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Transect-Based Code • based on the model developed by the smartcode education partners •
334.201.5241

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calibrated by the •  **RPCGB**
REGIONAL PLANNING COMMISSION
OF GREATER BIRMINGHAM

Article 8. Smart Code Overlay District (SCD)

Section 8.1 Administrative and Technical Matters

8.1.1 General Purpose of This Code

The purpose of this code is to permit sustainable development as it relates to the surrounding built and un-built environment. To accomplish this, the code organizes sustainable development patterns along an urban-to-rural transect so that urban-type development occurs within urban areas and rural-type development occurs within rural areas.

8.1.2 Authority for This Code

A. The City of Chelsea is authorized to adopt this Code pursuant to Chapter 52, Article 4 of Title 11 of the Code of Alabama, 1975, as amended.

B. The adoption of this code is necessary to promote the health, safety, convenience, and general welfare of the citizens of Chelsea and to assist in the coordinated, efficient, and economic development of the city. This code is implemented in order to advance the purposes of the City of Chelsea Comprehensive Plan.

C. This code was adopted by vote of the City of Chelsea Planning Commission and the City Council.

8.1.3 Applicability and Scope of this Code

A. The provisions of this code, when in conflict, shall preempt the provisions of other local codes, ordinances, regulations, and standards except the Municipal Building Code, Municipal Subdivision Regulations, and the Municipal Design and Construction Specifications (collectively the “Local Technical Codes”). In addition, other existing development regulations that govern issues not governed by this code shall continue to be applicable to development in this jurisdiction.

B. If any provision of this code is held, by a court of competent jurisdiction, to be invalid then the validity the remaining provisions of this Code shall not in any way be affected or impaired.

8.1.4 Process for Using This Code

A. This code regulates greenfield and infill projects with the jurisdiction. This section outlines the chronological process for the review and approval of these project applications. For projects limited to a Building Plans, only Steps #6-9 shall apply. Prior to submitting an application under this Code, the applicant must have the land re-zoned from its current zoning category to a transect zone category. Individual lot owners may not have a lot rezoned unless the city has previously adopted a plan identifying the boundaries of each transect zone.

B. To review applications submitted under this code, the City of Chelsea, establishes an Application Review Committee (“ARC”). The operating procedures for the ARC shall be determined by the ARC, approved by the City Council, and published as ARC Operating Procedures. These operating procedures shall be in writing and available for review by the public in the same manner as this code. The ARC shall be composed of the following:

Mayor	
City Council Representative	
Planning Commission Representative	
City Engineer	

Step # 1 Applicant submits an Initial Master Plan to the ARC. As part of the application, the applicant shall list all Administrative Exceptions that it is requesting pursuant to Section [§8.1.5](#). The ARC shall then schedule a review session within 30 days. At this session, the ARC shall review the application with the applicant and determine whether it complies with Section [§8.2](#) and the relevant [§8.5](#) Regulatory Graphics. If the application is compliant, the ARC shall approve it. If it is not compliant, the ARC shall notify the applicant in writing within 15 days of each non-compliant aspect of the application or, if the applicant has requested an Administrative Exception, vote on that request.

Step # 2 Once the ARC has approved the Initial Section [§8.2](#) Master Plan, applicant is then eligible to submit Construction Plans for final approval to the City Engineer. The Construction Plans are not regulated by this Code but by Article 2 of the City of Chelsea Subdivision Regulations.

Step # 3 Once the city engineer has approved the Construction Plans, the applicant is eligible to submit a Final Section [§8.2](#) Master Plan to the ARC that conforms to the approved Construction Plans.

Step # 4 The Final Section [§8.2](#) Master Plan shall identify any changes from the originally approved Initial Section [§8.2](#) Master Plan and, if any of those changes have created non-compliance, then the applicant shall request an Administrative Exception at an ARC hearing.

Step # 5 If the changes to the Final Section 8.2 Master Plan do not create non-compliance under this Code, then the ARC shall approve the Final Section 8.2 Master Plan.

Step # 6 After the final Section [§8.2](#) Master Plan is approved by the ARC, the applicant is eligible to submit a [§8.3](#) Building Plan to the ARC. As part of the application, the applicant shall list all Administrative Exceptions that it is requesting pursuant to [§8.1.5](#). The ARC shall then schedule a review session within 30 days. At this session, the ARC shall review the application with the applicant and determine whether it complies with Section [§8.3](#) and the relevant [§8.5](#) Regulatory Graphics. If the application is compliant, the ARC shall approve it. If it is not compliant, the ARC shall notify the applicant in writing within 15 days of each non-compliant aspect of the application or, if the applicant has requested an Administrative Exception, vote on that request.

