchbacks providing access to grade changes without excessive intersection grading. Turning may be difficult in situations where angles are acute.	
4-WAY INTERSECTION (4W)		x	x	x	x	x	x	x	x	x	A standard intersection between two continuous thoroughfares at or near right angles.	
STAGGERED INTERSECTION (SI)		x	x	x	x	x	x	x	x	x	An intersection where one continuous thoroughfare is intersected by two terminating thoroughfares in close proximity. Staggered intersections provide a high number of terminated vistas and are well suited at commercial streets where traffic is slow movement and encouraged along shopfronts.	
TURBINE (TN)					x	x	x	x	x	x	An intersection between three or four terminating thoroughfare segments creating open space or a civi district at the center. Turbine intersections are versatile, providing opportunities for squares, greens, or playgrounds, and additional off-street parking.	

* Only available in Block Plans

TABLE 7C - INTERSECTION ASSEMBLY TYPES

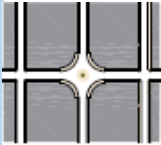


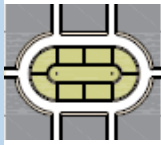
INTERSECTION TYPE	ST	Neighborhood Edge									DESCRIPTION	ILLUSTRATION
		General Mixed-Use			Office Core			Mixed-Use				
TRAFFIC CIRCLE (TC)	BT	BT-1									A free movement intersection between two or more thoroughfares. Traffic circles allow vehicles to negotiate complex intersections safely without coming to a complete stop. For this reason, traffic circles are not appropriate in places with moderate to high pedestrian activity.	
		BT-2										
		BT-3										
		BT-4										
		BT-5										
		BT-6										
SQUARE-ABOUT (SA)	LT	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9	A free or near free-movement intersection of four or more thoroughfare segments in urban conditions. Unlike traffic circles, square-abouts require slow speed and are therefore pedestrian-friendly. They also allow for spatial enclosure by buildings.	
		x	x	x								
ROUND-ABOUT (RA)	LT	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9	A very large traffic circle intersecting multiple urban thoroughfares with a pedestrian accessible civic district at the center of the circular, oblong, or elliptical shape. Round-abouts may require traffic control by timed or on-demand signalization to ensure safety at pedestrian crossings.	
					x	x	x	x	x	x		
ELONGATED ROUND-ABOUT (EA)	LT	LT-1	LT-2	LT-3	LT-4	LT-5	LT-6	LT-7	LT-8	LT-9	A civic district including civic space and civic buildings well suited for the intersection of more than four thoroughfare segments in very urban environments. Elongated round-abouts intersect the highest number of thoroughfares due to their size and are well suited to highly trafficked thoroughfares such as boulevards.	
							x	x	x	x		

TABLE 7D – CIVIC OPEN SPACE TYPES

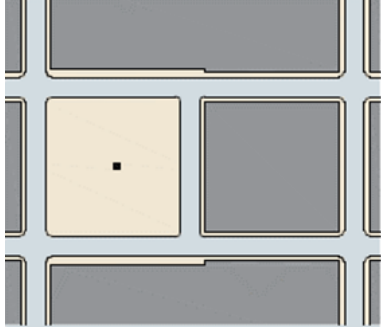
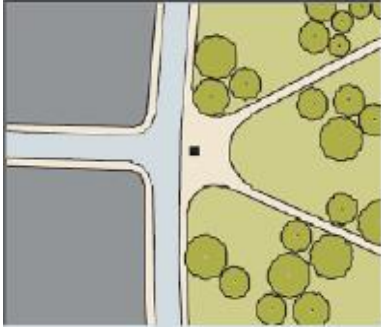
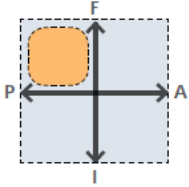
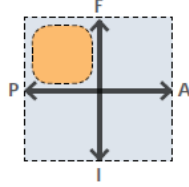
CIVIC OPEN SPACE TYPE	PLAZA (PL)	ENTRANCE PARK (EP)
DIAGRAM		
DESCRIPTION	<p>Available for civic purposes and commercial activities. Spatially defined by building frontages. Design consists primarily of hardscape elements with optional trees. Typically located at intersections of important streets. Programmed with passive uses and serves as a point of respite.</p>	<p>Formal delineation of a residential community entrance through landscaping and monumentation. It provides passive uses and creates neighborhood identity</p>
SERVICE AREA	1/4 to 1/2 mile radius	1/4 to 1/2 mile radius
SIZE	Up to 2 acres	Up to 2 acres
FRONTAGE	Building	Building
TYPICAL FACILITIES	Recreation, accessory structures, water fountains, paths and trails	Recreation, accessory structures, water fountains, paths and trails
DISPOSITION AND USAGE	<p>Formal, Passive</p> 	<p>Formal, Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

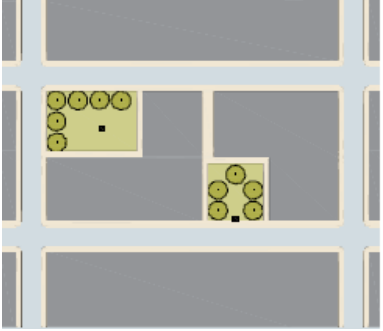

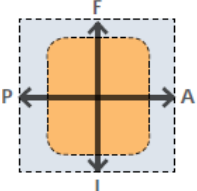
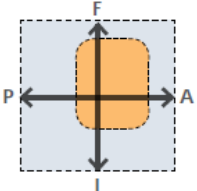
CIVIC OPEN SPACE TYPE	POCKET PARK (PP)	NEIGHBORHOOD PARK (NP)
DIAGRAM		
DESCRIPTION	<p>Small and frequent, generally with passive recreation that ensures walkable green space access for everyone. May contain specialized facilities that serve a concentrated or limited population or group such as tots, pets, or senior citizens.</p>	<p>The neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. The focus is on informal active and passive recreation. The park should be centrally located within the neighborhood. Frequently these parks are developed adjacent to civic uses such as an elementary school.</p>
SERVICE AREA	1/4 mile radius	1/4 to 1/2 mile radius
SIZE	2,500 sqft to 1 acre	3 to 10 acres
FRONTAGE	Building	Building
TYPICAL FACILITIES	<p>Tot lots, formal and informal seating, gazebos, barbecue equipment, picnic benches, croquet lawns, water features, small play areas, gardens.</p>	<p>Recreation, accessory structure, water fountains, paths and trails</p>
DISPOSITION AND USAGE	<p>Formal, Informal, Active, or Passive</p> 	<p>Formal, Active</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

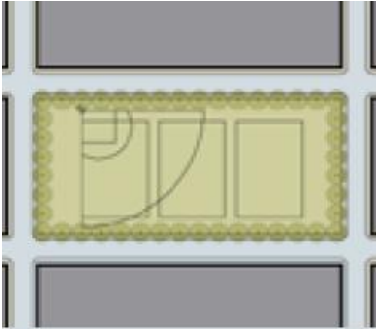

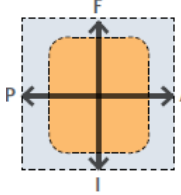
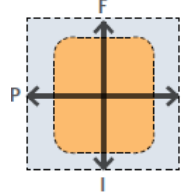
CIVIC OPEN SPACE TYPE	COMMUNITY PARK (CP)	SCHOOL PARK (SP)
DIAGRAM		
DESCRIPTION	<p>The focus of this park classification is on meeting community based recreational needs, as well as preserving unique landscapes and open spaces. They allow group activities and offer other recreational opportunities not feasible at the neighborhood level. They should be developed for both active and passive recreation activities and serve two or more neighborhoods. Regardless of size, parks will be deemed Community Parks if they provide restroom facilities, parking lots, or other amenities that would service patrons who travel to the park.</p>	<p>School site that can be classified as fulfilling specific public space requirements for other classes of parks such as neighborhood, community, sports complex, and special use. Joint-use agreement required.</p>
SERVICE AREA	1/2 to 2 mile radius	1/2 mile radius
SIZE	10 to 20 acres	5 to 8 acres
FRONTAGE	Building	Building
TYPICAL FACILITIES	Recreation, accessory structure, water fountains, paths and trails	Recreation, accessory structure, water fountains, paths and trails
DISPOSITION AND USAGE	Formal, Informal, Active, or Passive 	Formal, Informal, Active, or Passive 

