

SUBCHAPTER 5. ESTABLISHMENT OF OVERLAYS AND SPECIAL DISTRICTS.

Overlay districts shall be used in conjunction with base zoning districts where it is appropriate to do so. In the use of the following overlay zoning classifications, the base district shall remain in effect as it is already in existence unless changed by zoning amendment and in accordance with the provisions of this Subchapter. New base districts or changes in existing base districts may be requested at the same time overlay or special prefix districts are requested.

~~(a)~~B. SH 130 AND SH 45 CORRIDOR DISTRICTS.

- (1) Purpose. The purpose of SH130 and SH 45 Corridor Districts is to provide a mixture of services, employment and housing types in an appropriate setting based upon location and function within the City.
- (2) Graphics. In the event that graphics or figures are included for purposes of visually depicting standards, the text of this Section shall control.
- (3) Establishment of Corridor Districts.

To meet the Guiding Principles established by the SH 130 and SH 45 Corridor Study, the area within the boundaries of the corridor is divided among three Districts that establish a form ranging from Suburban residential areas to dense Urban Centers. Utilizing the New Urbanist Transect as a basis, the three Districts are defined as follows:

- ~~i.~~(a) Suburban (Level 3: CL3). The purpose of the Suburban District is to establish a form that features low density, suburban development primarily consisting of a mix of residential uses featuring single family homes with limited commercial uses along major thoroughfares. The scale of development is limited with substantial on-site open space and vegetation. Uses within the Suburban District may be mixed with an emphasis on creating walkable neighborhoods near neighborhood centers, civic spaces and public facilities.
- ~~ii.~~(b) Urban (Level 4: CL4). The purpose of the Urban District is to create vibrant and walkable neighborhoods and employment centers along the SH 130 and SH 45 Corridor. The scale of structures in the Urban District is greater than found in the Suburban District with heights reaching 6 stories and density sufficient to support a range of housing types. Commercial retail services play an increased role above the Suburban District but remain supportive of surrounding neighborhoods and employment centers.

~~iii.~~(c) Urban Center (Level 5: CL5). The purpose of the Urban Center District is to establish dense, dynamic and walkable centers for living, working and shopping. Urban Centers provide a retail and employment focus supplemented by dense residential development. Three Urban Centers established upon initial approval of the SH 130 and SH 45 Corridor boundaries occur at major interchanges along the state highways with emphasis upon retail (SH 130 and SH 45), employment (SH 130 and Pfluger Lane) and entertainment (SH 130 and Pecan Street).

(4) Establishment of Form.

To provide a transition between prior requirements and the vision for SH 130 and SH 45 Corridor each District shall allow for two Development Patterns: Base Development and Traditional Neighborhood Design.

- (a) Base Development. The intent of the Base Development pattern is to establish minimum requirements for those seeking to develop a site located within the boundaries of the SH 130 and SH 45 Corridor during initial implementation of the three Planned Districts. Bulk incentives encourage development in a manner that more fully meets the vision for the SH 130 and SH 45 Corridor. Further bulk incentives encourage selection of Traditional Neighborhood Design as the preferred development pattern.
- i. Base Development is an alternative development pattern that may only be selected by those seeking to develop a site located within the boundaries of the SH 130 and SH 45 Corridor as established upon its initial adoption or as approved by City Council.
 - ii. The Planning and Zoning Commission shall examine the success of the corridor, at minimum, once every two years following initial approval of the SH 130 and SH 45 Corridor to determine if Base Development requirements remain necessary. Following recommendation by the Planning Commission, City Council may opt to expire the Base Development Pattern if it is determined that the development pattern is no longer needed to encourage development. Subsequent development shall meet the requirements established for Traditional Neighborhood Design as appropriate to each District.
- (b) Traditional Neighborhood Design. Traditional Neighborhood Development represents the preferred development alternative for the SH 130 and SH 45 Corridor featuring increased densities, improved pedestrian amenities, sustainable development patterns, increased mix of uses and market diversity. Bulk incentives encourage development in a manner that further meets the vision for the SH 130 and SH 45 Corridor.

(5) Permitted Uses.

Land or buildings located within the boundaries of the SH 130 and SH 45 Corridor may be used for any of the uses allowed in Table 1, Permitted Uses. No land may hereafter be used, and no building or structure may hereafter be erected, altered, or converted for uses other than those specified as permitted in the district in which the land or building is located.

- (a) Permitted Uses. Any category in Table 1, Permitted Uses noted with a “P” is permitted by right within the given District, providing that all other requirements applicable to the use within the SH 130 and SH 45 Corridor are met.
- (b) Prohibited Uses. Any category in Table 1 Permitted Uses noted with a “-” is not permitted within the given District.
- (c) Conditional Uses. Certain uses are allowed by right within the given Districts provided that specific conditions, as well as all other applicable to the use within the SH 130 and SH 45 Corridor, are met. Specific conditions applicable to these certain uses are provided in Table 1 Permitted Uses.
- (d) Uses Considered a Special District. Specific uses, as noted by the term “SD” in Table 1 Permitted Uses, require consideration of impacts beyond the standards offered within this Planned Development. Approval of a Special District within the boundaries of the SH 130 and SH 45 Corridor shall follow the procedures established for Special Districts in Subchapter 3.
- (e) Determination of Use. In the event that a use is not listed or classification is otherwise required, the Administrator shall classify the use as appropriate in accordance with Subchapter 3.

Residential Uses	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Accessory Unit	P	P	P	P	P	P
Duplex	P	P	P	P	P	P
Tri-plex						
Four plex	P	P	P	P	P	P
Multi-Family Suburban	SD ¹¹	SD ¹¹	P ¹¹	SD ¹¹	SD ¹¹	P ¹¹
Multi-Family Urban		SD ¹²	P ¹²		SD ¹²	P ¹²
Single Family Attached (3 or more)	P	P	P	P	P	P

Single Family Detached Suburban	<u>P11</u>					
Single Family Detached Urban		<u>P12</u>		<u>P12</u>		
Nursing Home (Convalescent Home)	P	P	P	P	P	P
Assisted Living	P	P	P	P	P	P
Live Work Unit		P	P		P	P
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						
Lodging Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Bed and Breakfast	1	P		1	P	
Hotels/Motels		2	2		2	2
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						
Educational, Institutional, Public and Special Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Cemetery/Mausoleum	3			3		
Church	P	P	P	P	P	P
Civic/Convention Center/Conference Center		SD	SD		SD	SD
Clinic						
Club, not bar/tavern						
College, University, Trade or Private Boarding School	4	4	4	4	4	4
Drive-in / thru	5	5	5	<u>5</u>	5	<u>5</u>
Farm. Ranch, Stable, Garden, or Orchard		P			P	
Gas Pumps		6	6		6	
Government Facilities		P	P		P	P
Hospital		<u>SD</u>	<u>SD</u>		<u>SD</u>	<u>SD</u>
Mortuary/Funeral Home						
Museum/Art Gallery						
Overhead/Rollup Doors		<u>P</u>	<u>P</u>			
Park or Playground	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
School, Public, Private, or Parochial	4	4	4	4	4	4
Swimming Pool	4	4		4	4	
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						
Transportation, Utility, and Communication Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Bus Depot						
Free-standing monopole cell towers						
Microwave and satellite receiving						
Transit Terminal		<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>
Utilities		SD			SD	

P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.