Step # 7 Once the applicant has obtained approved Infrastructure Plans, an approved Final Section [§8.2](#) Master Plan, and an approved Section 8.3 Building Plan, then the applicant shall be eligible to obtain a building permit and begin construction.

Step # 8 Before the applicant may sell lots or buildings, the applicant shall obtain final plat approval from the Planning Commission. Article 3 of the City of Chelsea Subdivision Regulations shall govern the review and approval of the Final Plat except that, if any of the existing state/local final plat provisions conflict with this code, then the provisions of this code shall preempt any such conflicting provisions.

Step # 9 After obtaining final plat approval, the applicant may then apply for a Certificate of Occupancy.

C. An applicant may appeal a decision of the ARC to the Planning Commission and may appeal a decision of the Planning Commission to the City Council.

D. Applications under this code shall be processed with priority over others under the existing conventional zoning code, including those with prior filing dates, and shall be reviewed and approved or disapproved administratively by the ARC.

E. Should a violation of an approved application occur during construction, the ARC has the right to require the applicant to stop, remove, and/or mitigate the violation, or to require the applicant to request an Administrative exception or variance to remedy the violation.

8.1.5 Administrative Exceptions

A. If an applicant seeks to deviate from a requirement of this Code, the applicant may seek a Variance as permitted under state and local law. In the alternative, the applicant may seek an Administrative Exception.

B. An Administrative Exception is a minor, technical deviation from this Code that, if granted, would further the purpose of this Code. The ARC shall have the authority to administratively approve or

disapprove a request for an Administrative Exception. The basis for granting an Administrative Exception shall be determined by the ARC pursuant to ARC Operating Procedures established by the ARC and approved by the City Council. These operating procedures shall be in writing and available for review by the general public in the same manner as this Code.

C. The request for a Variance or Administrative Exception shall not subject the entire application to public hearing, but only that portion necessary to rule on the issue requiring a Variance.

Section 8.2 Regulations for Multi-Lot Projects

8.2.1 Instructions for using this section

A. This section regulates the development of multi-lot projects under this code.

B. If the applicant proposes to develop a Multi-Lot Project under this Code, then the applicant shall submit a Master Plan to the ARC. An applicant shall not begin any development of a Multi-Lot Project under this Code prior to the approval of the Master Plan by the ARC.

8.2.2 General Requirements for Submitting Master Plans

A. Table 1 shall govern the allocation of Transect Zones on § 8.2 Master Plans. When calculating the percentage for Table 1 allocation of Transect Zones, the allocation shall apply to all land except for land designated as a street or civic Area on the Master Plan.

B. Master Plans shall classify land within the project but outside a Pedestrian Shed as Natural Zones (T1), and Sub-Urban Zones (T3) or as Civic Area (CA).

C. To the extent that a Master Plan incorporates new Streets within the project, [§ 8.2.3.2](#) shall govern the Street network for a Master Plan.

D. To the extent that a Master Plan incorporates new Civic Areas within the project, Section 8.3.3 shall govern Civic Areas on a Master Plan.

8.2.3 Specific Requirements for Submitting Master Plans

A. Project Type Requirements

An applicant shall submit a Master Plan that complies with one of the following project types:

- A Cluster Land Development (CLD) shall consist of either a partial or an entire Standard Pedestrian Shed. A CLD shall satisfy the Transect Zone requirements in Table 1B. This requirement applies to both the Pedestrian Shed and the project as a whole. A CLD shall be comprised of a minimum 15 contiguous acres.
- A Traditional Neighborhood Development (TND) shall consist of at least one partial or entire Pedestrian Shed. A TND shall satisfy the individual Transect Zone requirements in Table 1B. This requirement applies to both the Pedestrian Sheds and the project as a whole. A TND shall be comprised of a minimum 30 contiguous acres.
- A Regional Center Development (RCD) shall consist of at least one complete Pedestrian Shed. An RCD shall satisfy the individual Transect Zone requirements in Table 1. This requirement applies to both the Pedestrian Sheds and the project as a whole. An RCD shall be comprised of a minimum 80 contiguous acres.
- A Small Scale Project is a project that comprises multiple lots but insufficient total acreage to meet the requirements of a CLD, TND, or RCD. A Small Scale Project shall only be built if the City of Chelsea has previously adopted a plan that designates a transect zone for the lots that comprise the Small Scale Project.
- Special District (SD).Special District designations shall be assigned to areas that, by virtue of size or Function, do not or cannot meet the requirements for any Transect Zone or combination of Transect Zones. Special Districts should be assigned by the Chelsea Planning Commission. The provisions of the existing local codes shall remain applicable to existing Special Districts with the exception of those listed on Table 1. For future Special Districts, the conditions of development

shall be determined in public hearing of the Chelsea Planning Commission and new standards recorded on Table 12.