TABLE 7D – CIVIC OPEN SPACE TYPES

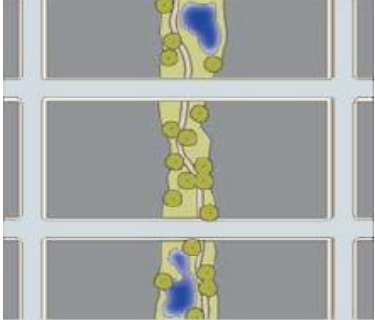
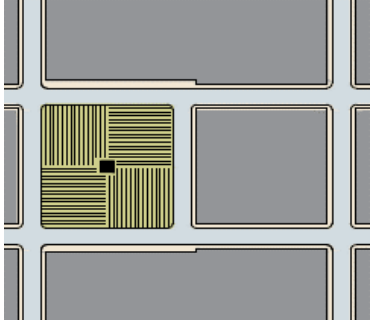
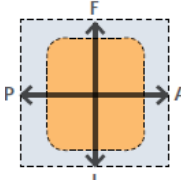
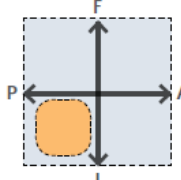
CIVIC OPEN SPACE TYPE	SPECIAL USE (SU)	COMMUNITY GARDEN (CG)
<p>DIAGRAM</p>		
<p>DESCRIPTION</p>	<p>Covers a broad range of parks and recreation facilities oriented toward single purpose use. Special uses generally fall into three categories: Historic/Cultural/Social Sites (ex: historic downtown areas, performing arts parks, arboretums, ornamental gardens, indoor theaters, churches, public buildings and amphitheaters). Recreation facilities (i.e. either specialized or single-purpose facilities) fall into this category; for example, community centers, senior centers, hockey arenas, marinas, golf courses and aquatic parks. Frequently community buildings and recreational facilities are located within neighborhood parks and community parks.</p>	<p>Space programmed specifically for gardening. Located in the center of a neighborhood to provide convenient and safe access. Often included in pocket parks or neighborhood parks. They are valued assets in urban areas, where residential yards are rare.</p>
<p>SERVICE AREA</p>	<p>Varies</p>	<p>1/4 to 1/2 mile radius</p>
<p>SIZE</p>	<p>Varies</p>	<p>1.5 to 6 acres</p>
<p>FRONTAGE</p>	<p>Varies</p>	<p>Building</p>
<p>TYPICAL FACILITIES</p>	<p>Tot lots, formal and informal seating, gazebos, barbecue equipment, picnic benches, croquet lawns, water features, small play areas, and gardens.</p>	<p>Recreation, accessory structure, water fountains, paths and trails</p>
<p>DISPOSITION AND USAGE</p>	<p>Formal, Informal, Active, or Passive</p> 	<p>Informal, Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES



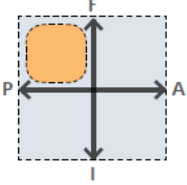
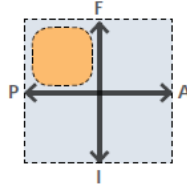
CIVIC OPEN SPACE TYPE	GREENWAY (GW)	WATERWAY/CHANNEL (WC)
<p>DIAGRAM</p>		
<p>DESCRIPTION</p>	<p>The space is located around or within a natural resource area (stream; wetlands) but is user based in function. Uses include nature viewing and study, modal sport recreation, and also function as connections within the larger park system allowing uninterrupted pedestrian movement. Corridor width 25-200 feet with 50 feet a standard minimum.</p>	<p>Linear space defined by a waterway. The space serves as a pedestrian connection, recreational opportunity, and property value creation (waterfront property). It can serve as a secondary connection to a greenway or parkway.</p>
<p>SERVICE AREA</p>	<p>Varies</p>	<p>Varies</p>
<p>SIZE</p>	<p>Varies</p>	<p>Varies</p>
<p>FRONTAGE</p>	<p>Varies</p>	<p>Varies</p>
<p>TYPICAL FACILITIES</p>	<p>Recreation, accessory structure, water fountains, paths and trails</p>	<p>Recreation, accessory structure, water fountains, paths and trails</p>
<p>DISPOSITION AND USAGE</p>	<p>Formal, Passive</p> 	<p>Formal, Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

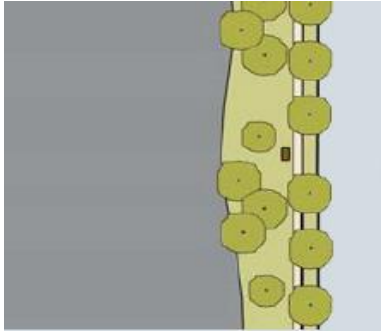
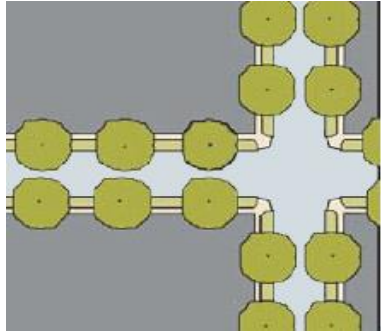
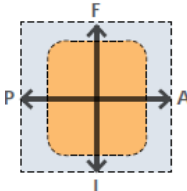
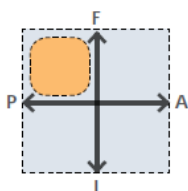
CIVIC OPEN SPACE TYPE	PARKWAY/BOULEVARD (PB)	TREE LAWN (TL)
DIAGRAM		
DESCRIPTION	<p>Urban streets that provide comfortable and safe pedestrian and cyclist connections. May include landscaped center median, large shade trees, on or offstreet bikeways and seating.</p>	<p>Open space within a public right-of-way that allows for passive use, bus stops, shade trees and ornamental landscaping. (Only the portion of a tree lawn that exceeds the city standard of 6 feet in width may be applied towards open space.</p>
SERVICE AREA	Varies	Varies
SIZE	Varies	Varies
FRONTAGE	Building	Varies
TYPICAL FACILITIES	Recreation, accessory structure, water fountains, paths and trails	Recreation, accessory structure, water fountains, paths and trails
DISPOSITION AND USAGE	<p>Formal, Informal, Active, or Passive</p> 	<p>Formal, Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