Office and Professional Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Administrative or Professional Office	P	P	P	P	P	P
Medical Office (less than 10,000 sq ft)	P	P	P	P	P	P
Governmental Office		P	P	P	P	P
Research and Development Center		<u>SD</u>	<u>SD</u>		<u>SD</u>	<u>SD</u>

P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.

Commercial, Retail, and Service Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Bar/Tavern		P	P		P	P
Bicycle Shop	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Body Art Studio						
Business Services						
Campground or Recreational Vehicle Park						
Catering Establishment		<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>
Commercial Amusements, Indoor (less than 2,000 sq ft)		P	P		P	P
Commercial Amusements, Indoor (greater than 2,000 sq ft)		SD	SD		SD	SD
Commercial Amusements, Outdoor		SD	SD		SD	SD
Contractor's Shop and/or Storage Yard						
Day Care Facility	P	P	P	P	P	P
Day Care Facility, Incidental	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Dry Cleaning, Major		P	P		P	P
Dry Cleaning, Minor	P	P	P	P	P	P
Equipment and Machinery Sales and Rental, Major						
Equipment and Machinery Sales and Rental, Minor						
Financial Institution	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Golf Course and/or Country Club	P	P		P		
Golf Driving Range						
Gymnastics						
Dance Studio	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Health/Fitness Center	<u>13</u>	<u>P</u>	<u>P</u>	<u>13</u>	<u>P</u>	<u>P</u>
Hotel		<u>2</u>	<u>2</u>		<u>2</u>	<u>2</u>
Household Appliance Service and Repair						
Laundromat						

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Commercial, Retail, and Service Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Massage Therapy, Licensed	P	P	P	P	P	P
Mortuary/Funeral Parlor		P			P	
Motel		2	2		2	2
Nursery		P			P	
Pawn Shop						
Personal Services Shop	P	P	P	P	P	P
Pet Store / Kennel / Vet Clinic	7	7	7	7	7	7
Print Shop, Major		P	P		P	P
Print Shop, Minor	P	P	P	P	P	P
Residence Hotel		2	2		2	2
Restaurant	8	P	P	8	P	P
Retail Sales - Single Tenant over 50,000 SF		P	P		P	P
Retail Sales and Service	8	P	P	8	P	P
Sexually Oriented Business						
Small Engine Repair Shop						
Stable, Commercial	P					
Theater, Neighborhood		P	P		P	P
Theater, Regional		P	P		P	P
Trailer Rental						
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						
Automobile and Related Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Auto Parts Sales, Inside						
Auto Parts Sales, Outside						
Automobile Parking Lot/Garage		P9	P9		9	9
Car Wash (Accessory Use)		10			10	
Car Wash (Primary Use)		SD			SD	
Salvage Yard						
Truck Sales, Heavy Trucks						
Truck Terminal						
Truck/Bus Repair						
Automotive Repair and Services		SD	SD			
Vehicular Sales and Rental,						
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						
Wholesale, Manufacturing and Industrial Uses	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Auction sales						
Coal, Sand and Gravel Yard						
Light Industrial Uses		SD			SD	
Heavy Industrial Uses						
Machine Shop						
Mini-Warehouse/Public Storage		P			SD	

Office/Showroom						
Office/Warehouse/Distribution Center		SD	SD		SD	SD
Open Storage						
Portable Building Sales						
Recycling Center						
Recycling Plant						
Storage or Wholesale Warehouse						
Trailer/Mobile Home Display and Sales						
P= Permitted, Blank = Not Permitted, SD = Special District, (X) = Conditions as defined in Section 6. Conditions.						

(6) Conditions.

The uses indicated in the above table with numbers in one or more districts must comply with the conditions as indicated by the reference number below. The use is permitted in the subject district or districts provided the use or site complies with the conditions indicated for the use.

~~(a)~~ 1. Limited to home occupation only.

~~(b)~~ 2. External balconies may not face single family detached residential. Three of the following amenities must be included:

- a. Pool.
- b. Spa.
- c. Fitness Room.
- d. Playground.
- e. Sports Court.
- f. Plaza/atrium.
- g. Game Room.
- h. Trail.
- i. Conference Room.
- j. Full Service Restaurant.

~~(c)~~ 3. Twenty acres minimum. Access from a collector or arterial.

- ~~(d)~~4. Access from a collector or arterial.
- ~~(e)~~5. Must be located to the side or rear of the structure.
- ~~(f)~~6. Maximum of two corners of an intersection. Permitted only within 1,000 feet of SH 130 and SH 45. Maximum of twelve hoses. Canopy support columns must be encased in complimentary brick or stone.
- ~~(g)~~7. No outside runs, kennels, or other similar features.
- ~~(h)~~8. Maximum square footage must be less than 1,000 sq feet.
- ~~(i)~~9. Principle street frontage at ground level limited to thirty feet.
- ~~4-~~10. Accessory to gas pumps.
- 11. Shall follow the design standards established in Subchapter 9 of the Unified Development Code for Suburban structures.
- 12. Shall follow the design standards established in Subchapter 9 of the Unified Development Code for Urban structures.
- 13. Maximum square footage must be less than 5,000 sq feet.

(7) Accessory Structures and Uses.

Accessory structures and uses shall be permitted in accordance with Subchapter 7 of the Unified Development Code with the following exceptions:

- (a) Residential Accessory Structure. One residential accessory structure shall be permitted on a lot occupied by one single-family detached residential structure that serves as the primary use. The habitable area of the residential accessory structure shall not exceed 600 square feet.
- (b) Location of Accessory Structures. No accessory structure shall be located in Layer 1 of a lot.

(8) Temporary Uses.

Temporary uses shall be permitted in accordance with Subchapter 7 of the Unified Development Code with the exception of Farmer's Markets.

- ~~i-~~(a) Farmers markets shall be permitted on public properties and civic spaces approved by the Administrator and private property within Urban and

Urban Center Districts of the SH 130 and SH 45 Corridor. Farmer's Markets shall not be required to be located within a paved parking lot or accessible to a paved parking lot.

(9) Nonconforming Uses and Structures.

A use or structure lawfully occupied at the time of the effective date of the ordinance establishing or amending the SH 130 and SH 45 Corridor as a Planned District which does not conform to the relations for the District shall be considered nonconforming. Nonconforming uses and structures shall be permitted to remain in accordance with Subchapter 6.

(10) General Regulations. General Regulations shall be established by Table 2 General Regulations.

- (a) Exclusion of Parking Structures from Lot Coverage. Structured parking shall not be considered in calculation of Maximum Lot Coverage. However, structured parking shall be considered in meeting requirements for the Maximum Impervious Surface permitted for a site.
- (b) The combined bulk of structures, including primary and accessory structures, shall be defined according to the Maximum Lot Coverage and Floor-to-Area Ratio in the appropriate district and selected Development Pattern in accordance with Table 2 General Regulations.
- (c) Structured parking shall not be considered in calculation of the Floor-to-Area Ratio permitted for a site.
- (d) The combined bulk of residential dwelling units per acre shall not exceed the permitted Floor-to-Area Ratio for a site. In the instance that development includes multiple uses, the bulk of residential development shall be combined with the bulk of other uses to calculate Floor-to-Area Ratio.
- (e) Sites developed in the Traditional Neighborhood Design Development Pattern shall locate a percentage of the street face of a structure within a range established as the build-to line. For purposes of establishing the build-to line, the front of the lot shall be considered any property line parallel to a street other than an alley. The first and second stories of the principal structure on a lot shall be required to meet the build-to line requirement.
- (f) All lots shall front a vehicular thoroughfare.