B. Street Requirements

- Vehicular lanes shall comply with the pre-approved Street Dimensions and Street Types set forth in Tables 7A - 7C. A deviation from these requirements shall require an administrative exception or variance.
- The street network shall create blocks that comply with the block size requirements set forth in Table 1. The size of the blocks shall be measured as the sum of the public frontage lines for each block. The Master Plan shall designate each street as a Primary Street or a Secondary Street. Secondary Streets shall not exceed 30% of the total length of all Streets within a Pedestrian Shed.
- 80% of all streets shall terminate at other streets, forming an interconnected network of streets. Streets shall provide connections to adjacent sites unless natural site conditions reasonably prevent connections. Cul-de-sacs shall not be permitted by right and shall only be considered by administrative exception when required by natural site conditions.
- Streets designated as a Secondary Street are exempt from the Table 7 and Table 2 public frontage requirements.

C. Civic Area Requirements

- A Civic Area is comprised of open spaces and/or civic buildings. This section regulates the requirements for open spaces and civic buildings located in T3-T6 Zones. Any development of Civic Areas located in T1 shall conform to Table 6 requirements and shall also require approval by the ARC.
- The form of civic areas shall comply with the Table 6 requirements. Each pedestrian shed shall assign a minimum of five percent (5%) of its total acreage to civic areas.
- Civic buildings are exempt from Section 8.3 Building Plan Requirements. The building plan requirements for each civic building shall require approval by administrative exception by the ARC on a case-by-case basis.

Section 8.3 Regulations for Single Lot Projects

8.3.1 Instructions for using this section

A. This section regulates the development of single lot projects under this code.

B. In order to be eligible to obtain a building permit, an application under this section shall demonstrate compliance with the following regulations:

- Form of the Principal Building.
- Form of Additional Buildings.
- Form of the Lot.
- Form and Amount of Parking.
- Use of the Principal Building.
- Use of Additional Buildings.
- Use of the Lot (other than the buildings).

C. In order to be eligible to obtain a certificate of occupancy, an application under this section shall further demonstrate compliance with the following for each building and lot:

- Basic Design Regulations.
- Signage Regulations.

8.3.2 General Regulation for T1 Zones

Privately owned buildings are not permitted in T1 Zones.

8.3.3 General Regulations for T3-T5 Zones

A. Form of the Lot

- Table 1 shall govern the dimensions of individual lots in T3-T5.

B. Form of the Principal Building

- Table 1 shall govern the maximum lot coverage for Principal Buildings in T3-T5.
- Table 1 shall govern the setbacks for Principal Buildings in T3-T5.
- Table 1 shall govern the building height for Principal Buildings in T3-T5.
- Table 3 shall govern the permissible form of Private Frontages in T3-T5.

C. Form of Additional Buildings

- Table 1 shall govern the maximum lot coverage for Additional Buildings in T3-T5.
- Table 1 shall govern the setbacks for Additional Buildings in T3-T5.
- Table 1 shall govern the building height for Additional Buildings in T3-T5.

D. Form and Amount of Parking

- Table 4 shall govern the form and amount of parking required in T3-T5.
- The required parking for a building may be satisfied by counting on-street parking spaces along the public frontage line of the lot on which the building sits.
- The required parking for a building may also be satisfied by counting reserved spaces within one-quarter mile of the building.
- Parking lots for buildings on primary streets shall be placed behind the building. Parking lots shall be accessed by a rear alley or rear lane when such exist at the rear of a lot. Parking lots for buildings on Secondary Streets may be allowed in front of a building by Administrative Exception.
- Driveways shall not exceed 24 feet in width.

E. Use of the Principal Building

- Table 5 shall govern permitted uses for primary buildings located in T3-T5.

F. Use of Additional Buildings

- Table 5 shall govern permitted uses for additional buildings located in T3-T5.

Use of the Lot

- Table 5 shall govern the permitted uses of lots located in T3-T5 other than those uses permitted for primary and additional Buildings.