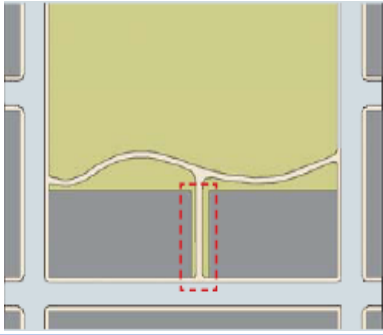
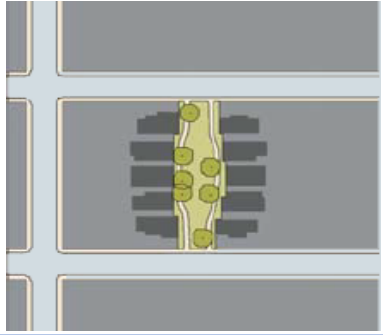
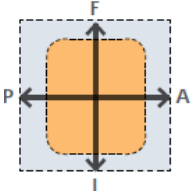
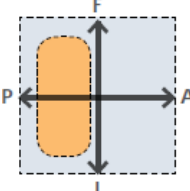
CIVIC OPEN SPACE TYPE	CONNECTOR TRAIL (CT)	PASEO (PS)
<p>DIAGRAM</p>		
<p>DESCRIPTION</p>	<p>A connector trail is a linear public open space type that accommodates two or more users on the same, undivided trail providing primary and/or secondary public connections. Trail users could include pedestrians, bicyclists, skaters, etc. A connector trail frequently provides an important place for active recreation and creates a connection to regional paths and biking trails. Connector trails within greenways or neighborhood parks shall be naturally disposed with low impact paving materials so there is minimal impact to the existing natural environment and/or landscaping.</p>	<p>Linear pedestrian corridor that is defined by homes fronting the space. Often includes passive activities as well as tot lots, community gardens, and neighborhood games.</p>
<p>SERVICE AREA</p>	<p>Varies</p>	<p>Varies</p>
<p>SIZE</p>	<p>Varies</p>	<p>Varies</p>
<p>FRONTAGE</p>	<p>Varies</p>	<p>Varies</p>
<p>TYPICAL FACILITIES</p>	<p>These include drinking fountains, scenic view posts, fitness stations, and directional signs, and may be spread along the trail or grouped in a trailhead area.</p>	<p>Recreation, accessory structure, water fountains, paths and trails</p>
<p>DISPOSITION AND USAGE</p>	<p>Formal, Informal, Active, or Passive</p> 	<p>Formal, Informal, Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

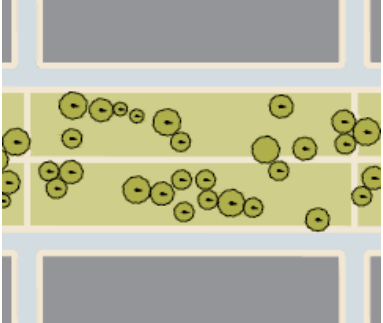
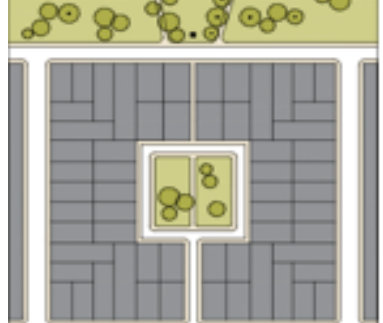
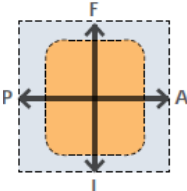
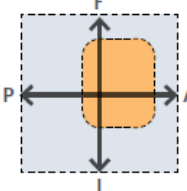
CIVIC OPEN SPACE TYPE	LINEAR PARK (LP)	CLOSE (CL)
<p>DIAGRAM</p>		
<p>DESCRIPTION</p>	<p>As the name suggests, a linear park is substantially longer than it is wide, and is typically used to activate underutilized corridors such as disused railroad beds, canals, streams, extended defensive walls, highways, or power lines.</p>	<p>A Close is a close-ended street that incorporates open space in the form of a green, playground, tennis court, or other amenity, creating a place with high value for both the adjacent homes and neighborhood. Where close-ended streets are desired, the submitter should consider the benefits of a Close over a cul-de-sac.</p>
<p>SERVICE AREA</p>	<p>1/8 to 1/4 mile radius</p>	<p>1/8 to 1/4 mile radius</p>
<p>SIZE</p>	<p>Varies</p>	<p>.05 to .10 acres</p>
<p>FRONTAGE</p>	<p>Varies</p>	<p>Building</p>
<p>TYPICAL FACILITIES</p>	<p>Paths, pet facilities, seating, green infrastructure</p>	<p>Recreation, seating, lawns, pet facilities, etc.</p>
<p>DISPOSITION AND USAGE</p>	<p>Formal, Informal, Active, or Passive</p> 	<p>Formal, Informal, Active, or Passive</p> 

TABLE 7D – CIVIC OPEN SPACE TYPES

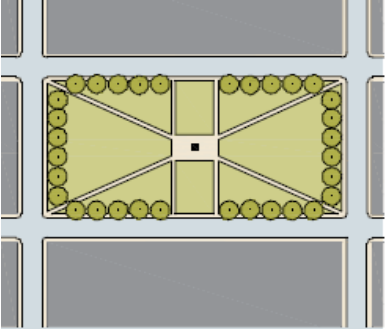

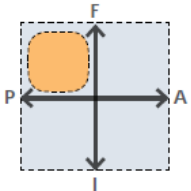
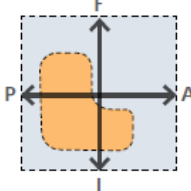
CIVIC OPEN SPACE TYPE	SQUARE (SQ)	GREEN (GR)
DIAGRAM		
DESCRIPTION	<p>A public space, seldom larger than a block, at the intersection of important streets, and circumscribed spatially by building frontages. Its landscape consisting of paths, lawns, trees, and civic buildings all formally disposed, and requiring substantial maintenance. Often understood as the heart or center of a neighborhood or district.</p>	<p>A green is a public space similar to a square but more informal and with more green space. It often functions as a central gathering place within campuses or regional parks. While most recreation in greens is passive, they typically include enough open area to support smaller scale active recreation.</p>
SERVICE AREA	1/8 to 1/4 mile radius	1/2 mile radius
SIZE	0.5 to 2 acres	2 to 5 acres
FRONTAGE	Building	Building
TYPICAL FACILITIES	Paths, seating, lawns	Paths, pet facilities, lawns
DISPOSITION AND USAGE	<p>Formal, Passive</p> 	<p>Formal, Informal, Active, or Passive</p> 

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

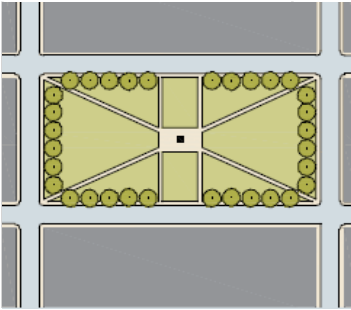
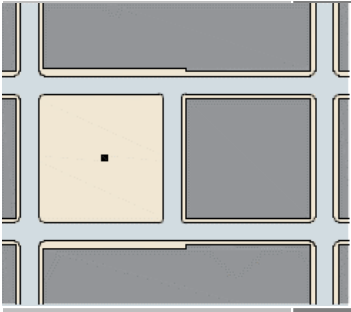

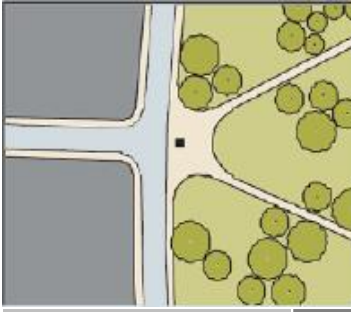
		Block Type					
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
				X	X	X	X
Square	SQ						
					X	X	X
Plaza	PL						
		X	X	X	X		
Green	GR						
		X	X	X	X		
Entrance Park	EP						

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

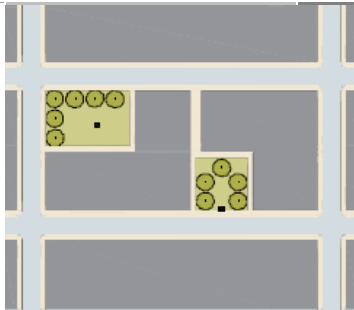
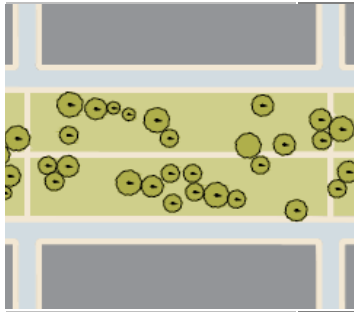


		Block Type					
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
	Pocket Park PP	X	X	X	X		
	Linear Park LP	X	X	X	X	X	X
	Close CL	X	X	X			
	Neighborhood Park NP	X	X	X	X		

