Missoula County & City of Missoula Mullan Area

# TRADITIONAL NEIGHBORHOOD DEVELOPMENT FORM-BASED CODE

July 7, 2020

*(preliminary draft for review)*

# CREDITS

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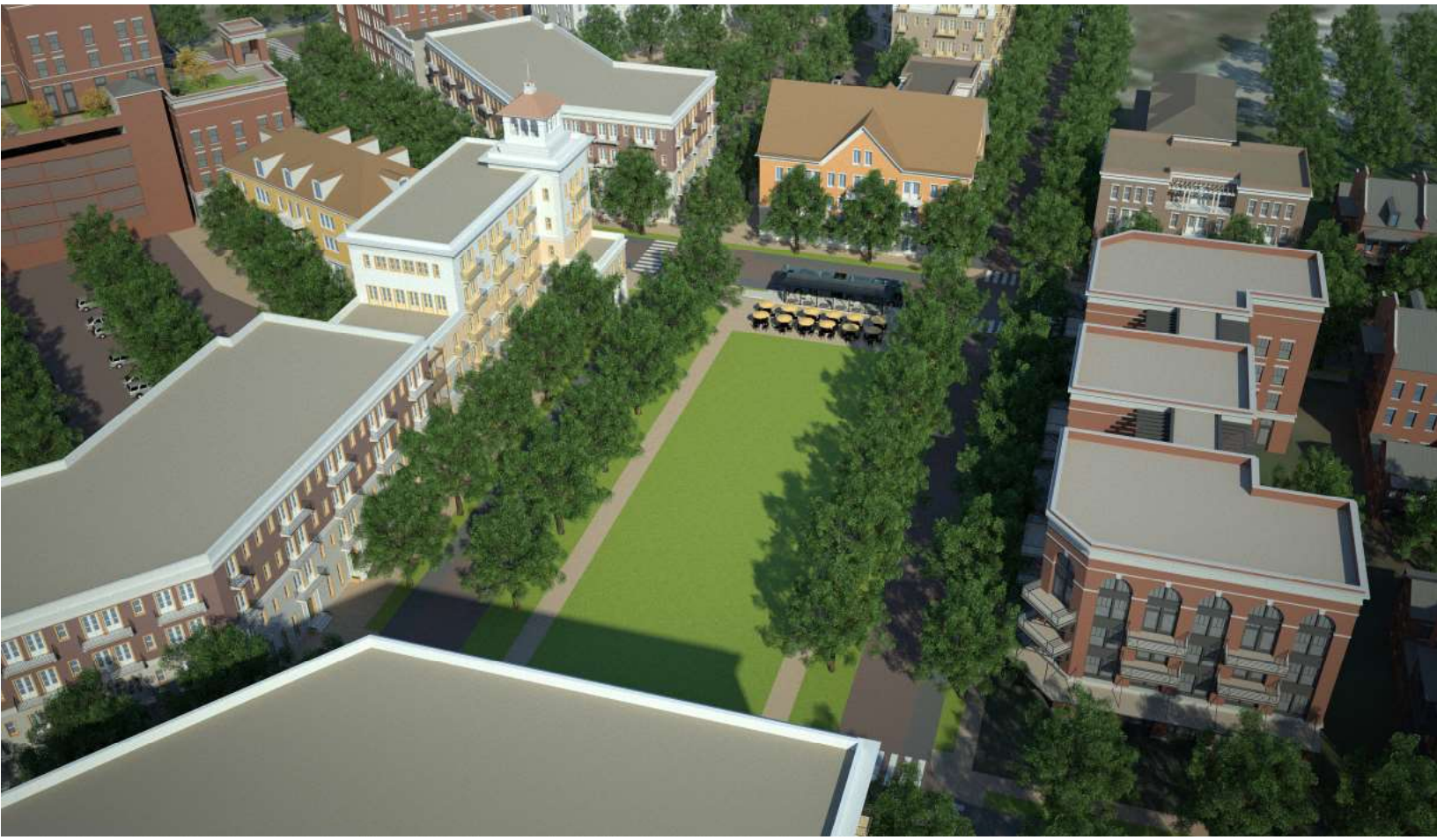
# DIVISION 1:
## GENERAL PROVISIONS

Purpose, applicability and rules of interpretation are laid out in this Division.



## SECTION 1.1 PURPOSE

The Mullan Traditional Neighborhood Development Form-Based Code (FBC) is a form based code which implements the mixed-use vision for the Mullan community by:

1. Creating the Planned Mixed-Use Village Zoning District.
2. Providing the standards and review procedures necessary to insure that the Mullan Traditional Neighborhood development program established in the Our Missoula City Growth Policy is acheivable.
3. Providing for standards of development through the implementation of the form-based code.
4. Providing for the organization of development through the establishment of Transect zones.
5. Utilize the public BUILD investment in the Mullan area.

## SECTION 1.2 CREATION OF THE MULLAN TRADITIONAL NEIGHBORHOOD FORM-BASED CODE

**A.** The Mullan Traditional Neighborhood Development Form-Based Code is hereby created and shall apply solely to the 1,491 acres located within the City of Missoula and County of Missoula jurisdictions to the east of the Missoula International Airport, boundary described in "Exhibit A", Legal Description.

**B.** The Mullan FBC will provide a compact, pedestrian oriented development and a predictable built environment with a mix of commercial and residential uses.

**C.** By providing a compact walkable community the Mullan Traditional Neighborhood FBC will help in meeting the housing needs of the Missoula area and allow other open space areas to be preserved.

**D.** Traditional Neighborhood Design (TND) will be used in the Mullan FBC to achieve efficient transportation corridors, walkable streets and an interconnected trail system that provides connectivity between natural areas, open space parks, civic spaces and neighborhood and workplace areas.

## SECTION 1.3 APPLICABILITY

**A.** This FBC shall apply to all areas, land or water within the Mullan (FBC) boundary described in "Exhibit A", Legal Description.

**B.** Within the Mullan FBC, no building or structure shall be erected or altered or used for any purpose except as provided for within this FBC.

**C.** All development within the Mullan FBC shall comply with this FBC. All development within the Mullan FBC shall also comply with underlying Land Development Regulations (LDR) unless an exception to the requirements of those codes is expressly provided. To the extent that a conflict occurs between this FBC and other LDR provisions, the provisions of this FBC shall control.

## SECTION 1.4 RULES OF INTERPRETATION

**A.** The words "must", "shall" and "will" are mandatory.

**B.** The words "may" and "should" are permissive.

**C.** Capitalized terms used in this FBC are defined in Section 1.5, Glossary of Terms. Words or phrases which are not capitalized and defined in Section 1.5, Glossary of Terms, shall be construed according to their customary meaning.

**D.** In the event of a conflict between numerical metrics (i.e. measurements) and graphic metrics (i.e. pictures), the numerical metrics shall control.

**E.** Where the provisions of this FBC require calculations to determine applicable requirements, any fractional results shall be rounded up if the number you are rounding is followed by 5, 6, 7, 8, or 9. If the number you are rounding is followed by 0, 1, 2, 3, or 4, the fractional result shall be rounded down.

# DIVISION 2:
# NEIGHBORHOODS

Great neighborhoods feature a variety of building types and street scenes of varied character that differ from center to edge, for example, in building height, distance between buildings, and intensity. The center of a neighborhood is usually developed in a more intense, mixed-use manner with formal public gathering spaces; the edge areas are usually less intense, less formal and more private in nature. This delicate gradient from center to edge provides a variety of destinations and places to live and work.

Eight transect zones have been created for Traditional Neighborhood Development within the Mullan area, each with varying urban characteristics, calibrated to fit with the envisioned future context of mixed-use walkable urbanism.

# SECTION 2.1 NEIGHBORHOOD UNIT PLAN

## A. Neighborhood Unit Plan

1. Development planning within the Mullan Area begins with the creation of the Neighborhood Unit Plan (Figure 2-1). The Neighborhood Unit Plan is a regulatory document. Development within the Mullan Area shall be consistent with the Neighborhood Unit Plan.
2. The Neighborhood Unit Plan establishes the general location, size and type of neighborhood, as well as other important elements that define the overall structure of the Mullan Area.
3. **The Neighborhood Unit Plan illustrates the following:**
   a. Neighborhood Types and general boundaries;
   b. Preserve areas, including Agricultural Conservation Easements, Grant Creek buffer, and large parks; and,
   c. BUILD Grant Thoroughfares.
4. The neighborhood boundaries shown on the Neighborhood Unit Plan and the location of Build Grant Thoroughfares are subject to adjustment pursuant to applicable amendment provisions.

## B. Neighborhood Unit Types

1. The following Neighborhood Unit Types are hereby established: Town Center, Community Center, Crossroads Center, and Workplace.
2. Each Neighborhood Unit Type shall contain a mix of Transect Zones corresponding to the Neighborhood Unit Type as established in Table 2-1.

## C. Adjustments

1. Neighborhood Unit boundaries may be adjusted up to 150' through Administrative Approval.

**TABLE 2-1: NEIGHBORHOOD UNIT TYPE STANDARDS**

| | Town Center[1] | Community Center | Crossroads Center | Workplace |
|---|---|---|---|---|
| **General Standards** | | | | |
| Neighborhood Size | 60 - 160 acres | 50 - 160 acres | 80 - 100 acres | 45 - 80 acres |
| Max. Average Block Perimeter | 2,000 ft | 2,000 ft | 2,000 ft | 3,000 ft |
| **Allocation of Transect Zones** | | | | |
| T1: Natural | no min. | no min. | no min. | no min. |
| T2: Rural | no min. | no min. | no min. | no min. |
| T3: Edge | 10 - 30 % | 10 - 40% | 75 - 95% | no min. |
| T4-R: General Restricted | 30 - 60% (Mix of R / O) | 20 - 40% | 5 - 20% | 5 - 15% (Mix of R / O) |
| T4-O: General Open | | 10 - 30% | 0 - 10% | |
| T5: Mixed-Use Center | 10 - 30% [1] | 0 - 10% | not permitted | 5 - 15% |
| SD-W: Workplace | not permitted | not permitted | not permitted | 65 - 85% |
| C: Civic | 5% min. | 5% min. | 5% min. | 5% min. |

Notes:
1. At least 500 linear feet of Frontage shall be ground floor Office or Retail use with a Shopfront Frontage Type

## SECTION 2.2 GENERAL NEIGHBORHOOD STANDARDS

**A.** Each Neighborhood shall contain a mix of Transect Zones corresponding to the Neighborhood Unit Type as established in Table 2-1.

**B.** Each Neighborhood shall assign at least 5 percent of its area to Civic Open Space.

**C.** Each Neighborhood shall contain at least one Primary Civic Open Space (not a Playground) and that Primary Civic Open Space shall be within 800 feet of the geographic center of the Neighborhood.

**D.** Each Neighborhood shall have at least one Playground.

**E.** Each Neighborhood shall have at least one Third Place or Civic Building in close proximity to or within its Primary Civic Open Space.

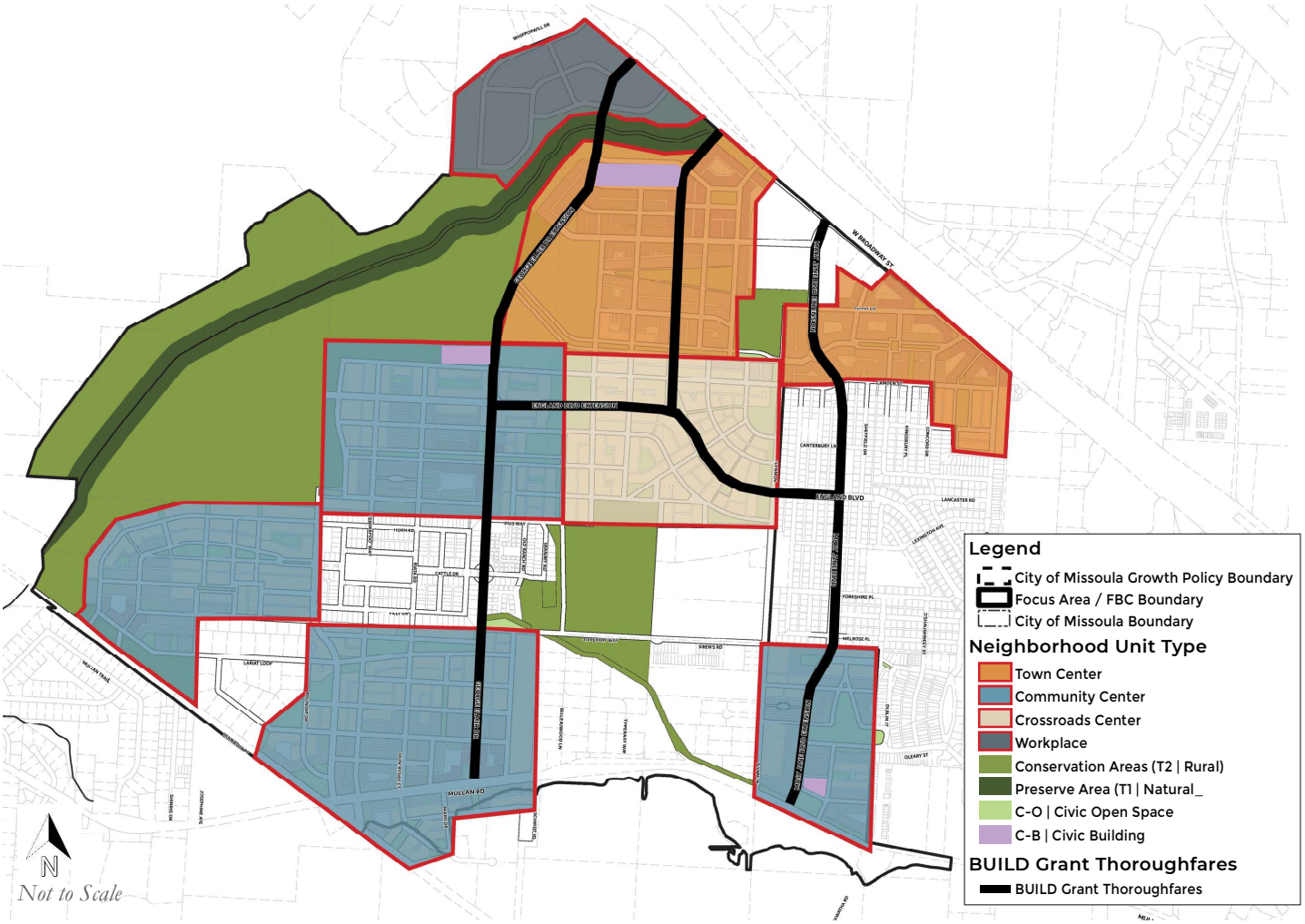



*Figure 2-1: Neighborhood Unit Plan*

# SECTION 2.3 REGULATING PLANS

**A.** A Regulating Plan is a site plan that describes the varying character of land within a Neighborhood development, or fragment thereof, within the Mullan Area. Regulating Plans designate a Transect Zone for all development parcels within the Mullan Area Form-Based Code boundary, and Street Types that describe the design of neighborhood Streets. The Transect Zones and Street Types correspond with standards in other code sections.

**B.** Regulating Plans identify the assignment of Transect Zones and the exact Street/Block structure, along with subdivision of Lots according to the Transect Standards (Division 3) and identification of specific Street Types (Division 6).

## C. Purpose of Regulating Plans

**1.** Regulating Plans define with precision the nature of allowable development of land. Regulating Plans are prepared by landowners in accordance with Section 7.2 and submitted to the Approval Authority through the approval processes described in that Section.

## D. Regulating Plan Requirements

Submittals to obtain approval of a regulating plan must meet the following criteria:

**1.** The Regulating Plan shall demonstrate conformance to all provisions of the Neighborhood Unit Type (Section 2.1 and Section 2.2).

**2.** The Regulating Plan must show future Blocks, Transect Zones, Lot Lines, Streets and public spaces as follows:

**a.** New Blocks configured on the site in accordance with the requirements of the Neighborhood Unit Type (Section 2.1 and Section 2.2).

**b.** Proposed Lot Lines for all developable Lots, in accordance with the Transect Standards (Division 3). Lots may be legally subdivided or parceled for the purposes of demonstrating conformance to the standards in this code.

**c.** The assignment of a Transect Zone to all Lots on the site. The assignment of Transect Zones shall meet the provisions of the Neighborhood Unit Type (Section 2.1). All Lot area must be assigned to one of the eight Transect Zones permitted: T1, T2, T3, T4-R, T4-O, T5, SD-W, and Civic; no lots may be assigned two or more Transect Zones. Transect Zone boundaries should follow Lot Lines. Proposed development on individual Lots must be able to meet the assigned Transect Standards.

**d.** The location of all new and existing Rights-of-Way in Streets and Alleys/Rear Lanes. New Streets and Alleys/Rear Lanes may be publicly or privately owned. The plan must indicate a specific Street Type; all new and improved Streets must adhere to the dimensional standards of the Street Types in Division 6. Street types must be allowed within the Transect Zones through which they pass.

**3.** The Regulating Plan shall identify the residential density per Transect Zone, and demonstrate adherence to the maximum density requirements of Table 3-1.

**4.** The Regulating Plan may show site-specific standards of Section 2.5 that apply to the site, including Build-to Lines, Mandatory Shopfront Areas, and/or Terminated Vistas.

**5.** The level of detail and graphic format of the Regulating Plan must show individual Lot Lines and identify Street types. The plan should be produced at a scale and sheet size that allows all elements of the plan to be clearly legible. All related submittals must be provided at the same scale to facilitate review. The Regulating Plan must also be provided in a digital format acceptable to County and City staff.

## SECTION 2.4 BLOCK STRUCTURE

**A.** To facilitate connectivity and pedestrian accessibility, the Blocks within the Mullan Area Neighborhoods shall conform to the following standards:

1. Maximum Block sizes shall not exceed the maximum Block perimeter established for each Transect Zone.
2. The average perimeter of all Blocks in a Neighborhood Unit shall not exceed 2,000 linear feet with the exception of the Workplace District Neighborhood, which shall not exceed 3,000 linear feet.
3. Any block face within the T5, T4-O, T4-R, T3 or Civic Transect Zones that exceeds 600' in length shall have a mid-block pedestrian access of at least 12' in width.

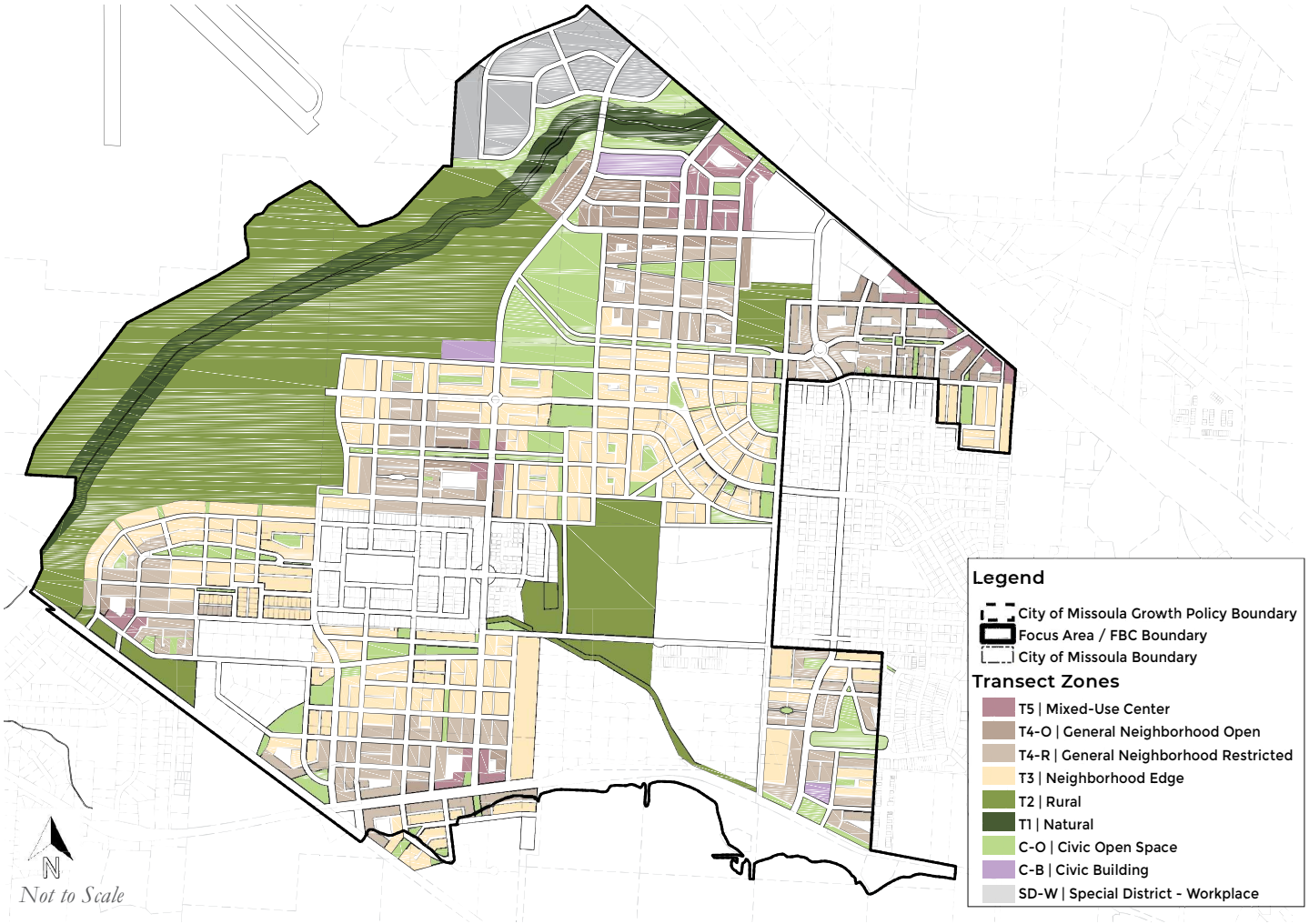



*Figure 2-2: Example Regulating Plan*

# SECTION 2.5 SPECIAL REQUIREMENTS PLAN

## A. Special Requirements Plan

A Special Requirements Plan is an optional site plan that provides further refinement of the Regulating Plan by requiring or recommending particular regulations in site specific locations.

## B. Special Requirements Plan Elements

A Development within the Mullan Area FBC may designate any of the following Special Requirements:

1. Differentiation of Thoroughfares: A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-Grid may be more readily considered for Warrants allowing automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed 30% of the total length of Frontages within a Neighborhood Unit.
2. Build-to-Line: A Build-to-Line designates a specified distance from the front property line that the building's Primary Facade shall be built upon in order to create a uniform line of buildings along the Street. The Build-to-Line marked on the Regulating Plan shall take priority over the more general Build-to-Zone defined in Division 3.
3. Mandatory Shopfront: Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along its lot frontage. See requirements for shopfronts in Division 5 Lot & Building Standards.
4. Gallery/Arcade Frontage: Designations for Mandatory and/or Recommended Gallery/Arcade Frontage, requiring or advising that a building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery Frontage designation may be combined with a Retail Frontage designation.
5. Terminated Vista: Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character to mark an important view, assist with wayfinding and add to sense of place. See requirements in Division 5 Lot & Building Standards.
6. Cross Block Passages: A designation for Cross Block Passages, requiring that a minimum 12-foot-wide pedestrian access be reserved between buildings.
7. Buildings of Value: A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with Municipal Preservation Standards and Protocols.

# DIVISION 3:
# TRANSECT STANDARDS

The Transect Standards specify the desired character and development forms found along Streets and public spaces, and to prescribe the physical attributes of new development. Standards of this section are mapped on the Regulating Plans in Division 2.

*(preliminary draft for review)*

## SECTION 3.1 PURPOSE, INTENT AND GENERAL STANDARDS

**A.** This section establishes Transect Zones applied to property within Mullan Master Plan area, as mapped on the Regulating Plan (Division 2, Figure 2-2).

**B.** The Transect is a planning and zoning tool that organizes zones in a continuum from rural to urban, referred to as T1, T2, T3, T4-R, T4-O, and T5. Two additional zones are the Special District - Workplace and Civic zones, which cover building types and uses that do not fit into any of the previous categories. Each Transect Zone has a different set of characteristics that correspond with building placement, building form, and frontage standards, all of which influence the neighborhood. Transect Zones are applied at the Master Plan level and remain consistent throughout development planning.

**C.** Within each Neighborhood, each T3, T4-R, T4-O, and T5 Transect Zone shall contain at least three different permitted residential building types. The permitted residential building types for each Transect Zone are established in Table 3-3 in Section 3.12 Permitted Uses.

**D.** For those portions of the Mullan Area that are not within a Neighborhood, only the T1, T2, and Civic Transect Zones can be applied.

### E. General Standards

1. Precedent images are for illustrative purposes only to demonstrate the intent of the standards. They are provided as examples, and shall not imply that every element in the image is permitted.
2. The allocation of Transect Zones and required Civic Open Space by percentage are based on gross area allocated transect zones within each neighborhood.
3. Minimum residential density is measured for the total net acres allocated to each Transect Zone within each neighborhood. The net acre calculation does not include Right-of-Ways.
4. Accessory Dwelling Units do not constitute a separate unit for the purpose of calculating residential density.

## SECTION 3.2 TRANSECT ZONES

**A.** Standards for the Neighborhood Types are provided in Table 2-1 in Division 2.

**B.** Standards for each of the Transect Zones are shown for comparison in Table 3-1. Each zone is further described in Sections 3.4 through 3.11.

## SECTION 3.3 OPEN SPACE & PRESERVES

**A.** The T1 Natural Zone and much of the T2 Rural lands, which may include farmland and other open space, will be protected by placing open-space easements on the land.

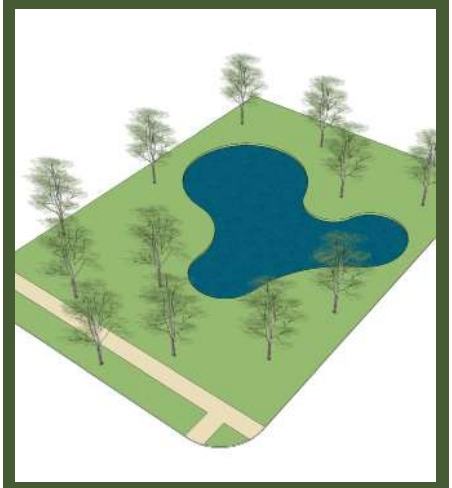
| TABLE 3-1: TRANSECT STANDARDS SUMMARY | T1 | T2 | T3 | T4 | T5 | C | SD-W |
|---|---|---|---|---|---|---|---|
| **Maximum Residential Density** | | | | | | | |
| Maximum, By Right[1, 2] | n/a | 1 unit / 20 ac. | 6 units / ac. | 12 units / ac. | 24 units / ac. | n/a | n/a |
| **Building Placement** | | | | | | | |
| Front Build-to-Zone, or Setback | 20' min. | 20' min. | 20' min., 48' max. | 6' min., 18' max. | 0' min., 10' max. | 0' min. | 6' min., 40' max. |
| Front Street Frontage Buildout | n/a | n/a | 40% min. | 60% min. | 80% min. | by warrant | 25% min. |
| Side Street Frontage Buildout | n/a | n/a | n/a | 30% min. | 40% min. | by warrant | 20% min. |
| Side Street Build-to-Zone | 20' min. | 20' min. | 12' min. | 6' min. to 18' max. | 0' min., 10' max. | 0' min. | 6' min.,40' max. |
| Interior Side Property Line Setback | 30' min. | 30' min. | 8' min. | 0' (Attached)<br>5' (Detached) | 0' min. | 0' min. | 15' min. |
| Rear Setback (Lot or Alley) | 30' min. | 30' min. | 12' min. | 5' min. | 5' min. | 0' min. | 15' min |
| **Lot and Block Standards** | | | | | | | |
| Maximum Block Perimeter | n/a | by warrant | 2,400 linear ft | 2,000 linear ft | 2,000 linear ft | n/a | 3,000 linear ft |
| Lot Width | n/a | by warrant | 50' min. | 18' min., 100' max. | 18' min., 180' max. | n/a | None |
| Lot Depth | n/a | by warrant | 110' min. | 80' min. | 30' min. | n/a | None |
| Lot Coverage | n/a | by warrant | 60% max. | 70% max. | 90% max. | by warrant | 60% max. |
| **Building Heights** | | | | | | | |
| Main Building | 1 Story max. | 40' max. | 2 Stories max. | 3 Stories max. | 4 Stories max. | 3 Stories max. | 50' max. |
| Ground Floor Elev. Above Sidewalk | n/a | 0' min. | 24" min. | 6" max. (Non-Res.)<br>24" min. (Res.) | 6" max. (Non-Res.)<br>24" min. (Res.) | 0' min. | n/a |
| Ground Floor Ceiling Height | n/a | 9' min. | 9' min | 12' min. (Non-Res.)<br>9' min. (Res.) | 14' min. (Non-Res.)<br>9' min. (Res.) | 12' min. | 14' min. |
| Upper Floor(s) Ceiling Height | n/a | 9' min. | 9' min | 9' min | 9' min | 9' min | 14' min. |
| **Parking Location** | | | | | | | |
| Front Setback | 30' min. | 12' min. | 30' min. | 30' min. | 30' min. | 30' min. | 40' min. |
| Side Street Setback | 30' min. | 12' min. | 12' min. | 6' min. | 5' min. | 5' min | 20' min. |
| Interior Side Property Line Setback | 20' min. | 5' min. | 8' min. | 0' (Attached)<br>5' (Detached) | 0' min. | 5' min. | 5' min. |
| Rear Setback | 20' min. | 5' min. | 5' min. | 5' min. | 5' min.<br>0' min. (When Adjacent to Alley) | 5' min. | 5' min. |
| **Allowed Frontages & Encroachments** | | | | | | | |
| Allowed Frontage Types | n/a | n/a | Common Yard, Porch | Shopfront (only in T4-R), Forecourt, Gallery, Porch, Stoop | Shopfront, Forecourt, Gallery, Stoop | n/a | n/a |
| Other Allowed Encroachments | n/a | n/a | Balconies, Bay Windows, Awnings, and Other Frontage Elements | | | | n/a |
| Front Setback | n/a | n/a | 12' max. | 3' T4-O / 6' T4-R | 12' max. | 12' max. | n/a |
| Side Street Setback | n/a | n/a | 8' max. | 3' max. | 8' max. | 8' max. | n/a |
| Rear Setback | n/a | n/a | 3' max. | 3' max. | 0' max. | 0' max. | n/a |

Notes:
1. See Section 3.1.E for more information about density requirements.
2. Parking Location applies to location of garage, surface parking lot, and parking structure.
3. Lobbies for multi-family residential buildings shall have a 6" max. ground floor elevation above sidewalk or finished grade.
4. 3,000 linear ft max. with parking structure

## B. Character Examples for Transect Zones

Note: Precedent images are for illustrative purposes only to demonstrate the intent of the standards. They are provided as examples, and shall not imply that every element in the image is permitted.

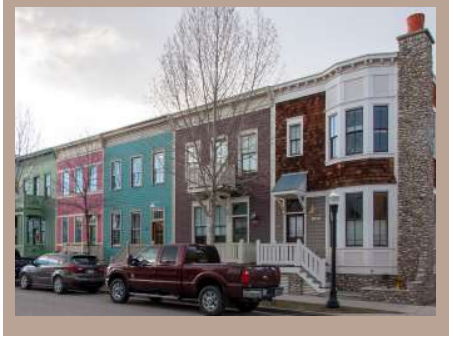
### T1




### T2

### T3

## T4 - R/O



## T5



## SD-W



# T5 SECTION 3.4 (T5) MIXED-USE CENTER TRANSECT ZONE STANDARDS

## A. Overview

This district forms the center of most walkable mixed-use neighborhoods; priority is placed here on optimizing the physical characteristics of the built environment for increased walkability. This Transect Zone permits the highest intensity and mix of uses with buildings located close to the sidewalk, plentiful shade for pedestrians, and parking lots screened from public view. Building heights are permitted to be the tallest here, consistent with Federal Aviation Administration (FAA) regulations, to create landmark defining features and terminate important vistas.


*Figure 3-1: Illustrative example of buildings and site arrangement in the T5 Mixed Use Center Zone.*

## B. Examples


*Mixed-use buildings and apartments up to four stories can be located in this zone.*


*Smaller scale, two-story mixed use buildings can occupy the corners in a neighborhood center.*

*The shallow build-to-zone locates buildings at the sidewalk.*

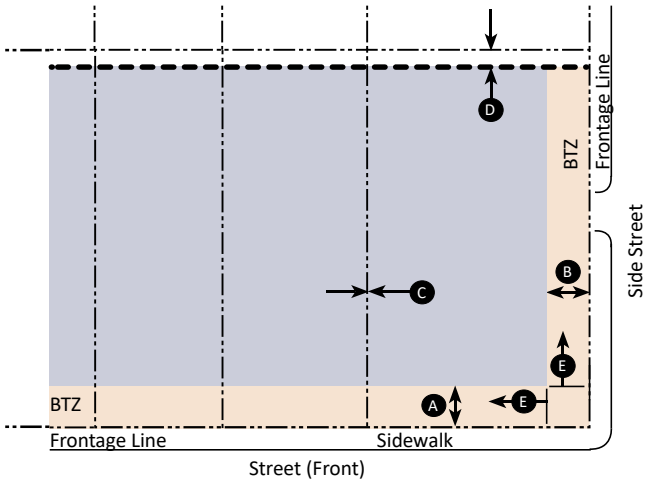
*Larger and more prominent buildings can be located closer to West Broadway Street.*


*Large shopfront windows provide interesting views for pedestrians.*

*Two and Three-Story mixed-use buildings transition to residential uses in neighborhood centers.*

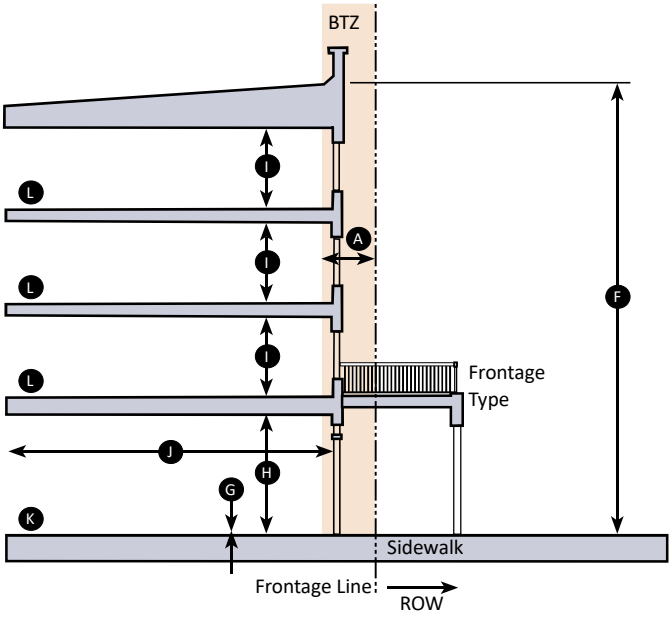
# T5

## C. Building Form




Key

- Frontage/Property Line
- Build-to-Zone (BTZ)
- Setback Line
- Potential Building Area (in addition to BTZ)




Key

- Frontage Line
- Build-to-Zone (BTZ)
- Building

### a. Building Placement

| Setbacks | | |
|---|---|---|
| Front Build-to-Zone | 0’ min., 10’ max. | A |
| Side Street Build-to-Zone | 0’ min., 10’ max. | B |
| Interior Side Property Line Setback | 0’ min. | C |
| Rear Setback | 5’ min. | D |

| Frontage Buildout | | |
|---|---|---|
| Building Façade within Build-to-Zone | | |
| Front Street Frontage | 80% min. | |
| Side Street Frontage | 40% min. | |
| Street Façades must be built to the BTZ for the first 30’ on a corner. | | E |

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | 2,000 linear feet max. |
| Lot Width | 18’ min., 180’ max. |
| Lot Depth | 30’ min. |
| Lot Coverage | 90% max. |

### c. Building Form

| Height | | |
|---|---|---|
| Main Building | 1 Story min.[1] | F |
| | 4 Stories max.[1] | F |
| Ground Floor Elev. Above Sidewalk | 6” max. (Non-Residential)<br>24” min. (Residential) | G |
| Ground Floor Ceiling Height | 14’ min. (Non-Residential)<br>9’ min. (Residential) | H |
| Upper Floor(s) Ceiling Height | 9’ min. | I |

[1]See Division 5 Lot & Building Standards for more information

| Footprint | | |
|---|---|---|
| Depth, ground floor commercial space: | 15’ min. | J |

### d. Allowed Frontage Types

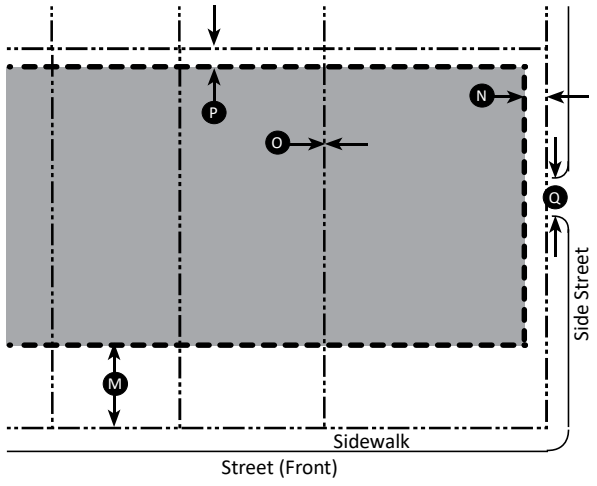
- Shopfront
- Gallery
- Forecourt
- Stoop

*See Division 5 Lot & Building Standards for Frontage details.