Table 2. General Regulations

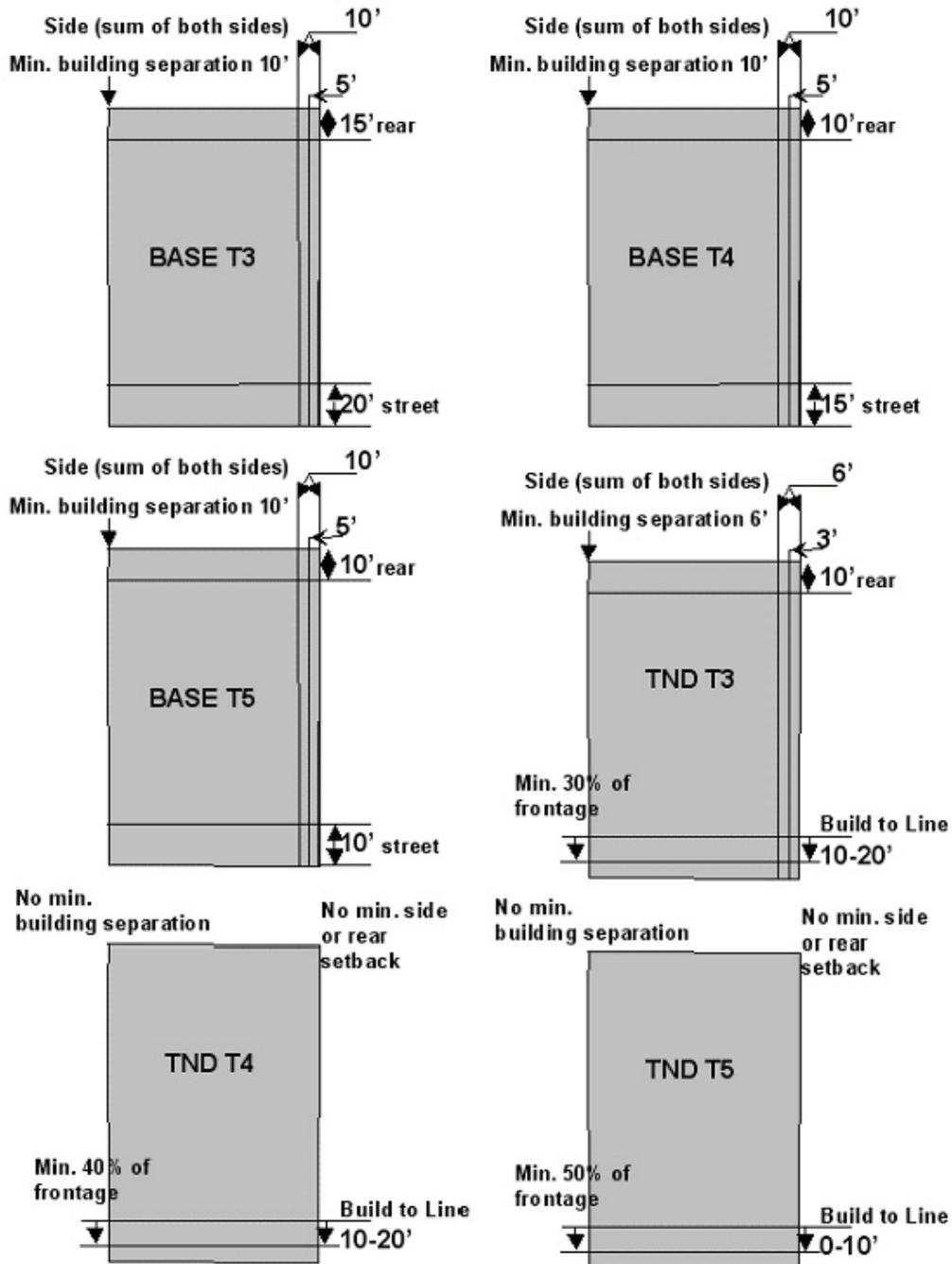
Table 2: General Regulations	BASE DEVELOPMENT				
	Suburban (Level 3)		Urban (Level 4)		Urban Center (Level 5)
	SF Detached	Duplex/S F Attached	SF Detached	Duplex/S F Attached	
Minimum Lot Area (Residential)	5,000 sq ft	3,000 sq ft	5,000 sq ft	3,000 sq ft	3,000 sq ft
Minimum Lot Area (Non-Residential and Multi-Family)	NA		NA		NA
Minimum Lot Width (Residential)	40'	30'	30'		25'
Minimum Lot Width (Non-residential and Multi-Family)	45'		25'		25'
Minimum Width (cul-de- sac)	NA		NA		NA
Minimum Lot Depth	NA		NA		NA
Minimum Front Street Yard	20'		15'		10'
Maximum Front Street Yard	NA		NA		NA
Minimum Side Street Yard	20'		15'		10'
Street Build-to-Line Range	NA		NA		NA
Percentage of structure frontage that must be within the range of the Build-to-Line (first and second story)	NA		NA		NA
Minimum Interior Side Yard	10' sum of both		10' sum of both		10' sum of both
Minimum Rear Yard	15'		10'		10'
Sky Exposure Angle (in degrees, measures at 14' above the end of the 50' bufferyard)	45		45		45
Minimum Building Separation	10'		10'		10'
Maximum Lot Coverage (does not include Parking Structures)	40%		55%		70%

Maximum Impervious Coverage (includes Parking Structures)	50 <u>60</u> %	70 <u>75</u> %	80 <u>85</u> %	
Maximum Floor Area Ratio (FAR) (does not include Parking Structures)	.6	1	2	
Maximum Floor Area Ratio After incentives (FAR)	1.2	2	4	
Minimum Density (units per acre)	6	10	15	
Maximum Density (units/acre)	12	20	25	
Maximum Density After Incentives (units per acre)	18	30	38	
Minimum Primary Dwelling Unit area	1200 sq ft	700 sq ft	700 sq ft	
Minimum Accessory Dwelling Unit area	600 sq ft	600 sq ft	600 sq ft	
Table 2: General Regulations	TRADITIONAL NEIGHBORHOOD DEVELOPMENT			
	Suburban (Level 3)		Urban (Level 4)	Urban Center (Level 5)
	SF Detached	SF Attached		
Minimum Lot Area (Residential)	5,000 sq ft	3,000 sq ft	3,000 sq ft	2,000 sq ft
Minimum Lot Area (Non-Residential and Multi-Family)	NA		NA	NA
Minimum Lot Width (Residential)	40'	30'	30'	25'
Minimum Lot Width (Non-Residential and Multi-Family)	40'		18'	18'
Minimum Width (cul-de-sac)	NA		NA	NA
Minimum Lot Depth	NA		NA	NA
Minimum Front Street Yard	NA		NA	NA
Maximum Front Street Yard	NA		NA	NA
Minimum Side Street Yard	NA		NA	NA
Street Build-to-Line Range	10-20'		10-20'	0-10'
Percentage of structure	30%		40%	50%