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

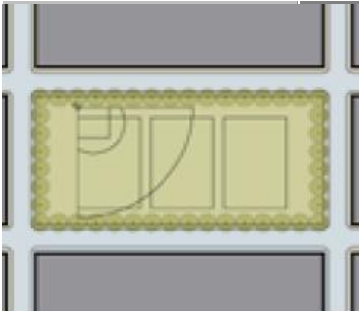

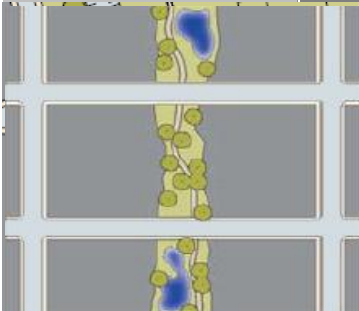

		Block Type					
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
	Community Park CP	X	X	X			
	School Park SP	X	X	X	X		
	Special Use SU	X	X	X	X	X	X
	Waterfront Green WG	X	X	X	X	X	X

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

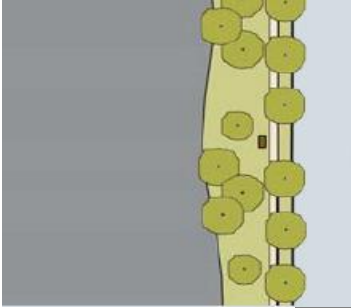
		Block Type					
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
	Community Garden CG	X	X	X			
	Greenway GW	X	X	X	X		
	Waterway/Channel WC	X	X	X	X	X	X
	Parkway (Boulevard) PB	X	X	X	X		

TABLE 7E – OPEN SPACE & BLOCK TYPE RELATIONSHIPS

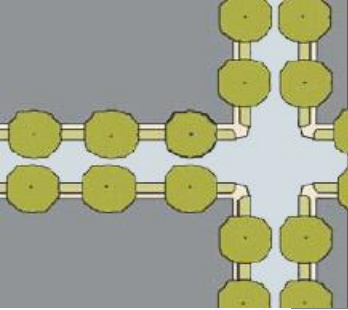
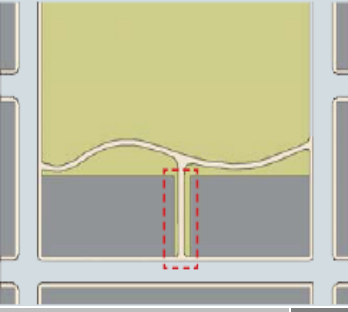
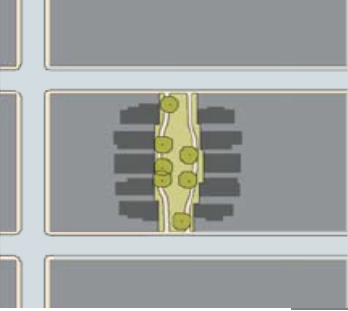
		Block Type					
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6
		X	X	X			
Tree Lawns	TL						
		X	X	X	X		
Connector Trail	CT						
		X	X	X	X		
Paseo	PS						

TABLE 7F – PUBLIC PLANTING











	(BOTANICAL)		(HEIGHT x SPREAD)					
	<i>(Platanus acerifolia</i> 'Bloodgood')							
	<i>(Quercus macrocarpa)</i>							
	<i>(Acer pseudoplatanus)</i>							
	<i>(Tilia Tomentosa)</i>		60' x 40'					
	<i>(Gymnocladus dioica</i> 'Espresso')		60' x 40'					
	<i>(Fraxinus pennsylvanica</i> 'Cimmaron')							
	<i>(Acer platanoides</i> 'Emerald Queen')							
	<i>(Ulmus x 'Accolade')</i>							
	<i>(Acer platanoides</i> 'Crimson King')							

TABLE 7F – PUBLIC PLANTING








	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	(<i>Ginkgo biloba</i> 'Magyar') male species only							
	(<i>Catalpa speciosa</i> Podless only)							
	(<i>Pinus nigra</i>)							
	(<i>Pinus sylvestris</i>)							
	(<i>Populus sargentii</i>) cottonless variety							
	(<i>Salix matsudana</i> <i>umbraculifera</i>)							
	(<i>Quercus robur</i> 'Fastigiata')							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE/ COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	(<i>Acer Campestre</i> 'Queen Elizabeth')							
	(<i>Juniperus scopulorum</i>)							
	(<i>Ginko biloba</i> 'Shangri-la')							
	(<i>Acer freemanii</i>)							
	(<i>Celtis occidentalis</i>)							
	(<i>Tilia cordata</i>)							
	(<i>Acer negundo</i> 'Sensation')							
	(<i>Gleditsia triacanthos</i> var. <i>inermis</i>)							
	(<i>Quercus gambelii</i>)							
	(<i>Acer grandidentatum</i>)							
	(<i>Juniperus scopulorum</i> 'Skyrocket')							
	(<i>Ulmus</i> x 'frontier')							

TABLE 7F – PUBLIC PLANTING









	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	(<i>Amelanchia</i> sp.)							
	(<i>Acer Tataricum</i>)							
	(<i>Crataegus x lavalleyi</i>)							
	(<i>Prunus virginiana</i> 'Canada Red')							
	(<i>Maackia amurensis</i>)							
	(<i>Prunus cerasifera</i> 'Thundercloud')							
	(<i>Malus</i> 'Indian Magic')							
	(<i>Malus</i> 'Prairifire')							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	<i>(Calamagrostis x acutiflora 'Karl Foerster')</i>							
	<i>(Caryopteris x clandonensis)</i>							
	<i>(Chrysothamnus nauseosus)</i>							
	<i>(Cornus sericea)</i>							
	<i>(Cotoneaster lucida)</i>							
	<i>(Ephedra nevadensis)</i>							
	<i>(Forsythia)</i>							
	<i>(Hibiscus syriacus)</i>							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	<i>(Lonicera utahensis)</i>							
	<i>(Miscanthus sinensis)</i>							
	<i>(Panicum virgatum 'Heavy Metal')</i>							
	<i>(Philadelphus coronarius)</i>							
	<i>(Prunus x cistena)</i>							
	<i>(Rhus trilobata)</i>							
	<i>(Ribes aureum)</i>							
	<i>(Rosa woodsii)</i>							
	<i>(Sambucus racemosa 'Sutherland Gold')</i>							
	<i>(Symphoricarpos alba)</i>							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	<i>(Acer ginnala)</i>							
	<i>(Amelanchier utahensis)</i>							
	<i>(Buxus sempervirens)</i>							
	<i>(Betula occidentalis 'font clump')</i>							
	<i>(Taxus x media)</i>							
	<i>(Viburnum trilobum 'Bailey Compact')</i>							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOTTYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	(Ajuga)							
	(Alyssum)							
	(Arabis alpina 'Compinkie')							
	(Arctostaphylos uva ursi)							
	(Aubrieta)							
	(Berlandiera lyrata)							
	(Callirhoe involucrata)							
	(Cerastium arvense)							
	(Coreopsis 'nana')							
	(Delosperma)							
	(Achillea millefolium)							

TABLE 7F – PUBLIC PLANTING

	SPECIFIC NAME (BOTANICAL)	TYPE	SIZE (HEIGHT x SPREAD)	LOT TYPE	CIVIC	PATTERN	PRODUCE / COLOR IN BLOOM	SPECIAL INSTRUCTIONS
	<i>(Eriogonum umbrellatum aureum)</i>							
	<i>(Gaillardia 'Goblin')</i>							
	<i>(Pachistima myrsinides)</i>							
	<i>(Sedum)</i>							
	<i>(Sphaeralcea coccinea)</i>							
	<i>(Stachys Byzantine 'Helen Von Stein')</i>							
	<i>(Artemesia schmidtiana)</i>							
	<i>(Artemisia nova)</i>							
	<i>(Potentilla neumanniana)</i>							
	<i>(Pinus mugo mops)</i>							
	<i>(Linum lewisii)</i>							