### e. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking




Key

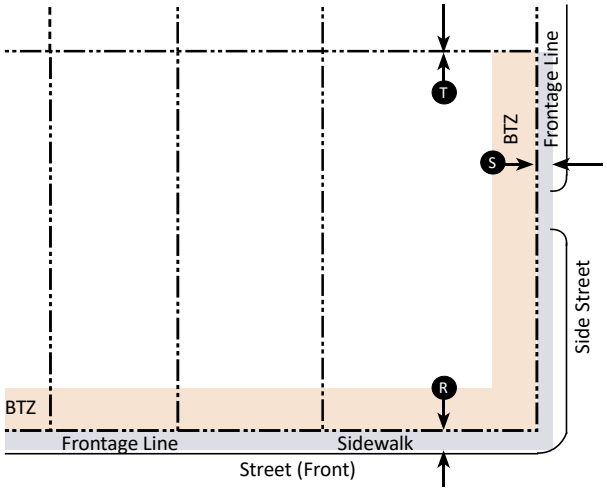
Frontage/Property Line
Setback Line
Parking Area

| a. Parking Location[1] (Distance from Property Line) | | |
|---|---|---|
| Front Setback | 30' min. | M |
| Side Street Setback | 5' min. | N |
| Side Setback | 0' min. | O |
| Rear Setback | 5' min.<br>0' min. (When Adjacent to Alley) | P |

[1] Parking Location applies to location of garage or parking lot

| b. District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Parking / Driveway Curb Cut Width | 20' max. (2 way)<br>12' max. (1 way) | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Build-to-Zone (BTZ)
Encroachment Area

| a. Allowed Encroachments | | |
|---|---|---|
| Balconies, Bay Windows, Awnings, and Other Frontage Elements | | |
| Front | 12' max. | R |
| Side Street | 8' max. | S |
| Rear | 0' max. | T |

Note: When permitted, Frontage Elements may Encroach forward of the Build-to-Zone and/or into the Right-of-Way, barring any additional restrictions by the public entity that has control over the public Right-of-Way. A 6 foot minimum sidewalk clear zone must be maintained. Frontage Elements shall maintain a minimum 2 foot setback from the curb face.

| b. Miscellaneous |
|---|
| All buildings must have a Principal Entrance along the Front Façade. |
| Where a building Façade steps back or is absent from the maximum Setback Line, the Setback Line should be defined by a Streetscreen. |
| Loading docks, overhead doors, and other service entries shall not be located on Façades facing Streets or across from, or adjacent to, Civic Building Frontages or Civic Open Spaces, and should instead be located in rear service areas. |

T4-O

# SECTION 3.5 (T4-O) NEIGHBORHOOD GENERAL - OPEN TRANSECT ZONE STANDARDS

## A. Overview

In the Neighborhood General Transect Zone, buildings are required to be street-oriented, and may be attached or detached with Front Façades located close to the sidewalk. This is generally the area of the neighborhood with the greatest diversity of building types. Limited increments of non-residential uses are permitted, such as home occupation, small mixed-use buildings, and live-work units.

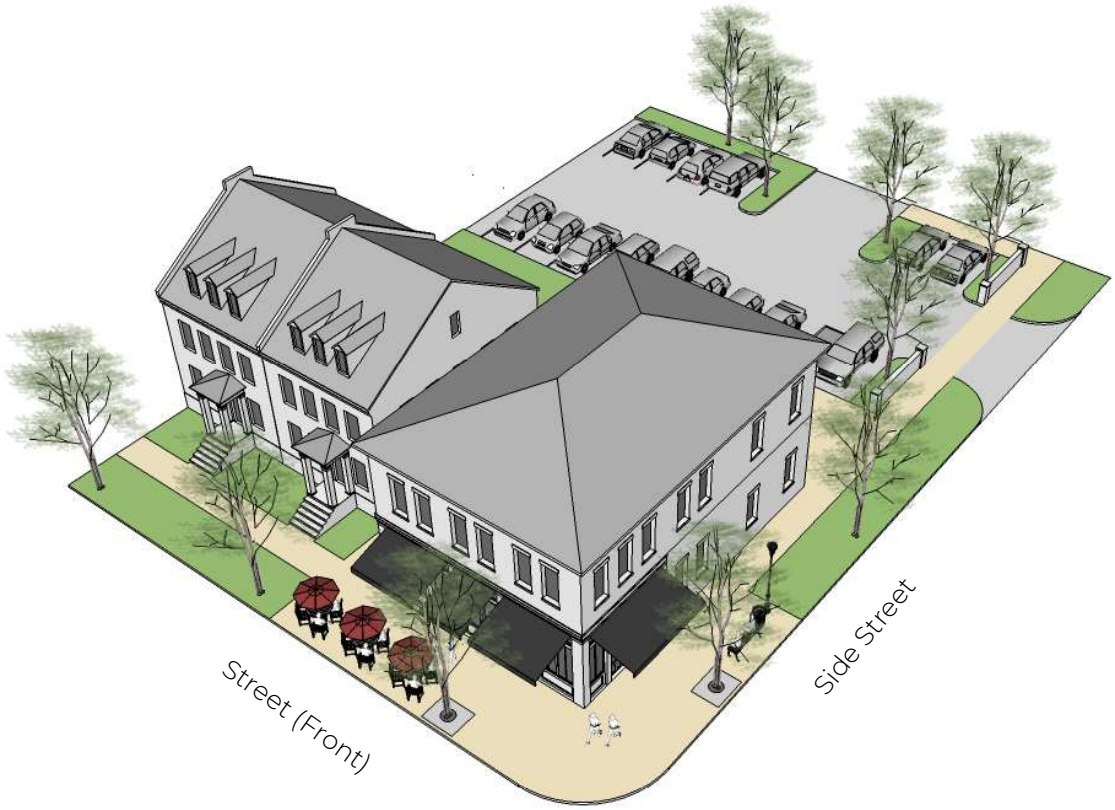



*Figure 3-2: Illustrative example of buildings and site arrangement in the T4 General Zone.*

## B. Examples

*A Cottage Court consisting of several smaller single family homes located around a shared green space.*

*A small garden area and porch are a common frontage for homes in this Transect Zone.*

*Live-work units offer a unique housing and commercial ownership option.*

*With garages accessed from the Rear Alley, the frontages are uninterrupted by driveways.*

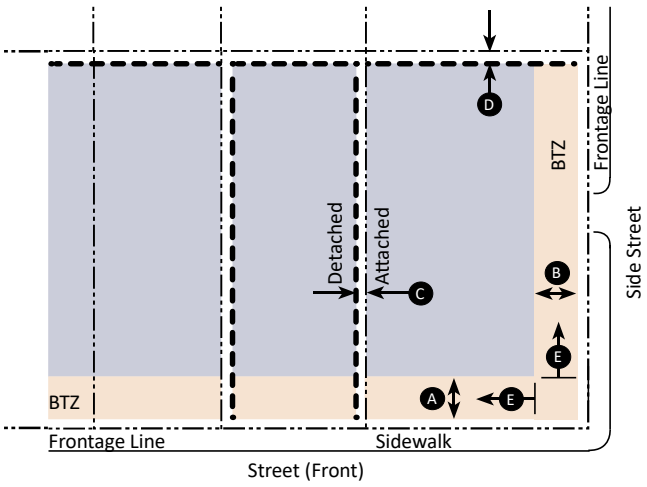
*Townhouses add to the variety of housing choices within the neighborhoods.*

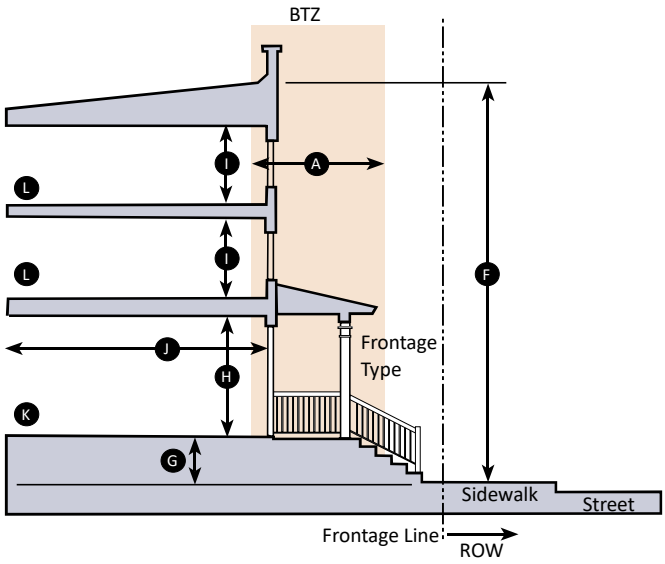

*Storefronts with shallow setbacks transition from the neighborhood center towards the residential area.*

*(preliminary draft for review)*

# T4-O

## C. Building Form




Key
- Frontage/Property Line
- Build-to-Zone (BTZ)
- Setback Line
- Potential Building Area (in addition to BTZ)

Key
- Frontage Line
- Build-to-Zone (BTZ)
- Building

### a. Building Placement

#### Setbacks

| | | |
|---|---|---|
| Front Build-to-Zone | 6’ min., 18’ max. | A |
| Side Street Build-to-Zone | 6’ min., 18’ max. | B |
| Interior Side Property Line Setback | 0’ min. (attached)<br>5’ min. (detached) | C |
| Rear Setback | 5’ min. | D |

#### Frontage Buildout

Building Façade within Build-to-Zone

| | |
|---|---|
| Front Street Frontage | 60% min. |
| Side Street Frontage | 30% min. |

Street Façades must be built to the BTZ for the first 30’ on a corner. E

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | 2,000 linear feet max. |
| Lot Width | 18’ min., 100’ max. |
| Lot Depth | 80’ min. |
| Lot Coverage | 70% max. |

### c. Building Form

#### Height

| | | |
|---|---|---|
| Main Building | 1 Story min.[1] | F |
| | 3 Stories max.[1] | F |
| Ground Floor Elev. Above Sidewalk | 6” max. (Non-Residential)<br>24” min. (Residential) | G |
| Ground Floor Ceiling Height | 12’ min. (Non-Residential)<br>9’ min. (Residential) | H |
| Upper Floor(s) Ceiling Height | 9’ min. clear | I |

[1]See Division 5 Lot & Building Standards for more information

#### Footprint

Depth, ground floor commercial space: 15’ min. J

### d. Allowed Frontage Types*

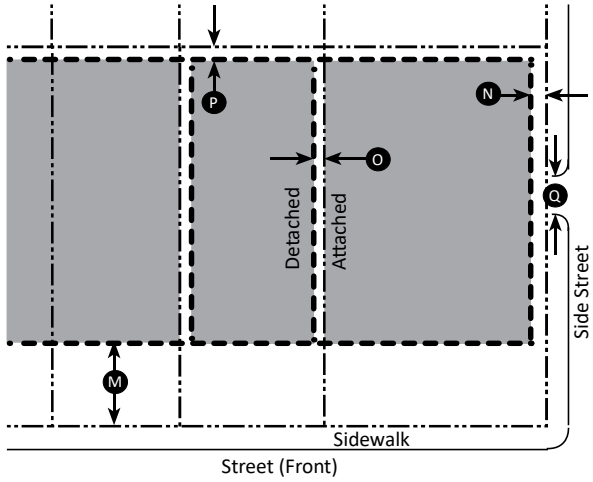
- Shopfront
- Porch
- Forecourt
- Stoop
- Gallery

*See Division 5 Lot & Building Standards for Frontage details.

### e. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking



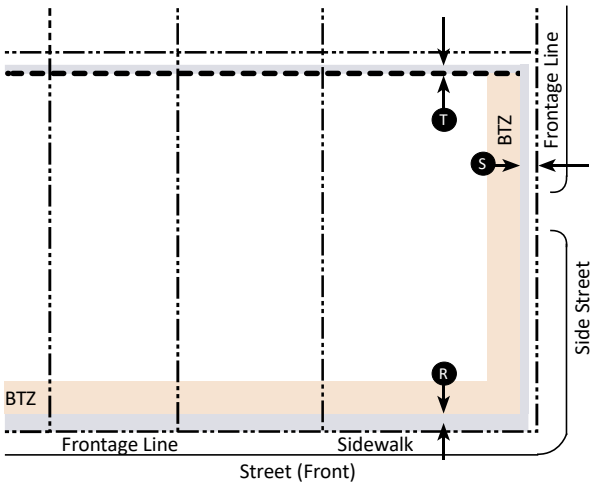

Key

Frontage/Property Line
Setback Line
Parking Area

| a. Parking Location (Distance from Property Line) | | |
|---|---|---|
| Front Setback | 30’ min. | M |
| Side Street Setback | 6’ min. | N |
| Side Setback | 0’ min. (attached)<br>5’ min. (detached) | O |
| Rear Setback | 5’ min. | P |
| *Parking Location applies to location of garage or parking lot | | |

| b. District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Parking/Driveway Curb Cut Width | 12’ max. | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Build-to-Zone (BTZ)
Encroachment Area

| a. Allowed Encroachments | | |
|---|---|---|
| Balconies, Bay Windows, Awnings, Galleries, Stoops, and Other Frontage Elements | | |
| Front | 6’ max. | R |
| Side Street | 3’ max. | S |
| Rear | 3’ max. | T |

Note: Frontage Elements shall not Encroach into the Right-of-Way.

| b. Miscellaneous |
|---|
| All buildings must have a Principal Entrance along the Front Façade. |
| Loading docks, overhead doors, and other service entries shall not be located on Façades facing Streets or across from, or adjacent to, Civic Building Frontages or Civic Open Spaces, and should instead be located in rear service areas. |

T4-R

# SECTION 3.6 (T4-R) NEIGHBORHOOD GENERAL - RESTRICTED TRANSECT ZONE STANDARDS

## A. Overview

This Transect Zone shares the same form and building characteristics as the T4-O zone, but the uses are restricted to residential and Home Occupations. The T4-O and T4-R zones when combined are generally the largest area of the neighborhood.


*Figure 3-3: Illustrative example of buildings and site arrangement in the T4 General Zone.*

## B. Examples

*Porches provide spaces to enjoy the outdoors.*

*Houses front onto a Green Street with garages and driveways accessed from a Rear Alley.*


*This Transect Zone has the greatest diversity of building types.*

*Single-family homes on small lots with Front Façades close to the street are part of the housing mix in this zone.*

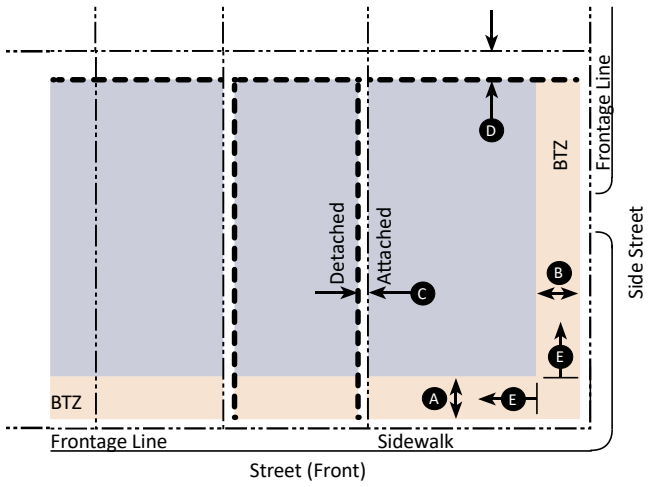
*Larger homes are also an important housing type in this Transect Zone.*

*Townhouses with stoops and a narrow setback.*

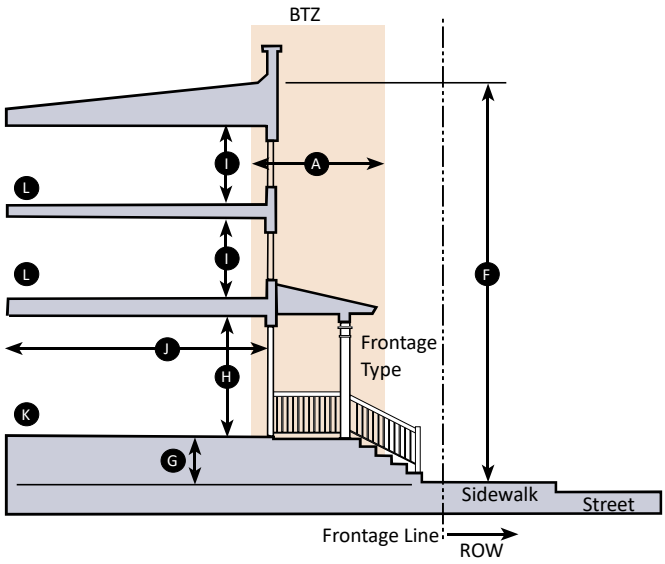
*(preliminary draft for review)*

# T4-R

## C. Building Form




Key
- Frontage/Property Line
- Build-to-Zone (BTZ)
- Setback Line
- Potential Building Area (in addition to BTZ)




Key
- Frontage Line
- Build-to-Zone (BTZ)
- Building

### a. Building Placement

| Setbacks | | |
|---|---|---|
| Front Build-to-Zone | 6’ min., 18’ max. | A |
| Side Street Build-to-Zone | 6’ min., 18’ max. | B |
| Interior Side Property Line Setback | 0’ min. (attached)<br>5’ min. (detached) | C |
| Rear Setback | 5’ min. | D |

| Frontage Buildout | | |
|---|---|---|
| Building Façade within Build-to-Zone | | |
| Front Street Frontage | 60% min. | |
| Side Street Frontage | 30% min. | |
| Street Façades must be built to the BTZ for the first 30’ on a corner. | | E |

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | 2,000 linear feet max. |
| Lot Width | 18’ min., 100’ max. |
| Lot Depth | 80’ min. |
| Lot Coverage | 70% max. |

### c. Building Form

| Height | | |
|---|---|---|
| Main Building | 1 Story min.[1] | F |
| | 3 Stories max.[1] | F |
| Ground Floor Elev. Above Sidewalk | 24” min. (Residential) | G |
| Ground Floor Ceiling Height | 9’ min. (Residential) | H |
| Upper Floor(s) Ceiling Height | 9’ min. clear | I |

[1]See Division 5 Lot & Building Standards for more information

### d. Allowed Frontage Types*

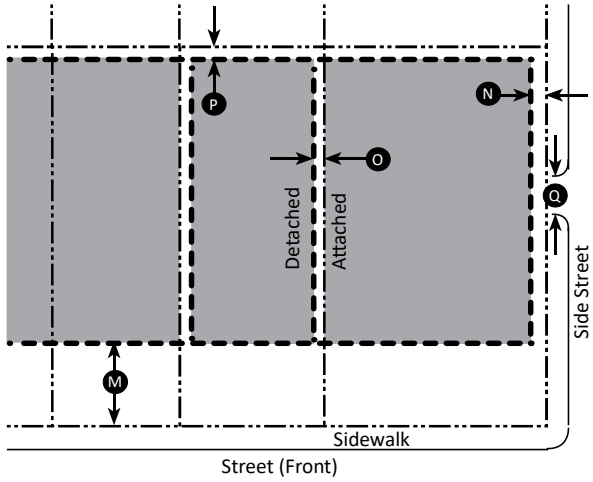
- Porch
- Stoop
- Forecourt
- Gallery

*See Division 5 Lot & Building Standards for Frontage details.

### e. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking



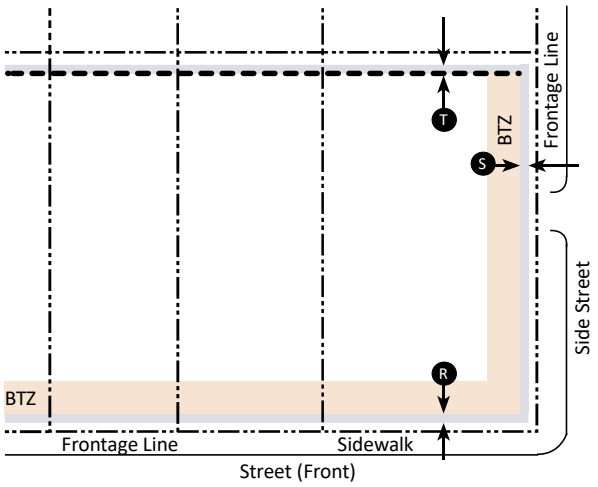

Key

Frontage/Property Line
Setback Line
Parking Area

| a. Parking Location (Distance from Property Line) | | |
|---|---|---|
| Front Setback | 30' min. | M |
| Side Street Setback | 6' min. | N |
| Side Setback | 0' min. (attached)<br>5' min. (detached) | O |
| Rear Setback | 5' min. | P |
| *Parking Location applies to location of garage or parking lot | | |

| b. District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Parking/Driveway Curb Cut Width | 12' max. | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Build-to-Zone (BTZ)
Encroachment Area

| a. Allowed Encroachments | | |
|---|---|---|
| Balconies, Bay Windows, Awnings, Galleries, Stoops, and Other Frontage Elements | | |
| Front | 3' max.[1] | R |
| Side Street | 3' max.[1] | S |
| Rear | 3' max. | T |

[1] Stairs may Encroach beyond this maximum to the Frontage Line. Frontage Elements shall not Encroach into the Right-of-Way

| d. Miscellaneous |
|---|
| All buildings must have a Principal Entrance along the Front Façade. |
| Loading docks, overhead doors, and other service entries shall not be located on Façades facing Streets or across from, or adjacent to, Civic Building Frontages or Civic Open Spaces, and should instead be located in rear service areas. |

# T3 SECTION 3.7 (T3) NEIGHBORHOOD EDGE TRANSECT ZONE STANDARDS

## A. Overview

In the Neighborhood Edge Transect Zone, buildings are required to be street-oriented, and typically detached. The intent of this zone is to facilitate a transition between the Traditional Neighborhood Development areas and lower intensity development in surrounding single family neighborhoods and agricultural lands. Among other details, buildings in this zone are predominantly residential, and are set further back from the Street on larger lots.


*Figure 3-4: Illustrative example of buildings and site arrangement in the T3 Edge Zone.*

## B. Examples

*This Transect Zone primarily consists of larger homes on larger lots.*

*Building materials can reflect the local character of the neighborhood and City.*

*Buildings are street-oriented but set further back than in the T4 and T5 Transect Zones.*

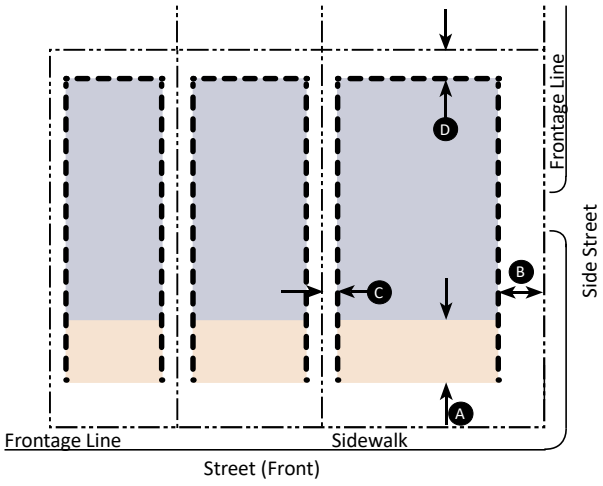
*A large single family detached house with porch. A picket fence marks the Frontage Line.*

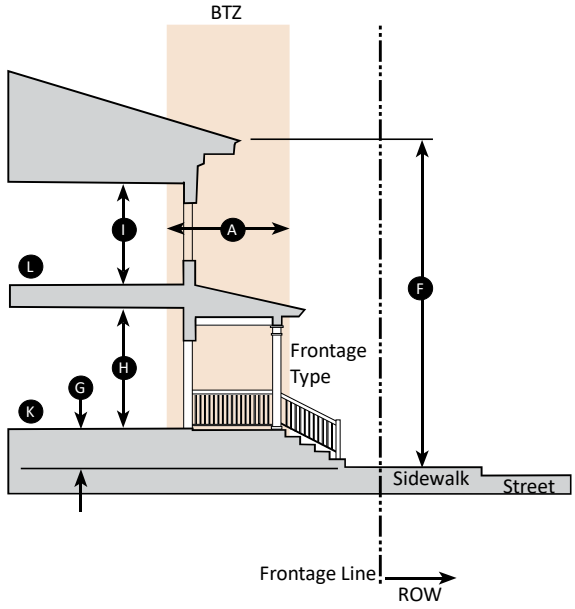
*This Transect Zone can help transition to surrounding existing lower-density residential neighborhoods.*

*Parking and garages are located towards the rear of the lots, typically behind the Principal Building.*

# T3

## C. Building Form




Key
- Frontage/Property Line
- Build-to-Zone (BTZ)
- Setback Line
- Potential Building Area (in addition to BTZ)

Key
- Frontage Line
- Build-to-Zone (BTZ)
- Building

### a. Building Placement

| Setbacks | | |
|---|---|---|
| Front Build-to-Zone | 20’ min., 48’ max. | A |
| Side Street Setback | 12’ min. | B |
| Interior Side Property Line Setback | 8’ min. | C |
| Rear Setback | 12’ min. | D |

| Frontage Buildout | |
|---|---|
| Building Façade within Build-to-Zone | |
| Front Street Frontage | 40% min. |
| Side Street Frontage | N/A |

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | 2,400 linear feet max. |
| Lot Width | 50’ min. |
| Lot Depth | 110’ min. |
| Lot Coverage | 60% max. |

### c. Building Form

| Height | | |
|---|---|---|
| Main Building | 1 Story min.[1] | F |
| | 2 Stories max.[1] | F |
| Ground Floor Elev. Above Sidewalk | 24” min. | G |
| Ground Floor Ceiling Height | 9’ min. clear | H |
| Upper Floor(s) Ceiling Height | 9’ min. clear | I |

[1] See Division 5 Lot & Building Standards for more information

### d. Allowed Frontage Types

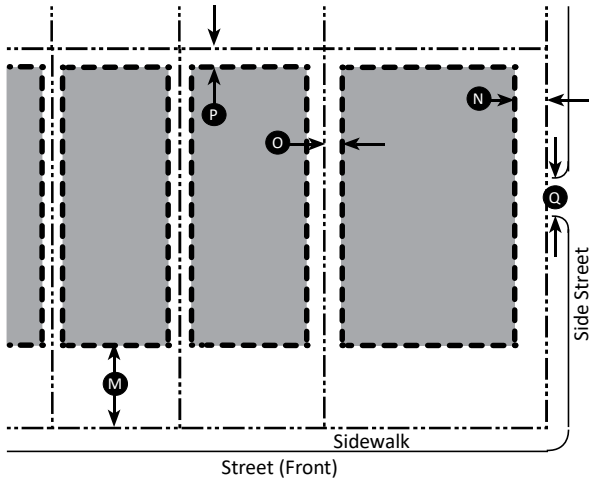
- Common Yard
- Porch

*See Division 5 Lot & Building Standards for Frontage details.

### e. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking




Key

Frontage/Property Line
Setback Line
Parking Area

### a. Parking Location (Distance from Property Line)

| | | |
|---|---|---|
| Front Setback | 30' min. [1] | M |
| Side Street Setback | 12' min. | N |
| Side Setback | 8' min. | O |
| Rear Setback | 5' min. | P |

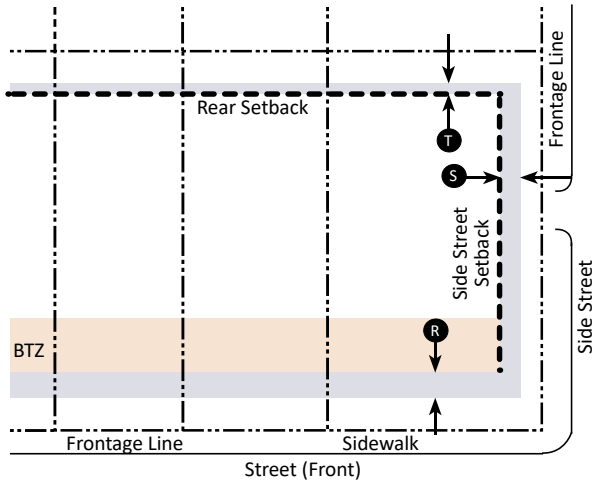
*Parking Location applies to location of garage

[1] A minimum 24' Front Setback shall apply when no Rear Alley or Side Street access are present and garage doors are perpendicular to the Primary Street Frontage Line.

### b. District Specific Parking Requirements

| | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Shared driveways between adjacent lots is encouraged to reduce curb cuts. | | |
| Curb cuts are not permitted if a Rear Alley is present. | | |
| Parking Curb Cut Width | 15' max. | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Build-to-Zone (BTZ)
Encroachment Area

### a. Allowed Encroachments

| | | |
|---|---|---|
| Balconies, Bay Windows, Awnings, Stoops, and Other Frontage Elements | | |
| Front | 12' max.[1] | R |
| Side Street | 8' max. | S |
| Rear | 3' max. | T |

[1] Stairs may Encroach beyond this maximum an additional 4 feet. Frontage Elements shall not Encroach into the Right-of-Way

### b. Miscellaneous

All buildings must have a Principal Entrance along the Front Façade.

# T2 SECTION 3.8 (T2) RURAL TRANSECT ZONE STANDARDS

## A. Overview

The Rural Transect Zone depicts a mix of uses such as recreation, farming, equestrian facilities, and Open Space, and is less formal than the other Transect Zones, allowing more flexibility in building placement. Development associated with these uses is permitted in this Transect Zone.

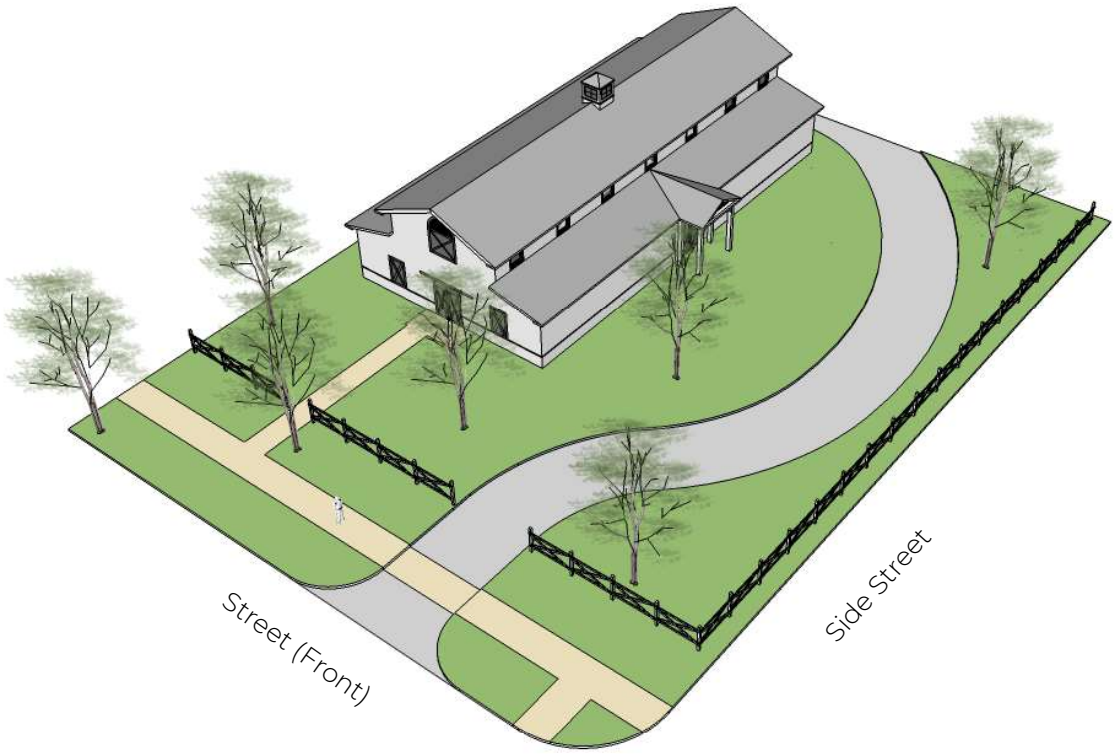



*Figure 3-5: Illustrative example of buildings and site arrangement in the T2 Rural Zone.*

## B. Examples

*Buildings and other structures in this zone support agricultural and recreational uses.*

*Agricultural facilities may be used for hosting events and community gatherings.*

*Farmers Markets are part of the mix in this Transect Zone.*

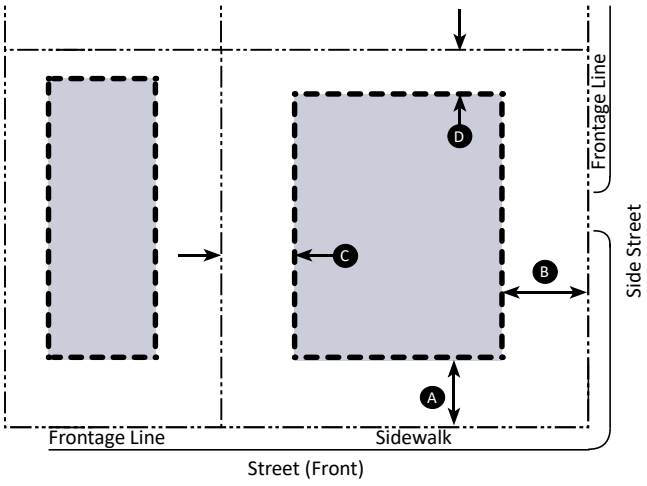
*Agricultural uses may include hay production in areas nearest the airport.*

Less formal than the other Transect Zones, more flexibility is permitted in building placement.

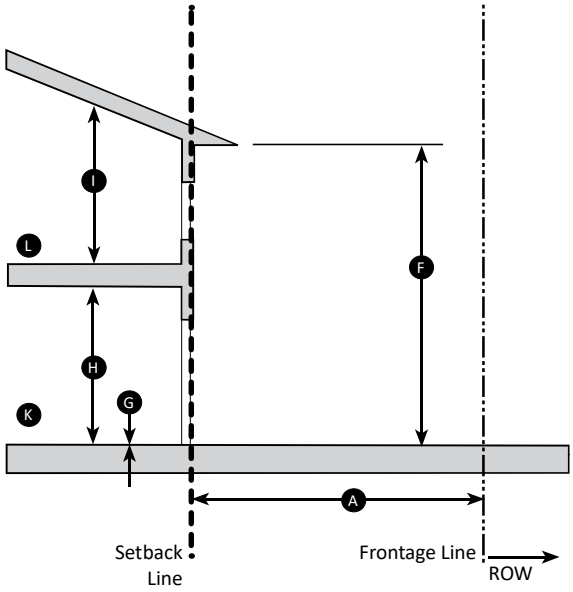
*Community Supported Agriculture (CSA) Farms offer residents an opportunity for local food production.*

# T2

## C. Building Form




Key
- Frontage/Property Line
- Potential Building Area
- Setback Line




Key
- Frontage Line
- Building
- Setback Line

| a. Building Placement | | |
|---|---|---|
| **Setbacks** | | |
| Front Setback | 20' min. | A |
| Side Street Setback | 20' min. | B |
| Interior Side Property Line Setback | 30' min. | C |
| Rear Setback | 30' min. | D |
| **Frontage Buildout** | | |
| Building Façade along: | | |
| Front Street Frontage | N/A | |
| Side Street Frontage | N/A | |

| b. Lot and Block Standards | |
|---|---|
| Maximum Block Perimeter | by warrant |
| Lot Width | by warrant |
| Lot Depth | by warrant |
| Lot Coverage | by warrant |

| c. Building Form | | |
|---|---|---|
| **Height** | | |
| Main Building | 1 Story min.[1] | F |
| | 40' max.[1, 2] | F |
| Ground Floor Elev. Above Sidewalk | 0' min. | G |
| Ground Floor Ceiling Height | 9' min. | H |
| Upper Floor(s) Ceiling Height | 9' min. | I |

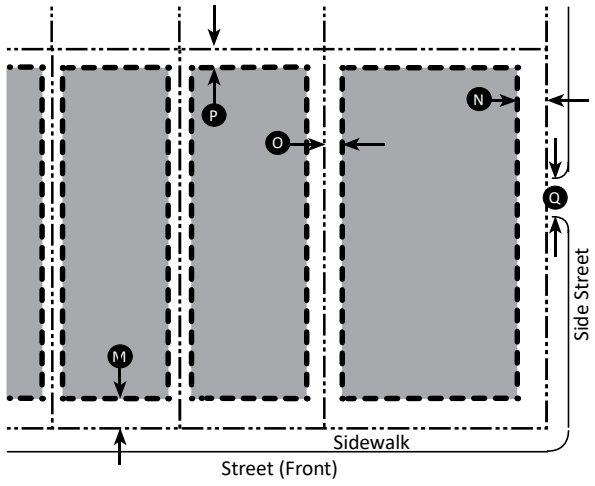
[1]See Division 5 Lot & Building Standards for more information

[2] Permitted Agriculture Uses may exceed the 2 Story maximum height limit with approval from Missoula County

| d. Allowed Frontage Types |
|---|
| ■ N/A |

| e. Allowed Use Types | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking




Key

Frontage/Property Line
Setback Line
Parking Area

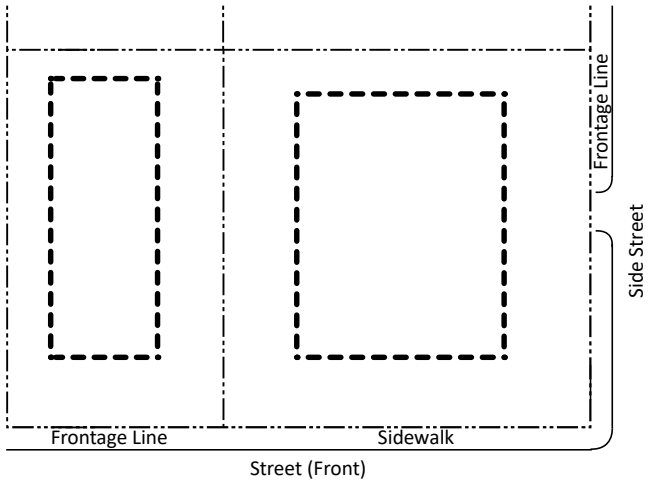
### a. Parking

| Parking Location (Distance from Property Line) | | |
|---|---|---|
| Front Setback | 12' min. | M |
| Side Street Setback | 12' min. | N |
| Side Setback | 5' min. | O |
| Rear Setback | 5' min. | P |

*Parking Location applies to location of garage or parking lot

| District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Shared driveways between adjacent lots is encouraged to reduce curb cuts. | | |
| Parking / Driveway Curb Cut Width | 24' max. (2 way)<br>12' max. (1 way) | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Encroachment Area

### a. Allowed Encroachments

Encroachments are not permitted

T1

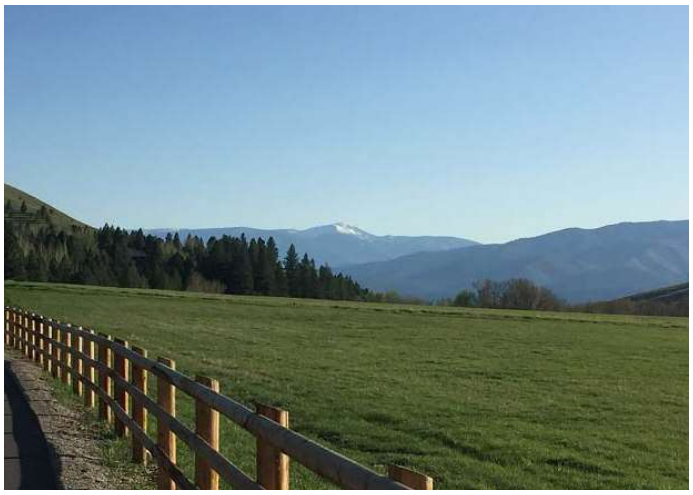
# SECTION 3.9 (T1) NATURAL TRANSECT ZONE STANDARDS

## A. Overview

The Natural Transect Zone consists of property that is nature preserve. Development within this area is limited to protect the natural habitat. Limited boardwalks, trails, trailheads and associated parking may be developed in order to access the area for recreational purposes.