frontage that must be within the range of the Build-to-Line (first and second story)			
Minimum Interior Side Yard	6' sum of both	NA	NA
Minimum Rear Yard	10'	NA	NA
Sky Exposure Angle (in degrees, measures at 14' above the end of the 50' bufferyard)	45	45	45
Minimum Building Separation	6'	NA	NA
Maximum Lot Coverage (does not include Parking Structures)	60%	70%	85%
Maximum Impervious Coverage (includes Parking Structures)	70%	80%	90%
Maximum Floor Area Ratio (FAR) (does not include Parking Structures)	1	2	3
Maximum Floor Area Ratio After incentives (FAR)	2	4	6
Minimum Density (units per acre)	6	10	15
Maximum Density (units/acre)	15	25	30
Maximum Density After Incentives (units per acre)	23	38	45
Minimum Primary Dwelling Unit area	1200 sq ft	700 sq ft	700 sq ft
Minimum Accessory Dwelling Unit area	600 sq ft	600 sq ft	600 sq ft

- (g) Traditional Neighborhood Design Setbacks. Sites developed in the Traditional Neighborhood Design Development Pattern shall be required to meet side and rear yard setbacks for the appropriate District as indicated in Figure 1.

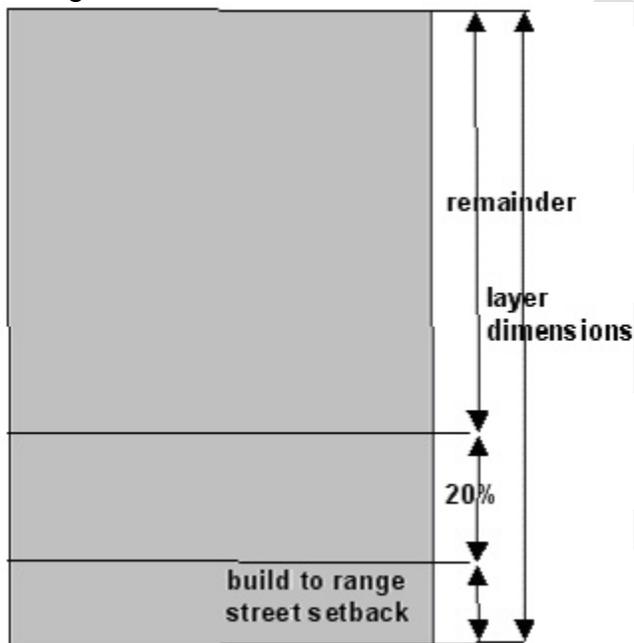
Figure 1.



- (11) Lot Layers. Each lot shall consist of three layers for the purposes of designating the location of site amenities, such as parking and loading, and accessory structures as indicated in Figure 2.

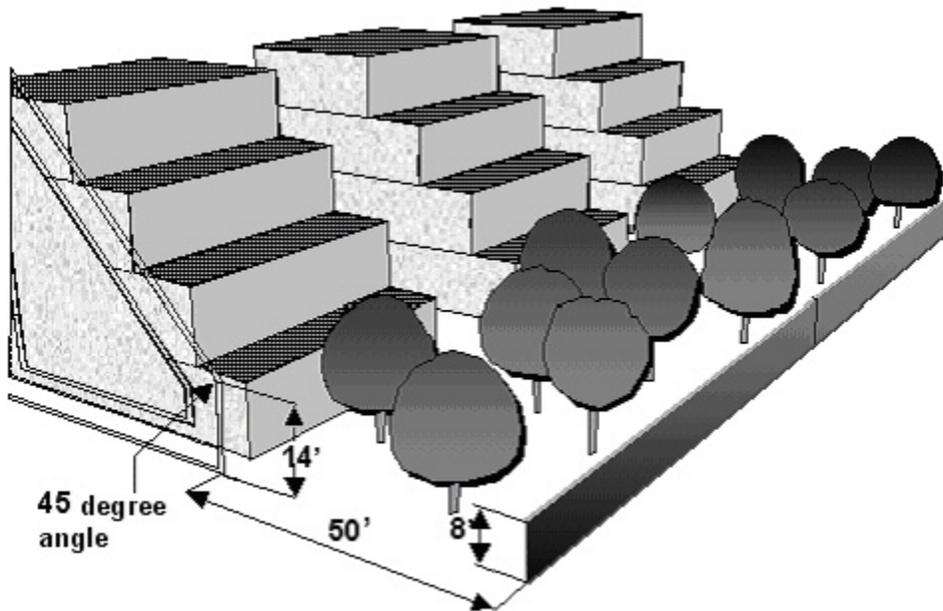
- (a) Layer 1 consists of public frontage along the street upon which the primary entry shall be located. Public frontage consists of the yard created by:
- (a) i. the Street Setback in base development, or
 - (b) ii. the greatest distance in the range of the build-to line from the property line.
- (b) Layer 2 consists of the 20 percent of the lot that follows Layer 1.
- (c) Layer 3 consists of the remainder of the lot that is not located in Layers 1 and 2.

Figure 2



- (12) Protection of Existing Neighborhoods. Development located within 1,000 feet of residential single family neighborhoods existing prior to adoption of the SH 130 and SH 45 Corridor shall be required to meet the following requirements:
- (a) If adjacent to a residential single family neighborhood that existed prior to the adoption of the SH 130 and SH 45 Corridor, a 50 foot bufferyard as shall be placed along the adjacent property line. With the exception of a trail or sidewalk, no pervious surfaces and no parking shall be permitted within the bufferyard. See Section 24 of this Subchapter.
 - (b) Restrict the height of development according to a Sky Exposure Angle as established in Table 2 General Regulations. The angle shall be measured at a point 14 feet above the distance of the bufferyard from the adjoining property line, as indicated in Figure 3.

Figure 3



- (13) Permitted Encroachment into Yards and Right-of-Way.
- (a) No primary or accessory structure that includes a roof and exceeds a height of five feet shall be permitted to be located within the minimum setback, except:
 - i. Utilizing the Traditional Neighborhood Design Development Pattern, Gallery or Arcade style building frontages shall be permitted to exceed the build-to line in the Urban Center District, Gallery or Arcade style building frontages shall be permitted to extend into the

public right-of-way to within 2 feet of the street tree canopy measured at the anticipated full growth of the street trees.

- ii. Accessory items such as driveways, landscape features, fences, and minor mechanical equipment, as well as architectural features such as cornices, chimneys, buttresses and eaves are permitted to be located in the setback.

- (b) Stairways, balconies, covered porches or other building extensions shall be permitted to extend into a setback provided that a minimum of 4 feet separates such features from adjacent structures and similar amenities located on adjacent structures.

(14) Incentives and Density Bonus.