TABLE 7G – TREE PLANTING PATTERNS

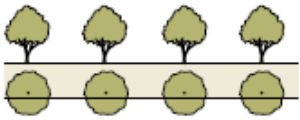
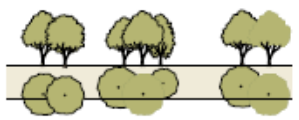
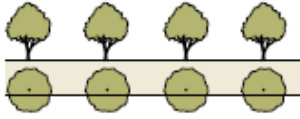
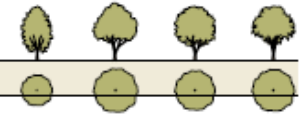
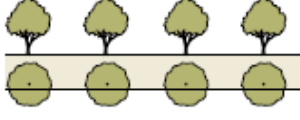
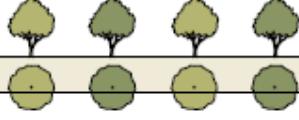
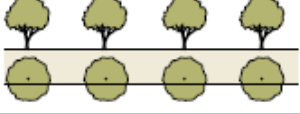
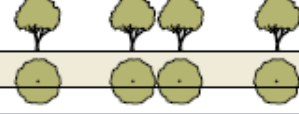





	Regular	Naturalistic / Clustered
A. ARRANGEMENT Opportunistic arrangement is not illustrated.		
B. TYPE MIX	Single 	Varied 
C. SEQUENCE	Single 	Alternating 
D. SPACING	Regular 	Irregular 

TABLE 7H – PUBLIC LIGHTING

TYPE		HEIGHT	SPACING	TYPE		HEIGHT	SPACING	
DOUBLE COLUMN 	LT-1			POST 	LT-1			
	LT-2				LT-2			
	LT-3				LT-3	x	8 - 10 ft.	300 ft. on center min.
	LT-4				LT-4	x	10 - 14 ft.	150 ft. on center min.
	LT-5				LT-5	x	10 - 14 ft.	150 ft. on center min.
	LT-6				LT-6			
	LT-7	x	12 - 16 ft.		75 ft. on center min.	LT-7		
	LT-8	x	12 - 16 ft.		75 ft. on center min.	LT-8		
	LT-9	x	14 - 18 ft.		100 ft. on center min.	LT-9		
COLUMN 	LT-1			PIPE 	LT-1			
	LT-2				LT-2	x	6 - 8 ft.	at intersections
	LT-3				LT-3	x	6 - 8 ft.	300 ft. on center min.
	LT-4				LT-4	x	6 - 8 ft.	300 ft. on center min.
	LT-5	x	10 - 14 ft.		150 ft. on center min.	LT-5		
	LT-6	x	10 - 14 ft.		150 ft. on center min.	LT-6		
	LT-7	x	12 - 16 ft.		75 ft. on center min.	LT-7		
	LT-8	x	12 - 16 ft.		75 ft. on center min.	LT-8		
	LT-9	x	14 - 18 ft.		75 ft. on center min.	LT-9		
				BOLLARD 	LT-1			
					LT-2			
					LT-3			
					LT-4			
					LT-5	x	3 ft. max.	20 ft. on center min.
					LT-6	x	3 ft. max.	20 ft. on center min.
					LT-7	x	3 ft. max.	20 ft. on center min.
					LT-8	x	3 ft. max.	20 ft. on center min.
					LT-9	x	3 ft. max.	20 ft. on center min.

SECTION 8 DEFINITIONS

8.01 This Section provides definitions for terms in this Chapter that are technical in nature or that otherwise may not reflect common usage. If a term is not defined in this Section, the DRC will determine the correct definition. Items in italics refer to other terms defined in this Section.

Accessory Dwelling Units (ADU): An apartment sharing ownership and utility connections with the principal building of a single family or two-family residence, limited to 1,100 square feet net area. Accessory units may be located within an outbuilding or as part of the principal building; accessory units either integrated or attached to the principal buildings are functionally separated from the principal building in such a manner as to facilitate renting. Accessory units may be rented provided approval of a conditional use permit and business license.

Affordable Housing: housing in which mortgage, amortization, taxes, insurance, and condominium or association fees, if any, constitute no more than 28 percent of gross household income for a household of the size which may occupy a unit. In the case of dwelling units for rent, housing that is affordable means rent and utilities constitute no more than 30 percent of gross annual household income for a household of the size that may occupy a unit.

Allee: a regularly spaced and aligned row of trees usually planted along a thoroughfare or path.

Alley: a thoroughfare or access easement, designated to be a means of vehicular access to the rear or side of properties; an Alley may connect to a vehicular driveway located to the rear of lots providing access to outbuildings, service areas and parking.

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


Avenue (AV): A limited distance, free-movement thoroughfare connecting civic locations within an urbanized area. Unlike a *boulevard*, its length is finite and its axis is terminated. An avenue may be conceived as an elongated square.

Awning: a fixed or movable shading structure, cantilevered or otherwise entirely supported from a building, used to protect outdoor spaces from sun, rain, and other natural conditions. Awnings are typically used to cover outdoor seating for restaurants and cafes.

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

Bicycle Lane, Conventional (BLC): a dedicated lane for cycling within a thoroughfare, demarcated by striping.

Bicycle Lane with Bicycle Box (BLX): a dedicated lane for cycling within a thoroughfare, demarcated by striping, often painted over its entire width for visibility. At traffic signals a space



of 10 feet in depth is provided for bicycles in front of the vehicular stop bar and behind the crosswalk to allow greater visibility of the bicyclist.

Bicycle Lane, Shoulder (BLS): a wide paved shoulder along a rural road providing a path for bicycles outside of vehicular travel lanes.

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

Bicycle Trail (BTR): a bicycle way independent of a vehicular thoroughfare.

Blade Sign: a sign made from rigid material mounted perpendicular to a building wall with one side attached or supported by a device extending from a building wall.

Block: the aggregate of private lots, civic districts, passages, alleys and rear lanes, circumscribed by thoroughfares.

Block Face: the aggregate of all the principal frontages on one side of a block.

Block Perimeter: the length measurement of a line on a plan drawing circumscribing a single block along thoroughfare rights of way.

Block Plan: a subdivision plat for an area defined as a block type in a previously approved community plan. A block type plan defines lots, assigns transect sub-districts to lots and defines all infrastructure, utilities, grading and other aspects detailing future construction.

BT-1 (Block Type 1): a low intensity block consisting of largely rural properties and homes on large lots with some home occupation.

BT-2 (Block Type 2): a mixed intensity block characterized mainly by low-density residential development with some multi-family housing and work-at-home elements.


BT-3 (Block Type 3): a mixed intensity block characterized mainly by mid-density residential with some multi-unit residential, mixed-use, businesses and work-at-home elements.

BT-4 (Block Type 4): a mixed-use block characterized mainly by mid to high density multi-unit residential, small shops and professional offices, and mixed-uses.

BT-5 (Block Type 5): a highly intensive mixed-use block that supports principally shops, offices and supportive services along with some high-density multi-unit residential.

BT-6 (Block Type 6): a high intensity mixed-use block that supports principally shops, offices and supportive services along with high-density multi-unit residential.

Boulevard (BV): A long-distance, free-movement thoroughfare traversing an urbanized area. A boulevard often includes a wide median and a wide public frontage and therefore a wide right-of-way. Slip lanes are often provided to separate public frontages from the higher speed lanes.



Build-to line: a line drawn within the first lot layer in a special requirements plan that designates where a building facade must be placed. The *build-to line* takes precedent over setback requirements.

Building Height: the vertical extent of a building measured in stories.

Bulb-out: a curb extension typically occurring at intersections, extending the line of curb into a vehicular lane.