*Figure 3-7: Image of a Natural Zone in Missoula Area.*

## B. Examples and Standards





*Samples of recreational trail boardwalks and wayfinding through preserved area.*

# SD-W SECTION 3.10 (SD-W) WORKPLACE DISTRICT TRANSECT ZONE STANDARDS

## A. Overview

Lot, Building, and Street dimensions within the Workplace District Transect Zone vary based on the functional requirements of the use type, but the goal of compact, walkable urban form remains. The focus of this area is on industrial, office, and research functions.

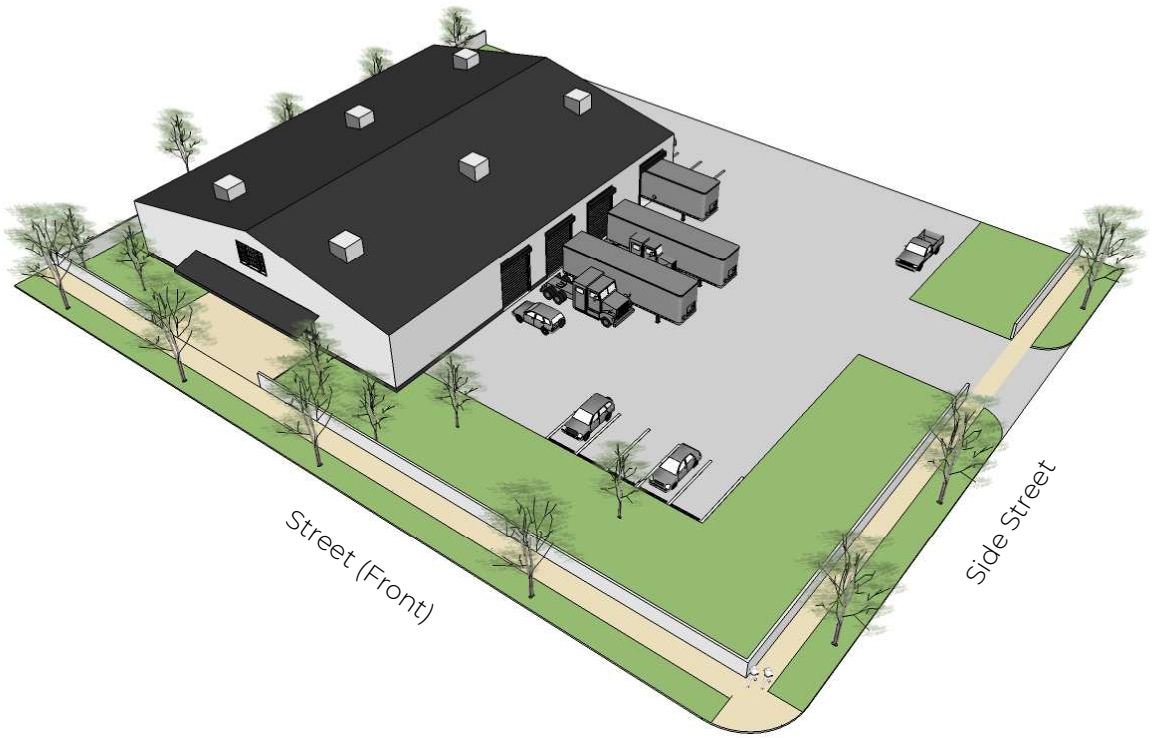



*Figure 3-6: Illustrative example of building and site arrangement in the SD-W Special Workplace District.*

## B. Examples

*Office and research buildings create a walkable urban form.*


*Buildings can be brought close to the street.*


*Functional green spaces and plazas are an integral part of this Transect District.*

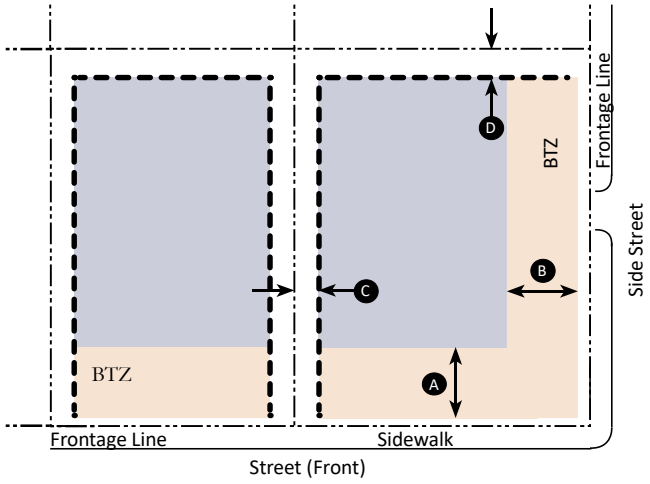
*Tall ceiling heights can accommodate a wide range of uses and meet the demands for modern workplaces.*

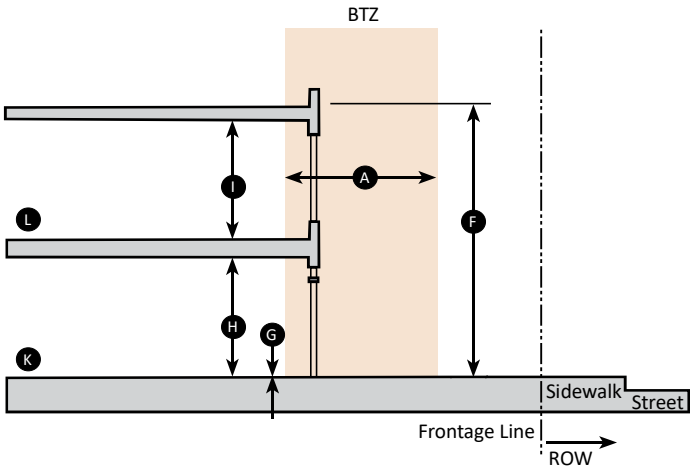
*Industrial buildings and uses are also a part of the Workplace District.*

*The Special Workplace District is the location for industrial, research, and institutional uses.*

# SD-W

## C. Building Form




Key
- Frontage/Property Line
- Build-to-Zone (BTZ)
- Setback Line
- Potential Building Area (in addition to BTZ)

Key
- Frontage Line
- Build-to-Zone (BTZ)
- Building

### a. Building Placement

#### Setbacks

| | | |
|---|---|---|
| Front Build-to-Zone | 6’ min., 40’ max. | A |
| Side Street Build-to-Zone | 6’ min., 40’ max. | B |
| Interior Side Property Line Setback | 15’ min. | C |
| Rear Setback | 15’ min. | D |

#### Frontage Buildout

Building Façade within Build-to-Zone

| | |
|---|---|
| Front Street Frontage | 25% min. |
| Side Street Frontage | 20% min. |

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | 3,000 linear feet max. |
| Lot Width | No min. No max. |
| Lot Depth | No min., No max. |
| Lot Coverage | 60% max. |

### c. Building Form

#### Height

| | | |
|---|---|---|
| Main Building | 1 Story min.[1] | F |
| | 50’ max.[1] | F |
| Ground Floor Elev. Above Sidewalk | N/A | G |
| Ground Floor Ceiling Height | 14’ min. | H |
| Upper Floor(s) Ceiling Height | 14’ min. | I |

[1] See Division 5 Lot & Building Standards for more information

### d. Allowed Frontage Types

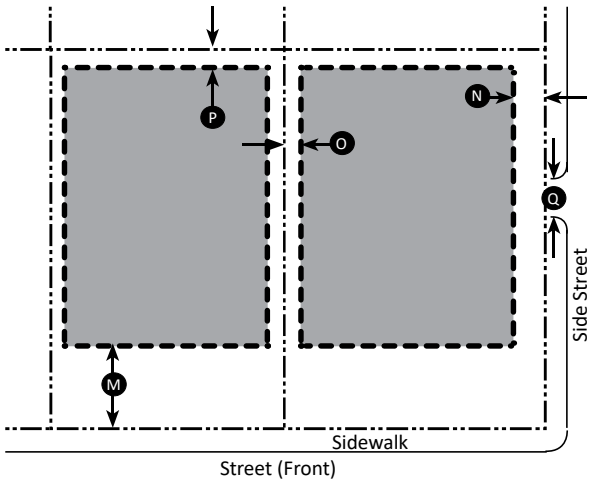
- N/A

*See Division 5 Lot & Building Standards for Frontage details.

### e. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## D. Parking




Key

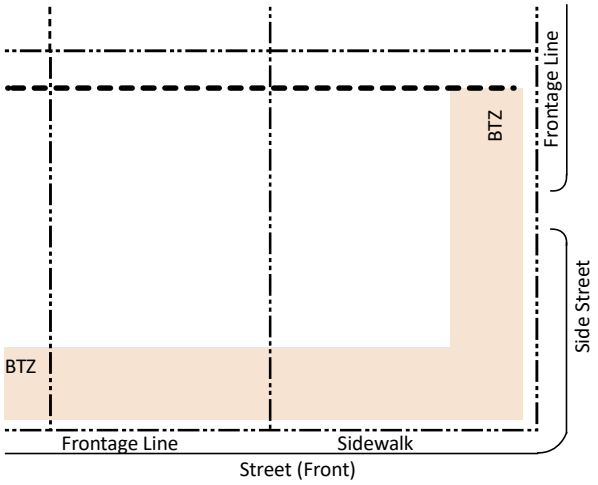
Frontage/Property Line
Setback Line
Parking Area

| a. Parking | | |
|---|---|---|
| **Parking Location (Distance from Property Line)** | | |
| Front Setback | 40' min. | M |
| Side Street Setback | 20' min. | N |
| Side Setback | 5' min. | O |
| Rear Setback | 5' min. | P |

*Parking Location applies to location of garage or parking lot

| District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| Parking/Driveway Curb Cut Width | 24' max. | Q |

## E. Encroachments




Key

Frontage/Property Line
Setback Line
Build-to-Zone (BTZ)
Encroachment Area

| a. Allowed Encroachments |
|---|
| Encroachments are not permitted |

| b. Miscellaneous |
|---|
| All buildings must have a Principal Entrance along the Front Façade. |
| Loading docks, overhead doors, and other service entries shall not be located on the Front Façade. |

C

# SECTION 3.11 (C) CIVIC TRANSECT ZONE STANDARDS

## A. Overview

Civic spaces are those areas that serve a public function or are dedicated to preserving and enhancing the public well-being. These areas may contain passive or active Civic Uses dedicated to arts, culture, education (including public and private schools), recreation, government, transit, and emergency services. Reflecting the diverse nature of this Transect Zone, it is divided into two categories: Civic Open Spaces and Civic Buildings. It is difficult to determine beforehand the multiplicity of potential uses that may occupy these Civic spaces over time. Therefore, greater design flexibility shall be given to these sites with key development standards and guidelines, and buildings are to be subject to a greater degree of design review.

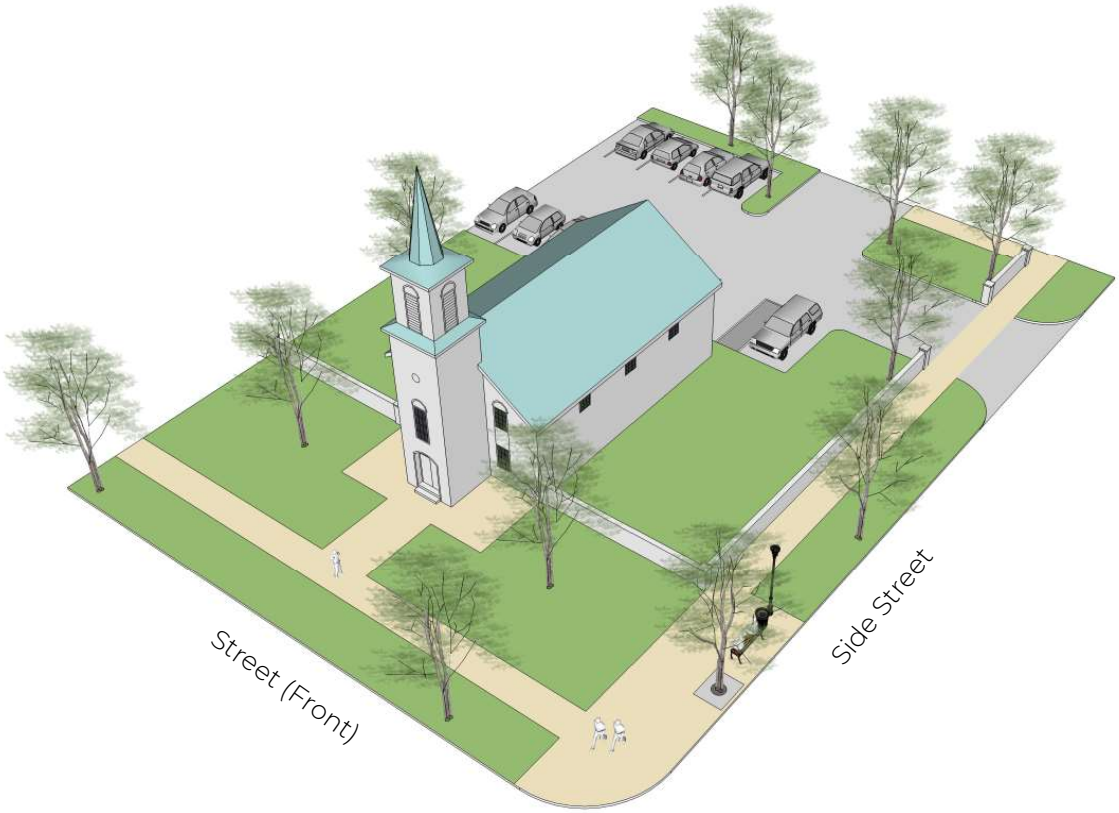



*Figure 3-7: Illustrative example of buildings and site arrangement in the Civic Zone.*

## B. Examples


*Civic uses can include neighborhood amenity areas and function as focal buildings.*

*A school that students can walk to located within walking distance of several neighborhoods.*

*Greater design flexibility allows buildings to be sited in locations of particular geometric importance.*

*Parks can be a part of a stormwater management system and a place for community events.*

*A plaza can serve as a public gathering place as well as a focal element for the greater area.*

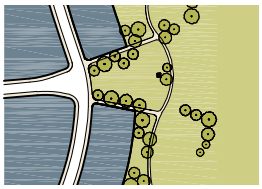
*The tower, setback, and materials of this fire station distinguish it from nearby commercial buildings.*

C

## C. Civic Open Spaces

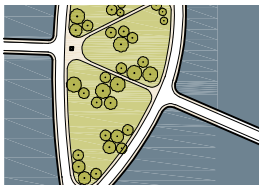
1. Civic Open Space in the form of parks, greens, squares, plazas, Playgrounds, pavilions, or recreational fields shall be located in each neighborhood at a minimum area greater than or equal to 5 percent of all land assigned a Transect Zone within the neighborhood.
2. Design Guidelines: Heightened attention shall be paid to the quality of landscape design and function according to the following principles:
   - **a.** All designated Civic Open Spaces shall be shall be accessible to the public.
   - **b.** The landscape design shall support and express environmental, cultural, and historical attributes.
   - **c.** The landscape design shall promote connection with nature, social interaction and mental restoration.
   - **d.** Views of natural features shall be preserved or maximized.
   - **e.** The landscape design shall promote connection to surrounding neighborhood resources, amenities and services, and provide for optimum accessibility, safety and way-finding.
   - **f.** Stormwater management improvements shall be integrated with the final landscape design as aesthetically and visually pleasing design elements.
   - **g.** Whenever appropriate, landscape design shall promote sustainability awareness and education through interpretive signs, demonstrations and other forms of interpretation.
3. The appropriate arrangements for Civic Open Spaces are described in Figure 3-8 and are permissible within proximity of the Transect Zones indicated in Table 3-2.

Park



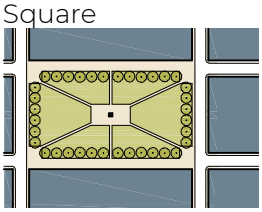
**A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland, recreational fields, and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.**

Green



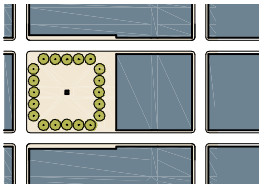
**Available for unstructured recreation. A Green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape shall consist of lawn and trees, naturalistically disposed.**

Square



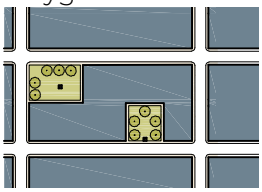
**Available for unstructured recreation and public gatherings. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be densely shaded and provide seating. Trees and shrubs shall be located to define a specific geometry of Open Space.**

Plaza



**Available for public gatherings and outdoor markets. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Plazas should use pervious pavers, where feasible. Trees are optional.**

Playground



**Designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds may be interspersed within residential areas and may be placed within a Block. Playgrounds may be included within parks, greens, and squares.**

*Figure 3-8: Civic Space Types*

**TABLE 3-2: APPROPRIATE ARRANGEMENTS FOR CIVIC OPEN SPACES**

| Civic Open Space Type | Typical Size | Transect Zone | | | | | |
|---|---|---|---|---|---|---|---|
| | | T5 | T4-O / T4-R | T3 | T2 | T1 | SD-W |
| Park | min. 2 acres | | | X | X | X | |
| Green | 0.25 to 2 acres | X | X | X | | | |
| Square | 1,000 sf to 2 acres | X | X | | | | X |
| Plaza | 1,000 sf to 2 acres | X | | | | | X |
| Playground | 1,000 sf to 1 acre | X | X | X | X | X | X |

## D. Civic Building Standards

### 1. General

Civic Buildings may include, but are not limited to, municipal buildings, religious facilities, libraries, schools, recreation facilities, fire stations, and places of assembly. The design and construction of Civic Buildings shall reflect the importance of these buildings within the community and with their function as landmarks in mind.

### 2. Building Siting

Civic Buildings shall be sited in locations of particular geometric importance, such as anchoring a major Civic Open Space or terminating a Street vista. Flexibility in building placement allows Civic Buildings to be distinguished from surrounding residential and commercial buildings and to be a prominent landmark in the community. (See Figure 3-9)

### 3. Building Design Guidelines

**a.** The scale of Civic Buildings should typically be larger than surrounding buildings in order to be more prominent and visible across greater distances.

**b.** Floor-to-floor heights and architectural details should be proportionately larger than those of private buildings that exist or are anticipated within adjacent Blocks.

**c.** Prominent roof forms and additive elements such as cupolas can visually extend the height of the building. See Division 5 Building Design Standards for more information.

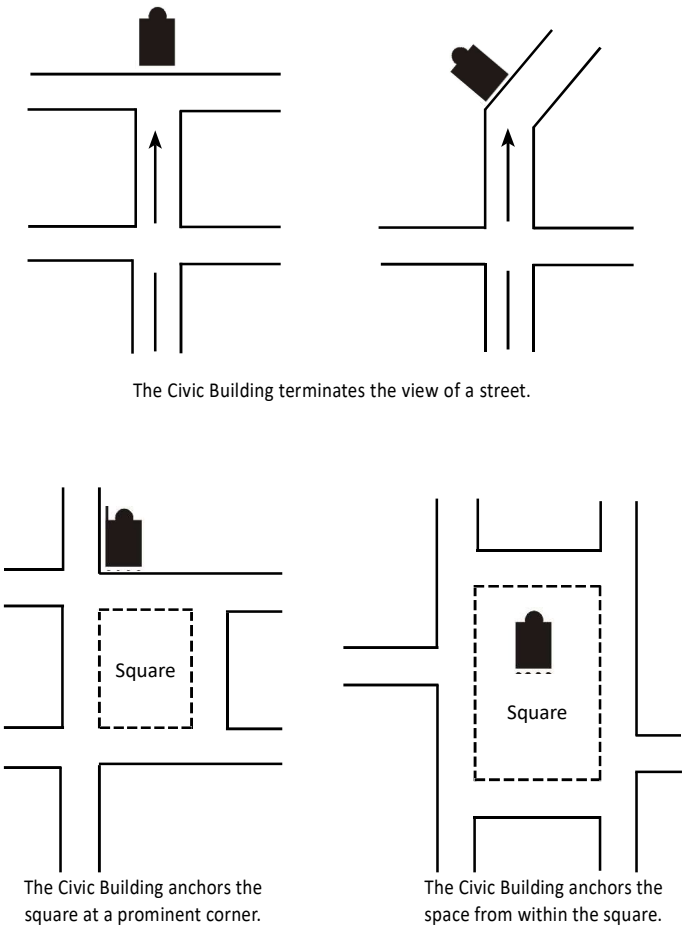
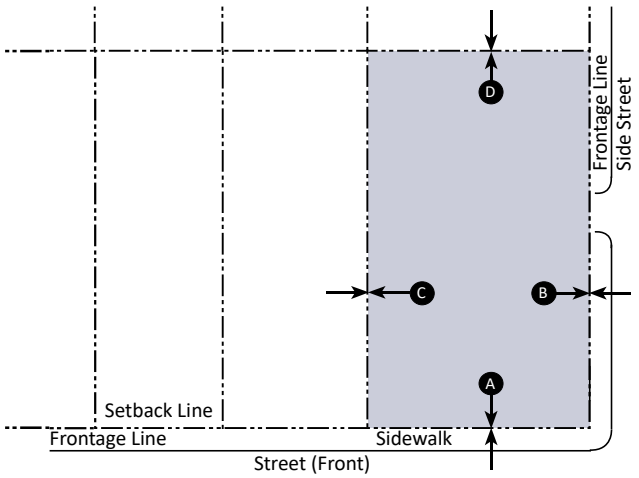


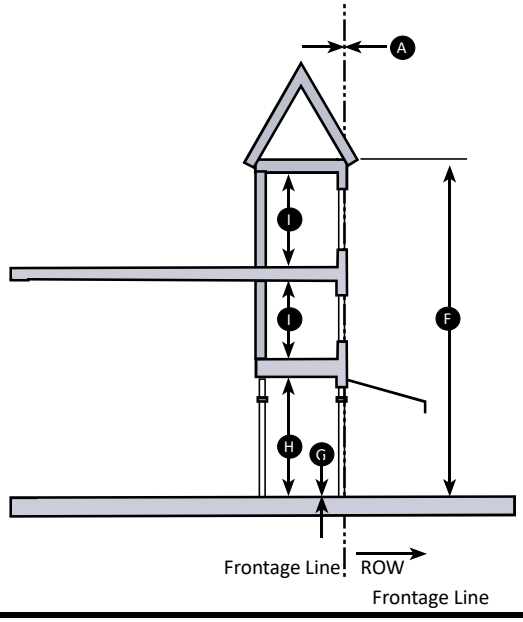

*Figure 3-9: Civic Building Siting Diagrams*

C

## E. Civic Building Form & Height




Key
Frontage/Property Line
Setback Line
Potential Building Area




Key
Frontage Line
Building

### a. Building Placement

| Setbacks | | |
|---|---|---|
| Front Setback | 0' min. | A |
| Side Street Setback | 0' min. | B |
| Interior Side Property Line Setback | 0' min. | C |
| Rear Setback | 0' min. | D |

| Frontage Buildout | |
|---|---|
| Building Façade along: | |
| Front Street Frontage | by warrant |
| Side Street Frontage | by warrant |

### b. Lot and Block Standards

| | |
|---|---|
| Maximum Block Perimeter | N/A |
| Lot Width | N/A |
| Lot Depth | N/A |
| Lot Coverage | by warrant |

### c. Building Form

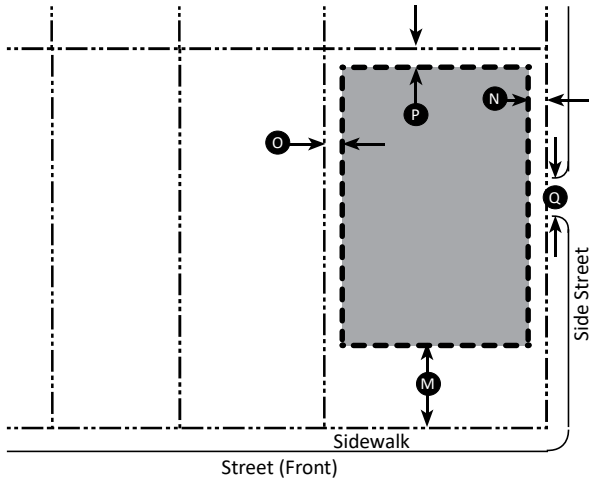
| Height | | |
|---|---|---|
| Main Building | N/A | F |
| | 3 Stories max.[1] | F |
| Ground Floor Elev. Above Sidewalk | 0' min. | G |
| Ground Floor Ceiling Height | 12' min. | H |
| Upper Floor(s) Ceiling Height | 9' min. | I |

[1] See Division 5 Lot & Building Standards for more information

### d. Allowed Use Types

| | | |
|---|---|---|
| Ground Floor | All Permitted Uses Allowed | K |
| All Floors Otherwise | All Permitted Uses Allowed | L |

## F. Parking




Key

Frontage/Property Line
Setback Line
Parking Area

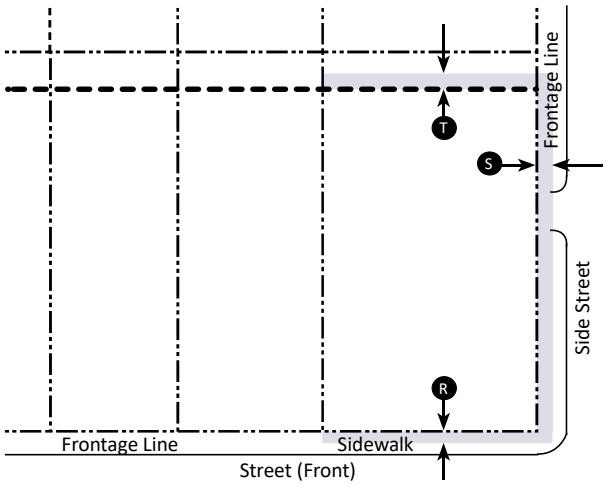
| a. Parking Location (Distance from Property Line) | | |
|---|---|---|
| Front Setback | 30' min. | M |
| Side Street Setback | 5' min. | N |
| Side Setback | 5' min. | O |
| Rear Setback | 5' min. | P |

*Parking Location applies to location of garage or parking lot

| b. District Specific Parking Requirements | | |
|---|---|---|
| Parking shall be provided as established in Section 4.1 | | |
| Parking shall be located behind the Front Façade of buildings and accessed from Rear Alleys or Side Streets whenever possible. | | |
| Streetscreens, Garden Walls, fences, or hedges are required along all un-built Street Right-of-Ways adjacent to parking. | | |
| When a Civic Building is located within a Civic Space completely surrounded by Streets, then parking shall be accommodated on-street or within mid-block locations within 1/4 mile of the Civic Building's front door. | | |
| Parking/Driveway Curb Cut Width | 20' max.[1] | Q |

[1] Unless wider access is necessitated by emergency vehicle use. Then width is determined by warrant.

## G. Encroachments




Key

Frontage/Property Line
Setback Line
Encroachment Area

| a. Allowed Encroachments | | |
|---|---|---|
| Balconies, Bay Windows, Awnings, and Other Frontage Elements | | |
| Front | 12' max. | R |
| Side Street | 8' max. | S |
| Rear | 0' max. | T |

Note: Frontage Elements may Encroach into the Right-of-Way, barring any additional restrictions by the public entity that has control over the public Right-of-Way. A 6 foot minimum sidewalk clear zone must be maintained.

| b. Miscellaneous |
|---|
| All buildings must have a Principal Entrance along the Front Façade. |

## SECTION 3.12 PERMITTED USES

The Permitted Uses Table, Table 3-3, lists the various types of uses and identifies whether or not a use is permitted By Right, or By Warrant.

■ = By Right

▫ = By Warrant

### A. Listed Uses

1. **Permitted Use:** A Land Use that is allowed by right in a Transect Zone because it is considered to be consistent with the vision and goals established for that Transect Zone.
2. **By Warrant:** A Land Use that is allowed By Warrant shall seek special approval as described in Division 7.

### B. Use Not Listed:

If a proposed use is not listed in Table 3-3, the applicant may seek approval by Warrant/ Exception, as described in Division 7.

**TABLE 3-3: PERMITTED USES**

| | T1 | T2 | T3 | T4-R | T4-O | T5 | SD-W | C |
|---|---|---|---|---|---|---|---|---|
| **RESIDENTIAL TYPES** | | | | | | | | |
| Mixed Use Building/Block | | | | | ■ | ■ | ■ | |
| Apartment Building | | | | ■ | ■ | ■ | ■ | |
| Mansion Apartment | | | ■ | ■ | ■ | ■ | ■ | |
| Live/Work Unit | | | | | ■ | ■ | ■ | |
| Live/Make Unit | | | | | ■ | ■ | ■ | |
| Townhouse | | | | ■ | ■ | ■ | ■ | |
| Duplex House | | | ■ | ■ | ■ | ■ | | |
| Courtyard House | | | | ■ | ■ | ■ | | |
| Sideyard House | | | ■ | ■ | ■ | ■ | | |
| Cottage | | | ■ | ■ | ■ | | | |
| House | | | ■ | ■ | ■ | | | |
| Villa | | | ■ | | | | | |
| Accessory Dwelling Unit | | | ■ | ■ | ■ | ■ | | |
| Residential Convertible to Retail | | | | | ■ | ■ | ■ | |
| **LODGING** | | | | | | | | |
| Hotel (no room limit) | | | | | | ■ | ■ | |
| Inn (up to 12 rooms) | | ▫ | | | ■ | ■ | | |
| Bed & Breakfast (up to 5 rooms) | | ▫ | ▫ | ▫ | ■ | ■ | | |
| Hostel | | | | | ▫ | ▫ | | |
| School Dormitory | | | | ■ | ■ | ■ | ■ | |
| **OFFICE** | | | | | | | | |
| Office Building | | | | | ■ | ■ | ■ | |
| Live/Work Unit | | | | | ■ | ■ | ■ | |
| Home Occupation | | | ■ | ■ | ■ | ■ | ■ | |
| Agricultural/Animal/ Veterinarian Facility | | ■ | | | ▫ | ▫ | ■ | |
| **RETAIL** | | | | | | | | |
| Open-Market Building (Farm Markets) | | ■ | ■ | | ■ | ■ | ■ | |
| Retail | | | | | ■ | ■ | ■ | |
| Display Gallery | | | | | ■ | ■ | | |
| Restaurant | | | | | ■ | ■ | ■ | |
| Kiosk | | | | | ■ | ■ | ▫ | |
| Push Cart | | | | | | ▫ | ▫ | |
| Food Truck | | ▫ | | ▫ | ▫ | ▫ | ▫ | ▫ |
| Liquor Selling Establishment | | | | | | ▫ | ▫ | |
| Movie Theater | | | | | | ■ | | |

| TABLE 3-3: PERMITTED USES | T1 | T2 | T3 | T4-R | T4-O | T5 | SD-W | C |
|---|---|---|---|---|---|---|---|---|
| **CIVIC** | | | | | | | | |
| Bus Shelter | | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Convention Center | | | | | | | □ | |
| Conference Center | | □ | | | | □ | □ | |
| Exhibition Center | | | | | | | □ | |
| Fountain or Public Art | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Library | | | | | | | | ■ |
| Live Theater | | | | | | ■ | | |
| Museum | | | | | | ■ | | ■ |
| Amphitheater/Outdoor Auditorium | | ■ | | | | | | ■ |
| Parking Structure | | | | | | ■ | ■ | |
| Playground | | | | | | | | ■ |
| Sports Stadium | | | | | | | □ | □ |
| Surface Parking Lot | | ■ | | ■ | ■ | ■ | ■ | ■ |
| Religious Assembly | | | ■ | ■ | ■ | ■ | ■ | ■ |
| Government Building & Use | | | | | | | | ■ |
| **Other: CIVIL SUPPORT** | | | | | | | | |
| Fire Station | | | | | | | | ■ |
| Police Station | | | | | | | | ■ |
| Hospital | | | | | | ■ | ■ | |
| Medical Clinic | | | | | □ | ■ | ■ | |
| **Other: EDUCATION** | | | | | | | | |
| College | | | | | | | □ | ■ |
| High School | | | | | | | | ■ |
| Trade School | | | | | | | □ | ■ |
| Middle School | | | | | | | | ■ |
| Elementary School | | | | | | | | ■ |
| Adult Day Care Center | | | ■ | ■ | ■ | ■ | | ■ |
| Child Day Care Center | | | ■ | ■ | ■ | ■ | ■ | ■ |

| TABLE 3-3: PERMITTED USES | T1 | T2 | T3 | T4-R | T4-O | T5 | SD-W | C |
|---|---|---|---|---|---|---|---|---|
| **Other: INDUSTRIAL / MANUFACTURING** | | | | | | | | |
| Industrial | | | | | | | ■ | |
| Distribution Center | | | | | | | ■ | |
| Laboratory Facility | | | | | | | ■ | |
| Water Supply Facility | | | | | | | □ | |
| Sewer and Waste Facility | | | | | | | □ | |
| Electric Substation | | □ | □ | □ | □ | □ | ■ | |
| Wireless Transmitter | | □ | | | | | ■ | |
| Warehouse | | | | | | | ■ | |
| Produce Storage | | □ | | | | | ■ | |
| Mini-Storage | | | | | | | ■ | |
| Live/Make Unit | | | | | ■ | ■ | ■ | |
| Cottage Food | | ■ | ■ | ■ | ■ | ■ | | |
| **Other: AGRICULTURE** | | | | | | | | |
| Agricultural Uses, Animals | | □ | | | | | | |
| Agricultural Uses, Crops | | ■ | | | | | ■ | |
| Community Garden | | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| Agritourism | | ■ | | | | | | |
| Grain Storage | | ■ | | | | | ■ | |
| Livestock Pen | | □ | | | | | | |
| Greenhouse | | ■ | | | | | ■ | |
| Stable | | ■ | | | | | | |
| Kennel | | ■ | □ | □ | □ | □ | □ | |
| Animal Rescue | | ■ | | | | | □ | |
| **Other: Automotive** | | | | | | | | |
| Gasoline | | | | | | | □ | |
| Automobile Service | | | | | | | □ | |
| Truck Maintenance | | | | | | | □ | |
| Drive-Through Facility | | | | | | □ | □ | |
| Rest Stop | | | | | | | | |
| Roadside Stand | | ■ | | | | | | |
| Billboard | | | | | | | □ | |

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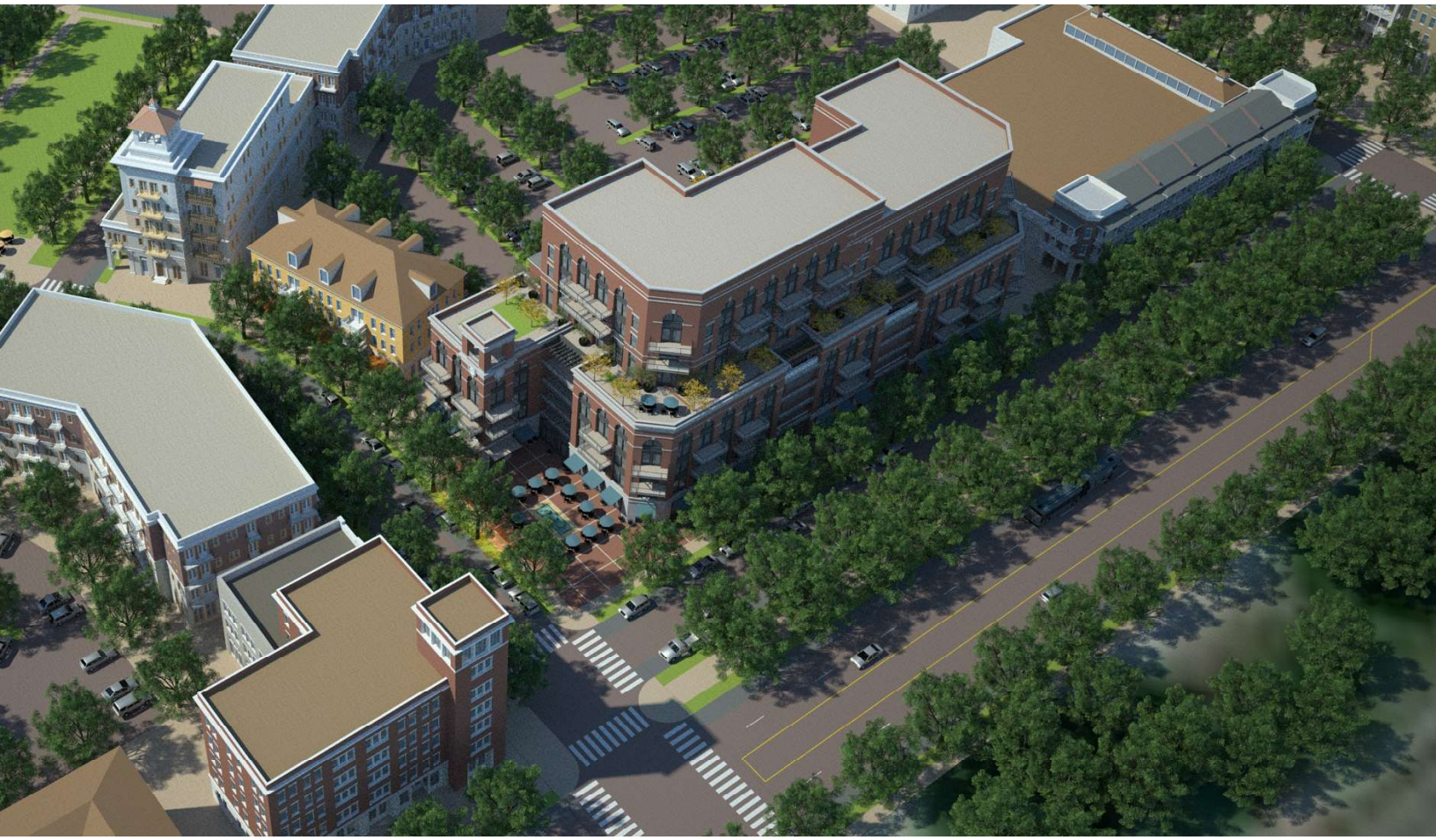
# DIVISION 4:
# GENERAL DEVELOPMENT STANDARDS

Standards that are not specifically addressed elsewhere in the code are included in the General Development Standards. The purpose and intent of the General Development Standards are to provide provisions and regulations that apply to all Transect Zones, specifying the design of parking, signage, lighting, landscaping, utilities, and stormwater management.