- (a) A series of incentives are hereby established to better achieve the vision for the SH 130 and SH 45 Corridor. Each incentive is optional, but strongly encouraged. Incentives shall permit development of a site to occur at a higher density as indicated in Table 2 General Regulations.
- (b) At no time shall a development be permitted to exceed initial requirements by an amount to exceed 100 percent. Residential densities may be exceeded by no greater than 50 percent of the initial requirement.
- (c) Incentives shall be provided to encourage open space preservation large-scale master planning, development of structured parking, and creation of office space.
- (d) Density may be increased in Corridor districts per Table 3 Density Incentives:

Table 3: Density Incentives	DENSITY BONUS	
	Residential Units (Maximum 50%)	Commercial Coverage (Maximum 100%)
Open Space Preservation – For each 10% decrease in impervious surface to be used as open space	10%	20%
Master Planning – For each 500 acres above 1,000 as Base Development	5%	10%
Master Planning – For each 500 acres above 1,000 as TND	10%	20%
Structured Parking for a minimum 80% required parking	30%	60%
Office Space (only applies to Level 4 and Level 5 to a maximum of 60%) for each 10,000 sq ft as Base Development	-	5%

Office Space (only applies to Level 4 and Level 5 to a maximum of 60%) for each 10,000 sq ft as TND	-	10%
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(15) Height Regulations.

- (a) Height shall be measured as the vertical distance between the average finished grade at the base of the building and the top plate. No single story of a structure shall exceed 14 feet.
- (b) Items not included in calculation of height include space for parking structures, architectural treatments, roof structure, mechanical equipment, antennas, spires or other similar amenities.
- (c) Height regulations are defined per Table 4 Height Regulations:

Table 4: Height Regulations	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Maximum Building Height	3	4	6	NA	NA	NA
Maximum Building Height Accessory Structure	2	3	4	3	4	6

(16) Parking and Loading Requirements.

- (a) Parking requirements in the SH 130 and SH 45 Corridor are intended to provide adequate and reasonable parking while establishing standards for placement and character of parking that build upon the Guiding Principles for this Planned District.
- (b) Applicability. Parking and loading requirements established for this Planned District shall be applicable in all instances of new development, as well as changes in use or structure, including expansion or alteration.
- (c) Calculation of needs for Office, Commercial and Industrial uses shall be based upon the gross floor area of the use.
- (d) In the event that calculations result in a fraction greater than one-half (.5), the number shall be rounded up to the next whole number. Otherwise, the number shall be rounded down.
- (e) The minimum number of required spaces per Table 5 Required Spaces:

Table 5: Required Spaces	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
MINIMUM NUMBER OF SPACES						
Residential (unit)				2	2	1
Lodging (bedroom)				1	1	1
Office (1,000 sq ft)	221113323.53.52.5NANA Table 1: Required Parking Ratio of Subchapter 10 shall apply.			3	2.5	1.75
Commercial (1,000 sq ft)				3.5	3.5	2
Industrial (1,000 sq ft)				NA	NA	NA

- (f) Uses that are not stated in the above table shall adhere to the parking requirements in Subchapter 10 with a twenty percent reduction in spaces permitted.
 - (g) Reduction Below Standards. Existing parking and loading spaces may be reduced below the requirements in this section through a variance. Any request for a reduction of spaces shall be accompanied by a study that proves to the satisfaction of the Administrator that a reduction will not negatively impact anticipated uses.
 - (h) Maximum above Requirement. Parking in a Parking Lot in excess of 100 percent of the parking spaces required shall be accompanied by landscaping or open space the equivalent of 10 percent of the parcel's impervious cover in addition to Landscaping requirements established in this section.
- (17) Types of Parking Permitted. Opportunities for parking shall be classified in four categories as follows:
- (a) On-Street Parking. Parking along the street that establishes a buffer between the vehicular realm of the right-of-way and the pedestrian realm of the sidewalk while also providing immediate access to structures.
 - (b) Driveway/Garage. Parking appropriate to low density development and limited use activities. While permitted in each District in the SH 130 and SH 45 Corridor, the likelihood of available space for Driveway/Garage parking decreases as density increases.
 - (c) Parking Lot. Off-street parking traditionally adjacent to the structure/use for which it is intended. Parking Lots are a common solution for uses and

structures in low to medium density environments requiring substantial parking. The substantial amount of space consumed for Parking Lots decreases walkability and profitability of a site, particularly as the area increases in density.

- (d) **Parking Structure.** Located on a site with the intended development or on a shared site, a parking structure maximizes the use of space by allowing more space on a site to be used for other purposes. Parking structures are most effective in high density or high profit locations in which the increased cost of the structure is exceeded by the need to maximize available land.
- (e) **Space Requirements.** All categories in the Parking Standards table below noted with a “P” are permitted by right within the given District, providing that all other requirements applicable to the use within the SH 130 and SH 45 Corridor are met.
- (f) The types of parking permitted and the location in each district is defined per Table 6 Parking Standards:

Table 6: Parking Standards	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
On-Street Parking	Undesignated	Designated	Designated	Undesignated	Designated	Designated
Driveway/Garage	P	P	P	P	P	NA
Parking Lot	P	P	P	P	P	P
Parking Structure	P	P	P	P	P	P
LOCATION OF PARKING LOT (percentage of total)*						
Layer 1 (maximum)	NA	75	60	20	10	5
Layer 2 (minimum)	NA	10	10	10	0	0
Layer 3 (minimum)	NA	10	10	50	60	70
ANGLE (degrees)	WIDTH (ft)	LENGTH (ft)	Adjacent Aisle Width with Parking (ft)		Adjacent Aisle Width without Parking (ft)	
			One-Way	Two-Way	One-Way	Two-Way
90	9	19	22	24	10	20
60	8.5	17	18	24	NA	NA
45	8	16	15	22	NA	NA
Parallel	8	25	15	20	NA	NA

- (18) **On-Street Parking.** On-street parking is strongly encouraged throughout the Planned District as a flexible, efficient parking option. On-street parking shall be encouraged along all streets, except in the instance that a service road

accompanies a street, parking shall only occur along the service road. SH 130 and SH 45 shall be exempted from this standard.

- (a) On-street parking located adjacent to the front lot line of a lot shall be included in meeting parking requirements for that particular lot.
 - (b) All on-street parking shall be designed as parallel parking.
 - (c) Each on-street parking space shall have a minimum length of 25 feet and a minimum width of 8 feet unless otherwise dictated by the Administrator.
- (19) **Bicycle Accommodations.** Bicycle parking facilities shall be provided in accordance with Subchapter 10 or one bicycle rack of no less than four spaces may be added for each 30 parking spaces of a specific use and, in each instance, shall count as one parking space.
- (20) **Motorcycle Accommodations.** Up to 10 percent of the parking requirement for a site may be designed to accommodate motorcycle parking. Minimum parking space dimensions for a motorcycle shall include a width of 4 (four) feet and a depth of 6 (six) feet.
- (21) **Off-Site Parking.** All or a portion of a site's parking requirements may be met off site in accordance with the following standards:
- (a) On-Street Parking in accordance with this section of the Unified Development Code shall be permitted by right.
 - (b) Off-Site parking must be located within the greater distance of:
 - i. One block or 1,000 feet of the structure when utilizing the Traditional Neighborhood Design Development Pattern.
 - ii. 1,000 feet of the structure when utilizing the Base Development Pattern.
 - (c) Written agreement with the owner of the off-site parking area for use of parking is required for approval by the Administrator.
- (22) **Shared Parking.** Efficient use of land and resources by allowing users to share parking facilities is encouraged. Development or uses that have different operating hours or peak business periods may share parking spaces if approved by the Administrator in accordance with the following standards:
- (a) On-Street Parking shall be a permitted means of achieving shared parking.
 - (b) Parking must be located within the greater distance of:

- i. One block or 1,000 feet of the structure when utilizing the Traditional Neighborhood Design Development Pattern.
 - ii. One thousand feet of the structure when utilizing the Base Development Pattern.
 - (c) Shared Parking Study. A shared parking study shall be submitted to the Administrator that clearly demonstrates the feasibility of shared parking. The study must address, at minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads by the hour of the day for all uses that will be sharing parking.
 - (d) Written agreement with the owner of the off-site parking area for use of parking is required for approval by the Administrator.
 - (e) Additional Requirements. The following additional parking requirements shall follow the standards established in Subchapter 10:
 - iii. C.4. Surfacing.
 - iv. C.5. Timing of Installation.
 - v. C.6. Driveways for Dwellings.
 - vi. C.9. Parking Space and Parking Lot Design, except that landscaping requirements shall be addressed by this section.
 - vii. C.10. Alternative Parking Plans.
 - viii. E. Stacking Areas Requirements.
- (23) Landscaping Requirements.
- (a) Each site shall provide for a percentage of space to be dedicated to landscaping as dictated by District and selection of development pattern on per Table 7 Landscaping Elements:

Table 7: Landscaping Elements	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Minimum Landscape Area (total lot area)	40%	25%	15%	25%	15%	NA 10%
Tree Requirements	Minimum 1- 3" caliper tree per 250 sq ft landscape area					
Shrub Requirements	Minimum 4 shrubs per 250 sq ft landscape area					
Parking Lot Landscaping Total sq. ft. of landscaped area within the parking area. (For every 250 sq. ft., 1-3" caliper tree.)	20 sq. ft. per surface parking space	15 sq. ft. per surface parking space	10 sq. ft. per surface parking space	20 sq. ft. per surface parking space	15 sq. ft. per surface parking space	10 sq. ft. per surface parking space
Parking Lot Design	Subchapter 11 Landscaping and Screening Standards, Section F. Parking Lot Landscaping, Subsection (1) Parking Lot Design shall apply.					
Street Trees (Required for all collector and arterial roadways.)	Subchapter 11 Landscaping and Screening Standards Section D. Streetscape Standards shall apply except street trees must be planted within 50 feet from back of curb					
Building Landscaping	Subchapter 11 Landscaping and Screening Standards Section E. Building Landscaping shall apply.					
Tree Mitigation and Replacement	Subchapter 11 Landscaping and Screening Standards Section I. Tree Credit shall apply. Subchapter 12				NA	
Irrigation Standards	Subchapter 11 Landscaping and Screening Standards Section C. General Landscaping Requirements, Irrigation Standards shall apply					
Planting Beds	Subchapter 11 Landscaping and Screening Standards Section C. General Landscaping Requirements, Planting Beds shall apply.					
Tree Diversity and Location	Subchapter 11 Landscaping and Screening Standards Section G. Tree Diversity and Location shall apply.					
Approved Tree List	Subchapter 11 Landscaping and Screening Standards Section G. Tree Diversity and Location, approved tree list shall apply.					
Landscaped Area Credit	Subchapter 11 Landscaping and Screening Standards, Section H. Landscaped Area Credit shall apply. Plazas or other open spaces may also count towards total landscaped area requirements.					
General Planting Criteria	Subchapter 11 Landscaping and Screening Standards, Section J. General Planting Criteria					
Screening	Subchapter 11 Landscaping and Screening Standards, Section K. Screening shall apply. A developer may choose to utilize a street screen consisting of a freestanding wall designed to minimize the visual impact of the parking area upon the streetscape.					

Alternative Landscaping Plans	Subchapter 11 Landscaping and Screening Standards, Section P. Alternative Landscaping Plans
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(24) Residential Adjacency Buffer.

Bufferyard for Existing Single-Family Residential Detached Development. The only bufferyard to be required within the SH 130 and SH 45 Corridor, with the exception of any bufferyard that may be required as part of approval of a Special District, shall be as a tool to protect single-family detached residential neighborhoods located adjacent to the SH 130 and SH 45 Corridor. In such instances, a bufferyard shall be defined per

Table 8 Bufferyard Standards:

Table 8: Bufferyard Standards	Standard
Buffer Distance from Common Property Line (does not count toward required common space)	A minimum 50 foot bufferyard
Buffer Trees	7-per 100 linear feet, 3" caliper
Buffer Shrubs	15 per 100 linear feet
Wall Required	Minimum 8' masonry or masonry type fence

(25) Common Open Space and Pedestrian Amenities.

- (a) Pedestrian Paths. Pedestrian paths consist of the combination of trails, sidewalks, crosswalks, and on-site shared use paths designed to promote nonmotorized trips within the SH 130 & SH 45 Corridor and connectivity to sites beyond the corridor. Sites developed utilizing the Base Development option shall meet Pedestrian Perimeter and Pedestrian Block Face requirements as established by Table 9.
- (b) On-Site Shared Use Paths. On-Site Shared Use Paths shall allow for safe and sufficient access to crosswalks, amenities, and surrounding motorist activities such as parking areas. Sites with blocks that exceed the Pedestrian Perimeter and Pedestrian Block Face requirements shall utilize an internal network of shared use paths. Trails designed in accordance with requirements of the City of Pflugerville may also be used to meet Pedestrian Perimeter and Block Face requirements.
- b) Shared Use Paths shall connect destinations including sidewalks, trails, structures, and destinations such as waterways, plazas, or greenspaces.

- (c) Shared Use Paths shall be a minimum of 14' in width and shall consist of the following zones:
- i. Pedestrian Zone: An internal, unobstructed pathway for use by nonmotorized traffic. The Pedestrian Zone shall be a minimum of 10' in width.
 - ii. Furniture Zone: An area located between the Pedestrian Zone and motorist activities such as parking lots. The furniture zone allows for appropriate location of obstructions, particularly those that benefit nonmotorist trips such as street trees, benches, signage, kiosks, water fountains, and lighting. The Furniture Zone shall be a minimum of 4' in width and shall be located on each side of the Pedestrian Zone.
 - iii. Frontage Zone: An area located between the Pedestrian Zone and an adjacent structure. A Frontage Zone replaces a Furniture Zone when the Shared Use Path is adjacent to a building. The Frontage Zone accounts for space required for obstructions such as entry doors, bicycle racks and street vendors. The Frontage Zone shall be a minimum of 2' in width.
- (d) Shared Use Path Materials shall consist of an impervious surface that may include the same materials as surrounding motorist activities, but shall, in some manner that does not reduce the quality and safety of the path be clearly delineated from motorist areas. Materials may include concrete, asphalt or brick pavers. Ornamental landscape pavers may only be used in the Furniture or Frontage Zones. A pervious surface that does not reduce the quality and safety of the path may be an acceptable alternative if approved by the Administrator.
- (e) Alternative structures or materials that provide shade and protection from natural elements such as canopies or awnings may be permitted if approved by the Administrator.
- (f) Internal intersections with the motorist network shall favor and clearly delineate pedestrian space through materials, amenities and traffic control features such as stop signs. Crosswalk striping shall not be considered sufficient delineation of pedestrian space.
- (g) Expansion of Trail System. The trail system throughout Pflugerville shall be considered a pedestrian pathway of equal value to sidewalks and vehicular pathways. Sites adjacent to the trail system shall connect to the system and expand it to a logical terminus to allow for continued expansion.