Bus Rapid Transit (BRT): a rubber tire vehicular transportation system with its own right-of-way or dedicated lane along its route, providing service that is faster than a regular bus.

Business District (BD): an area comprised of primarily office buildings and warehouses with a small amount of retail. This area allows some large parking lots, generally buffered from main streets.

Character District: a regulatory boundary mapped on a development area plan which is identified by its size, intensity, sub-districts, thoroughfare standards, and civic open space.

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

Civic Building: a building operated by one or more civic organizations.

Civic District: a designation for sites dedicated for civic buildings and civic open space.

Civic Open Space: an outdoor area that provides a public realm at all scales of urbanism, from rural to urban and from region to the block. To be effective it must be specialized in function, appropriate in context and location, proximate to pedestrian routes, and adjacent to meaningful destinations. Types include parks, greens, squares, plazas, and playgrounds.

Commercial: the term collectively defining workplace, office, retail, and lodging functions.

Commercial Street (CS): a local, slow-movement thoroughfare suitable for high-intensity urban areas. Commercial streets are urban in character, supporting parallel or angled parking on both sides and narrow lanes appropriate for a commercial environment.

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, a commercial street, or a transit station, and may act as the social center of a neighborhood.

Common Yard: a planted private frontage, visually continuous with adjacent yards, wherein the facade is set back from the frontage line.

Coordinated Frontage: a coherent landscape and paving design of the public frontage and private frontage.

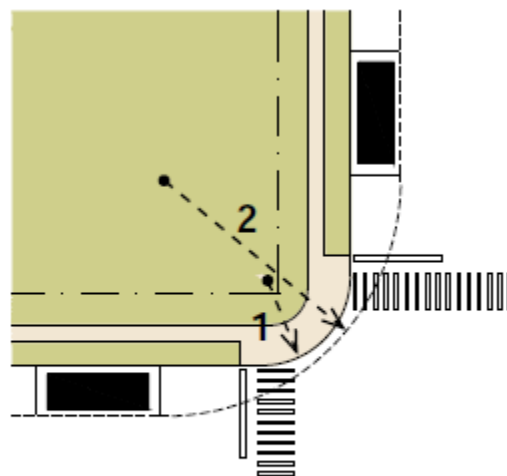
Corner Lot: a lot or parcel of land abutting two (2) or more thoroughfares at their intersection, or two (2) parts of the same thoroughfare forming an interior angle of less than one hundred thirty-five (135) degrees.

Corridor: a continuous trajectory.

Cross Block Passage: a publicly accessible way providing pedestrian access through a block connecting to two or more thoroughfares.

Curb: the edge of the vehicular pavement that may be raised, usually incorporates the drainage system.

Curb Return Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking along the curb.



1-Curb return radius
2-Effective Radius (± 8 ft)

Design Speed: the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement.

Development Area Plan: a future land use plan required by this Section that guides future development and provides the City a basis for future transportation and capital facilities projections.

Development Units (DUs): entitlement rights assigned within an assigned district. A development unit is equivalent to a single residential unit or 1,100 non-residential square feet.

District Framework Plan: a set of documents defining details of future construction within a district.

Drive (DR): a thoroughfare along the boundary between an urbanized and a natural condition or civic district, usually along a waterfront, park, or promontory. One side has the urban character of

a street or boulevard, while the other has the qualities of a road, with naturalistic planting and rural details.

Driveway: a vehicular access way within a private lot connecting a garage to a thoroughfare. Driveways are built to a lesser standard than public thoroughfares. The cost of a rear lane should be offset by that of the driveway it replaces.

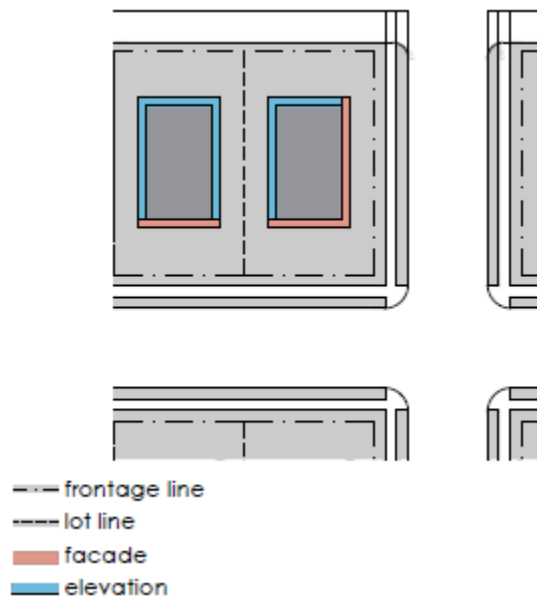
Effective Turning Radius: the measurement of the inside edge of the vehicular tracking taking parking lanes into account.

Elevation: an architectural drawing consisting of a flattened image of a building along a particular plane.

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 infringes upon required setbacks.


Facade: the elevation of a building that is set along a frontage line.



Fence: a permeable metal or wooden wall, independent of a building.

Folly: a garden building, built primarily for visual effect, suggesting through its appearance some other purpose.

Forecourt: a private frontage wherein a portion of the facade is close to the frontage line and the central portion is set back.



Front Setback: the distance from the frontage line to the point where a building may be constructed. This area must be maintained clear of permanent structures with the exception of encroachments.

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.

Private Frontage: the privately held layer between the frontage line and the principal building facade.

Public Frontage: the area of a thoroughfare assembly between the curb of the vehicular lanes and the frontage line.

Public Frontage Assembly: the result of assembling the walkway, planter, verge, and public furniture within a thoroughfare assembly.

Frontage Buildout: the percentage of the lot width that is occupied by the building facade within the first lot layer.

Frontage Encroachment: a structural element that encroaches into the frontage.

Frontage Line: a lot line along a public frontage.

Fronting: an element placed or existing along a frontage.

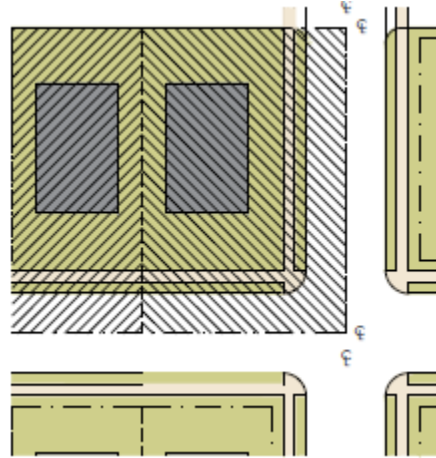
Function: the use or uses accommodated by a building and its lot.

Gallery: a private frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk.

Green: a civic open space type for unstructured recreation, spatially defined by landscaping rather than building frontages.

Grid: a web of interconnecting thoroughfares. A regular grid consists of sets of parallel thoroughfares intersecting orthogonally. An irregular grid consists of parallel or non-parallel thoroughfares with frequent but nonorthogonal intersections.

Gross Lot Area: the area of a lot including the net lot area and portions of street rights-of-way and other required dedications and easements up to their centerline.



Height: See building height.

Highway (HW): a rural and suburban thoroughfare of long distance and high vehicular speed and capacity. A highway should be relatively free of intersections, driveways, and adjacent buildings. This type is allocated to the more rural lot types (LT-1, LT-2, and LT-3).

Hollywood Drive: a residential driveway constructed of two parallel strips of pavement each 2 ft. wide with a planting area in between. An alternative to the conventional continuous-surface parking pad, the Hollywood Drive provides more green area and better permeability but is more difficult to build. In the event of front-loaded garages, access may be by means of a Hollywood Drive to salvage a nearly continuous common lawn.

Home Occupation: non-retail commercial enterprises permitted under the Restricted office category.