*(Preliminary draft for review)*

# SECTION 4.1 PARKING STANDARDS

The intent of the parking standards is to encourage a balance between pedestrian-oriented development and necessary vehicle storage. The goal is to construct neither more nor less parking than is needed.

## A. Parking Requirements

1. Parking shall be provided for each use based upon the minimum and maximum requirements outlined by use in Table 4-1: Automobile Parking Requirement Chart. Required parking quantities for a parcel may be modified by Warrant.
2. Parking may be located on the same lot as the use it serves. Required parking may also be located on-street or in a common parking lot, provided the space is within 1/4 mile of the building's Principal Entrance. The required parking may be purchased or leased from a public or private civic parking reserve, the owner of which will manage the purchase or lease.
3. Parking shall be located behind the Principal Façade of buildings whenever possible and according to their allowed location based on Transect Zone.
4. Parking garages shall be masked from the frontage by a Liner Building. Streetscreens, Garden Walls, fences, or hedges are required along all rights-of-way without buildings to shield views to parking).
5. Shared and Reduced Parking is encouraged in all Transect Zones for more efficient parking solutions. The amount of parking required is calculated by adding the total number of spaces required by each separate function in the Parking Requirement Chart and dividing by the appropriate factor from the Sharing Factor matrix. For example, the residential function requires ten spaces while the office function requires twelve spaces. Independently they would require twenty-two spaces, but when divided by the sharing factor of 1.4, they would require only sixteen spaces. When multiple functions share parking, the lowest sharing factor shall apply.

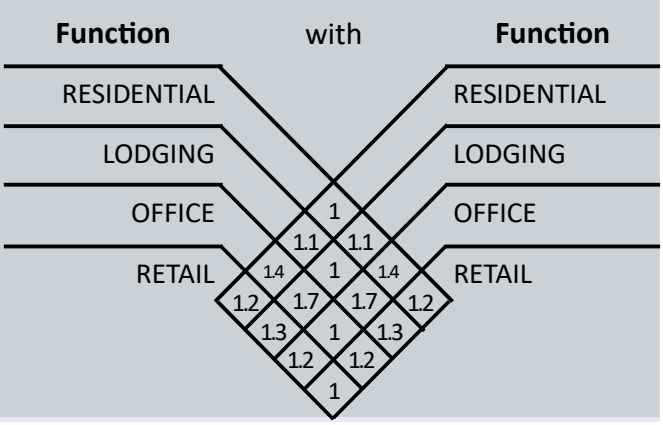
**TABLE 4-1: AUTOMOBILE PARKING REQUIREMENT CHART**

| Use | Number of Parking Spaces | | | | |
|---|---|---|---|---|---|
| | T5 [1] | T4-O [2] / T4-R [2] | T3 [2] | T2 / C [2] | SD-W [2] |
| Residential | 2 / dwelling | 1 / dwelling | 2 / dwelling | --- | --- |
| Lodging | 1 / guest room | | | | |
| Office | 2 / 1,000 sq. ft. | | | | |
| Retail | 3 / 1,000 sq. ft. | | | | |
| Civic | TBD by Warrant | | | | |
| Education | 1 per 12 students | | | | |
| Other: General | TBD by Warrant | | | | |
| Other: Agricultural / Industrial | 1 per employee on largest shift | | | | |

[1] Maximum number of spaces permitted

[2] Minimum number of spaces required

**TABLE 4-2: SHARING FACTOR**



## B. Bicycle Parking

Bicycle parking shall be provided in all Transect Zones per Table 4-3: Bicycle Parking Requirement Chart and subject to the subsections below:

1. Anchors: All spaces provided shall include a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user-supplied lock.
2. Short term bicycle parking accommodates bikes parked for short periods of time in locations that are easily accessible and convenient for visitors, customers and residents.
3. Short term bicycle parking shall be located on sidewalk frontage zones, bicycle corrals located in the street parking lane, parks and other public facilities, and on private property. Bike parking shall not impede the sidewalk clear zone.
4. Long term bicycle parking provides a place that is reasonably free from vulnerability to both weather and theft for bikes typically parked for periods of 8 hours or more and on a regular basis. This applies particularly to employees while at work and for residents of multi-family dwellings.
5. Long term bicycle parking shall be located in a secure area covered from weather such as a building bike room, shared cage in a garage, or in a standalone enclosure such as a locker or structure.
6. Bike Parking in Public Parking Garages: Parking garages should include bike parking and a designated bike lane to enter/exit the garage. Bike parking should be provided on the ground floor.
7. Long term bike parking facilities can be provided within parking garages, some of which can be made available for lease to non-residential uses to meet their long term bike parking requirements.

**TABLE 4-3: BICYCLE PARKING REQUIREMENT CHART**

| Use | Min. Number of Spaces | |
|---|---|---|
| | Short-Term | Long-Term |
| Multi-dwelling Residential | 1 space per 5 dwelling units; 2 spaces min. | 1.25 spaces per dwelling unit |
| Multi-dwelling Residential (ages 55+) | 1 space per 20 dwelling units; 2 spaces min. | 1 per 8 dwelling units; 2 spaces min. |
| Retail Sales and Services | 1 per 2,000 SF; 2 spaces min. | 1 per 4,000 SF; 2 spaces min. |
| Eating and Drinking Establishments | 1 per 1,000 SF; 2 spaces min. | 1 per 2,500 SF; 2 spaces min. |
| Office | 1 per 10,000 SF; 2 spaces min. | 1 per 2,000 SF; 2 spaces min. |
| Lodging | 1 per 20 keys plus 1 per 4,000 SF of conference and meeting space | 3 per 40 keys |
| Libraries, Community Centers, Museums | 1 per 1,500 SF; 2 spaces min. | 1 per 3,000 SF; 2 spaces min. |
| Industrial | 1 per 4,000 SF; 2 spaces min. | 1 per 4,000 SF; 2 spaces min. |
| Health Care Facilities and Nursing Homes (9+ residents) | 1 per 2,000 SF; 2 spaces min. | 1 per 4,000 SF; 1 space min. |

## C. Parking Access

1. Rear Alleys/Lanes, where proposed, shall be the primary source of access to off-street parking. Parking along Alleys may be perpendicular, diagonal, or parallel.
2. Alleys may be incorporated into parking lots as standard drive aisles. Access between parking lots across property lines is encouraged.
3. Corner lots that have both rear and side access shall access parking through the rear. If no rear access exists, access to on-lot parking shall be provided from the side street.
4. If no Alley or side street exists, then efforts should be made to demonstrate an attempt to gain access across neighboring properties.
5. When access to rear parking must be directly from the Primary Frontage, driveways shall be located along the sides of the property lines and designed such that pedestrians crossing on sidewalks always have the right of way.
6. The maximum width of vehicular driveways are provided in the Transect Zone Standards.

## D. Off-street Surface Parking

1. Minimum setbacks for off-street surface parking from all property lines are provided in the Transect Zone Standards.

## E. Structured Parking Lot Placement

1. Structured Parking shall be lined with Liner Buildings along all adjacent thoroughfares, except Rear Alleys.
2. Liner Buildings, where utilized, shall be a minimum of two stories and may be attached or detached from parking structures.
3. Liner Buildings, where utilized, shall contain a minimum of 30 feet of habitable space behind each building facade along the street frontage.

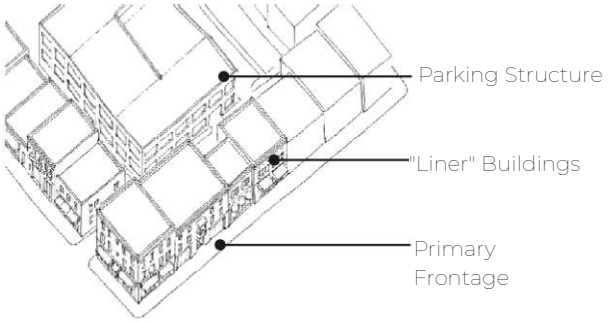



*Figure 4-2: Structured Parking Lot Placement*

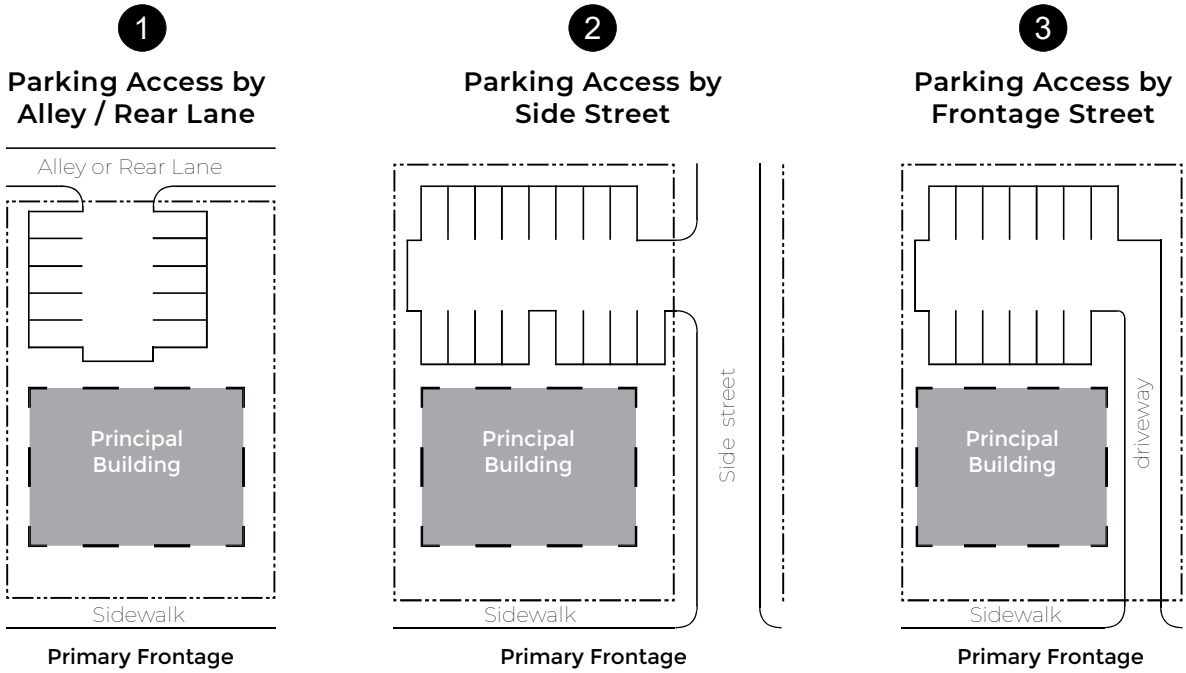



*Figure 4-1: Parking Access Diagrams*

## SECTION 4.2 GARDEN WALLS, FENCES, AND HEDGES

**A.** Garden Walls, fences, or hedges may be located along Frontage Lines and other Lot Lines, or parallel with the Façades of buildings. When located along Frontage Lines, garden walls, fences, and hedges are called Streetscreens Streetscreens may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the Public Realm.

1. Streetscreens shall be a minimum of 2.5 feet tall in all Transect Zones. Maximum heights are established in Table 4-4.
2. All Streetscreens over 4 feet high should be a minimum of 30% permeable or articulated.
3. Streetscreens may be non-permeable by Warrant.
4. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
5. Streetscreens shall not be permitted in the Right-of-Way.

### B. Gates

1. Pedestrian and vehicular gates within walls and fences shall be a maximum of twenty (20) feet in width, unless a wider opening is required for fire/emergency access, and no taller than the adjacent wall or fence height.
2. An arbor may be used over a gate where there is a walkway. The arbor must have a minimum of 6'8" height clearance, may not exceed overall height of 10', and must be outside of the right-of-way.

**TABLE 4-4: GARDEN WALLS, FENCES, AND HEDGES**

| Maximum Height (feet)[1, 2] | T1 | T2 | T3 | T4-R / T4-O | T5 | SD-W |
|---|---|---|---|---|---|---|
| Primary Frontage and up to the Principal Structure | N/A | 4 | 4 | 4 | 4 | 4 |
| Other Frontages | N/A | 6 | 6 | 6 | 6 | 6 |
| Interior Side and Rear Lot Lines | N/A | 8 | 6 | 6 | 6 | 8 |

[1] Wildlife fences designed to exclude deer or elk from residential gardens may be up to 8 feet in height following the standards in Chapter 12.1.
[2] Garden Walls, Fences, and Hedges screening Mechanical Equipment and Dumpsters may be up to 8 feet in height.

# SECTION 4.3 SIGNAGE STANDARDS

Signs in the Public Realm shall enhance the character of the Public Realm, provide orientation to pedestrians, cyclists, and motorists, and help to give identity to the Street. Signs should be designed and scaled for use by the pedestrian. In addition to Missoula County signage ordinance, the following standards and guidelines shall also apply within the Mullan Traditional Neighborhood Development Area.

## A. Wayfinding Signs

1. Signage should be coordinated with other streetscape furniture (e.g., light posts) to reduce visual clutter in the Public Realm.
2. The Approval Authority shall set the pole and frame standard for use throughout the Mullan Area prior to approval of the first Final Site Plan for aesthetic conformity and maintenance inventory. Any signage, post or frame, to be maintained by Missoula County shall be approved by the County Engineer.
3. Wayfinding signage, which identifies key civic areas or public destinations, shall be consistent in theme and placement as determined by the Approval Authority.
4. Architectural features and gateways announcing arrival to the entire community or individual neighborhoods may have identification signs of no more than 36 square feet.

## B. Commercial Signs

1. Free standing signs, ground signs, and monument signs are not permitted. All signs shall be attached to the Façade. Signs may be flat against the Façade, or mounted projecting or hanging from the Façade.
2. Maximum gross area of signs on a given Façade shall not exceed ten percent of the Façade area. Signage painted on a building Façade or mounted on the roof may exceed this limit, with approval by the Approval Authority.
3. Signs mounted on the Façade shall maintain a minimum clear height above sidewalks of eight feet. Signs shall not extend within two feet of the curb line.
4. Projecting signs shall not extend within two feet of the curb line, and shall not be placed closer than 16 inches apart.
5. Maximum area of any single sign mounted perpendicular to a given Façade shall not exceed nine square feet in the T5 Center and SD-W Zones and shall not exceed six square feet in other Transect Zones.
6. A single external sign band may be applied to the Façade of each building, provided that such sign not exceed three feet in height by any length.
7. Permitted finish materials include: wood (painted or natural); metal (copper, brass, galvanized steel); painted or printed canvas; painted/engraved directly on Façade surface; or neon (In T5 and SD-W only).

## C. Banner Signs

1. The use of banner signs shall be limited to the promotion of public events and activities, or to identify a district. Not more than twenty (20) percent of the banner can be used for commercial sponsorship.
2. Banner signs may be mounted on light poles or other street furniture designed specifically for such a purpose.
3. Banner Signs shall not be illuminated.
4. Temporary banner signs not exceeding four (4) feet in height and forty (40) feet in length may be hung over the public right-of-way.

## D. Temporary Sidewalk Signs

1. Temporary sidewalk signs such as A-frame sandwich boards are permitted on public sidewalks immediately adjacent to a business for the purpose of advertising food or products sold within.
2. The placement of signs on the sidewalk must maintain a clear sidewalk path of a minimum dimension of six feet.
3. The dimensions of the sign shall be no greater than two and a half feet wide and five feet high.


Wayfinding Sign


Blade/Projecting Sign


Hanging Sign


Awning Sign


Wall Sign


*Painted Wall Sign*


Cornice Sign


Banner Signs


Sidewalk Sign

*Figure 4-3: Examples of Permitted Commercial Signage. These examples are not inclusive of all permitted commercial signage types and designs, but are for illustrative purposes only to demonstrate the intent of the commercial signage standards.*

# SECTION 4.4 LIGHTING STANDARDS

Adequate and quality lighting of the sidewalk and street area is essential to creating a safe and inviting streetscape.

## A. General Lighting Standards

1. Lighting fixtures shall be appropriately chosen for the Mullan Traditional Neighborhood Development Area. There shall be consistency in creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of evening activity.
2. Lamp styles should not be mixed along any one particular block of a street.
3. Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.
4. In order to conserve energy and reduce long-term costs, energy-efficient lamps shall be used for all Public Realm lighting.

## B. Light Levels

1. Lighting standards protect against glare, preserve the night sky, and reduce unnecessary energy use from over lighting. Rural zones tend to be darker, while higher levels of outdoor lighting may be more suitable in mixed use urban zones.
2. It is the intent of this Article to follow Dark Sky provisions as established by the International Dark-Sky Association (IDA). All outdoor lighting within the Public Realm should be IDA-Approved fixtures.
3. The standards in Table 4-5 maintain the desired general ambient light levels across the Transect. Light levels in the Civic Transect Zone shall be consistent with the intent of this Article and not contribute to excessive light pollution, as determined by the Approval Authority.

## C. Street Lighting

1. See Division 6: Thoroughfare Standards

## D. Parking Lot Lighting

1. All fixtures shall be full cutoff, downward facing.
2. Light fixtures located within the interior area of a parking lot shall not exceed 30 feet in height. Light fixtures located along the perimeter edge of a parking area within 50 feet of a property line shall not exceed 16 feet.

## E. Pedestrian Walkway Lighting

1. Light fixtures located along pedestrian walkways adjacent to parking lots shall not exceed 16 feet in height.
2. Light fixtures located along internal pedestrian walkways or paths not adjacent to a parking area shall not exceed 10 feet in height.

**TABLE 4-5: LIGHT LEVELS**

| | T1 | T2 | T3 | T4-R / T4-O | T5 | SD-W |
|---|---|---|---|---|---|---|
| **Ambient Light Levels** | None | Very low | Very low | Low | Medium | Medium |
| **Standards** | | | | | | |
| **Maximum Lighting Standards** | Minimal electric lighting; should be turned off most of the time | Minimal lighting, all Full Cutoff | Minimal lighting, all Full Cutoff | Full Cutoff lighting | Full Cutoff lighting, some low wattage, non-Full Cutoff lighting | Full Cutoff lighting, some low wattage, non-Full Cutoff lighting |
| **No lighting level measured at the building Frontage Line shall exceed:** | 0.5 fc | 1.0 fc | 1.0 fc | 1.0 fc | 2.0 fc | 2.0 fc |
| **Required Shielding** | Fully shielded Luminaire with no uplight or better | Fully shielded Luminaire with no uplight or better | Fully shielded Luminaire with no uplight or better | Shielded Luminaire or better | Partially shielded Luminaire or better | Partially shielded Luminaire or better |

## F. Building and Security Lighting

1. All exterior building or security lighting must be full cutoff, shielded, and/or angled downward to focus the light only on the intended doorway or walkway as necessary.
2. Security lighting is encouraged to be provided with regular pedestrian light fixtures where visible from the street or Public Realm to match others used on site.
3. Building mounted architectural "accent lights" are encouraged to emphasize architectural character and signage.
4. Business owners are encouraged to assist with lighting the sidewalk and to accent their business location by leaving display window and interior lighting on at night. Lighting shall be designed in such a way as to prevent the direct view of the light source to neighboring residential areas.
5. Edges of Civic Open Spaces, especially Plazas and Squares, should be lit along the Right-of-Ways to define and identify the space.
6. Focal points such as sculptures, fountains, and towers, especially those visible to pedestrians and vehicles, may be illuminated to call attention to the element and to provide a form of wayfinding.

## A. General Standards

1. With the exception of fire hydrants, utilities shall run underground and above-ground projections of utilities shall be placed in rear service areas wherever practicable.
2. All utility services should be located in the rear of buildings, clear of pedestrian and vehicular interaction, and screened from view from adjacent public Right-of-Ways, properties, and pedestrian walkways (not including Alleys).
3. Tree wells or root barriers should be used where proposed street trees are near proposed underground infrastructure lines or adjacent to a travel way (vehicular or pedestrian).
4. Alleys and portions of the Thoroughfare Right-of-Way should serve as designated drainage and utility corridors/easements.
5. Where special circumstances dictate utility easements are needed between Lots, utility easements shall be a minimum width as required by the utility agency and approved by the Approval Authority.

# SECTION 4.6 LANDSCAPE STANDARDS

## A. General Standards

1. Landscape design shall enhance the quality and character of the Public Realm by coordinating public and private space, providing spatial definition to the Public Realm, screening undesirable places/ sounds/ odors, and increasing health and safety.
2. Landscaping shall complement the architectural design of mixed-use development.
3. Landscaping shall be designed to remain functional and attractive during all seasons through a thoughtful selection of plant varieties.
4. In order to promote sustainable landscape practices, plant varieties shall be selected for resistance to drought, moisture, salt, urban conditions, or insects and other pests depending on the location of landscaping and the specific stressors anticipated for different areas of the site, as well as for their intended function and context. Plants shall be selected so that landscaping can be maintained with minimal care and the need for watering, pesticides, or fertilizers can be minimized or eliminated. Native species are encouraged.
5. The use of turf shall be minimized and shall not be planted in strips less than 5 feet wide. Lawn seed mixes shall be drought resistant.
6. In Transect Zones T2 and T3, native plant perennial landscapes should replace turf grasses where possible and be very diverse. They should be placed lower than walkways, not mounded up.
7. Design of landscape should maximize use of green infrastructure stormwater Best Management Practices (BMPs) such as pervious paving, bioretention systems, rain gardens, bioswales, and stormwater planters to slow and treat stormwater runoff while providing multiple additional community benefits.
8. Existing healthy trees and shrubs must be preserved to the maximum extent possible. Unless otherwise approved by the urban forester, the removal of trees with a diameter breast height (DBH) of six inches or greater, single stem, must be mitigated by providing one or more replacement trees with a total combined DBH that is at least equal to the total DBH of trees that are removed.

## B. Parking Lot Landscape Standards

The landscaping requirements in this section are intended to provide a set of standards toward reducing the visual impacts of large areas of pavement, improving the overall environment of parking areas by providing areas for shade and heat reduction, and enhancing the overall aesthetic appeal of parking areas.

1. Developments with proposed parking areas of 6 spaces or more shall provide a minimum of 10 percent of landscaped open space within the area designated for parking inclusive of any landscaped borders surrounding the parking lot. Use of the provided landscaped open space for vegetated stormwater quality management is allowed and encouraged.
2. Surface parking lot entrances shall be landscaped with a combination of trees, shrubs, walls, and other landscape features. No trees, shrubs, fences, walls, or other landscape feature shall be planted in a manner to obstruct sight lines of motorists.
3. The ends of parking aisles in surface lots that are more than 15 spaces in length shall incorporate landscape islands at either end of the row. Each island shall include at least one tree. Where the length of a parking aisle exceeds 25 spaces, additional landscaped islands shall be installed at regular intervals. This interval shall not be more than every 13 spaces. The width of landscaped islands perpendicular to adjacent spaces shall be no less than 6 feet.

4. In addition to the requirements above for parking area landscaping, trees shall be planted in buffer areas and along frontage lines at a minimum frequency of one every 30 linear feet measured along the buffer or lot line. Trees shall be selected and placed in landscaped areas so that all parking areas can reasonably be expected to receive 30% Tree Canopy Coverage. The expected canopy radius of each selected tree shall be noted in the required site plan materials.

## C. Street Trees

1. See Section 6.4 Street Trees

## D. Irrigation Systems

1. When irrigation systems are provided, sustainable systems, such as low volume heads, drip irrigation, and other water efficiency methods are encouraged.

# SECTION 4.7 STORMWATER MANAGEMENT

## A. General Standards

1. The objectives of the stormwater management standards are to reduce water quality impacts at receiving waters, enhance community character in support of compact development, and promote the public health, safety, and welfare. The stormwater management standards include the following goals:
   a. Manage rainfall as close to where it falls as possible, approximating the natural pre-development hydrology (water quality and water quantity) by using natural, decentralized stormwater management practices that do not impede or negatively alter the historic flow of stormwater runoff.
   b. Recognize stormwater as an integral part of the built environment.
   c. Establish watershed sensitive planning and design criteria at the neighborhood scale of development to support shared flood control solutions.
   d. Encourage incorporation of Light Imprint Best Management Practices (BMPs) at the Block, street, and site scales of development, appropriate to land use context and site conditions.
2. A Stormwater Management System shall be developed to manage stormwater in each Neighborhood as whole.
3. Stormwater management shall be implemented within a Final Site Plan.
4. Stormwater standards for individual Lots within the neighborhood can assist in meeting the standards of the neighborhood as a whole.

## B. Light Imprint Storm Drainage Methods

1. Table 4-6 provides recommended stormwater management methods as outlined in the Light Imprint Handbook. These methods shall be utilized as the elements of the neighborhood stormwater strategy and the Final Site Plan detailed stormwater management plan. At least one of these methods shall be applied at the neighborhood, corridor, and Lot levels to implement the neighborhood stormwater strategy. Refer to the Light Imprint Handbook for comprehensive descriptions of each method and its application.
2. The Light Imprint stormwater management methods appropriate for use within the Civic Transect Zone shall be determined by the surrounding Transect Zones and on a site-by-site basis based on the use and character of each site.

## C. Design Criteria

1. Properly designed Pervious Paving shall be permitted and is encouraged to reduce stormwater runoff volume. Pervious Paving approaches may be technically infeasible where underlying soils are contaminated or other site constraints exist.
2. Green roofs shall be permitted for all building types.
3. Roof drains shall not outfall onto impervious pedestrian use areas and should instead be directed to underground storm drainage systems or a vegetated stormwater management system.
4. Irrigation systems are encouraged to first make use of all available surface stormwater runoff or other retained or detained stormwater as a water supply.
5. Bioretention systems, rain gardens, bioswales, tree filters, and other vegetated stormwater management systems are encouraged for treatment of stormwater runoff from streets, parking lots, plazas, and other impervious surfaces. These vegetated stormwater management systems can include impermeable liners with underdrains to provide water quality treatment where infiltration is not technically feasible due to site contamination concerns.
6. Trees should be planted below the grade of the sidewalk and the street. Structural cells should be used for trees planted in tree wells, or in plazas or other paved areas, to ensure sufficient root space for healthy tree growth and to increase the stormwater management potential of the trees.
7. Special Detention Areas such as parking lots, rooftops ("blue roofs"), parks, plazas, and fields are areas primarily designated for other uses but that may be used for temporary infiltration and/or peak rate mitigation during storm events if the requirements herein are satisfied. Special Detention Areas shall be designed sensitive to land use context and public use requirements and the following conditions:
    a. Temporary storage areas must be located so that ponding will not significantly disrupt typical traffic (pedestrian/bicycle/vehicle) flow, and areas should be adequately sloped towards outlets to ensure complete drainage after storm events.
    b. Special Detention Areas shall be clearly identified as such and their use shall be restricted during and after storms.
    c. Emergency overflows shall be incorporated and designed to prevent excessive depths from occurring during extreme storm events or if the primary flow control structure/structures are clogged. In most cases, ponding depth shall not exceed 12 inches.
    d. Rooftop storage must consider structural support, HVAC requirements, waterproofing, emergency overflows, and all other building design considerations.
    e. Landscape or turf Special Detention Areas used for high-intensity public uses (community parks, athletic fields, greens, etc.) shall be located in areas of well-draining soils to guarantee public use is not compromised by excessively wet ground between rain events.

| TABLE 4-6: LIGHT IMPRINT STORM DRAINAGE | T1 | T2 | T3 | T4-R / T4-O | T5 | SD-W |
|---|---|---|---|---|---|---|
| **Paving** | | | | | | |
| Compacted Earth | ■ | ■ | ■ | | | |
| Wood Planks | ■ | ■ | ■ | | | |
| Plastic Mesh/Geomat | | ■ | ■ | ■ | | |
| Crushed Stone/Shell | | ■ | ■ | ■ | | |
| Cast/Pressed Concrete Paver Block | | | ■ | ■ | ■ | ■ |
| Grassed Cellular Plastic | | | ■ | ■ | ■ | ■ |
| Grassed Cellular Concrete | | | ■ | ■ | ■ | ■ |
| Previous Asphalt | | | ■ | ■ | ■ | ■ |
| Asphalt | | | ■ | ■ | ■ | ■ |
| Concrete | | | ■ | ■ | ■ | ■ |
| Pervious Concrete | | | ■ | ■ | ■ | ■ |
| Stamped Asphalt | | | ■ | ■ | ■ | ■ |
| Stamped Concrete | | | ■ | ■ | ■ | ■ |
| Pea Gravel | | | | ■ | ■ | ■ |
| Stone/Masonry Paving Blocks | | | | ■ | ■ | ■ |
| Wood Paving Blocks on Concrete | | | | | ■ | ■ |
| Asphalt Paving Blocks | | | | | ■ | ■ |
| **Channeling** | | | | | | |
| Natural Creek | ■ | ■ | | | | |
| Terracing | ■ | ■ | ■ | | | |
| Vegetative Swale | ■ | ■ | ■ | | | |
| Drainage Ditch | ■ | ■ | ■ | | | |
| Stone/Rip Rap Channels | | ■ | ■ | ■ | | |
| Vegetative/Stone Swale | | ■ | ■ | ■ | ■ | ■ |
| Grassed Cellular Plastic | | | ■ | ■ | ■ | ■ |
| Grassed Cellular Concrete | | | ■ | ■ | ■ | ■ |
| Soak-away Trench | | | ■ | ■ | ■ | ■ |
| Slope Avenue | | | ■ | ■ | ■ | ■ |
| French Drain | | | ■ | ■ | ■ | ■ |
| Shallow Channel Footpath/ Rainwater Conveyor | | | ■ | ■ | ■ | ■ |
| Concrete Pipe | | | ■ | ■ | ■ | ■ |
| Gutter | | | ■ | ■ | ■ | ■ |
| Planting Strip Trench | | | ■ | ■ | ■ | ■ |
| Masonry Trough | | | | ■ | ■ | ■ |
| Canal | | | | ■ | ■ | ■ |
| Sculpted Watercourse, i.e. cascades | | | | | ■ | ■ |
| Concrete Trough | | | | | ■ | ■ |
| Archimedean Screw | | | | | ■ | ■ |

| TABLE 4-7: LIGHT IMPRINT STORM DRAINAGE | T1 | T2: | T3 | T4-R / T4-O | T5 | SD-W |
|---|---|---|---|---|---|---|
| **Storage** | | | | | | |
| Irrigation Pond | | ■ | ■ | | | |
| Retention Basin with Sloping Bank | | ■ | ■ | | | |
| Retention Basin with Fence | | ■ | ■ | ■ | | |
| Retention Hollow | | | ■ | ■ | | |
| Detention Pond | | | ■ | ■ | | |
| Vegetative Purification Bed | | | ■ | ■ | ■ | ■ |
| Flowing Park | | | ■ | ■ | ■ | ■ |
| Retention Pond | | | ■ | ■ | ■ | ■ |
| Landscaped Tree Well | | | | ■ | ■ | ■ |
| Pool/Fountain | | | | ■ | ■ | ■ |
| Underground Vault/Pipe/ Cistern-Corrugated Metal | | | | ■ | ■ | ■ |
| Underground Vault/Pipe/ Cistern-Precast Concrete | | | | ■ | ■ | ■ |
| Underground Vault/Pipe/ Cistern-Cast in place Concrete | | | | ■ | ■ | ■ |
| Underground Vault/Pipe/ Cistern-Plastic | | | | | ■ | ■ |
| Grated Tree Well | | | | | ■ | ■ |
| Paved Basin | | | | | ■ | ■ |
| **Filtration** | | | | | | |
| Wetland/Swamp | ■ | ■ | | | | |
| Filtration Ponds | ■ | ■ | | | | |
| Shallow Marsh | ■ | ■ | ■ | | | |
| Surface Landscape | ■ | ■ | ■ | | | |
| Natural Vegetation | ■ | ■ | ■ | ■ | ■ | ■ |
| Constructed Wetland | | ■ | ■ | | | |
| Bio-retention Swale | | ■ | ■ | ■ | | |
| Purification Biotype | | ■ | ■ | ■ | ■ | ■ |
| Green Finger | | ■ | ■ | ■ | ■ | ■ |
| Roof Garden | | ■ | ■ | ■ | | |
| Rain Garden | | | ■ | ■ | | |
| Detention Pond | | | ■ | ■ | | |
| Grassed Cellular Plastic | | | ■ | ■ | | |
| Grassed Cellular Concrete | | | ■ | ■ | | |
| Waterscapes | | | | ■ | ■ | ■ |

# SECTION 4.8 ENVIRONMENTAL

## A. General Provisions

This section applies to the preservation and conservation areas within the Mullan Area, including protected agricultural lands and stream riparian buffers.

## B. Preserve Areas

1. All land designated with a T1 Transect Zone as shown on the regulating plan in Division 2 shall be established as preserve area.
2. Native riparian vegetation shall be protected and restored in preserve areas except for limited clearing required for trails, shared-use paths, bridges, and supporting infrastructure. These areas shall be maintained free of invasive exotic plant species.
3. Vegetation shall be selected and managed in coordination with the Missoula International Airport to minimize wildlife risk and promote safe airport operations.

## C. Conservation Areas

1. All land designated with a T2 Transect Zone as shown on the regulating plan in Division 2 shall be established as conservation area.
2. Conservation areas may be used for agricultural and recreational activities, such as hiking, horseback riding and bicycling, and their associated building, structures, and infrastructure.
3. Trail and shared-use paths and their supporting infrastructure, such as trailheads, are also permitted.
4. A potion of the conservation area may be designated as a regional park in coordination with the Missoula Parks Department.
5. Vegetation shall be selected and managed in coordination with the Missoula International Airport to minimize wildlife risk and promote safe airport operations.