(26) Block Design.

- (a) The perimeter of a block may consist of public streets and the exterior boundary or boundaries of a site. The perimeter of a pedestrian block may consist of public sidewalks, designated trails and on-site walkways that meet the standards of this section.
- (b) Blocks greater than 600 feet in length shall require a pedestrian easement of 20 feet located within 100 feet of the midpoint of the block to allow for pedestrian traffic flow. The pedestrian easement shall be accompanied by a midpoint pedestrian crosswalk. The pedestrian crossing shall be placed near the center of the block face
- (c) All blocks created within the SH 130 and SH 45 Corridor shall be established in accordance with block face and block perimeter requirements in Table 9 Block Standards:

Table 9: Block Standards	BASE DEVELOPMENT			TRADITIONAL NEIGHBORHOOD DEVELOPMENT		
	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Maximum Public Street Perimeter	Shall Comply with Subchapter 15			3,000	2,800	2,400
Minimum Length of Block Face – Public Street				NA	200	NA
Maximum Length of Block Face – Public Street				800	700	600
Maximum Pedestrian Perimeter	3,000	2,800	2,400	NA	NA	NA
Maximum Length of Pedestrian Block Face	800	700	600	NA	NA	NA

(27) Roadway Design and Streetscape.

- (a) The streetscape consists of all elements within the right-of-way, including the network of vehicular, pedestrian and bicycle pathways as well as various street amenities such as street trees, streetlights, and medians.
- (b) For purposes of the SH 130 and SH 45 Corridor, thoroughfares are categorized according to key characteristics to reflect the importance of the streetscape to the context of urban form. Table 10 Thoroughfare

Descriptions defines thoroughfares as Boulevards, Parkways, Streets, Drives, and Alleys.

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Table 10: Thoroughfare Descriptions	Boulevard	Parkway	Street	Drive (includes Terrace/Trail/ Circle)	Alley	
					Res.	Comm.
General Description	High vehicular capacity and Moderate speeds with median	High vehicular capacity and Moderate to high speeds with large median and right of way	Moderate to High vehicular capacity with amenities to also serve pedestrians	Limited vehicular capacity roadway with a focus on site access	Garage Access	Service Access
Medians	Preferred	Preferred	Optional	Optional	NA	
Sidewalks	Moderate to Wide, Minimum 6'	Moderate, Minimum 6'	Moderate to wide, Minimum 6'	Narrow, Minimum 6'	NA	
Lane Number	2-6	2-4	2-6	2	1	
Lane Width	10'-12'	10'-12'	10'-12'	8'-10'	16'-20'	
On-Street Parking	Preferred	No	Preferred	Preferred, but undesignate d	NA	
Bike Lanes	Optional	Preferred	Optional	NA	NA	
Drainage	Curb and Gutter	Curb and Gutter	Curb and Gutter	Curb and Gutter	Street	
Landscaping	Landscape d median, street trees	Natural landscape and trees with wide median	Street trees, planters, continuous border, serves community and motorist	Street Trees	NA	

- (c) Table 11 Permitted Thoroughfares, establishes the appropriateness of each type of thoroughfare according to functional classification. Similarly, the scale and context of sidewalks should reflect the character of the area and anticipated volume.

Table 11: Permitted Thoroughfares	BASE DEVELOPMENT												TRADITIONAL NEIGHBORHOOD DEVELOPMENT																
	Suburban (Level 3)				Urban (Level 4)				Urban Center (Level 5)				Suburban (Level 3)				Urban (Level 4)				Urban Center (Level 5)								
	Boulevards	Parkways	Streets	Drives	Boulevards	Parkways	Streets	Drives	Boulevards	Parkways	Streets	Drives	Boulevards	Parkways	Streets	Drives	Alleys	Boulevards	Streets	Drives	Alleys	Boulevards	Streets	Drives	Alleys				
6 Lane Divided	P	P			P	P			P				P	P							P				P				
4 Lane Divided	P	P			P	P			P				P								P				P				
4 Lane with Center Turn Lane			P				P				P				P								P						
Minor Arterial - Divided	P	P			P				P				P								P				P				
Minor Arterial - Undivided			P				P				P				P								P				P		
Major Collector	P				P				P						P						P				P				
Minor Collector			P				P				P				P						P	P			P	P			
Local (not in Thoroughfare Plan)				P			P	P				P			P	P	P					P	P	P		P	P	P	

- (d) Thoroughfare lane width within the SH 130 and SH 45 Corridor shall reflect an anticipated design speed in accordance with Table 12 Design Speed and Width.

Table 12: DESIGN SPEED	TRAVEL LANE WIDTH
Below 20 mph	8 feet
20-25 mph	9 feet
25-30 mph	10 feet
30-35 mph	11 feet
Above 35 mph	12 feet

- (e) A thoroughfare that continues an existing thoroughfare with a similar functional classification shall continue established character of the original thoroughfare.
- (f) The minimum curb radius at intersections shall be:

- i. 15 feet for Drives,
 - ii. 25 feet for all other nonindustrial thoroughfares, and
 - iii. 40 feet for industrial thoroughfares.
- (g) Thoroughfares shall terminate at other thoroughfares. Cul-de-sacs, other than temporary turnarounds associated with thoroughfare stubs, shall be permitted only as approved by the Administrator.
- (h) The thoroughfare system shall be designed to coordinate with existing, proposed, and planned streets. Development that abuts unplatted land or a future development phase of the same development shall provide a thoroughfare stub as needed to logically extend the thoroughfare system and establish blocks in accordance with Table 1, Lot and Block Standards.
- (i) Thoroughfare stubs shall be provided with temporary turnarounds with signage as needed to ensure understanding that the street will connect in the future. Restoration and expansion of the street shall be the responsibility of any future developer of the abutting land.
- (d) Design speed of each thoroughfare shall reflect the functional classification of the thoroughfare and the planned character of the surrounding area.
- (e) Traffic control devices that add to the character of the corridor and maintain a pedestrian-friendly environment shall be added as appropriate or needed, including traffic circles, roundabouts, raised or signalized crosswalks, pedestrian islands, and traffic medians.
- (27) Signs. Sign requirements shall be in accordance with [Chapter 154](#), Signs of the Municipal Code for the City of Pflugerville with the following exceptions:
- (a) Projecting Signs shall be permitted to extend from the structure into the public right-of-way when the primary structure is located in the Urban Center subdistrict and designed according to the Traditional Neighborhood Design Development Pattern.
 - (b) Table 14 Sign Standards supplements the Tables for SH 130 and SH 45 Corridor Subdistricts:

Table 14: Permitted Signs by Type	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Freestanding			
Residential	-	-	A

Other	P	P	P
Incidental	A	A	A
Building			
Banner	P	P	P
Building Marker	A	A	A
Canopy	P	P	P
Identification	A	A	A
Incidental	A	A	A
Marquee	P	P	P
Projecting	P	P	P
Residential	A	A	A
Roof	-	P	P
Roof, Integral	-	P	P
Suspended	P	P	P
Temporary	A	P	-
Wall	P	P	P
Window	Up to 10% without a permit		
Maximum Total Sign Area per Zone Lot	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Maximum Number of Total Square Feet	100	800	800
Percentage of Ground Floor Area of Principal Building	4%	10%	5%
Square Feet of Signage Per Linear Foot of Street Frontage	2.00	6.00	0.75
Permitted Signs by Type	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Freestanding			
Area (sq. ft.)	72	72	72
Height (feet)	8	8	8
Setback (linear ft.)	5	2	2
Number Permitted			
Per Zone Lot	1	-	1
Per Feet of Street Frontage	-	1 per 100	-
Building			
Area (max. sq. ft.)	72	-	-
Wall Area (percent)	-	10%	10%
Permitted Sign Characteristics	Suburban (Level 3)	Urban (Level 4)	Urban Center (Level 5)
Changeable Copy	P	P	P
Illumination, Internal	-	P	P
Illumination, External	P	P	P
Illumination, Exposed bulbs or neon	-	P	P

- (c) Maximum except incidental, building marker and identification signs, and flags shall not exceed the lesser of the above.

- (d) Individual signs shall not exceed the applicable number, dimensions, or setbacks shown on Table 14 and Table D of the Sign Ordinance
- (29) Site Development Standards. Subchapter 9 shall apply to all uses and structure in the Corridor overlay Districts unless otherwise stipulated in this Subchapter and below:
- (a) Articulation Standards. Industrial uses permitted within the corridor are exempt from articulation requirements, except as required in conjunction with the establishment of a Special District.
 - (b) Primary masonry materials shall comprise 40% or more of all exterior walls of structures other than single-family detached residential structures and related accessory structures. For the purpose of this section, Masonry shall be limited to clay brick, natural and manufactured stone, marble, tilt-wall concrete panels. Other such materials including architectural concrete block, stucco, exterior insulation and finish systems (EIFS), Hardiplank or similar materials, and sealed and painted concrete block may not exceed 15% of all exterior walls on the first two stories.
 - (c) Roll up doors shall be located to the side or rear of buildings.
- (30) Additional Standards. Beyond the site and subdivision standards required in this section, site development and platting shall also be in accordance with the following requirements established, in Chapter 157 Unified Development Code:
- (a) Subchapter 1. General Provisions.
 - (b) Subchapter 2. Administration.
 - (c) Subchapter 3. Procedures.
 - (d) Subchapter 6. Non-conforming Uses and Sites.
 - (e) Subchapter 7. General Regulations.
 - (f) Subchapter 8. General Site Design Standards.
 - (g) Subchapter 9. Site Development Standards.
 - (h) Subchapter 10. Parking, Mobility, and Circulation.
 - (i) Subchapter 11. Landscaping and Screening Standards.
 - (j) Subchapter 12. Tree Preservation Standards.

- (k) Subchapter 13. Lighting Standards
- (l) Subchapter 14. Parkland Standards
- (m) Subchapter 15. Subdivision Process
- (n) Subchapter 16. Drainage Standards

Definitions:

HOSPITAL. An institution, licensed by the state department of health, providing primary health services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity, and other abnormal physical or mental conditions, and including as an integral part of the institution, related facilities such as laboratories, outpatient facilities, or training facilities. The institution may include ancillary uses such as a cafeteria or restaurant, medically related heliports, nursing homes, extended care clinics, physical therapy/employee exercise facilities, employee housing, temporary patient/patient family housing, and shops for medical equipment, pharmaceutical supplies, and gifts, child care centers and medical offices.

MEDICAL OFFICE. A facility for examining and treating patients with medical conditions on an outpatient basis, including ambulatory care or similar medical services that generally require a stay of less than 24 hours.

RESEARCH AND DEVELOPMENT CENTER. A use engaged in research and development, testing, assembly, repair, and manufacturing in the following industries: bio-technology, pharmaceuticals, medical instrumentation or supplies, communications and information technology, electronics and instrumentation, and computer hardware and software. Office, warehousing, wholesaling, and distribution of the finished products produced at the site are allowed as part of this use. Such uses shall not violate any odor, dust, smoke, gas, noise radiation, vibration, or similar pollution standard as specified herein.

TRANSIT FACILITIES. Any structure or use that is primarily used, as part of a transportation system, for the purpose of loading, unloading, or transferring passengers or accommodating the movement of passengers from one mode of transportation to another.

FUNERAL HOME/MORTUARY. A building used for the preparation of the deceased for burial and display of the deceased and rituals connected therewith before burial or cremation. A funeral home, as defined for purposes of this code, includes a funeral chapel, and excludes a crematory.

Optional definitions

RESEARCH AND DEVELOPMENT CENTER. An establishment which conducts research, development, or controlled production of high-technology electronic, industrial, or scientific products or commodities for sale or laboratories conducting educational or medical research or testing. This term includes but is not limited to biotechnology firm or manufacturer of nontoxic computer components.

RESEARCH AND DEVELOPMENT CENTER. A structure or complex of structures design or used primarily for research development functions related to industry and similar fields of endeavor.

RESEARCH AND DEVELOPMENT CENTER. Research, development, and testing laboratories that do not involve the mass manufacture, fabrication, processing, or sale of products. Such uses shall not violate any odor, dust, smoke, gas, noise radiation, vibration, or similar pollution standard as specified herein.

RESEARCH AND DEVELOPMENT CENTER. A use engaged in research and development, testing, assembly, repair, and manufacturing in the following industries: bio-technology, pharmaceuticals, medical instrumentation or supplies, communications and information technology, electronics and instrumentation, and computer hardware and software. Office, warehousing, wholesaling, and distribution of the finished products produced at the site are allowed as part of this use.

TRANSIT FACILITIES. The property, equipment, and improvements of whatever nature owned, used, constructed, maintained, controlled, or operated to provided mass transportation for passengers or to provide for the movement of people, including park-and-ride stations, transfer stations, parking lots, malls and skyways.

TRANSIT FACILITIES. Any structure or use that is primarily used, as part of a transit system, for the purpose of loading, unloading, or transferring passengers or accommodating the movement of passengers from one mode of transportation to another.

TRANSIT FACILITIES. Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: commuter rail, light rail transit, express bus, and local fixed route bus.

FUNERAL HOME/MORTUARY. Establishment engaged in undertaking services such as preparing the dead for burial, and arranging and managing funerals.

FUNERAL HOME/MORTUARY. A building used for the preparation of the deceased for burial and display of the deceased and rituals connected therewith before burial or cremation. A funeral home, as defined for purposes of this code, includes a funeral chapel, and excludes a crematory.