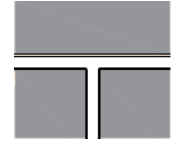
Inclusive Housing: a conception that housing within a neighborhood should fulfill a broad range of needs and desires, including residential typologies ranging in character from urban to rural, and in price from affordable to expensive. Inclusive housing accommodates demographic segments from single person households to retirees, with families in between.

Inn: a type of lodging building function that is owner-occupied, offering 5 to 12 bedrooms, permitted to serve breakfast in the mornings to guests.

Intersection: a thoroughfare junction where two or more thoroughfares meet or cross and the preferred location for pedestrian crossings. Intersections are characterized by a high level of activity and shared use and should be multimodal and deserving of special design treatments.

Intersection Assembly: the result of coordinating the public frontage elements assembled with the transportation way, public transportation and bicycle network elements at intersections.

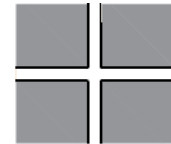
Intersection, T: an intersection between two thoroughfares where one is terminated. T-Intersections cause the least vehicle to vehicle and vehicle to pedestrian conflict points. Urban T-Intersections provide opportunities for terminated vistas.



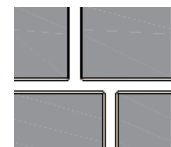
Intersection, Y: an intersection between three thoroughfare segments without right angles. Y-Intersections in areas of steep topography are also called switchbacks, providing access to grade changes without excessive intersection grading. Turning may be difficult in some situations where angles are acute.



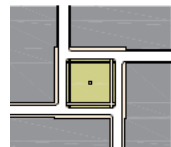
Intersection, 4W (4-way): a standard intersection between two continuous thoroughfares at or near right angles.



Intersection, SI (Staggered): an intersection where one continuous thoroughfare is intersected by two terminating thoroughfares in close proximity. Staggered intersections provide a high number of terminated vistas and are well suited at commercial streets where traffic movement is slow and a high degree of spatial enclosure is desired.



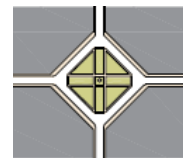
Intersection, TN (Turbine): An intersection between three or four terminating thoroughfare segments creating open space or a civic district at the center. Turbine intersections are versatile, providing opportunities for squares, greens, or playgrounds, and additional on-street parking.



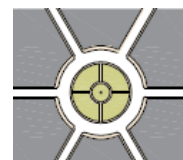
Intersection, TC (Traffic Circle): A free-movement intersection between two or more thoroughfares. Traffic circles allow vehicles to negotiate complex intersections safely without coming to a complete stop. For this reason, traffic circles are not appropriate in places with moderate to high pedestrian activity.



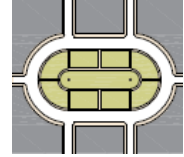
Intersection, SA (Square About): A free or near free-movement intersection between four or more thoroughfares in an urban context. Unlike traffic circles, square-about requires slow speeds and are therefore pedestrian friendly. They also allow for spatial enclosure by buildings.



Intersection, RA (Round About): A very large traffic circle intersecting multiple urban thoroughfares with a pedestrian accessible civic district at the center in a circular, oblong, or elliptical shape. Roundabouts may require traffic control by timed or on-demand signalization to ensure safety at pedestrian crossings.



Intersection, EA (Elongated Round About): A civic district including civic space and civic buildings well suited for the intersection of more than four thoroughfares in very urban environments. Elongated roundabouts intersect the highest number of thoroughfares due to their size and are well suited to highly trafficked thoroughfares such as boulevards.



Intensity: the magnitude of development permitted within a given block type.

Layer: See lot layer.

Lightwell: A private frontage type that is a below-grade entrance or recess designed to allow light into basements.

Liner Building: a building specifically designed to mask a parking lot or a parking structure along 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.

Lodging: a building function available for daily and weekly renting of bedrooms.

Lot: a parcel of land accommodating a building or buildings under single ownership.

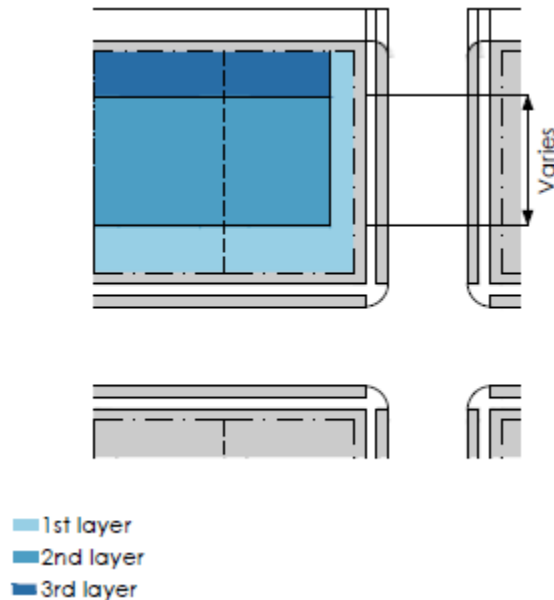
Lot Coverage: the maximum area of a lot which may be occupied by buildings and other roofed structures. Lot coverage is expressed as a ratio.

Lot Layer: a range of depth of a lot within which certain elements are permitted.

First Lot Layer: the area of a lot comprised of the distance between the front property line and the required setback including the private frontage.

Second Lot Layer: that portion of the lot behind the first layer which includes the portion of the principal building that enfronts the thoroughfare.

Third Lot Layer: that portion of the lot that is not within the first and second layer.



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

Lot Occupation: category for the area of a lot that may contain buildings, regulated in terms of width and coverage metrics.

Lot Width: the length of the principal frontage line of a lot.

Main Civic Space: an 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.

Maximum Density: the maximum number of housing units permitted per acre of gross lot area on a single lot including adjustments for other functions.

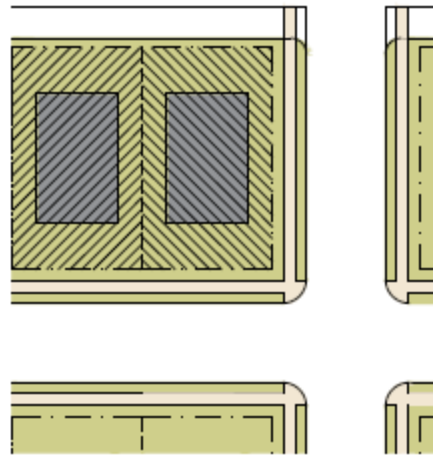
Minor Thoroughfare Network: a network of thoroughfares within districts that is secondary to the thoroughfare network.

Mixed-Use: multiple functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency.

Mixed-Use Corridor: a corridor within primarily mixed-use buildings along its length.

Neighborhood: the fundamental human habitat; a community sustaining a full range of ordinary human needs. In its ideal form, the neighborhood is a compact walkable urban pattern with a balanced range of living, working, shopping, recreational, and educational program.

Net Lot Area: the area of a lot within the frontage lines, excluding any portions of street rights-of-way or other required dedications.



Nonconformity: an existing function, structure, lot or site improvement that is in compliance with the zoning regulations that were applicable to it when it was established, and for which all required permits were issued, but which does not conform in whole or in part to the regulations of this Section. Such nonconformity is legal and may continue except as regulated by this Section.

Off-street Parking: a parking area located within a lot, generally to the rear of a building frontage, masking it from the public space.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

On-street Parking: single line of parking located along the curb line of a thoroughfare accessible directly from a moving lane.

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


Open Space Corridor: a continuous corridor of open space.

Outbuilding: a building other than the principal building, usually located toward the rear of the same lot as a principal building, and sometimes connected to the principal building by a thin building wing.

Park: a civic open space type that is a natural preserve available for unstructured recreation.

Parking Lane: A vehicular lane designated and used for parking motor vehicles.

Parking Structure: a building containing one or more stories of vehicular parking above or below grade.