# DIVISION 5:
## LOT & BUILDINGS STANDARDS

This Division establishes standards for lots and individual buildings within the Mullan Traditional Neighborhood Development. Topics include Building Types, Accessory Units, Building Standards, Façades, Frontage Types, and site standards.

## SECTION 5.1 LOT STANDARDS

### A. Front and Backs

Buildings and lots have fronts, sides, and backs and how these relate to one another forms neighborhood character.

1. Front Façades, the main presentation faces of buildings and lots containing the Principal Entrance, should face the Public Realm.
2. The backs of buildings and lots, which are the private or service side, should face mid-block and be screened from view. Backs of buildings or lots shall not abut the Frontage Line.
3. Sides of buildings and lots may face either the Frontage Line or be concealed mid-block.
4. Thoroughfares, with the exception of Alleys, should be faced with the fronts or sides of buildings and lots.
5. Alleys and mid-block parking areas should be faced with the backs or sides of buildings and lots.
6. The backs of buildings and Lots shall not be across from, or adjacent to, a Civic Open Space.
7. The backs of buildings and Lots shall not face Civic Building Frontages.

**B.** The table below outlines the range of relationships between the fronts, sides, and backs of buildings / lots.

| | |
|---|---|
| Fronts facing Fronts | Ideal |
| Fronts facing Sides | Acceptable |
| Fronts facing Backs | Prohibited |
| Sides facing Backs | Acceptable |
| Backs facing Backs | Ideal |
| Sides facing Sides | Ideal |

## SECTION 5.2 RESIDENTIAL BUILDING TYPES

A mix of residential building types creates neighborhoods which allow a diversity of ages and incomes, and permit residents to move up or downsize their homes without having to move away. Multi-generational neighborhoods create strong social networks, avoid concentrations of poverty or wealth, and lead to safer communities. The residential building types permitted within the Mullan Traditional Neighborhood Development Area are described textually below and then through illustrations.

### A. Mixed Use Building/Block

This type features shopfronts on the ground floor with space designed to accommodate residential or office on the floors above. Mixed-use buildings often have a parapet with a pronounced cornice.

### B. Apartment Building

This type contains multiple units accessed via a main entrance on the primary frontage. Units may be for rent, or for sale as a condominium.

### C. Mansion Apartment

This multi-family type is designed to look like a large single family house but in fact contains several units. This type usually features a front porch to help it blend in with adjacent single family types.

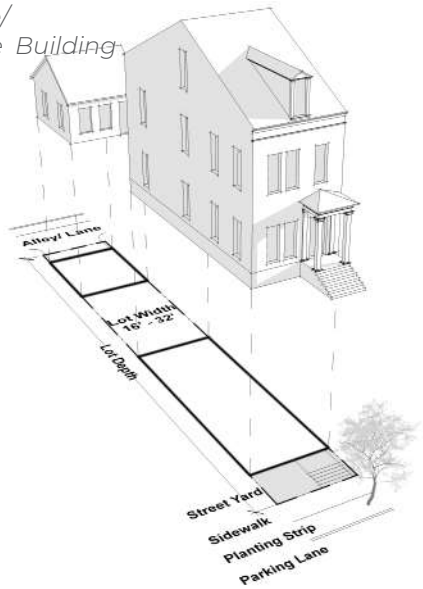
### D. Live/Work Unit

Buildings or structures used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary place of work. 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.

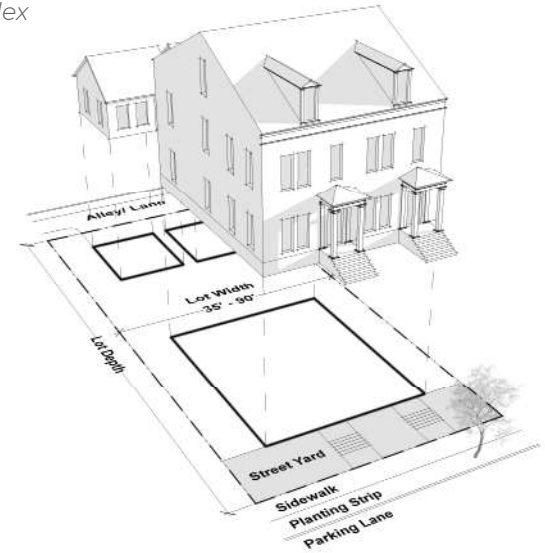
### E. Townhouse

This is a single family attached building type. Adjacent dwellings may share a party wall with another unit of the same type and occupies the full Frontage Line. Row Houses typically feature a private yard or patio between the main structure and the rear out-building.

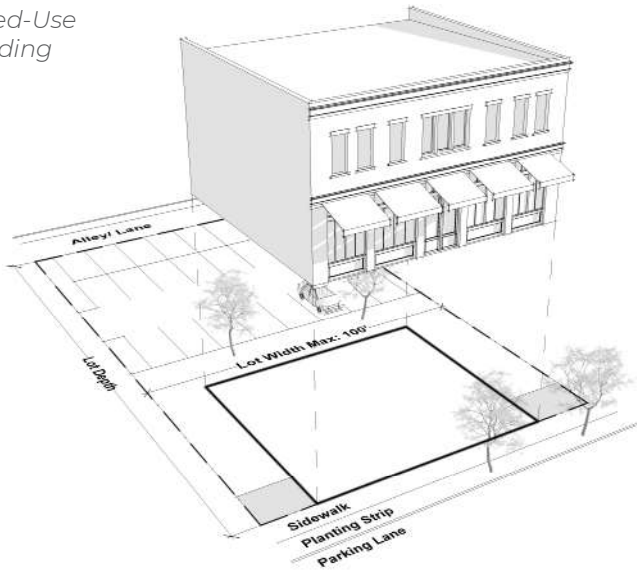
*Row House/ Townhouse Building*



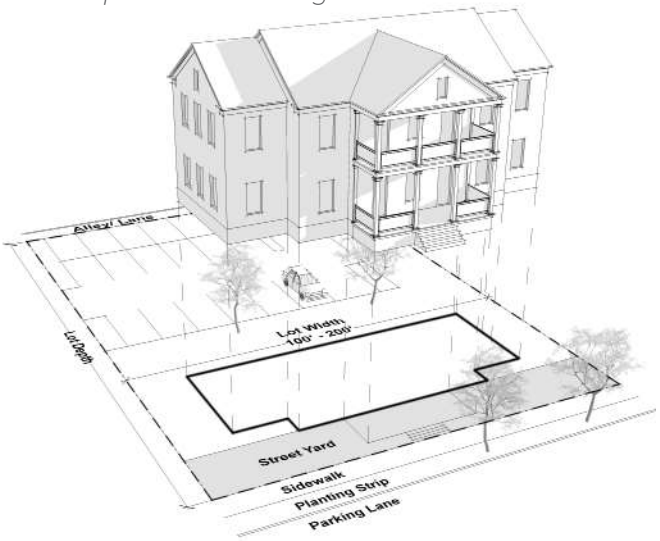

*Duplex*



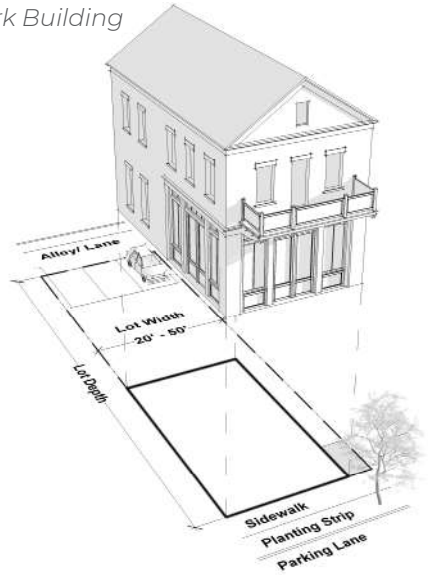

*Mixed-Use Building*




*Mansion Apartment Building*




*Live/Work Building*




*House & Accessory Dwelling Unit*

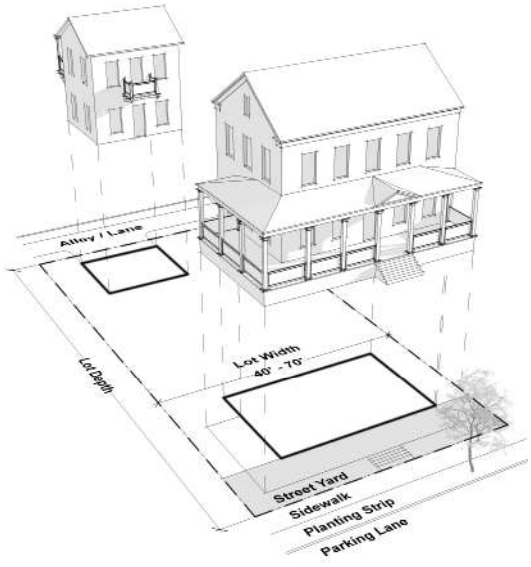



*Figure 5-1: Illustrative examples of select residential building types*

### F. Duplex House

This is an attached single family house type where only two units share a party wall. The duplex can easily blend in with single family houses.

### G. Courtyard House

A dwelling that occupies the boundaries of its Lot while internally defining one or more private patios

### H. Sideyard House

A dwelling that is zero lot line on one side and occupies one side of the Lot with a Setback on the other side. This type can be a single or duplex depending on whether it abuts the neighboring house.

### I. Cottage

The smallest of the single family house types and generally has a small front porch.

### J. House

This single family house is generally two stories in height and often contains habitable attic space. Often shared with an Accessory Building in the back yard.

### K. Villa

This large single family house type is generally two stories in height and often contains habitable attic space. The type is typically located on the edge of a neighborhood and is sited on a very large lot of rural character, often shared by one or more Accessory Buildings.

### L. Accessory Dwelling Unit

Also referred to as accessory apartments, second units, or granny flats - are additional living quarters on single-family lots that are independent of the primary dwelling unit. The separate living spaces are equipped with kitchen and bathroom facilities, and can be either attached or detached from the Principal Building.

### M. Residential Convertible to Retail

A flexible mixed use or live/work building type where the ground floor is initially occupied with residential units that can later be converted to commercial use as the market matures.

## SECTION 5.3 ACCESSORY DWELLING UNITS

**A.** One Principal Building and one Accessory Dwelling Unit may be built by right on each single-family lot as permitted by Table 3-3.

**B.** Accessory Dwelling Units shall not exceed 900 square feet in Habitable Space, excluding parking.

**C.** Each single-family (attached or detached) lot may accommodate one Accessory Dwelling Unit in the T3, T4-R, T4-O, and T5 Transect Zones.

**D.** Accessory Dwelling Units shall be limited to 2 Stories, including ground floor parking. These units are not computed towards overall density or unit calculations.

## SECTION 5.4 BUILDING HEIGHT

General building height information is provided below. Refer to the Transect Zone Standards for setback and height information specific to each Transect Zone.

**A.** Building and Structure Height shall be reduced in any zone within the Airport Influence Area if it conflicts with height allowances in Federal Air Regulations, Part 77.

**B.** A Story is that part of a building contained between any finished floor and the floor or roof next above. Habitable attics (space within the roof structure), basements and underground parking are permitted and are not considered Stories for the purpose of determining Building Height.

**C.** Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 12 feet and may be a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet for ground floor commercial, shall be counted as two (2) Stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.

**D.** Building Height shall be measured as the vertical distance between

1. The lowest permissible elevation above the existing grade which complies with finished floor elevation requirements along the front of a building, and
2. The eave of the roof or roof deck (if flat).

**E.** These regulations shall not limit or restrict the height of chimneys, clock towers, cooling towers, elevators, bulkheads, grain elevators, stacks, water towers, ornamental towers or similar elements that do not add habitable floor area to a building, wireless towers for amateur radios, skylights, flag poles, mechanical equipment such as ventilation equipment required to ventilate the building, stairs, open guard rails, roof mounted solar panels, air pollution abatement equipment, or any similar appurtenances to buildings, but these structures shall be subject to such restrictions and regulations as may be imposed by the provisions of other City and County resolutions and regulations.

## SECTION 5.5 GENERAL BUILDING REQUIREMENTS

### A. Principal Entrances

The Principal Entrance of every Principal Building must be located along the Primary Façade and directly face a Street or Civic Open Space. Additional building entrances are permitted.

### B. Entry / Exit Doors

Public entry and exit doors which swing outward shall be recessed into the façade a minimum of three feet where the sidewalk abuts the building.

### C. Window and Door Openings

1. Window and door openings in masonry façades should express a structural lintel above to express the conveyance of building weight. A similar method using wood trim can be used on wood-clad façades.
2. Windows and doors shall be vertically proportioned or subdivided to appear vertical.

### D. Columns / Posts

1. The proportion of structural elements such as columns or posts should be appropriate to the weight they appear to be carrying.
2. Columns and posts shall not be spaced further apart than they are tall.

# SECTION 5.6 FAÇADES

## A. Material Changes

1. When materials are combined on a building façade horizontally, heavier materials should occur below lighter materials.
2. For buildings of three stories or more, the ground floor should be differentiated from those floors above in order to reinforce the pedestrian space.
3. Changes from one material or color to another along the horizontal direction should occur at "inside corner" transitions.
4. Changes in material or color along the vertical direction should occur at a hard-edge "bump-out" transition which gives materials a surface to terminate into.
5. Façades with an overabundance of different materials or colors are generally discouraged.

## B. Wide Façades

Building façades longer than 50 feet shall be varied with at least one change of architectural expression. These changes in expression may be a vertical element running from the ground plane to the roof, a change in fenestration, color, or texture, or a break in building façade plane or roof line. These changes may be subtle or significant, but should soften the visual effect of very wide buildings, especially those directly across the street from narrower buildings. Strive for an appearance of authenticity when subdividing a large façade into multiple smaller façades resembling distinct buildings.

*Figure 5-2: Material or color changes on a building facade should occur at an "inside corner," as shown here.*

## C. Façade Transparency

All building Façades which face onto a Street or Civic Open Space in the T5, T4-O, T4-R, or T3 Transect Zones shall meet the minimum transparency requirements outlined herein. The percentage of transparency per Story shall be calculated within the area between finished floor and finished ceiling and shall be a total percentage of doors and windows along that portion of the façade.

### 1. Buildings with Shopfront

a. Minimum building façade transparency for ground Story: 60 percent and should allow a view of at least five 5 feet of interior space.

b. Minimum building façade transparency for upper Stories: 40 percent.

### 2. Buildings without Shopfront

a. Minimum building façade transparency for ground Story: 30 percent.

b. Minimum building façade transparency for upper Stories: 20 percent.


*Figure 5-3: Façade transparency requirements for buildings with shopfront.*

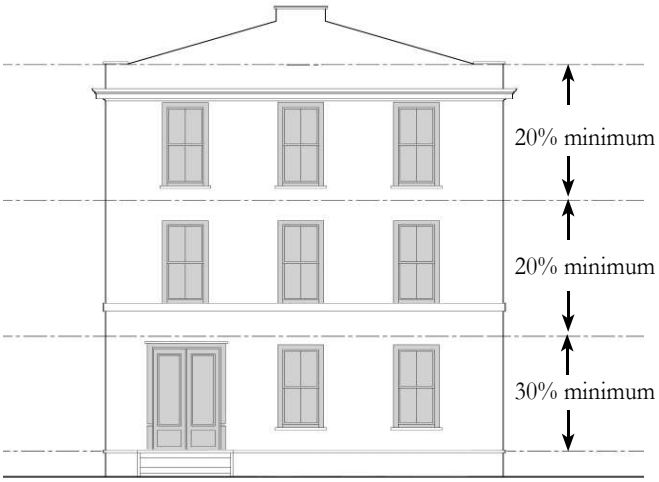



*Figure 5-4: Façade transparency requirements for buildings without shopfront.*

## SECTION 5.7 SHOPFRONTS

**A.** The entrances to all shopfronts shall be covered, either by an Awning, Canopy, Marquee, second floor Balcony, arcade / colonnade, or by being inset into the main body of the building.

**B.** The top of all shopfront window sills shall be a maximum of 3 feet above the adjacent sidewalk.

**C.** Folding or Garage doors that open and close a restaurant or retail space to the Street are permitted in place of shopfront windows. Such doors shall extend from the adjacent sidewalk to at least 8 feet above the adjacent sidewalk.

**D.** Shopfront windows shall extend up from the sill at least 8 feet above the adjacent sidewalk.

**E.** Shopfronts shall have a Cornice or Expression Line between the first and second story.

**F.** Shopfront windows may not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space).

**G.** Shopfront windows shall use only ultra-clear high performance glass. Reflective, frosted, tinted, or textured glass is prohibited on shopfronts.

**H.** Doors or entrances for public access shall be provided at intervals no greater than 50 feet, unless otherwise approved. The intent is to maximize street activity, to provide pedestrians with frequent opportunities to enter buildings, and to minimize any expanses of inactive wall.

**I.** Shopfront doors shall contain at least 60 percent transparent glass. Solid doors are prohibited.

**J.** A minimum of fifteen (15) feet of depth of Habitable Space shall be provided behind each shopfront on the Primary Façade. This ensures that the area behind shopfronts is sufficient enough to be an actively used retail space.

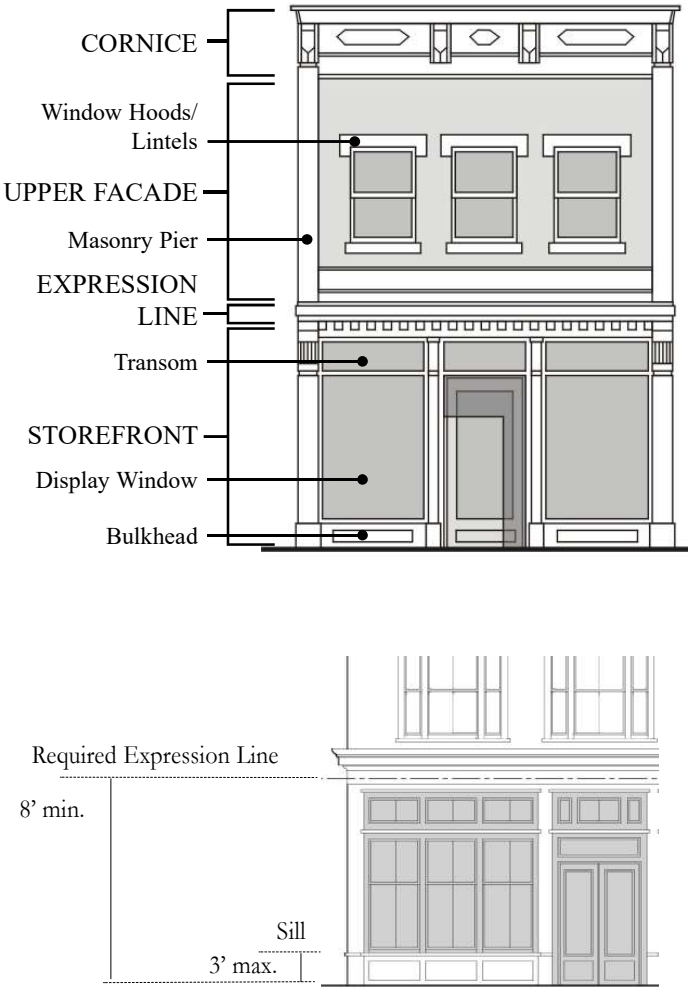



*Figure 5-5: Anatomy of a storefront*

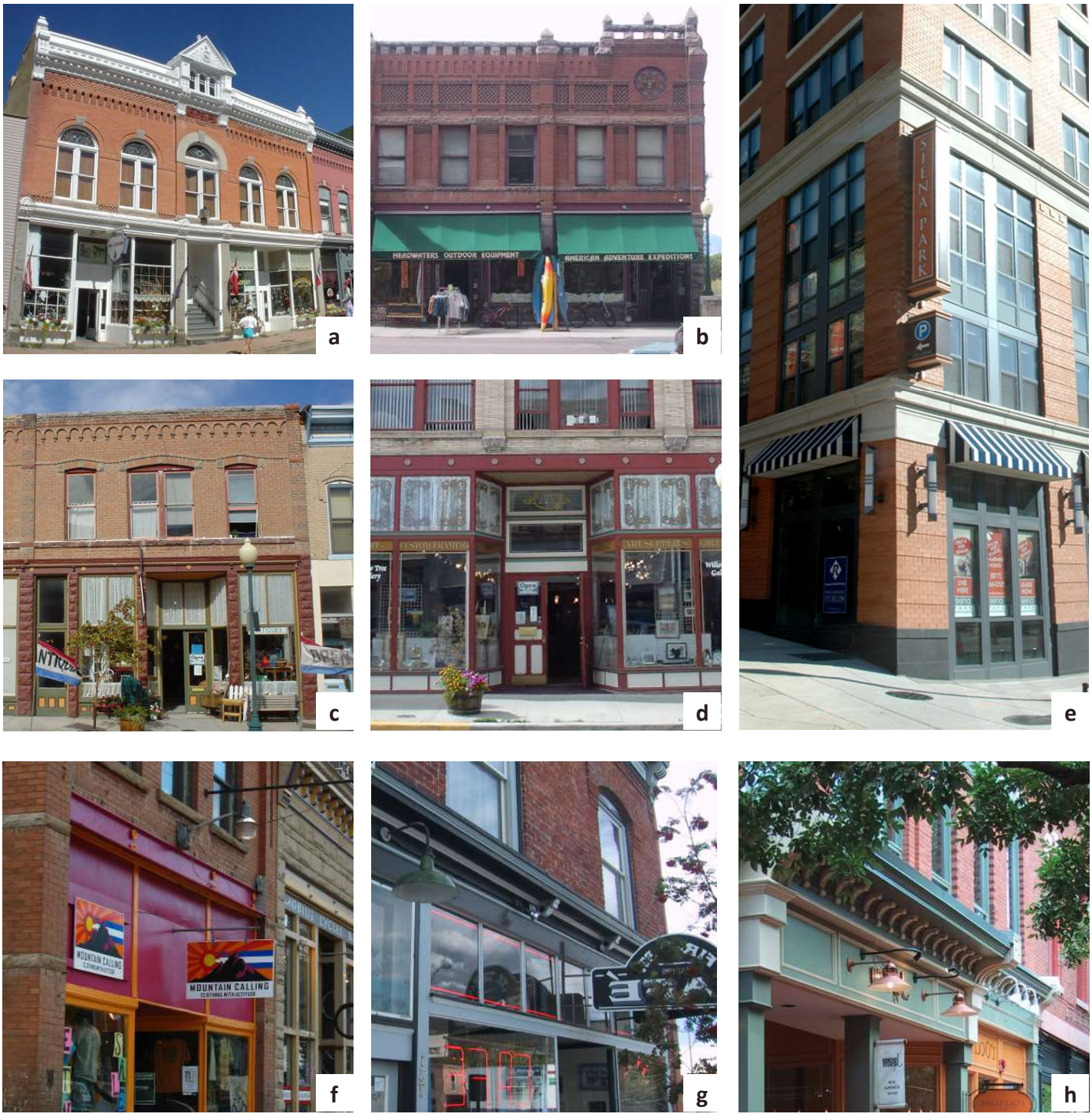



*Figure 5-6: Examples of Facade Transparency and shopfronts*
*a-e Examples of Facades with appropriate transparency*
*f-h. Examples of Expression Lines*

## SECTION 5.8 BUILDING ELEMENTS

### A. Small Footprint Towers / Cupolas

These features are designed to extend above the roof line, and are generally intended to be visual landmarks. They are commonly placed to terminate vistas.

1. In those locations where a Terminated Vista is indicated on an approved Regulating Plan, Towers/ cupolas shall be provided and:
   a. Towers/ cupolas with a footprint smaller than 30 feet by 30 feet may extend up to 30 feet above the designated height limit.
   b. Towers/ cupolas with a footprint smaller than 20 feet by 20 feet may extend up to 40 feet above the designated height limit.
2. Towers/ cupolas are additionally permitted in all other locations. However, in locations not indicated as a Terminated Vista on the Regulating Plan, Towers / cupolas shall not exceed 30 feet by 30 feet in footprint and shall not exceed 20 feet above the height limit.
3. All Tower/cupola heights shall comply with FAA height regulations.

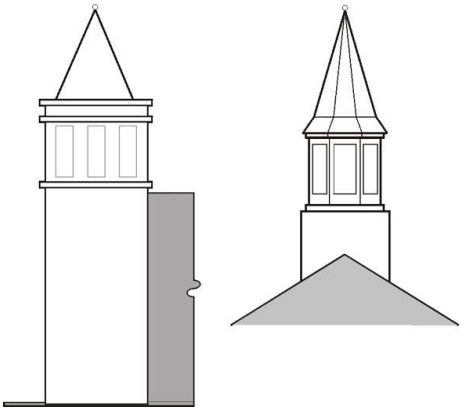
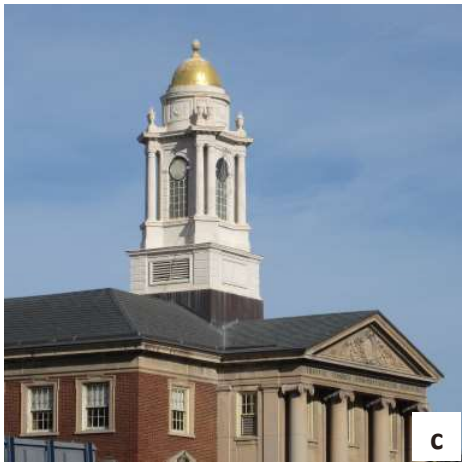


*Figure 5-7: Small Footprint Tower and Cupola*

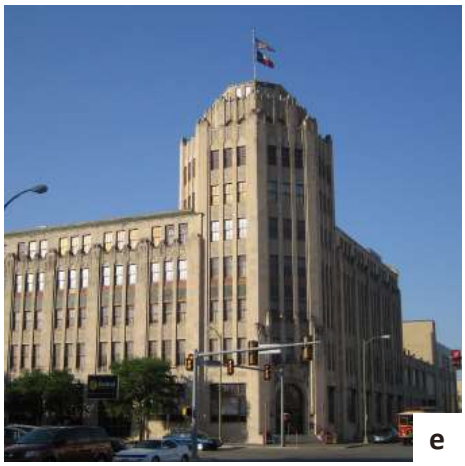



*Figure 5-8: Examples of Small Footprint Towers / cupolas*


b


c


g


e


f


i


j


k

*a. Square Corner Tower with pyramidal roof*
*b. Pedimented cupola*
*c. Tall domed lantern cupola*
*d. Curved corner with domed cupola*
*e. Octagonal Corner Tower with stepped-back top*
*f. Cylindrical Corner Tower with domed roof*
*g. Corner steeple with square base and octagonal roof*
*h. Chamfered corner with octagonal mansard roof form*
*i. Stepped square-top lantern*
*j. Square Tower with corbelled top*
*k. Pedimented Tower with balustraded mansard roof*

## B. Appurtenances & Encroachments

Appurtenances are structural or architectural elements, such as Balconies, bay windows, Awnings, and other Frontage elements that extend from the primary mass of the building. Requirements and standards for Encroachments are provided in the Transect Zone Standards for each Transect Zone and the Frontage Type Standards.

### 1. Balconies

**a.** The minimum balcony depth is 3 feet measured perpendicular to the wall face. Balconies may be inset either partially or wholly within the main body of the building.

**b.** The minimum underside clearance of a first floor balcony is 9 feet.

**c.** Balconies may occur forward of the build-to line or zone, and may encroach within the right-of-way with special easement permission, but shall not extend closer than two feet from the curb line.

**d.** Balconies shall be permitted to have roofs, but are required to be open, unconditioned parts of buildings.

**e.** Balconies must be visually supported from below by brackets or another structurally implicit mechanism, from above by suspension cables or chains, or adjacent side walls (if the Balcony is set completely within the main body of the building).

**f.** On corners, balconies shall be permitted to wrap around the side of the building facing the adjacent street.

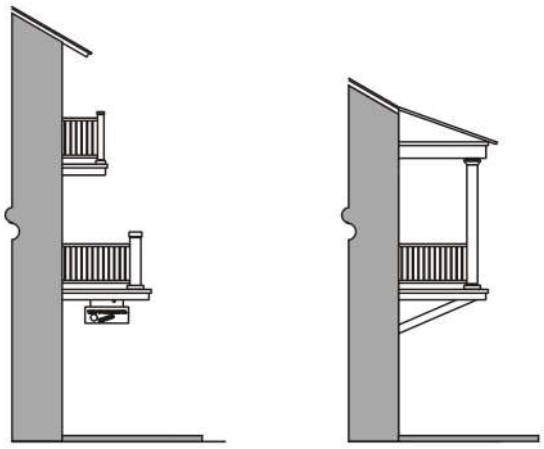


*Figure 5-9: Balcony*

**2. Awnings**

**a.** The minimum awning depth for a first floor awning is 4 feet measured perpendicular to the wall face.

**b.** The minimum underside clearance of a first floor awning is 8 feet.

**c.** If a building façade has awnings, they shall occur for at least 50% of that façade.

**d.** Awnings may occur forward of the build-to line or zone, and may encroach within the right-of-way, but shall not extend closer than two feet to the curb line.

**e.** Awnings shall be made of durable fabric and may be either fixed or retractable. High-gloss or plasticized fabrics are prohibited. Backlit awnings are also prohibited.

**3. Marquees**

**a.** The minimum marquee depth is 5 feet measured perpendicular to the wall face.

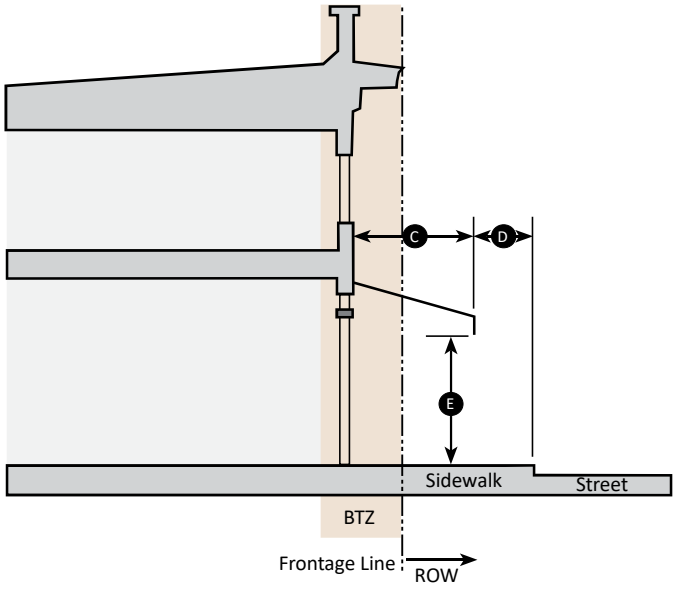
**b.** The minimum underside clearance is 9 feet.

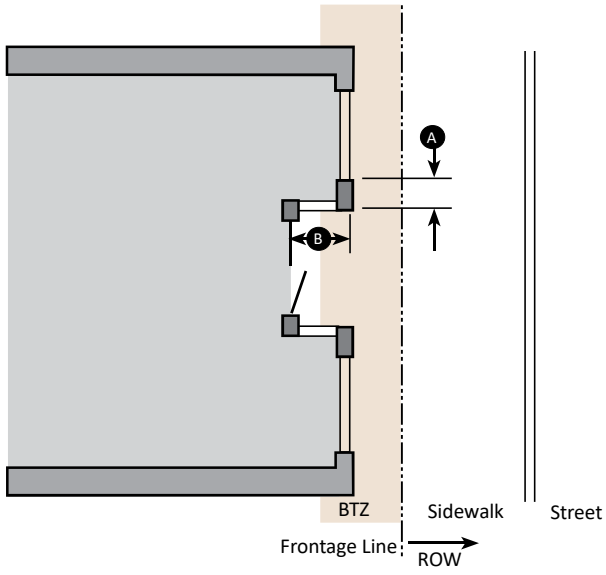
**c.** The above requirements apply to first floor marquees. Marquees above the first floor are not permitted.

**d.** Marquees shall occur forward of the build-to line or zone, and may encroach within the right-of-way, but shall not extend closer than two feet from the curb line.

Building frontages shall conform with the basic Frontage Types described in this section. The illustrations and photographs provided are for illustrative purposes.

## A. Shopfront




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

The Front Façade of the building is at or near the Frontage Line and shall include a Canopy or Awning element that overlaps the sidewalk along the majority of the Frontage. The Canopy is a structural cantilevered shed roof and the Awning is canvas or similar material and is often retractable.

### b. Size

| | | |
|---|---|---|
| Distance between Glazing | 2' max. | A |
| Ground Floor Transparency | 60% min. | |
| Door Recess[1] | 5' max. | B |

[1]A recessed entry may be designed in a variety of configurations (recessed door, sawtooth pattern, etc.) and may be located on the front facade or the corner of a building.

### c. Canopy or Awning

| | | |
|---|---|---|
| Depth | 4' min. | C |
| Width, Cumulative | 70% of façade width min. | |
| Setback from Curb | 2' min. | D |
| Height, Clear | 8' min. | E |

### d. Miscellaneous

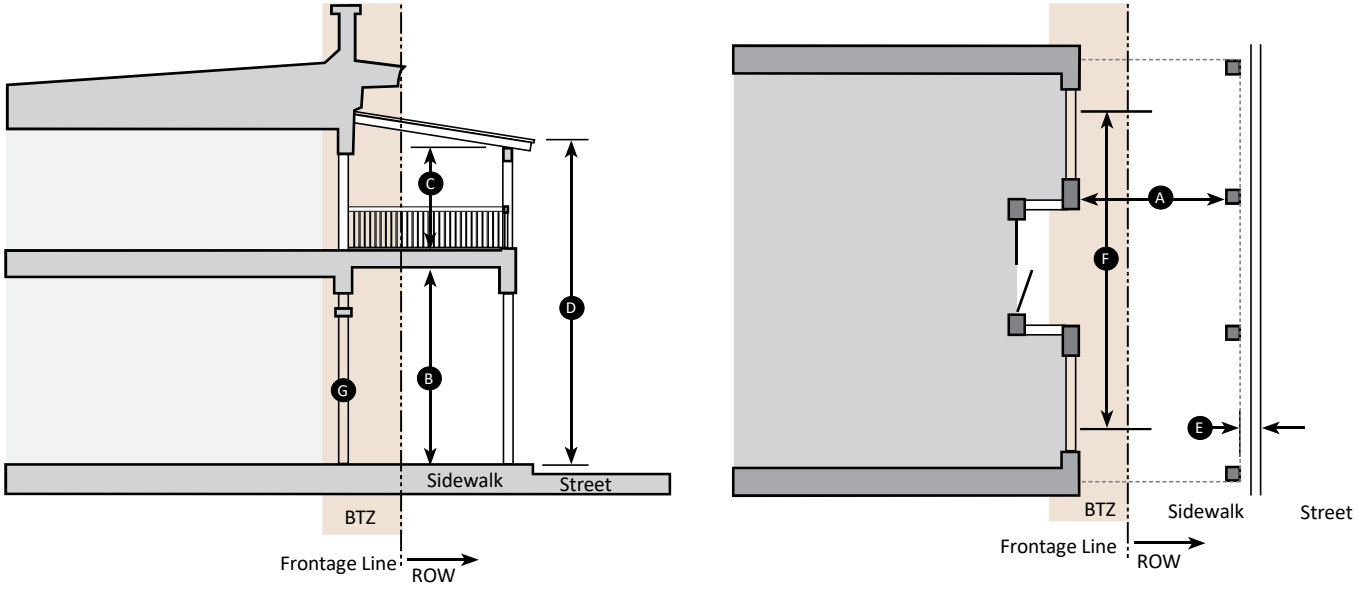
Doors may be recessed as long as Front Façade is at BTZ.

Open ended Awnings and Operable Awnings are encouraged.

Rounded and hooped Awnings are discouraged.

*Figure 5-10: Examples of shopfronts and details*
*a. Shopfront with a recessed doorway*
*b. Shopfront with metal Canopy*

## B. Gallery




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

The Front Façade of the building is at the Build-to-Zone and the Gallery element overlaps the sidewalk, eliminating the need for an Awning or Canopy. This Frontage Type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories in height.

### b. Size

| | | |
|---|---|---|
| Depth, Clear | 8' min. | A |
| Ground Floor Height, Clear | 9' min. | B |
| Upper Floor Height, Clear | 9' min. | C |
| Height | 2 stories max. | D |
| Setback from Curb | 2' min. | E |
| Width | 75% of façade width min. | F |

### c. Miscellaneous

Galleries must also follow all the rules of the Shopfront Frontage Type. G

Arcades must have a consistent depth along a frontage.

Arcades with habitable space above the colonnade must not encroach onto a public right-of-way, and must be located so that they abut the right-of-way.

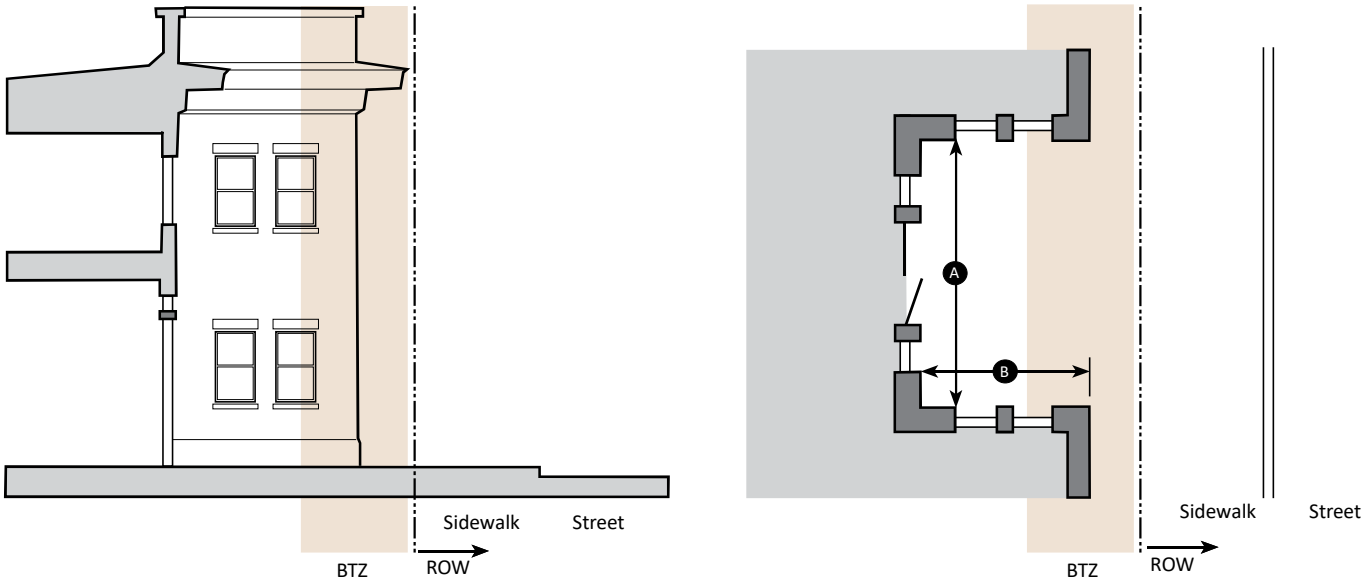
*Figure 5-11: Example of galleries*

*a. Gallery with slender metal columns*

*b. Wood framed Gallery*

*c. Masonry Gallery with Habitable Space on the second floor*

## C. Forecourt




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

**The primary portion of the building's Front Façade is at the Build-to-Zone while a small percentage is set back, creating a courtyard space. This space can be used as an apartment or office entry court, garden space, or for restaurant outdoor dining.**

### b. Size

| | | |
|---|---|---|
| Width, Clear | 12' min. | A |
| Depth, Clear | 12' min. | B |

### c. Miscellaneous

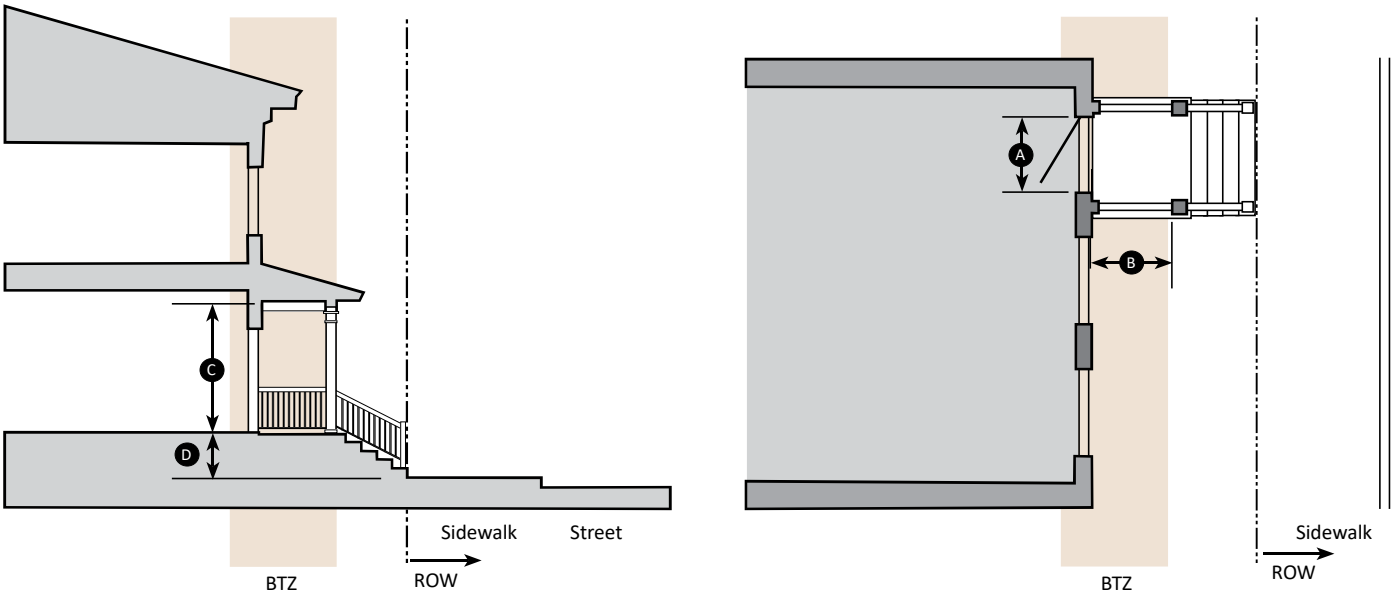
Forecourts are especially useful along larger, more auto-dominant Streets in order to provide well-shaped, intimately sized public outdoor spaces.
The proportions and orientation of courtyard spaces must be carefully considered for solar orientation and user comfort.

a


b

*Figure 5-12: Examples of forecourts*
*a. Elevated Forecourt*
*b. Elevated Forecourt forming a dining terrace*

## D. Stoop




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

The Front Façade of the building is at the Build-to-Zone and the elevated stoop projects forward. The stoop is used to access a first floor that is elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may descend forward or to the side. Stoops may extend forward of the Build-to-Zone and into the Right-of-Way; a 6' minimum clear zone for pedestrians shall be maintained on the sidewalk.

### b. Size

| | | |
|---|---|---|
| Width, Clear | 5' min., 8' max. | A |
| Depth, Clear | 4' min., 8' max. | B |
| Height, Clear | 8' min. | C |
| Height | 1 Story max. | |
| Finish Level Above Sidewalk | 24" min. | D |

### c. Miscellaneous

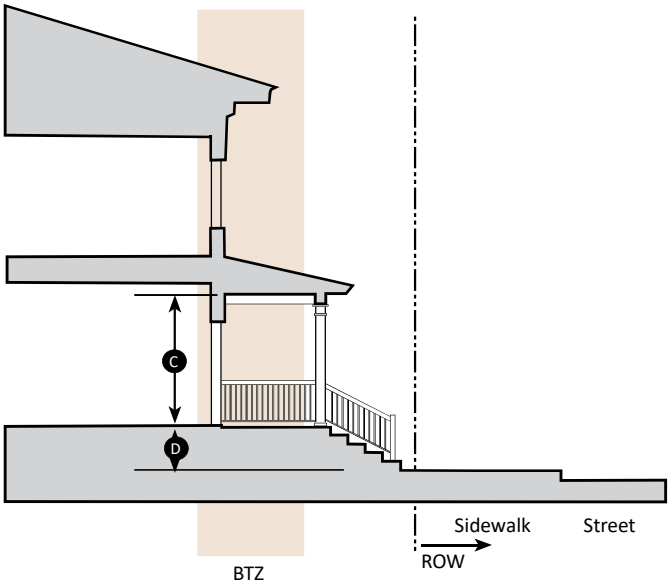
A stoop is appropriate for residential uses with small setbacks.
Stoops may extend forward of the build-to-zone or setback line and, if permitted by the district standards, into the right-of-way.
A six-foot minimum clear zone for pedestrians shall be maintained on the sidewalk.
Stairs may be perpendicular or parallel to the building facade.
The entry doors are encouraged to be covered or recessed to provide shelter from the elements.

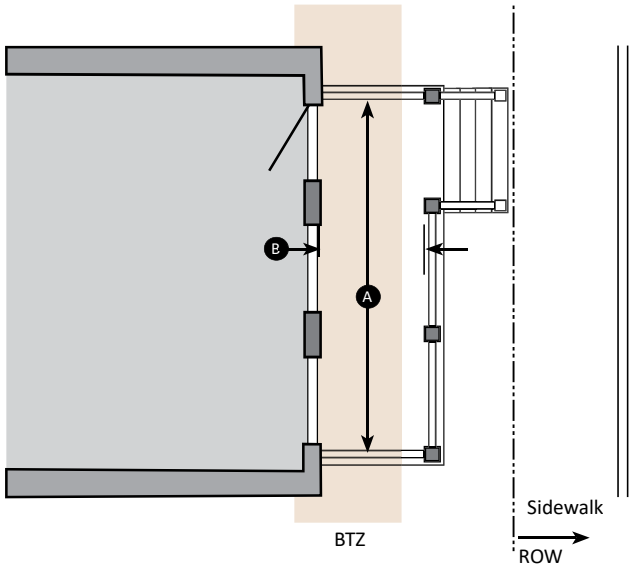

*Figure 5-13: Examples of stoops*

*a. Unroofed stoops*

*b. Covered Stoops*

## E. Porch




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

The main Façade of the building is at the Build-to-Zone and the elevated Porch projects forward. The Porch is used to access a first floor that is elevated above the sidewalk to ensure privacy within the building. A porch is large enough to function as an outdoor living space. Stairs from the Porch may descend forward or to the side. Porches may extend forward of the Build-to-Zone, but only the stairs from the Porch may extend into the Right-of-Way; a 6' minimum clear zone for pedestrians shall be maintained on the sidewalk.


a

### b. Size

| | | |
|---|---|---|
| Width, Clear | 10' min. | A |
| Depth, Clear | 8' min. | B |
| Height, Clear | 8' min. | C |
| Height | 3 stories max. | |
| Finish Level Above Sidewalk | 24" min. | D |

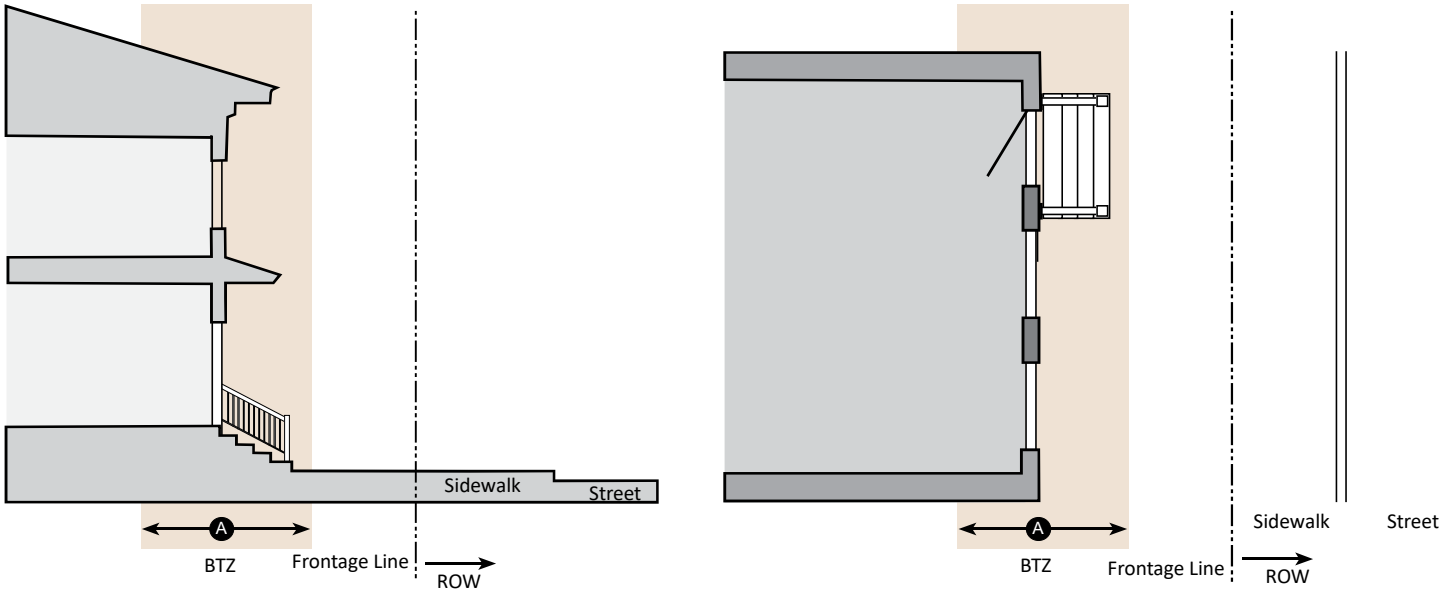

b

*Figure 5-14: Examples of Porches*

*a. 2-Story Porch on an apartment building*

*b. Covered wraparound Porch located close to the sidewalk*

## F. Common Yard




**Key**

Build-to-Zone (BTZ)
Frontage/Property Line

### a. Description

The Front Façade is set back substantially from the Frontage Line with a planted Frontage. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape.

### b. Size

See Transect Zone Standards (A)



*Figure 5-15: Examples of Common Yards*
*a. Walkways connect homes to the sidewalk*
*b. Common yards along a Street Frontage*

# SECTION 5.10 SPECIAL BUILDING TYPES

Some automotive-oriented uses and large footprint buildings may be provided to serve the daily needs of residents. The following criteria shall be used to ensure these uses and buildings do not detract from the overall walkability of the neighborhoods.

## A. Gas Stations

A ground-floor shopfront shall face the Primary Street and define the Frontage of the lot. All pumps, parking, and drive-through areas must be located behind the shopfront building toward a mid-block location.

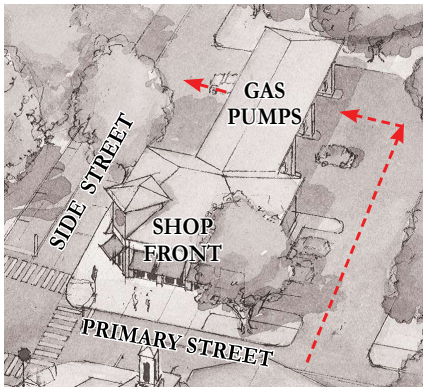



*Figure 5-16: Gas Station special building type site design*

## B. Drive-through

A ground-floor shopfront shall face the Primary Street. All parking shall be located in the rear and accessed from an Alley when present. Drive-through windows shall be located to the side or rear of the building and accessed from mid-block or Alleys, where existing. Where no mid-block or Alley access exists, access from a Secondary Street frontage is permitted, but shall not substantially disrupt pedestrian activity or surrounding uses.

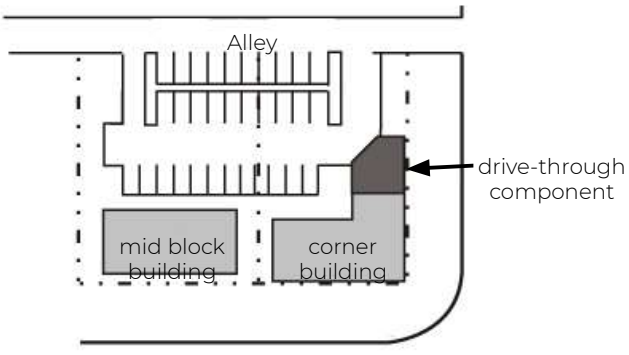



*Figure 5-17: Drive-through special building type site design*

## C. Large Footprint Buildings

Large Footprint Buildings are those with footprints greater than 30,000 sq. ft. Examples may include a grocery store, large-format retailer, or theater. Lots may exceed the dimensions set in the Transect Zone Standards provided such buildings comply with the following provisions:

1. Habitable frontages (as part of the building or a separate liner building) that provide doors and windows facing the Public Realm shall be provided along Façades that face Civic Uses or Streets.
2. To encourage use by pedestrians and decrease the need for solely auto-oriented patronage, Large-Footprint Buildings must reinforce the urban character of the neighborhood and shall therefore continue a connected system of walkable blocks / street frontages (including sidewalks and street trees) through the site as part of the design of parking and drive aisles.
3. Building footprints may not be larger than a single block.
4. Loading docks, service areas, and trash disposal facilities shall not face streets or Civic Uses.

## D. Liner Buildings

The character of some uses of land, such as warehouses and parking structures, may preclude their buildings from complying with the Façade Transparency requirements. Such buildings may be constructed in a manner that they will be separated from adjacent Streets (but not Alleys) by Liner Buildings:

1. Liner Buildings must be at least two stories in height with no less than fifteen (15) feet in depth;
2. Liner Buildings may be detached from or attached to the Principal Building;
3. Liner Buildings may be used for any purpose allowed on the lot on which they are located except for parking; and
4. Liner Buildings must meet the Primary Façade transparency requirements in Section 5.6.C.

## SECTION 5.11 GREEN BUILDING

Many of the standards and guidelines throughout this document already promote inherently sustainable buildings and neighborhood design. Below are several additional suggestions related to new construction.

### A. General Construction Techniques

1. All private and shared parking spaces for residential units should be designed and built with rough-in and conduit for electric vehicle charging ports. At least 10% of commonly shared parking spaces in surface lots and garages should also be built with rough-in and conduit. Conduit should be sized appropriately to accommodate wiring for a Level 1 Charge Port (120-volt, 20 amp.) with the ability to be upgraded to at least a Level 2 Charge Port (240 Volt, 40 Amp.) Level 3 Charge Ports are recommended for public or shared EV charging stations.
2. Wherever possible, green building materials shall be used in the construction of building walls, including siding composed of reclaimed or recycled material, salvaged masonry brick or block, and locally produced stone or brick.

## SECTION 5.12 SITE STANDARDS

### A. Service Areas & Loading Docks

Trash and recycling dumpsters or similar collection areas shall be located in the rear or to the side of buildings and screened from view from adjacent public Right-of-Ways, properties, and pedestrian walkways (not including Alleys).

### B. Mechanical Equipment

For the purposes of these standards, mechanical equipment includes any heating, ventilation, and air conditioning (HVAC) or electrical machinery as well as air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, generators, electric vehicle (EV) chargers, geothermal wells, and similar elements.

1. If mechanical equipment is located at-grade, and is visible from an adjacent street or sidewalk, it shall be screened by a fence or Streetscreen.
2. All mechanical equipment or penthouse screening placed on a roof shall be set back from the roof line by a distance at least equivalent to the height of the screening in order to minimize visibility from surrounding streets.

## C. Accessory Solar Energy Systems

A system composed of panels, arrays, or devices which convert the sun's radiant energy into thermal, chemical, mechanical, or electric energy, which may include an energy storage facility, and components for the transmission and distribution of transformed energy designed primarily for servicing the on-site needs of a Principal Use.

### 1. Building-Mounted System

A Solar Energy System mounted on or integrated into the construction of a structure, such as, but not limited to, a roof-mounted solar energy system.

- **a.** Permitted by-right in all Transect Zones.
- **b.** Rooftop systems shall be mounted as flush as possible to the roof. In order to achieve proper solar orientation, panels may exceed the roof line by up to five feet.
- **c.** Buildings shall be physically and structurally designed to support rooftop solar energy systems.
- **d.** Buildings are encouraged to be electrically wired and plumbed to support the later installation of Solar Energy System(s).

### 2. Ground-Mounted System

A Solar Energy System mounted on a rack or poles that rests on or is attached to the ground, not including a solar energy system mounted on parking canopies.

- **a.** Ground-mounted systems are permitted by site plan review.
- **b.** Systems can be located in side and rear yards and shall be screened from view from any Street.
- **c.** Ground-mounted systems are considered structures and must meet applicable setbacks for the Transect Zone.
- **d.** If necessary for the system's effectiveness, ground-mounted solar energy systems may be located within the minimum lot line setbacks for the subject property Transect Zone and provided that the solar energy system is located no less than five feet from lot lines and no less than 15 feet from the Frontage Line.
- **e.** Ground-mounted systems shall not exceed 15 feet in height.
- **f.** If mounted over a pervious surface, ground-mounted solar systems do not count towards lot coverage.

### 3. Parking Canopy System

A Solar Energy System mounted on or integrated into the construction of a vehicle parking shade structure which covers vehicle or other multimodal parking areas.

- **a.** Must not exceed 30 feet in height.
- **b.** Permitted by site plan review in all Transect Zones.
- **c.** Must not obstruct or encroach into a fire lane.
- **d.** Unobstructed separation of not less than 16 feet, between canopy structures, must be maintained over dedicated parking aisles.
- **e.** The vehicle shade structure must meet building code requirements.

## D. Geothermal

1. Geothermal shall be permitted on all sites.

## SECTION 5.13 ACCESSIBILITY

**A.** If a Building is to be constructed with an elevated first finished floor for a portion or all of the ground Story, the main entrance may be flush (0-5") with the adjacent sidewalk/fronting walkway elevation. The transition to a required finished floor elevation shall then be made within the building interior, using either a ramp (as shown in Figure 5-22), an elevator, or by a similar design as determined by the Approval Agency.

**B.** If a building is constructed with an elevated finished floor, accessibility may also be achieved through one of the configurations shown in Figures 5-20 through 5-23.

**C.** Methods by which accessibility to residential units can be achieved while maintaining the elevated finished floor prescribed in this code (which is vital to privacy in urbanized areas) include the following:

1. On Alley-served lots: The ground may be sloped or raised to provide a zero-step entrance at the rear, convenient to parking. This may be accomplished by grading the Alley higher than the street, by sloping individual lots toward the Alley. (See Figure 5-18)
2. Well-integrated ramps, set completely behind the building Facade or front stoop, may lead to a side or rear Porch. Side or rear ramps are encouraged to be shared between multiple units. The entrance to the ramp at the sidewalk could be through a doorway, or integrated into the building design as an archway. (See Figure 5-20)
3. In cases where accessibility cannot be met by rear grading or access ramps, one alternative is to provide an at-grade entrance at the front of the building with an exterior stair leading to the entrance of the unit above. (See Figure 5-18)
4. Where ramping begins at the front sidewalk and leads up to the front door, the ramp shall only run perpendicular to the building Facade and may continue within a recessed entryway. (See Figure 5-21)
5. An additional alternative is to provide an at-grade entrance at the front of the building with an interior ramp (see Figure 5-22) and/or elevator (see Figure 5-23) up to the first finished floor level.

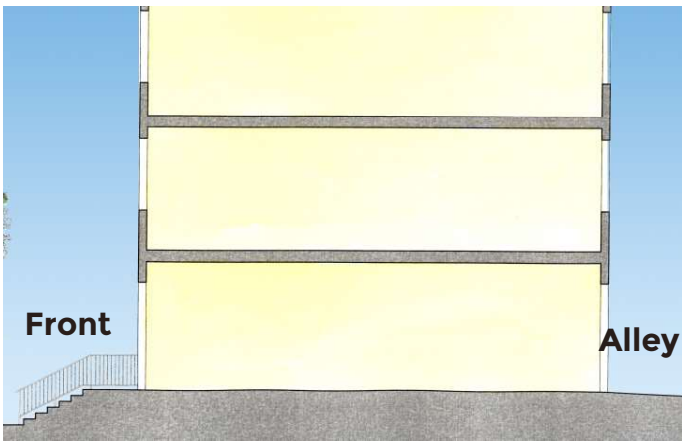



*Figure 5-19: On Alley-served lots, ground may be sloped or raised to provide a zero-step entrance at the rear*

*Figure 5-18: An at-grade entrance, and an exterior stair leading to the entrance of the unit above*

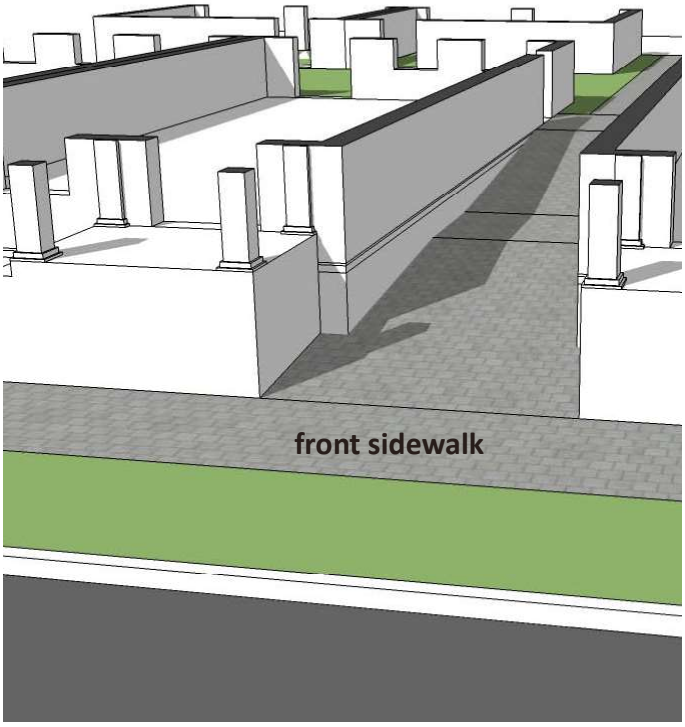



*Figure 5-20: A subtle and well-integrated ramp set behind the building's front Facade plane*

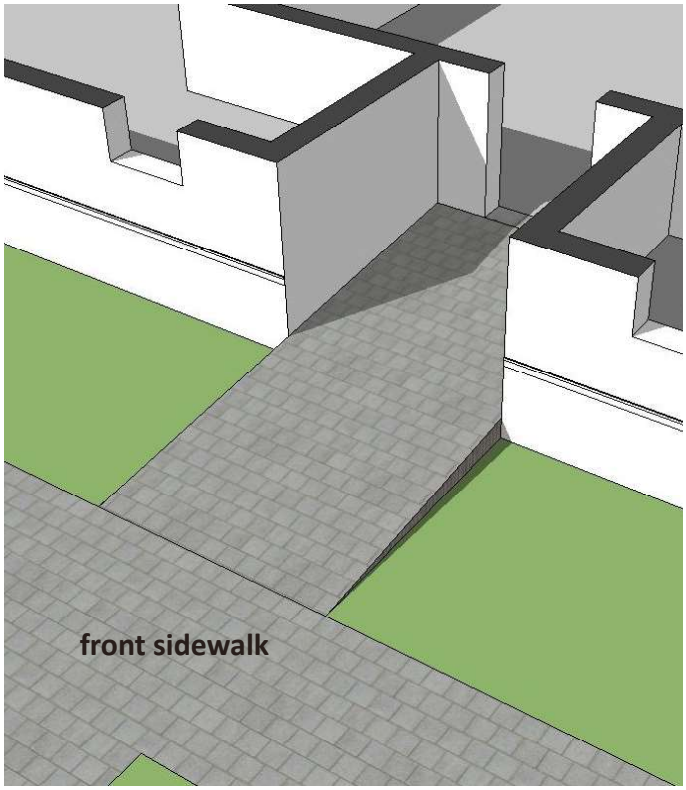



*Figure 5-21: Ramp from the front sidewalk to the front door*

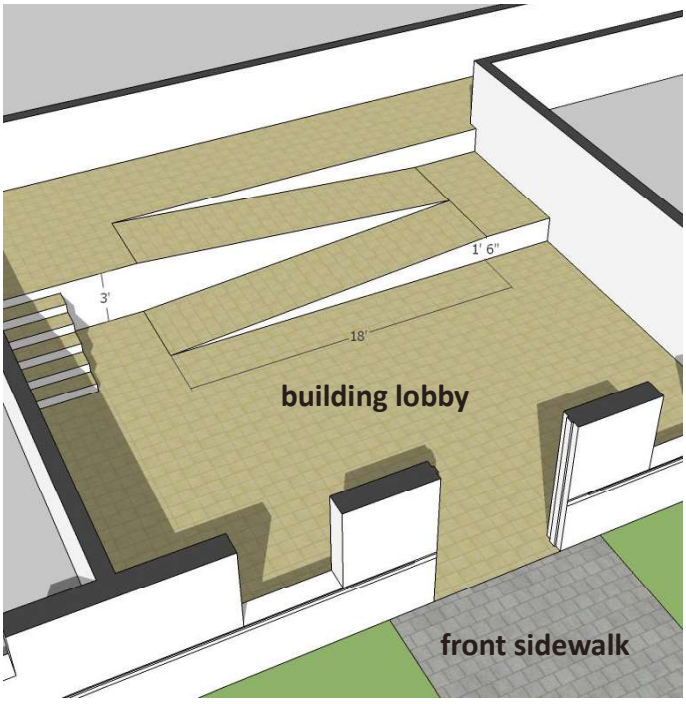



*Figure 5-22: Elevated first finished floor accessed by interior ramp*

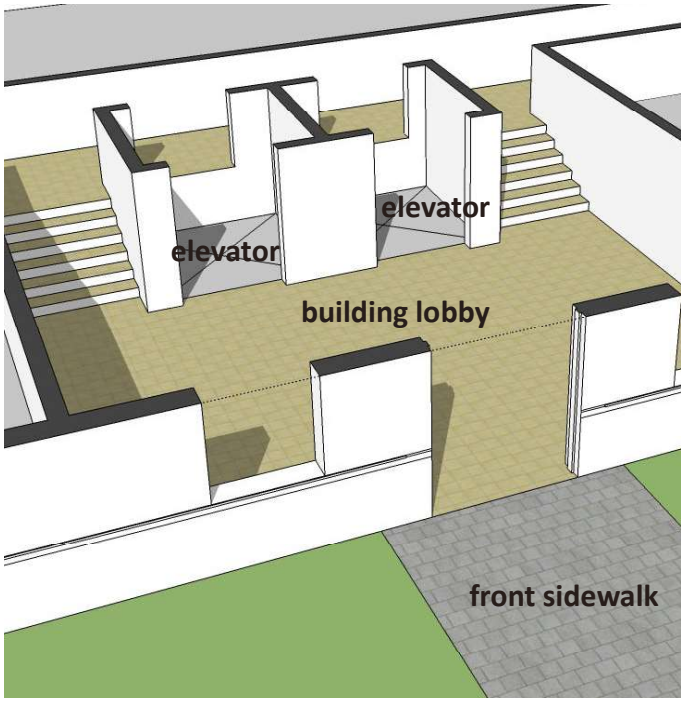



*Figure 5-23: Elevated first finished floor accessed by elevator*

# DIVISION 6:
# THOROUGHFARE STANDARDS

The Thoroughfare Standards provide guidance for creating an accessible, interconnected network of Streets that accommodate all ages, abilities, and modes of transportation, including walking, cycling, driving, and public transit.

## SECTION 6.1 PURPOSE

The purpose of the Thoroughfare Standards is to provide guidance to create an interconnected network of streets that can accommodate all modes of travel, including vehicular, pedestrian, and bicycle. The function of streets within the Mullan Traditional Neighborhood Development is to handle multimodal forms of traffic by providing a memorable experience by persons using the Street network. The streets will work together with the trails network to provide multiple options for moving throughout the neighborhoods and around the Mullan area. The function of each street will guide the design in concert with its context. The context is determined by the character of its Transect Zone.

The location, Street type, and hierarchy of proposed new or improved corridors are identified in the Streets Atlas, Section 6.6. Typical street sections illustrating the key characteristics of each proposed new or improved street are provided in Section 6.7. The conditions illustrated in the typical sections may be interrupted for intersections, bump-outs, central greens, or other traffic calming devices depending on the context details of the final neighborhood designs.

## SECTION 6.2 STREET HIERARCHY

On each parcel that has multiple street frontages (e.g., corner lots), the street hierarchy will determine the highest priority (Primary) street frontage, where the Front Build-to-Zone or Setback shall apply. Along the lower priority frontages, the Side (Secondary) Build-to-Zones or Setbacks shall apply. If both street frontages have the same priority, then either street may be designated as to which frontage is Primary and which is Secondary on the Master Site Plan. The designated street hierarchy is as follows:

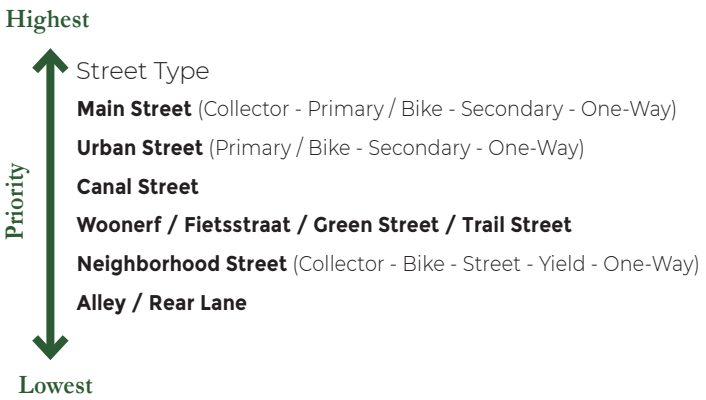



*Figure 6-1: Street hierarchy*

## SECTION 6.3 GENERAL STANDARDS

The precise location and alignment of new streets may be adjusted to allow flexibility in the design of the site plan; however, the intended purpose and network connectivity of each new street shall not be compromised.

### A. Street Design

The design of new streets and modifications to existing streets shall adhere to the following requirements:

1. Some dimensional flexibility is permitted for street types to account for varying Right-of-Way widths, however they shall be designed to have all the basic functional characteristics including roadway width, on-street parking/Curbside Flex Zones, sidewalks, trails, street trees, and landscaped areas shown for their type, and be appropriately sized for the Transect Zones in which they are located.
2. Pre-approved new or improved Streets Sections are provided in Section 6.7. New Street types (with new sections) may be approved by the Approval Authority.
3. Each Neighborhood shall demonstrate appropriate provision for street connectivity and integration with adjoining neighborhoods. Connections to future development is required. When a site plan consisting of one or more neighborhoods, is submitted for approval, the Street network contained in those neighborhoods should connect to stub-outs of adjacent neighborhoods or other rights-of-way that form the edge of the neighborhood(s).
4. All Streets shall connect to other Streets. Dead-end streets with cul-de-sacs or T-turnarounds shall not be permitted.

## B. On-Street Parking / Curbside Flex Zones

1. Curbside Flex Zones may replace on-street parking lanes within T4, T5 , and SD-W Transect Zones. The Curbside Flex Zones can vary along the length of the curb and/ or throughout the time of day or year. Permitted zones may include: parking, transit stops, rideshare passenger pick-up/ drop-off, delivery, vendors, and shared-mobility stations.
2. On-street parking lanes/ Curbside Flex Zones shall not be closer than 25 feet to intersections measured from the curb line.

## C. Sidewalks

1. All streets shall have sidewalks which are a minimum width of 6 feet, and have a continuous unobstructed path of a width no less than 60 inches. This path shall be unobstructed by utility poles, fire hydrants, benches, street signs, or any other temporary or permanent structures. A shared-use path may take the place of a sidewalk.
2. At-grade pedestrian crossings should be used where possible, eliminating the need for curb ramps. Bollards should be used at such crossings for pedestrian and vehicle separation.

## D. Intersection Design / Size

While intersection design shall accommodate larger vehicles, the safety of pedestrians and bicyclists shall be the highest priority.

1. The majority of intersecting streets shall meet at approximately a 90-degree angle. Angles of intersection less than 60 degrees should be avoided.
2. The use of auxiliary turn lanes at intersections for traffic movement shall be carefully weighed against the impact to pedestrian and cyclist movement at the intersection, and the use of such lanes shall not be determined by traffic analysis alone. The final decision on whether an auxiliary turn lane is required shall be made by Approval Authority.
3. All Main Street and Urban Street Type typical sections and intersections in Sec. 6.7 can be modified by removing on-street parking to accommodate left turn lanes at intersections when needed.
4. Pedestrian and bike crossing infrastructure shall be provided across all intersection approaches, including high visibility crosswalks, sidewalk ramps, and detectable warnings.
5. Traffic signals shall be timed primarily for the convenience and safety of pedestrians and bicyclists.
6. To the extent possible, when traffic signals are present, pedestrian exposure to vehicles and crossing distances shall be reduced through the use of refuge islands, bump outs, and pedestrian signals.
7. Protected intersections are required where both approaches have protected Bicycle / Micro-Mobility Lanes unless there is not enough space to set back the bikeway from mixed traffic at the intersection in which case a dedicated intersection treatment shall be provided.
8. Along streets with protected Bicycle / Micro-Mobility Lanes, minor street crossing intersections shall have dedicated intersection treatments or raised crossings.

## E. Curb Radius

Several walkability benefits can be gained by decreasing the radius of curbs at intersections. These benefits include the following: decreased crossing distances for pedestrians, greater visibility of pedestrians by motorists, traffic calming, and enhancing safety for pedestrians.

Corner curb radius designs fall into two distinct categories: corners with and without on-street parking.

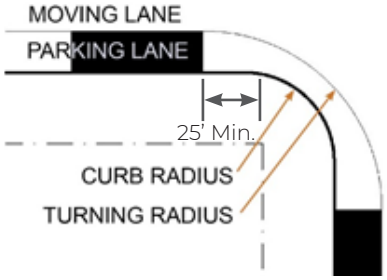



*Figure 6-2: Curb radius and effective turn radius where on-street parking is present*

1. Corners with on-street parking shall have curb radii of 15 feet maximum. The effective turning radius is larger than the curb radius when parking is present. Thus, the effective turning radius can be 30 plus feet when the curb radius is 15 feet.
2. Corners without on-street parking require the curb radii to be similar to the turning radii, with the curb radius between 20 feet and 30 feet maximum.
3. Curb radii may be larger, up to 40 feet, within the SD-W Transect Zone at larger intersections to accommodate the more frequent movement of large trucks.
4. Curb radii may be smaller, 9 feet to 15 feet, for Rear Alleys and Lanes.