Parkway (PW): a highway designed in conjunction with naturalistic landscaping, including a variable-width median. A parkway should include a wide right-of-way landscaped on both sides of vehicular lanes.

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 Crossing: an area designated for pedestrians when traversing a thoroughfare. Pedestrian crossings may be striped and indicated by signage.

Pedestrian Shed: an area that is centered on a common destination, defining the structure of a district. Its size is related to average walking distances for the applicable district. A pedestrian shed that is an average 1/4 mile radius or 1,320 feet, which represents a 5-minute walk at an average pace. This is the distance that most persons will walk rather than drive, providing the environment is pedestrian-friendly.

Planter: the element of the public frontage which accommodates street trees, whether continuous or individual.

Playground: a civic open space type designed and equipped for the recreation of children.

Plaza: a civic open space type designed for civic purposes and commercial activities in the more urban transect sub-districts, generally paved and spatially defined by building frontages.

Porch: An open-air room appended to a building, with floor and roof but no walls on the sides facing frontages.

Principal Building: the main building on a lot, usually located toward the frontage.

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

Principal Frontage: the private frontage designated to bear the address and principal entrance to the building, and the measure of minimum lot width.

Public Furniture: signage, public lighting, benches, refuse containers, newspaper dispensers, and other publicly managed vertical elements within the public frontage.

Public Infrastructure: cumulatively the infrastructure elements serving individual lots and public spaces, including water, sewer, storm water, electrical power, telecom, cable, fiber-optic cable, and similar elements.

Public Lighting: lighting that is owned and maintained by the City, usually along thoroughfares and in public spaces.



Public Planting: planting that is owned and maintained by the City, usually along thoroughfares and in public spaces.

Public Realm: those parts of the urban fabric that are held in common such as plazas, squares, parks, thoroughfares and civic buildings.

Public Space: land, including thoroughfares, that is owned and maintained by the City where public access is permitted. Time limits and other restrictions may limit access to some public spaces.

Public Space Standards: a set of requirements defining the character of public spaces.

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-over 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, no raised curb, with drainage by inverted crown, french drain, or by percolation.

Rear Setback: the distance from the rear lot line to the point where a building may be constructed. This area must be maintained clear of permanent structures with the exception of permitted encroachments.

Regional Infrastructure: infrastructural elements that traverse long distances, including high-voltage power lines, oil and natural gas pipelines, fiber-optic trunk lines, and other similar elements.

Regional Open Space: open space that is scaled and programmed to serve residents outside of the immediately surrounding districts.

Required Parking: the number of parking spaces needed to accommodate a building or buildings on a single lot according to the intensity of its function.

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

Retail: characterizing premises available for the sale of merchandise and food service.

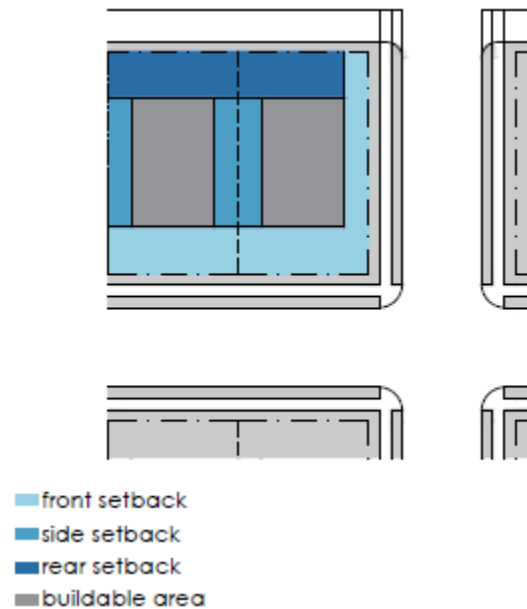
Retail Frontage: a frontage designated on a regulating plan that requires or recommends the provision of a shopfront, encouraging the ground level to be available for retail use.

Road (RD): a local, rural and suburban thoroughfare of low-to-moderate vehicular speed and capacity. Roads tend to be rural in character without curbs or striping.

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.

Sensitive Lands: natural features that include, but not be limited to, canyons and slopes in excess of 30%, ridge lines, streams or other natural water features, wetlands and geologically sensitive areas.

Setback: the area of a lot measured from the lot line to a building façade or elevation that is maintained clear of permanent structures, with the exception of permitted encroachments.



Shared Parking Factor: a ratio or percentage applied to the required parking for mixed-use buildings or multiple buildings on a lot or block reducing the total required parking by accounting for parking spaces that are available to more than one function.

Shared Vehicular Lane with Sharrow (SL): a bicycle facility consisting of signage and painting indicating that motor vehicles and bicycles have equal, shared access to a vehicular lane.

Shopfront: a private frontage conventional for retail use with substantial glazing wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade.

Sidewalk: the paved section of the public frontage dedicated exclusively to pedestrian activity.

Sign: any identification, description, illustration, or device, illuminated or non-illuminated, that is visible from a public right-of-way or is located on private property and visible to the public and which directs attention to a product, place, activity, person, institution, business, message or solicitation, including any permanently installed or situated merchandise, with the exception of window displays, and any letter, numeral, character, figure, emblem, painting, banner, pennant, placard, or temporary sign designed to advertise, identify or convey information.

Sign Band: a wall area of a non-residential building built along the entire width of a principal or secondary frontage allocated for the placement of a sign above a shopfront or at the cornice.

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

Special Requirements: provisions of this Section that modify or extend requirements as designated on a regulating plan or other map for those provisions.

Square: a civic open space type designed for unstructured recreation and civic purposes, spatially defined by building frontages and consisting of paths, lawns and trees, formally disposed.

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.

Story: a habitable level within a building by which height is measured, excluding an attic or raised basement.

Street (ST): a local urban thoroughfare of low speed and capacity.

Streetscreen: a freestanding wall or hedge built along the frontage line, or coplanar with a facade.

Sub-block: A subdivided portion of a block that is typically bounded by thoroughfares. Sub-blocks can take either an orthogonal or rhomboidal form:

Orthogonal: Intersecting or lying at right angles

Rhomboidal: Adjacent sides are of unequal lengths and angles are non-right angled



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.



Target Speed: the desirable velocity at which vehicles should travel on a thoroughfare.

Terrace: A frontage wherein the facade is set back from the frontage line with an elevated terrace within the entire private frontage.

Terminated Vista: a location at the axial conclusion of a thoroughfare.

Thoroughfare: a way for use by vehicular, bicycle, and pedestrian traffic providing access to lots and open spaces. Thoroughfares provide the major part of the public open space as well as moving lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character.

Thoroughfare Assembly: the result of the public frontage elements assembled with the transportation way, public transportation and bicycle network elements within a right-of-way.

Thoroughfare Network: an interconnected network of vehicular, pedestrian and bicycle mobility.

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban transect of the human environment describes the physical form and character of a place, according to the density and intensity of its land use.

Transit Based Community: a zone and/or district designed to regulate development to achieve specific measures of urban form based on organizing principles that are human scaled, neighborhood based and transit oriented.

Transportation Provision: modes of travel that include bicycles and transit.

Transportation Way: the portion of the thoroughfare dedicated to modes of travel that include motor vehicles, bicycles and transit.

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.


Urbanized: generally, developed.

Utilities, Dry: elements of public infrastructure that do not convey liquids.

Utilities, Wet: elements of public infrastructure that convey liquids.

Vehicular Lane: the portion of a thoroughfare which is occupied by motor vehicles, usually the moving lanes and parking lanes.

Verge: the portion of a public frontage that contains the public furniture.



Walkway: the portion of the thoroughfare dedicated exclusively to pedestrian activity. The walkway includes sidewalks and the planting areas of the streetscape.

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.

Zoning Clearance Officer: The director of the planning department is recognized as the zone clearance officer. The zone clearance officer is responsible for the duties outlined in this TOD Code as well as those set forth under [Section 17.2.402](#) of the American Fork City Code.