## F. Rear Alleys and Lanes

A continuous network of Alleys and Lanes is desirable to serve as the primary means of vehicular ingress to individual lots. Such networks are mandatory in the T5, T4-O and T4-R Transect Zones, and encouraged in the T3 Transect Zone.

1. Alley entrances should align so as to provide ease of ingress for service vehicles.
2. Alley entrances shall not face Civic Open Spaces or Civic Buildings.
3. Internal deflections or variations in the Alley network are encouraged to prevent excessive or monotonous views of the rear of structures resulting from long stretches of Alleys.
4. Alleys should meet streets with a mountable gutter pan, allowing the sidewalk to continue uninterrupted across the Alley pavement. The use of curb cuts, ramps, and marked crosswalks should be avoided for Alleys.

**A.** All street trees shall comply with the standards in Section 4.6 Landscape Standards.

**B.** Street trees shall consist of shade trees with a minimum 3-inch caliper at time of planting. Other accent plants and trees are permitted in addition to the required street trees.

**C.** Street trees shall be selected from the Approved Street Trees for Missoula document as prepared by the City of Missoula Parks and Recreation Department

**D.** Street trees shall be provided in a manner and at a spacing as defined in Section 6.7 Street Types.

**E.** Street trees shall be planted in vegetated Continuous planters or Tree Wells according to Street Types.

**F.** Properly designed tree box filters to accept stormwater runoff are encouraged for stormwater quantity and quality mitigation, and shall count towards the street tree requirement as long as adequate maintenance access is provided and the street tree planted meets the requirements of this standard. See the National Association of Transportation Officials (NACTO) *Urban Street Stormwater Guide* and the Light Imprint Handbook for more information.

## G. Tree Planting

Trees must be properly planted for healthy growth and to achieve their full growth potential and associated environmental benefits. When planting street trees all surrounding infrastructure, utilities, and pavements shall be protected.

1. Suspended Pavement Systems (soil cells) shall be utilized for all street trees in planting areas less than 7 feet in width and 15 feet in length.
2. Root barriers or other root management system shall be utilized for all street trees.

# SECTION 6.5 STREET LIGHTING

## A. General Street Lighting Standards

1. All street lighting shall comply with the standards established in Section 4.4 Lighting Standards.
2. A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street and to establish a unifying element along the street. Pedestrian-scaled fixtures shall be used on all streets, except Alleys. Intersection-scaled lighting may be used in addition to pedestrian-scaled lights where necessary.
3. Street lights shall be aligned with street tree placement (generally between 2.5 feet and 4 feet from curb face). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, curb cuts, signage, etc.
4. Light fixtures shall be closely spaced (generally not more than sixty (60) feet on center) in T4-R, T4-O, and T5 Zones and eighty (80) feet in the T3 and SD-W Zones to provide appropriate levels of illumination.
5. The height of light fixtures shall be kept low (generally not taller than 16 feet) to promote a pedestrian scale to the Public Realm and to minimize light spill to adjoining properties.
6. Light poles may include armature that allows for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.).
7. All street lighting fixtures shall be full cutoff.

## B. Lighting Types And Configurations

1. The configuration of street lighting fixtures shall be appropriately chosen for the Transect Zone within which they are located as outlined in Figure 6-4. Flexibility shall be permitted to vary from strict compliance with this table to achieve logical uniformity of fixtures within a given thoroughfare segment or Public Realm.
2. Any light pole or fixture to be maintained by Missoula County shall be approved by the County Engineer.

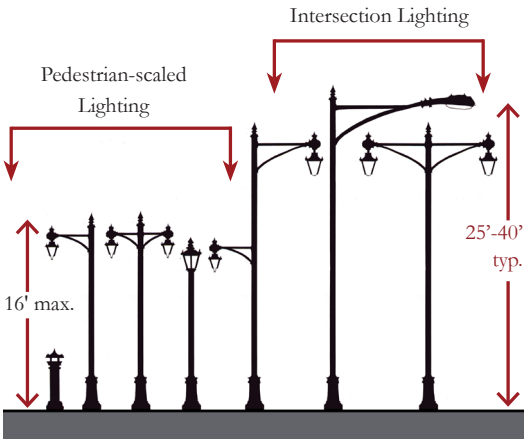



*Figure 6-3: Pedestrian and Intersection Lighting*

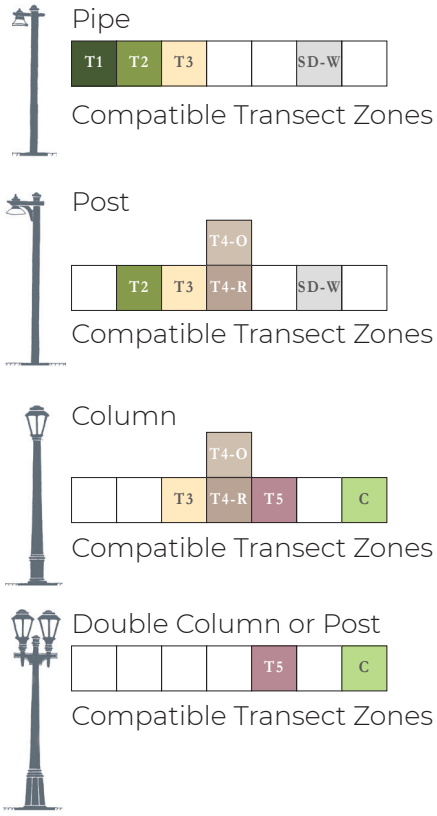
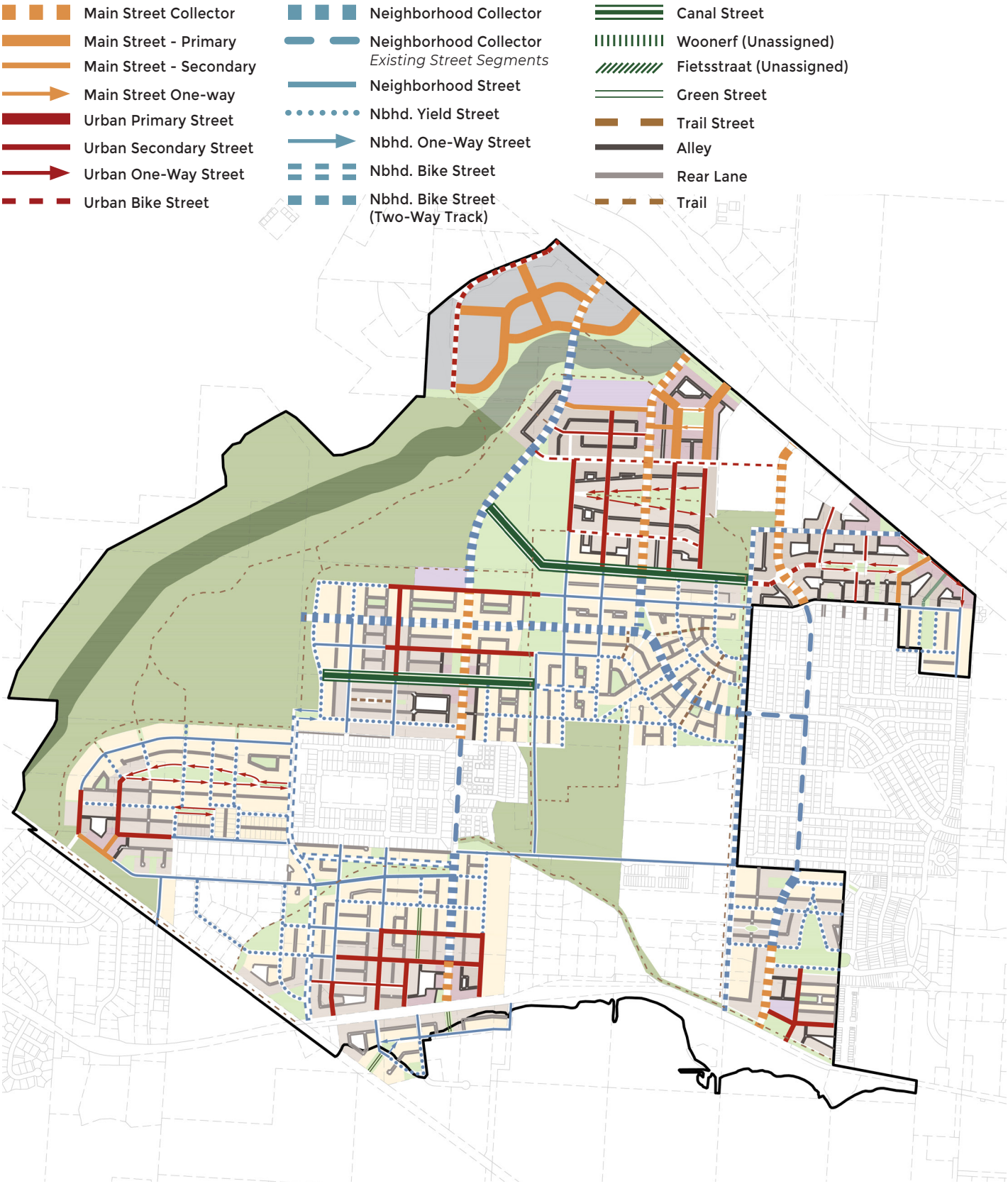



*Figure 6-4: Diagrammatic Fixture Configurations*

*(preliminary draft for review)*

## SECTION 6.6 STREET ATLAS

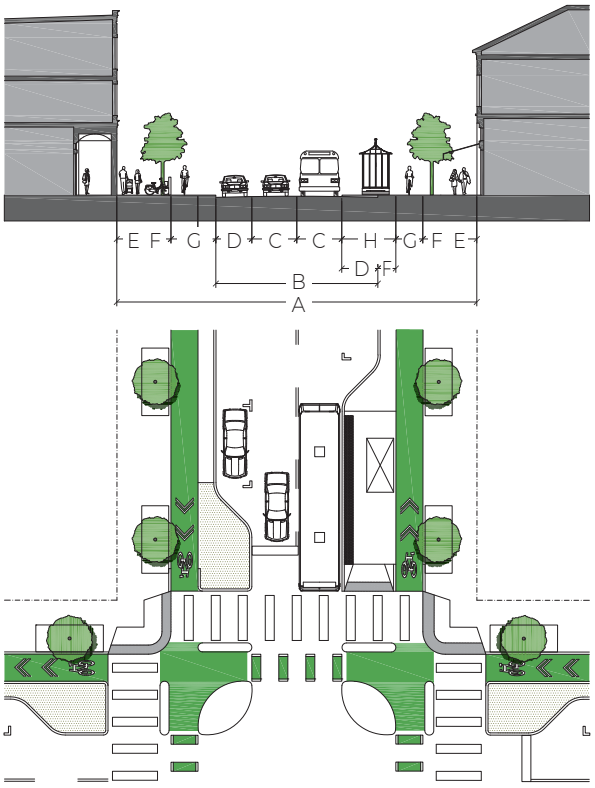
*Figure 6-5: Street Atlas*



# SECTION 6.7 STREET TYPES - TYPICAL SECTIONS AND INTERSECTIONS

*The Typical Intersections shown in Sec. 6.7 represent possible intersection concepts only and are not fully engineered designs nor do they represent the full range of intersection treatments that may be appropriate.*

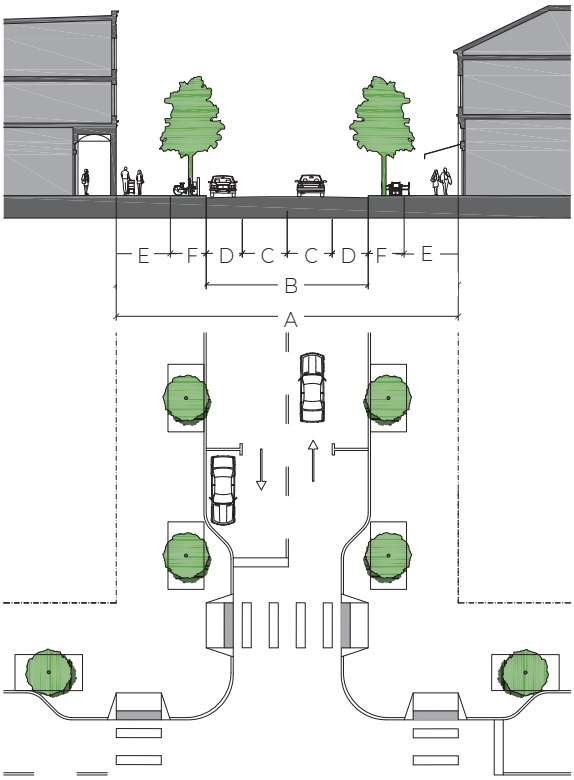
## A. Main Street Collector




| Thoroughfare Type | Main Street Collector | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, SD-W | |
| Right-of-Way Width | 90 feet | A |
| Pavement Width | 36 feet | B |
| Traffic Lanes | Two lanes - 10 feet wide | C |
| Transit | Bus | H |
| Bicycle / Micro-Mobility Facility | Two - 6' Protected Lanes 3 foot buffer | G |
| Parking Lanes/Curbside Flex Zone | Both sides @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 8 feet | E |
| Landscape Zone - Sidewalk | 10' wide x 15' Tree Wells [1] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] Tree wells smaller than 7' wide by 15' are permitted if suspended pavement system is utilized.

## B. Main Street - Primary

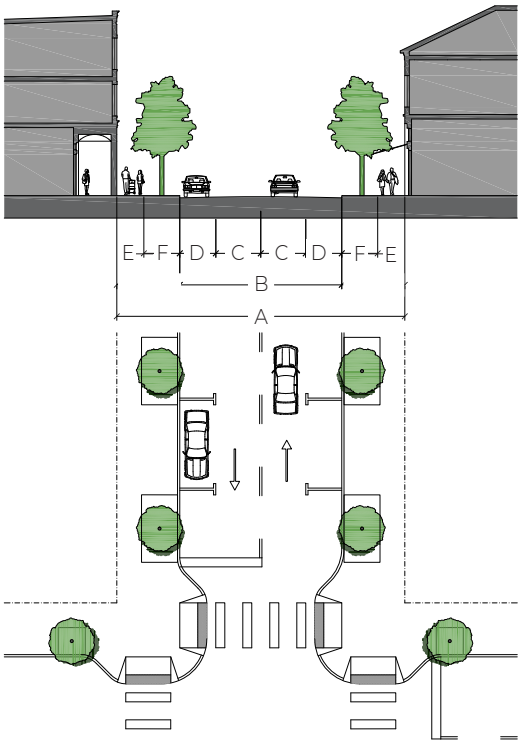



| Thoroughfare Type | Main Street - Primary | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, SD-W | |
| Right-of-Way Width | 76-80 feet[1] | A |
| Pavement Width | 36-40 feet[1] | B |
| Traffic Lanes | Two lanes - 10 feet wide (Up to 12' in SD-W) | C |
| Transit | Bus | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | Both sides @ 8 feet marked[1] | D |
| Sidewalk: Clear & Frontage Zones | 12 feet | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [2] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] When adjacent to Civic Space, the adjacent Parking Lane/ Curbside Flex Zone may be eliminated

[2] Smaller tree wells are permitted if suspended pavement system is utilized.

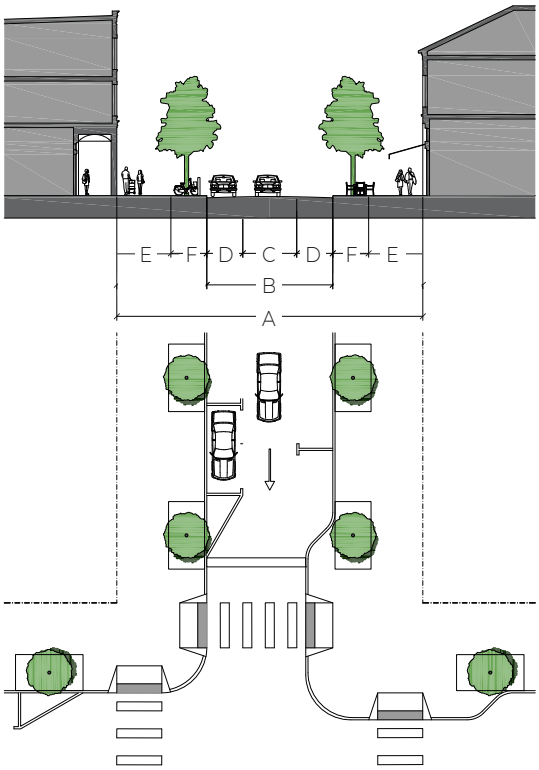
## C. Main Street - Secondary




| Thoroughfare Type | Main Street Secondary | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O | |
| Right-of-Way Width | 64 feet min. | A |
| Pavement Width | 36 feet | B |
| Traffic Lanes | Two lanes - 10 feet wide | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | Both sides @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet min. | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [1] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] Smaller tree wells are permitted if suspended pavement system is utilized.

## D. Main Street One-way



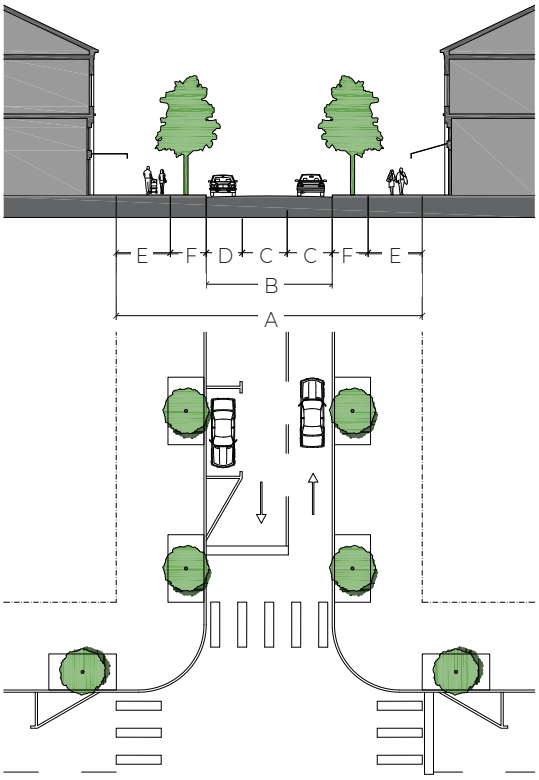

| Thoroughfare Type | Main Street One-way | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O | |
| Right-of-Way Width | 48-68 feet[1] | A |
| Pavement Width | 20-28 feet[1] | B |
| Traffic Lanes | One lane - 12 feet wide | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lane | C |
| Parking Lanes/Curbside Flex Zone | Both sides @ 8 feet marked [1] | D |
| Sidewalk: Clear & Frontage Zones | 6-12 feet | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [2] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] When adjacent to Civic Space, the adjacent Parking Lane/ Curbside Flex Zone may be eliminated

[2] Smaller tree wells are permitted if suspended pavement system is utilized.

*The Typical Intersections shown in Sec. 6.7 represent possible intersection concepts only and are not fully engineered designs nor do they represent the full range of intersection treatments that may be appropriate.*

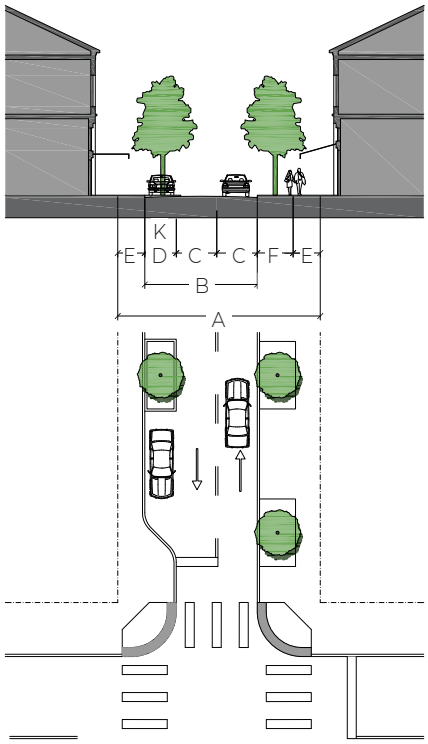
## E. Urban Primary Street




| Thoroughfare Type | Urban Primary Street | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, T4-R, SD-W | |
| Right-of-Way Width | 56-72 feet | A |
| Pavement Width | 28-32 feet | B |
| Traffic Lanes | Two lanes - 10 feet wide (Up to 12' in SD-W) | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6-12 feet | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [1] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] Smaller tree wells are permitted if suspended pavement system is utilized.

## F. Urban Secondary Street




| Thoroughfare Type | Urban Secondary Street | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, T4-R | |
| Right-of-Way Width | 45 feet | A |
| Pavement Width | 28 feet | B |
| Traffic Lanes | Two lanes - 10 feet wide | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [1] | F |
| | 7' wide x 15' parking planter | K |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale, Tree Box Filter, Pervious Pavers | F/K |

[1] Smaller tree wells are permitted if suspended pavement system is utilized.

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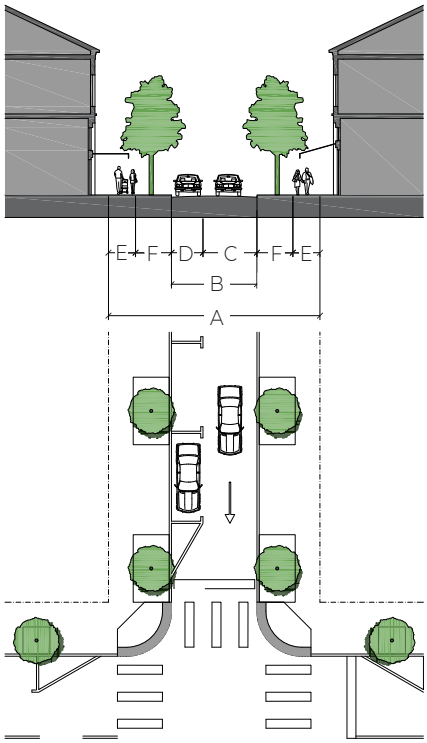
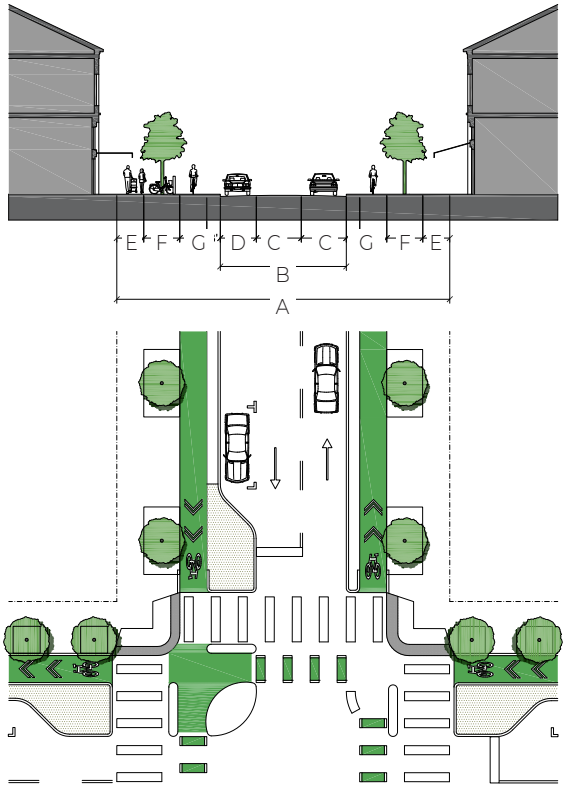
## G. Urban One-way Street




| Thoroughfare Type | Urban One-way | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, T4-R | |
| Right-of-Way Width | 48 feet | A |
| Pavement Width | 20 feet | B |
| Traffic Lanes | One lane - 12 feet wide | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lane | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [1] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] Smaller tree wells are permitted if suspended pavement system is utilized.

## H. Urban Bike Street




| Thoroughfare Type | Urban Bike | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, T4-R, SD-W | |
| Right-of-Way Width | 74 feet min. | A |
| Pavement Width | 28 feet | B |
| Traffic Lanes | Two lanes - 10 feet wide | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Two - 6' Protected Lanes 3 foot buffer | G |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet min. | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells [1] | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale, Tree Box Filter | F |

[1] Smaller tree wells are permitted if suspended pavement system is utilized.

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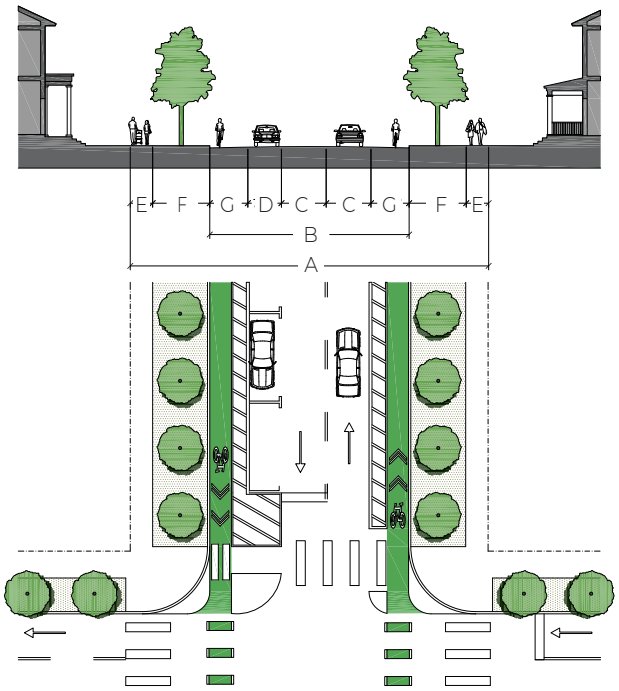
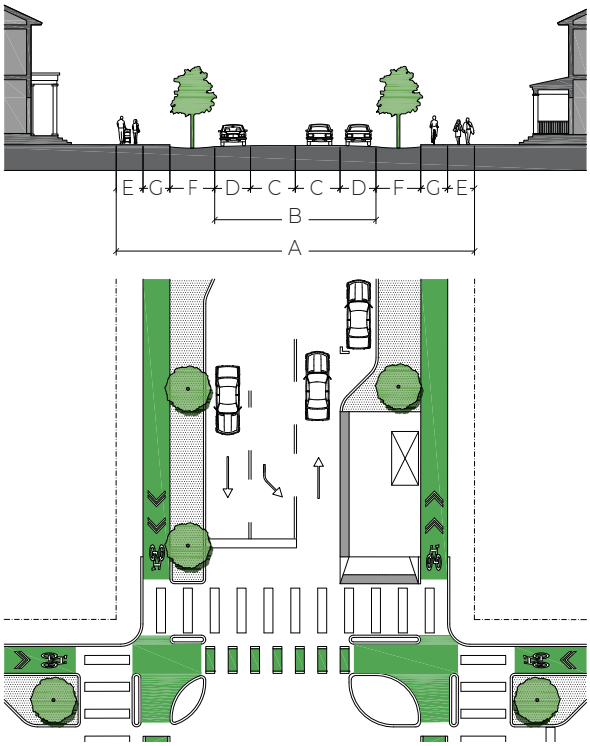
## J. Neighborhood Collector
*Existing Street Segments*




| Thoroughfare Type | Neighborhood Collector Existing Street Segments | |
|---|---|---|
| Transect Zone Assignment | N/A | |
| Right-of-Way Width | 80 feet | A |
| Pavement Width | 44.5 feet | B |
| Traffic Lanes | Two - 10.5 foot drive lanes | C |
| Transit | Bus | |
| Bicycle / Micro-Mobility Facility | Two - 5' Protected Lanes 3 foot striped buffer | G |
| Parking Lanes/Curbside Flex Zone | One side @ 7.5 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 12.75 foot continuous planter | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale | F |

## I. Neighborhood Collector




| Thoroughfare Type | Neighborhood Collector | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 90 feet | A |
| Pavement Width | 44 feet | B |
| Traffic Lanes | Two - 10 foot drive lanes | C |
| Transit | Bus | |
| Bicycle / Micro-Mobility Facility | Two - 6' Protected Lanes | G |
| Parking Lanes/Curbside Flex Zone | Both sides @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 10 to 15 foot continuous planter | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb | |
| Green Infrastructure | Bioswale | F |

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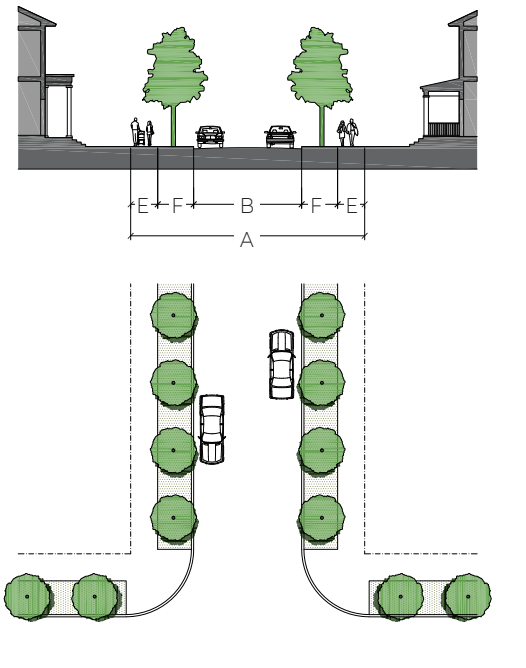
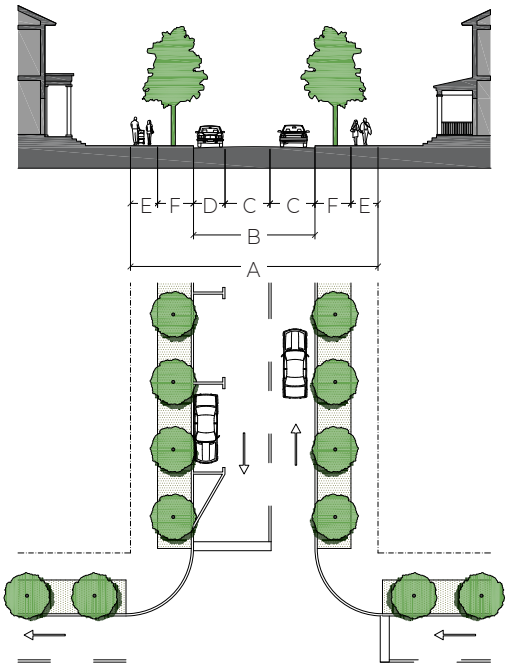
## K. Neighborhood Yield Street




| Thoroughfare Type | Neighborhood Yield | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 52 - 60 feet | A |
| Pavement Width | 24 feet | B |
| Traffic Lanes | n/a (Yield Movement) | B |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | B |
| Parking Lanes/Curbside Flex Zone | Unmarked On-street Parking | B |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 8 - 12' wide planting strip | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale | F |

## L. Neighborhood Street




| Thoroughfare Type | Neighborhood Street | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 55-63 feet | A |
| Pavement Width | 27 feet | B |
| Traffic Lanes | Two - 10 foot drive lanes | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | One side @ 7 feet | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 8 - 12' wide planting strip | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale | F |

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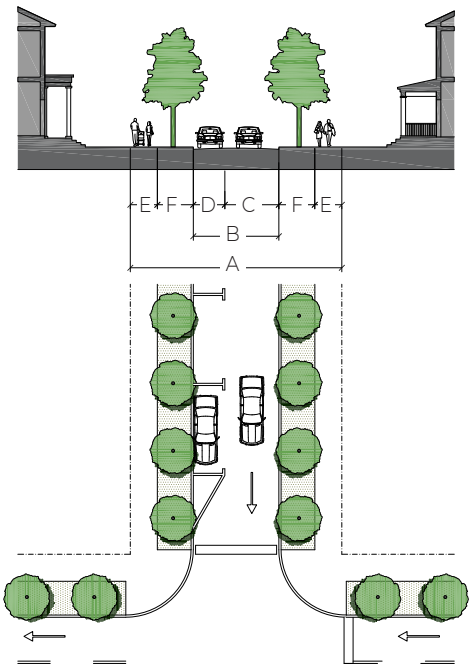
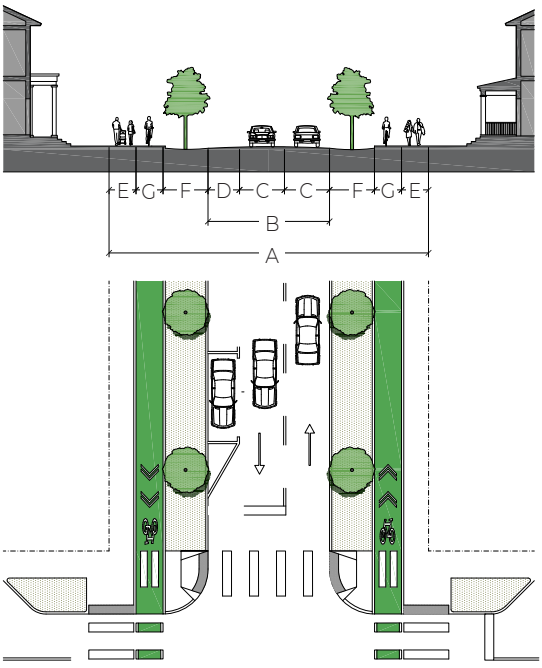
## M. Neighborhood One-way Street




| Thoroughfare Type | Neighborhood One-way | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 48-56 feet | A |
| Pavement Width | 20 feet | B |
| Traffic Lanes | One - 12 foot drive lane | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lane | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 8 - 12' wide planting strip | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale | F |

## N. Neighborhood Bike Street




| Thoroughfare Type | Neighborhood Bike | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 71 feet | A |
| Pavement Width | 27 feet | B |
| Traffic Lanes | Two - 10 foot drive lanes | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Two - 6' Protected Lanes | G |
| Parking Lanes/Curbside Flex Zone | None | |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 6' wide planting strips | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Curbless | |
| Green Infrastructure | Bioswale | F |

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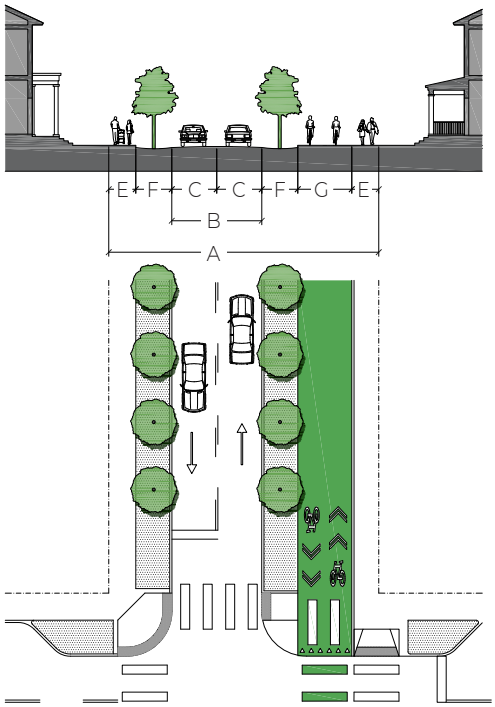
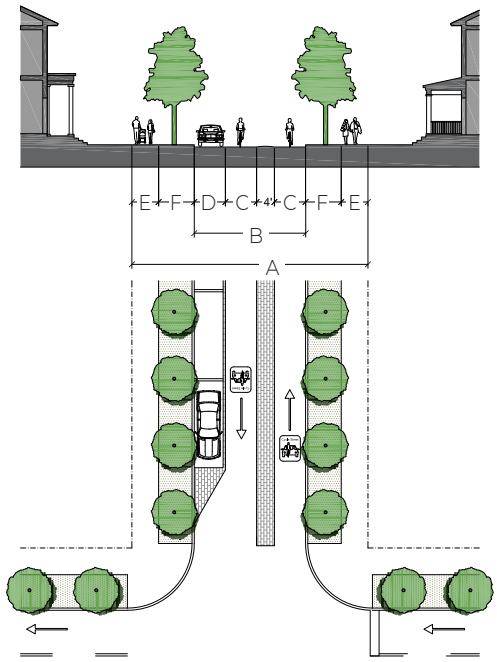
## O. Neighborhood Bike Street (Two-Way Track)




| Thoroughfare Type | Neighborhood Bike (Two-way Track) | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 60 feet min. | A |
| Pavement Width | 20 feet | B |
| Traffic Lanes | Two - 10 foot drive lanes | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | 12 foot min. two-way Cycle Track [1] | G |
| Parking Lanes/Curbside Flex Zone | None | |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 8' min. wide planting strips | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or Swale | |
| Green Infrastructure | Bioswale | F |

[1] Cycle Track may be located on either side of street

## P. Fietsstraat




| Thoroughfare Type | Fietsstraat | |
|---|---|---|
| Transect Zone Assignment | T5, T4-O, T4-R, T3 | |
| Right-of-Way Width | 54 feet | A |
| Pavement Width | 26 feet | B |
| Traffic Lanes | Two - 7 foot shared lanes | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Lanes | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet | E |
| Landscape Zone | 8' wide planting strips | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curbless | |
| Green Infrastructure | Bioswale | F |
| | Pervious Pavers | D |

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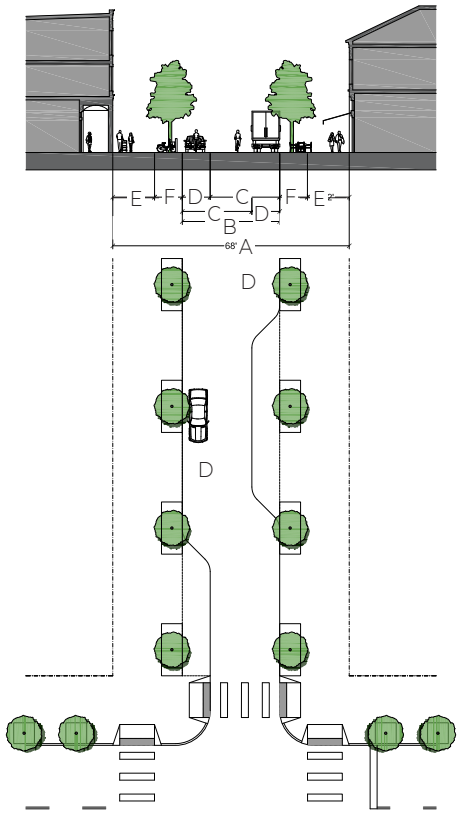
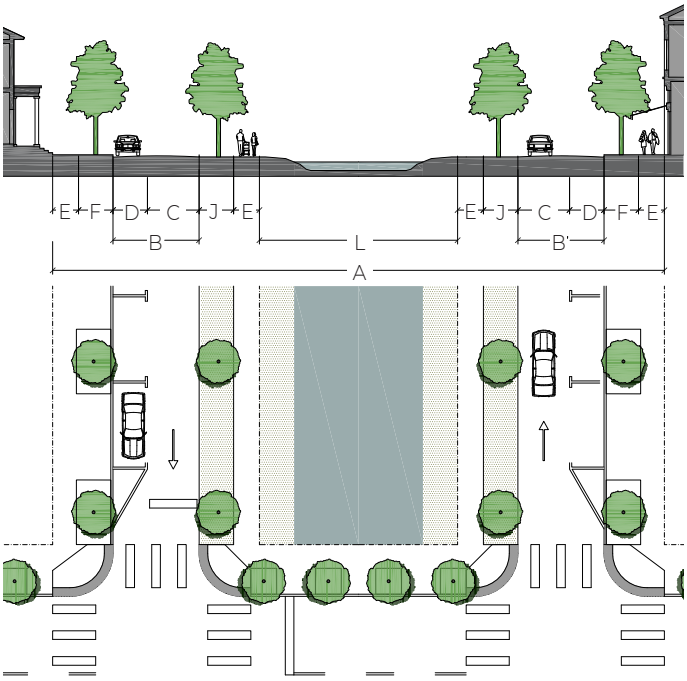
## Q. Woonerf




| Thoroughfare Type | Woonerf | |
|---|---|---|
| Transect Zone Assignment | ALL | |
| Right-of-Way Width | 48-68 feet | A |
| Pavement Width | 28 feet | B |
| Traffic Lanes | 20 feet of Shared Street | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | 20 feet of Shared Street | C |
| Parking Lanes/Curbside Flex Zone[1] | 8 feet wide (alternating sides); 40 feet long Typ. | D |
| Sidewalk: Clear & Frontage Zones | 6-12 feet | E |
| Landscape Zone - Sidewalk | 4-8 foot Tree Wells with Soil Cell Support | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| | Grasses, Shrubs, Trees | D |
| Road Edge Treatment | Curbless | |
| Green Infrastructure | Bioswale | F |
| | Pervious Pavers | A |

[1] May also be additional landscape or seating area

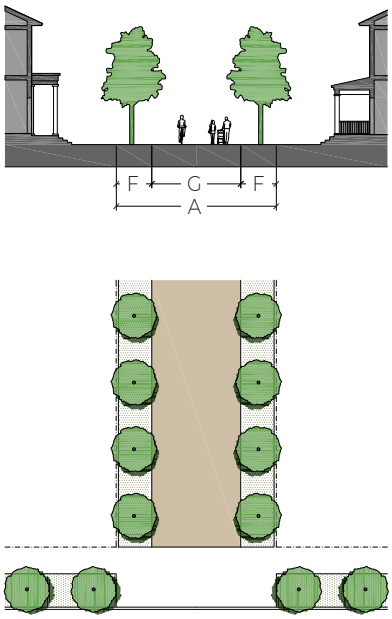
## R. Canal Street




| Thoroughfare Type | Canal | |
|---|---|---|
| Transect Zone Assignment | ALL | |
| Right-of-Way Width | 140 feet minimum | A |
| Pavement Width | Two sides - 19 feet | B |
| Traffic Lanes | Two lanes - 12 foot lanes | C |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | Shared Travel Lanes | C |
| Parking Lanes/Curbside Flex Zone | One side @ 8 feet marked | D |
| Sidewalk: Clear & Frontage Zones | 6 feet [1] | E |
| Landscape Zone - Sidewalk | 8' wide x 15' Tree Wells or 8' wide planting strips | F |
| | 8' wide planting strips | J |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | Curb or swale | F/J |
| Green Infrastructure | Bioswale, Tree Box Filter | F |
| | Bioswale | J |
| | Canal, Rain Garden | L |
| Green Median / Canal | Minimum 44 feet | L |

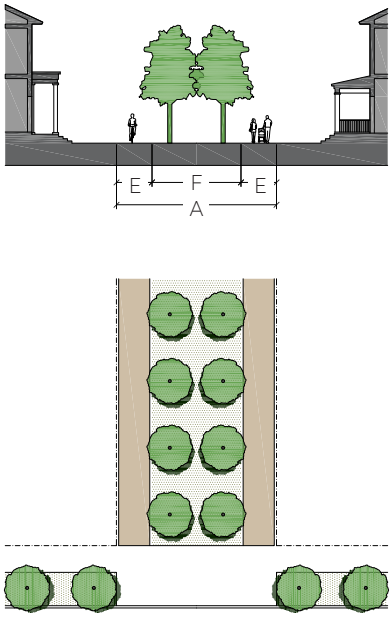
[1] Sidewalks along canal are optional

## S. Trail Street




| Thoroughfare Type | Trail Street | |
|---|---|---|
| Transect Zone Assignment | ALL | |
| Right-of-Way Width | 36 feet min. | A |
| Pavement Width | n/a | |
| Traffic Lanes | n/a | |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | 20 feet min. Shared-Use Path | G |
| Parking Lanes/Curbside Flex Zone | n/a | |
| Sidewalk: Clear & Frontage Zones | 20 feet min. Shared-Use Path | G |
| Landscape Zone | 8' wide planting strips | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | n/a | |
| Green Infrastructure | Bioswale | F |

## T. Green Street




| Thoroughfare Type | Green Street | |
|---|---|---|
| Transect Zone Assignment | ALL | |
| Right-of-Way Width | 36 feet min. | A |
| Pavement Width | n/a | |
| Traffic Lanes | n/a | |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | n/a | |
| Parking Lanes/Curbside Flex Zone | n/a | |
| Sidewalk: Clear & Frontage Zones | 6 feet min. | E |
| Landscape Zone | 24' min. | F |
| Landscape Type | Trees @ 35' o.c. average | F |
| Road Edge Treatment | n/a | |
| Green Infrastructure | Rain Garden | F |

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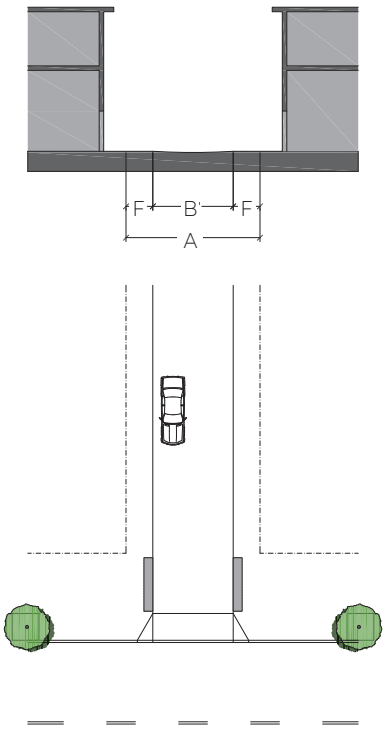
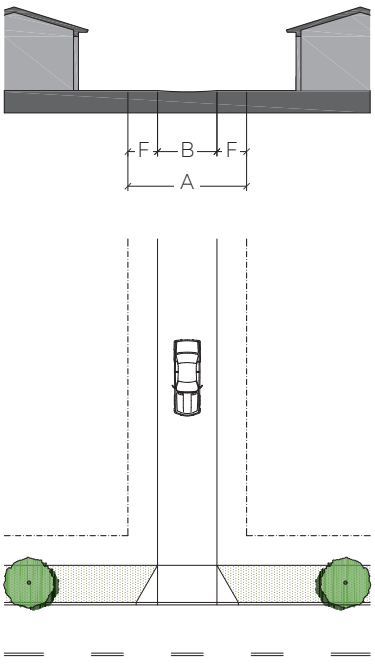
## U. Alley




| Thoroughfare Type | Alley | |
|---|---|---|
| Transect Zone Assignment | T4-R, T4-O, T5 | |
| Right-of-Way Width | 24 feet | A |
| Pavement Width | 18-20 feet | B |
| Traffic Lanes | n/a (Slow Movement) | B |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | n/a (Slow Movement) | B |
| Parking Lanes/Curbside Flex Zone | n/a | |
| Sidewalk: Clear & Frontage Zones | n/a | |
| Landscape Zone | 2-3 feet for utilities and services | F |
| Landscape Type | None | F |
| Road Edge Treatment | Inverted Crown | |
| Green Infrastructure | n/a | |

## V. Rear Lane




| Thoroughfare Type | Rear Lane | |
|---|---|---|
| Transect Zone Assignment | T4-R, T3 | |
| Right-of-Way Width | 20 feet | A |
| Pavement Width | 12 feet | B |
| Traffic Lanes | n/a (Yield Movement) | B |
| Transit | n/a | |
| Bicycle / Micro-Mobility Facility | n/a (Slow Movement) | B |
| Parking Lanes/Curbside Flex Zone | n/a | |
| Sidewalk: Clear & Frontage Zones | n/a | |
| Landscape Zone | 4 feet for utilities and services | F |
| Landscape Type | None | F |
| Road Edge Treatment | n/a | |
| Green Infrastructure | Pervious Pavement | |

*The Typical Intersections shown in Sec. 6.7 represent possible intersection concepts only and are not fully engineered designs nor do they represent the full range of intersection treatments that may be appropriate.*

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# DIVISION 7:
## DEVELOPMENT REVIEW PROCEDURES

## SECTION 7.1 PURPOSE

**A.** The purpose of this division is to provide development review procedures which implement the Mullan FBC.

**B.** The development review process established in this Division is applicable to all proposed development activity within the Mullan FBC.

**C.** No development, including clearing, excavation of soil, or alteration of vegetation, shall be commenced or undertaken in the Mullan FBC that is inconsistent with the FBC. It shall at all times be the applicant's responsibility to demonstrate consistency with the goals, objectives, policies and provisions of the FBC.

## SECTION 7.2 NEIGHBORHOOD UNIT PLAN

**A.** The Neighborhood Unit Plan in Figure 2-1 is regulatory and sets development standards for each neighborhood.

## SECTION 7.3 MASTER AND FINAL SITE PLANS REQUIRED

**A.** All development within the Mullan FBC requires Master Site Plan and Final Site Plan approval.

**B.** Issuance of a development order for a Master Site Plan shall authorize the applicant to submit the Final Site Plan(s) in accordance with the terms and conditions of the Master Site Plan, including the timetable of development. Issuance of a development order for a Master Site Plan shall not constitute approval to build or construct any improvements and is not the final approval necessary for construction of the development. Master Site Plans shall be approved by Missoula County.

**C.** Issuance of a development order for a Final Site Plan shall authorize the applicant to submit Lot Site Plans or building permit applications in accordance with the terms and conditions of the approval. Permission to initiate construction of site improvements shall not be granted or building permits issued until all required documents are executed and all applicable conditions of approval satisfied. It is anticipated that Final Site Plans shall be approved by the City of Missoula.

**D.** All Master, Final and Lot Site Plans submitted to the Approval Authority shall include a letter from the OTA stating the application is in compliance with FBC requirements.

## SECTION 7.4 MASTER SITE PLANS

**A.** The land area encompassed by a Master Site Plan shall be either:

1. The minimum area allowed for neighborhood development pursuant to Table 2-1 Neighborhood Unit Type Standards, or
2. Encompass a portion of a neighborhood that the property owner controls, be in compliance with all other neighborhood development standards pursuant to Table 2-1 Neighborhood Unit Type Standards and meet the regulating plan and block structure as illustrated within Figure 2-2 Example Regulating Plan.

**B.** The following documents must be submitted by the applicant to the OTA and subsequently to the Approval Authority for review and approval:

1. Illustrative plan that is “to scale” and clearly illustrates a neighborhood structure, a network of streets and blocks, the location of lots, and the reservation of lots for Civic Buildings and Civic Open Space;
2. Regulating plan showing the lot, block, and street network and allocation of Transect Zones;
3. Streets atlas showing the Street Thoroughfare locations and Street Types;
4. Conceptual stormwater management plan;
5. Overall program and number of units; and
6. Illustrations that depict the proposed scale and character or the development of the area.

**C.** These documents must clearly:

1. Identify any natural resources with T1 or other Transect Zones that are to be protected through easement or other means;
2. Establish a maximum allowable development program; and,
3. Meet all other neighborhood requirements as established in Divisions 2, 3, and 5 of this FBC.

**D.** Applications for approval of Master Site Plans shall be subject to the following:

1. A letter of approval and all documents and plans reviewed and approved by the OTA shall be submitted along with the development application to the Approval Authority for review.
2. The application shall be filed with the Approval Authority Administrator by the owner or other person having power of attorney to act as agent for the owner.
3. Applications shall be received by the Approval Authority for processing on any working day.
4. Proof of ownership and financial disclosure is required.
5. The application shall be submitted in a form approved by the Approval Authority Administrator and made available to the public. At a minimum, it shall include sufficiently detailed and documented information for staff to make the required findings of compliance. All applications shall include a checklist specific to Master Site Plan applications, submitted in accordance with this FBC.
6. Each application shall be accompanied by the application fee and completeness determination fee as established by resolution of the Approval Authority's Board of Commissioners or City Council.

**E.** If a Master Site Plan application approval requires changes to the Neighborhood Unit Plan, the applicant shall address such changes within the application materials submitted with the Master Site Plan application. The change to the Neighborhood Unit Plan, shall require approval of an amendment by the Approval Authority's Board of Commissioners or Council, unless the change qualifies as a Warrant.

**F.** Applications will be reviewed for completeness within 5 working days. Applications deemed incomplete will be returned to the applicant with a letter outlining the deficiencies that need to be addressed for review. Applications found complete will be transmitted to development review staff.

**G.** The Approval Authority Administrator shall prepare a staff report within 30 working days of transmittal which addresses all of the requirements of the FBC.

**H.** Upon a finding of noncompliance, a resubmittal of requested materials shall be made within 30 working days of the issuance of the staff report. If the applicant fails to meet the resubmittal deadline, the application shall be terminated, unless the applicant gives notice that an elective resubmittal will be made. The elective resubmittal shall be made within 90 days from the date the prior resubmittal was due, and shall include the resubmittal fee established by resolution of the Approval Authority's Board of Commissioners or City Council. All documents that have expired must be updated by the applicant. Upon receipt of the resubmittal, staff will have 20 working days to review and provide comments. Minor adjustments to plans and application materials that do not require full staff review may be amended prior to the Approval Authority's Board of Commissioners or City Council hearing at the discretion of the Approval Authority's Administrator.

**I.** Upon findings of compliance with the FBC, the development application shall be scheduled for consideration by the Approval Authority's Board of Commissioners or City Council at a public meeting.

**J.** Once a Master Site Plan has been found in compliance and scheduled for the Approval Authority's Board of Commissioners or City Council meeting, the applicant may submit an application for Final Site Plan. No Final Site Plan may be approved without approval of the corresponding Master Site Plan.

**K.** An approved Master Site Plan is valid for ten (10) years.

## SECTION 7.5 FINAL SITE PLANS

**A.** No development, including construction, clearing, excavation of soil, or alteration of vegetation, shall be commenced or undertaken prior to approval of a Final Site Plan by the Approval Authority.

**B.** A Final Site Plan application shall contain a minimum area that is two block faces across a right-of-way or public space, or similar acreage that results in a complete place.

**C.** The following documents must be submitted by the applicant to the OTA and subsequently to the Approval Authority for review and approval:

1. Illustrative plan that is "to scale" and clearly illustrates a network of streets and blocks, the location of lots, and the reservation of lots for Civic Buildings and Civic Open Space;
2. Regulating Plan showing the transect zones, lot, block and street network;
3. Street types
4. Detailed stormwater management plan;
5. Development program and percentages of total neighborhood program.

**D.** Applications for approval of Final Site Plans shall be subject to the following:

1. A letter of approval and all documents and plans reviewed and approved by the OTA shall be submitted along with the development application to the Approval Authority for review.
2. The application shall be filed with the Approval Authority Administrator by the owner or other person having power of attorney to act as agent for the owner.
3. Applications shall be received by the Approval Authority for processing on any working day.
4. Proof of ownership and financial disclosure is required.
5. The application shall be submitted in a form approved by the Approval Authority Administrator and made available to the public. At a minimum, it shall include sufficiently detailed and documented information for staff to make the required findings of compliance. All applications shall include a checklist specific to Final Site Plan applications, submitted in accordance with this FBC.
6. Each application shall be accompanied by the application fee and completeness determination fee as established by resolution of the Approval Authority's Board of Commissioners or City Council.

**E.** Applications will be reviewed for completeness within 5 working days. Applications deemed incomplete will be returned to the applicant with a letter outlining the deficiencies that need to be addressed for review. Applications found complete will be transmitted to development review staff.

**F.** The Approval Authority Administrator shall prepare a staff report within 15 working days of transmittal which addresses all of the requirements of the FBC.

**G.** Upon a finding of non-compliance, the applicant will have 30 working days to re-submit appropriate application materials addressing staff comments. If the applicant fails to meet the resubmittal deadline, the application shall be terminated, unless the applicant gives notice that an elective resubmittal will be made. The elective resubmittal shall be made within 90 days from the date the prior resubmittal was due, and shall include the resubmittal fee established by resolution of the Approval Authority's Board of Commissioners or City Council. All documents that have expired must be updated by the applicant.

**H.** Upon a finding of compliance with the FBC, the Approval Authority Administrator shall issue a development order approving the Final Site Plan and listing all conditions of approval for site development. A post submittal requirement letter along with the development order shall be issued to the applicant within 5 working days.

**I.** The plat approval process shall be in accordance with the Approval Authority's LDRs.

**J.** A Final Site Plan approval is valid for five (5) years and all infrastructure and horizontal development authorized by a Final Site Plan development order shall be completed within five (5) years. Timetable amendments shall be obtained according to Approval Authority regulations. Where the development order includes a subdivision of lots for individual resale, this mandatory timetable shall not apply to the development of approved uses on individual lots.

## SECTION 7.6 LOT SITE PLAN APPROVAL

**A.** Lot Site Plan approval is reserved for lots that are within an approved Final Site Plan. The development of individual lots must be consistent with the approved uses on the approved Final Site Plan, the Regulating Plan, and shall conform to Divisions 2 through 6 of this FBC.

**B.** No Lot Site Plan shall be approved by the building department until a plat consistent with the approved Final Site Plan has been recorded.

**C.** No Lot Site Plan shall be processed without a letter of approval from the OTA.

**D.** The design of Civic Buildings shall be approved by the OTA prior to submittal to the Approval Authority Building Department.

## SECTION 7.7 POST APPROVAL

**A.** After a development order has been issued by the Approval Authority, the applicant will have 30 working days to submit all items listed in the post approval letter. Upon the determination that all requirements are met, including the issuance of any required state and federal agency permits, the Approval Authority will schedule a pre-construction meeting, if applicable. After a pre-construction meeting has taken place, construction is permitted consistent with the approved development order.

## SECTION 7.8 WARRANTS, EXCEPTIONS, AND AMENDMENTS

**A.** This section provides a mechanism by which a proposed development may vary from the strict requirements of Divisions 2 through 6 of this FBC. This section also provides for amendment of approved Master Site Plans and Final Site Plans. Lastly, this section addresses amendments to this FBC. The intent of this section is to provide flexibility for unusual situations and to provide alternative ways to meet the purposes of this FBC, while ensuring that the FBC realizes the vision sought by the community for the Mullan Traditional Neighborhood area.

**B.** Any proposed variation from the requirements of this FBC shall be reviewed by the Approval Authority Administrator. If the proposed development is consistent with the intended purpose of this FBC the Administrator may:

1. Issue a Warrant allowing a variation from the requirements of Divisions 2 through 6 of this FBC; or
2. Recommend that the Approval Authority's Board of Commissioners or City Council approve an Exception allowing a variation from the requirements of Divisions 2 through 6 of this FBC; or
3. Recommend that FBC be amended, pursuant to Approval Authority regulations.

**C.** Warrants may be approved by the Approval Authority Administrator for the following:

1. The allowance of a use not listed in Table 3-3 Permitted Uses, upon a finding that the use is functionally similar to the permitted uses and that the use is not likely to generate harmful impacts or create incompatibilities with other surrounding uses.
2. Modifications of a requirement of Divisions 2 through 6 of this FBC to accommodate circumstances such as natural features, access requirements related to fire and life safety, and site designs that demonstrate excellent urban design or architectural merit.

**D.** Exceptions for proposed Master Site Plans may be approved by the Approval Authority's Board of Commissioners or City Council for the following:

1. Variation of up to 10% change in criteria found in Table 2-1 for a Neighborhood Size, and allocation of Transect Zones.
2. Realignment and/or reconfiguration of the street network that does not change the proposed number of intersections or the Neighborhood Unit Plan.

**E.** Amendments to FBC

1. Unless a proposed change qualifies as a Warrant or an Exception, changes to the Permitted Use Table, other provisions of the FBC, and the Neighborhood Unit Plan shall require consideration by the OTA and the Approval Authority's Board of Commissioners or City Council.

**F.** Amendments to Approved Site Plans

1. The Approval Authority Administrator may approve minor or technical changes to approved Master Site Plans and approved Final Site Plans in accordance with the underlying LDRs.
2. A proposed amendment of a Master Site Plan that does not qualify as a minor or technical change shall require the approval of the Approval Authority's Board of Commissioners or City Council.
3. The Approval Authority Administrator may approve minor or technical changes to Final Site Plans including changes that do not affect compliance with this FBC or require changes to permits from outside agencies. All other amendments to Final Site Plans shall require review pursuant to Section 7.5.

**G.** An application for a Warrant, Exception, or amendment, shall include a letter of approval from the OTA. The application shall be submitted on a form approved by the Approval Authority Administrator and made available to the public. Each application shall be accompanied by the application fee established by resolution of the Approval Authority's Board of Commissioners or City Council.

**H.** The Approval Authority shall keep a record of all Warrants and Exceptions granted.

## SECTION 7.9 INSPECTION

**I.** Warrants and Exceptions shall not be issued for the following:

1. Street or Alley dimensions and required infrastructure;
2. Parking locations;
3. Building height;
4. Protection of natural areas, native habitat, and listed species;
5. Preserve area requirements.

**A.** Any member of the Approval Authority's Board of Commissioners or City Council and any duly authorized representative of the Approval Authority's Board of Commissioners or City Council, such as, but not limited to, staff of the Building Department or Public Works Department, may enter and inspect any parcel of land for which a development approval or permit has been issued, or where there is a reasonable cause to believe that a development activity is being carried out, for the purpose of ascertaining the state of compliance with the FBC. The interiors of buildings shall not be subject to such inspections unless related to the enforcement of the building code. No person shall refuse immediate entry or access to any authorized representative of the Approval Authority's Board of Commissioners or City Council or one of the specified agencies who requests entry for the purpose of inspection and who presents appropriate credentials. No person shall obstruct, hamper or interfere with any such inspection. If requested, the owner or operator of the premises shall receive a report setting forth the facts and results of the compliance determination.

# DIVISION 8:
# GLOSSARY OF TERMS

## SECTION 8.1 DEFINITIONS

### A

**Accessory Dwelling Unit:** Also referred to as accessory apartments, second units, or granny flats - are additional living quarters on single-family lots that are independent of the primary dwelling unit. The separate living spaces are equipped with kitchen and bathroom facilities, and can be either attached or detached from the Principal Building.

**Accessory Structure:** Any structure that is related to or in conjunction with the primary structure or use on a lot, such as patios, sheds or pools.

**Agricultural Uses:** Commercial, semi-commercial, private, or community farming. This includes peri-urban agriculture, incubator farms, community supported agriculture, and community gardens.

**Alley:** A service roadway that provides access to properties abutting another street and that is not intended for general traffic circulation.

**Approval Authority:** The Mullan Traditional Neighborhood Area has land that is incorporated into the City of Missoula as well as areas that are under the jurisdiction of the County. The Approval Authority is either the County of Missoula or the City of Missoula depending on if the land has been incorporated into the city yet.

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

**Awning:** A light, protective architectural element entirely supported by, but not permanently attached to a building.

### B

**Backbuilding:** A single-story structure connecting a Principal Building to an Outbuilding.

**Balcony:** An open habitable portion of an upper floor extending beyond a building's exterior wall that is not supported from below by vertical columns or piers but is instead supported by either a cantilever or brackets. An accessory area to a Dwelling, with one or more sides permanently open to the exterior except for a railing or parapet not exceeding four feet in height.

**Bioswale:** A linear landscape feature used to slow, collect, infiltrate, and filter stormwater that is vegetated with plants that can withstand moisture regimes ranging from flooded to dry that are designed to manage a specified amount of runoff from a large impervious area, such as a parking lot or roadway. A bioswale can accommodate larger quantities of stormwater and is deeper than a rain garden and is often greater in length than width.

**Block:** The aggregate of private Lots, Passages, and Alleys, circumscribed by Streets.

**Building Height:** The vertical distance between (1) the lowest permissible elevation above the existing grade which complies with finished floor elevation requirements as established by flood maps, the Health Department, or building code, along the front of a building and (2) either the highest point of the coping of a flat roof, the deck line of a mansard roof, or the mean height level between eaves and ridge for gable, hip and gambrel roofs.

**Build-to-Zone (BTZ):** The range of allowable distances from the front property line along which the principal vertical plane of the building's primary façade shall be built in order to create a moderately uniform line of buildings along the street.

### C

**Canopy:** A roof or overhead unenclosed structure that provides shade or shelter from the elements.

**Civic Building:** A building designed specifically for a Civic Use.

**Civic Open Space:** A natural or landscaped outdoor area provided for the purpose of active or passive public recreation. It may include publicly accessible outdoor amenities such as a playground, seating area, picnic area, multi-use path and temporary or permanent small outdoor performance space or religious facility.

**Civic Use:** A use that is open to the public at least some of the time and provides a focal point for community interaction and fosters citizen participation in civic activities, including churches, temples, synagogues, mosques, and other religious facilities; lodges; college or university facilities; exhibition halls and art galleries; grade schools; library; meeting halls; museum or similar facilities; performance theaters; post office; fire house; public administration offices; trade or specialty school facilities; or similar uses.

**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 Open Space; a Civic Building; a Commercial center; a Third Place; a Meeting Hall; or a transit station, and may act as the social center of a neighborhood.

**Cornice:** Projecting horizontal decorative molding along the top of a wall or building.

## E

**Encroachment:** A structural or architectural element that breaks the plane of a vertical or horizontal regulatory limit extending into a Setback, into the Public Frontage, or into the Right-of-Way.

**Exception:** A type of amendment which permits a practice that is not consistent with a provision or the Intent of the Mullan FBC as determined by the City Administration. Exceptions shall be granted only by the The City of Missoula Board of City Commissioners.

**Expression Line:** A horizontal line, expressed by a material change or by a continuous projection not less than two inches nor more than one foot deep.

## F

**Façade:** The exterior wall of a building.

**Façade Transparency:** The amount of transparent window glass or other openings in the façade of a building, relative to the overall surface area of the façade.

**Final Site Plan:** A development plan authorizing construction and development within an approved Master Site Plan in the Mullan FBC.

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

**Front Façade:** (Syn: Primary Façade)

**Frontage:** The area between a building Facade and the vehicular lanes or pedestrian-only Street, inclusive of its built and planted components.

**Frontage Line:** A Lot Line abutting a Street Right-of-Way.

**Frontage Buildout:** The minimum percentage of the lot width which must be occupied by building façade within the Build-To-Zone. For example, a property which is 100 feet wide with a Frontage Buildout of 60% would require that at least 60 feet of façade length be maintained in the Build-to-Zone. Any additional length of front façade would be allowed to step back further from the Build-to-Zone, if desired. The intent of this requirement is to encourage development to maximize their front façade exposure along the Street or Civic Open Space.

**Frontage Elements:** The structural and architectural elements which extend outward from the Façade of a building along Frontages, including awnings, canopies, galleries, porches and stoops, and which do not count as an extension of the Façade itself for the purposes of measuring setbacks and build-to-zone.

## G

**Gallery:** A covered passage that is open at one side, such as a portico or a colonnade. More specifically, it is a narrow balcony or platform running the length of a wall.

**Garden Wall:** A wall no greater than 48” in height that defines the Frontage Line and/or the perimeter of a property, dividing private areas from streets, rear lanes, or adjacent lots.

**Gas Station:** A commercial enterprise established for the purpose of retail sale or supply to motor vehicles of fuel, lubrication, minor repairs to tires, minor accessories, and including the customary space and facilities for the installation of such commodities on or in vehicles, but not including space or facilities for storage, painting, repair, refinishing, body work, extensive mechanical work on or other servicing of motor vehicles.

**Ground Cover:** Low-growing plants other than turf grass or deciduous varieties, generally reaching a maximum height of not more than 24 inches at maturity, installed to form a continuous cover over the ground.

## H

**Habitable Space:** Space in a structure for living, sleeping, eating or cooking. Habitable space excludes parking garages, self-service storage facilities, warehouses, display windows separated from retail activity, bathrooms, toilet rooms, closets, halls, storage or utility spaces, and similar areas.

**Home Occupation:** Any for-profit activity carried out within, or on the same lot as, a residential dwelling unit, by a resident of such a dwelling unit.

**Hostel:** An overnight lodging facility for transient guests that provides communal or dormitory-style accommodations where transient residents can rent a bed, usually a bunk bed (as opposed to renting an entire unit, as in a hotel), and share a bathroom, lounge, and sometimes a kitchen. Rooms can mixed or single-sex, although private rooms may also be available.

## L

**Liner Building:** A building specifically designed to mask a parking lot or a parking garage from a Frontage.

**Live-Make Unit:** Buildings or structures used jointly for light manufacturing, commercial, and residential purposes where the residential use of the space is secondary or accessory to the primary place of work. The manufacturing and commercial functions 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.

**Live-Work Unit:** Buildings or structures used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary place of work. 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.

**Lot:** A parcel of land having specific boundaries and recorded as such in a deed or subdivision plat.

**Lot Coverage:** The portion of a Lot, expressed as a percentage, which may be occupied by a Principal Building and Accessory Structures, as well as sidewalks, patios, parking and loading areas, driveways, and other impermeable or man-made surfaces.

**Lot Line:** The lines abounding a Lot.

**Lot Line, Front:** The Lot Line dividing a Lot from a Street Right-of-Way. On a corner lot only one Lot Line shall be considered as a front lot line, where it is the Lot Line along the higher priority street on the street hierarchy.

**Lot Line, Rear:** The lot line opposite the Front Lot Line. In case of an irregular, triangular or gore-shaped lot, it shall mean a line within the lot, ten feet long, parallel to and at the maximum distance from the Front Lot Line.

**Lot Line, Side:** Any Lot Line which is not a Front Lot Line or Rear Lot Line.

**Lot Site Plan:** A plan developed for the construction on an individual parcel within a platted subdivision within the Mullan FBC.

**Lot Width:** The length of the Primary Frontage Line of a Lot.

## M

**Master Site Plan:** A City Council approved plan depicting the proposed development of a neighborhood within the Mullan FBC.

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

## O

**Office of Town Architect:** The Office of the Town Architect shall provide preliminary review of all development applications within the Mullan FBC.

**Open Space:** That portion of a development that is permeable and remains open and unobstructed from the ground to the sky, specifically excluding parking areas, whether permeable or impermeable.

**Outbuilding:** An accessory building, usually located toward the rear of the same Lot as a Principal Building. A Backbuilding sometimes connects it to the Principal Building.

## P

**Pedestrian Shed:** An area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a neighborhood or extent of a community. Pedestrian Sheds are oriented toward a central Common Destination. A standard Pedestrian Shed has an average ¼ mile or 1,320-foot radius, which is about the distance of a five minute walk at a leisurely pace.

**Place of Worship:** Any structure, used on a regular basis by a group of persons who assemble for religious worship, including, but not limited to, a church, synagogue, mosque, or temple.

**Playground:** A Civic Open Space designed and equipped for children's recreation.

**Porch:** An open air element of a building with a raised floor and a roof covering the floor that is supported by columns, posts, or piers. A porch may be located on more than one story.

**Primary Civic Open Space:** The main outdoor gathering place for a community. It is often, but not always, associated with an important Civic Building.

**Primary Façade:** The façade of a building that faces the street. In the case of a corner lot, it is the façade along the higher priority street on the street hierarchy.

**Primary Frontage:** The Frontage along the Primary Frontage Line.

**Primary Frontage Line:** (Syn: Front Lot Line)

**Principal Building:** The main building on a Lot, usually located toward the Frontage, that contains the principal use or uses.

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

**Property Line:** (Syn: Lot Line)

**Public Frontage:** The area between the Vehicular Lanes and the Frontage Line.

**Public Realm:** The physical and social domain of the public that is held in common either by their physical presence or by visual association. This includes, but is not limited to Plazas, Squares, Parks, Thoroughfares, Public Frontages, Private Frontages, Civic Buildings and Civic Open Spaces.

## R

**Rain Garden:** A small or residential landscape feature with a slight depression used to slow, collect, infiltrate, and filter stormwater that is vegetated with plants that can withstand moisture regimes ranging from flooded to dry.

**Regulating Plan:** A map that shows the physical locations and boundaries of Neighborhoods, primary streets, and Open Spaces subject to regulation by this FBC.

**Right-of-Way:** A strip of land dedicated, deeded, used or intended to be used, for a street, alley, walkway, boulevard, railroad, drainage facility, access for ingress or egress, electric transmission line, oil and gas pipeline, sanitary and stormwater sewer line, or other purpose by the public, certain designated persons, or governing bodies. It is an appropriation of the land to some public use made by the owner and accepted for such use by the public.

## S

**Sign Band:** An area on a building above the entrance(s) to tenant spaces that accommodates signage for each tenant.

**Single-Family Residence:** A building comprised of one or more rooms providing cooking, sleeping, and sanitary facilities, designed for the exclusive use of a single family.

**Small Footprint Tower:** A stand-alone structure that is significantly taller than it is wide, or a portion of a building that is significantly taller than it is wide and typically has more detail than the surrounding building(s). When a tower is a portion of a building, the tower eave or cornice is taller than the remainder of the building eave or cornice height and one or more of the tower façades is located forward of the remaining building façade.

**Story:** That part of a building contained between any floor and the floor or roof next above.

**Street:** A public or private thoroughfare which affords the principal means of access to abutting property for use by motor vehicles, bicycles, and pedestrians. A street may be for use by pedestrians only or prohibit motor vehicles.

**Setbacks:** The minimum distance a building façade or parking area must be located from a frontage line or public right-of-way line.

**Streetscreen:** Sometimes called streetwall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare.

## T

**Terminated Vista:** A building, structure, or portion of a building or structure, specifically designed to visually attract a viewer's attention at the end of a visual axis, i.e. to terminate a view. A Terminated Vista may include towers, corner towers, symmetrical façades centered on a visual axis, an architecturally embellished entry, or similar distinctive architectural devices.

**Third Place:** A private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafes, and corner stores.

**Thoroughfare:** A way for use by vehicular and pedestrian traffic, or pedestrian traffic only, and to provide access to Lots and Open Spaces, consisting of Public Frontage and often Vehicular Lanes.

**Trail Head:** The point at which a trail begins. Trail heads often contain rest rooms, sign posts and distribution centers for informational brochures about the trail and its features, and parking areas for vehicles and trailers.

**Transect (Transect Zone):** A planning and zoning tool that organizes zones in a continuum from rural to urban, referred to as T1, T2, T3, T4, T5, and T6 where T1 is the most rural and T6 is the most urban. Each Transect zone has common characteristics that facilitate form-based regulation.

**Tree Canopy Coverage:** The percent of land area that is covered by the layer of leaves, branches, and stems of trees that cover the ground when viewed from above.

### V

**Vehicular Lanes:** the lanes providing traffic and parking capacity within a Thoroughfare. They usually consist of marked lanes in a variety of widths for parked and for moving vehicles.

### W

**Warrant:** A type of amendment which permits a practice that is not consistent with a specific provision of the Mullan FBC but is justified by the practice's Intent as determined by the Office of the Town Architect. Warrants may be granted administratively by the City Administrator or Designee.

## SECTION 8.2 ACRONYMS

For the purposes of this FBC, the following acronyms shall have the meanings set forth below:

**FBC:** Form-Based Code

**IDA:** International Dark-Sky Association

**LDR:** Land Development Regulations

**OTA:** Office of Town Architect

**TND:** Traditional Neighborhood Design