Basic Design Regulations

- [RESERVED General Regulations for Basic Building and Lot Design Standards]

Signage Regulations

- [RESERVED General Regulations for Signage]

8.3.4 Specific Regulations for T3-T5 Zones

[RESERVED this section is only used if the City of Chelsea elects to add additional regulations than those set forth in § 8.3.3 (General Regulations for T3-T5 Zones) for a specific transect zone]

A. Form of the Lot

- [RESERVED Specific Regulations T3-T5 Zones]

B. Form of the Principal Building

- [RESERVED Specific Regulations T3-T5 Zones]

C. Form of Additional Buildings

- [RESERVED Specific Regulations T3-T5 Zones]

D. Form and Amount of Parking

- [RESERVED Specific Regulations T3-T5 Zones]
- E. Use of the Lot
- [RESERVED Specific Regulations T3-T5 Zones]
- F. Use of the Principal Building
- [RESERVED Specific Regulations T3-T5 Zones]
- G. Use of Additional Buildings
- [RESERVED Specific Regulations T3-T5 Zones]
- H. Basic Design Regulations
- [RESERVED Specific Regulations T3-T5 Zones]
- I. Signage Regulations
- [RESERVED Signage Size, Location, and Lighting Regulations T3-T5 Zones]

8.3.5 Density Regulations

Table 1 shall govern the permitted density for each Transect Zone.

Section 8.4 Regulatory Definitions

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

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

Accessory Building: an outbuilding with an accessory unit.

Accessory Unit: an apartment not greater than 440 square feet sharing ownership and utility connections with a principal building; it may or may not be within an Outbuilding. See Table 10 and Table 13. (Synonym: ancillary unit)

Adjusted Pedestrian Shed: a Pedestrian Shed that has been adjusted creating the regulatory boundary of a Community Unit.

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

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

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

Arcade: a private frontage conventional for retail use wherein the facade is a colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line.

ARC: Application Review Committee (“ARC”).

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

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

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

BRT: see bus rapid transit.

Backbuilding: a single-story structure connecting a principal building to an outbuilding. See Table 13.

Base Density: the number of dwelling units per acre before adjustment for other functions and/or TDR. See Density.

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

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

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

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

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

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

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

Brownfield: an area previously used primarily as an industrial site.

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

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

CLD or Clustered Land Development: a community unit type structured by a standard pedestrian shed oriented toward a common destination such as a general store, meeting hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See Table 1. (Synonym: hamlet, conservation land development, cluster)

CRC: consolidated review committee.

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

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

Civic Parking Reserve: parking structure or parking lot within a quarter-mile of the site that it serves.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their enfronting buildings. See Table 6.

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

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

Common Destination: an area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a civic space, a civic building, a commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: a planted private frontage wherein the facade is set back from the frontage line. It is visually continuous with adjacent yards. See Table 7.

Community Unit: a regulatory category defining the physical form, density, and extent of a settlement. The three community unit types addressed in this code are CLD, TND, and RCD. Variants of TND and RCD for infill are called Infill TND and Infill RCD. The TOD community unit type may be created by an overlay on TND or RCD.

Configuration: the form of a building, based on its massing, private frontage, and height.

Consolidated Review Committee (CRC): Usually part of the planning office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the development and design center. See Section 8.4.3.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal transect zone.

Cottage: an edge-yard building type. A single-family dwelling, on a regular lot, often shared with an accessory building in the back yard.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios. See [Table 9](#).

Curb: the edge of the vehicular pavement that may be raised or flush to a swale. It usually incorporates the drainage system. See [Table 4A and Table 4B](#).

DDC: Development and Design Center.

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

Design Speed: the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed. See [Table 7A](#).

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

Development and Design Center (DDC): A component of the planning office assigned to advise on the use of this code and to aid in the design of the communities and buildings based on it.

Disposition: the placement of a building on its lot. See [Table 9 and Table 6](#).

Dooryard: a private frontage type with a shallow setback and front garden or patio, usually with a low wall at the frontage line. See [Table 7](#). (Variant: lightwell, light court.)

Drive: a thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park, or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other has the qualities of a road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a lot, often leading to a garage. See [Section 8.4](#)

Edgeyard Building: a building that occupies the center of its lot with setbacks on all sides. See [Table 9](#).

Effective Parking: the amount of parking required for mixed use after adjustment by the Shared Parking Factor. See [Table 4](#).

Effective Turning Radius: the measurement of the inside turning radius taking parked cars into account. See [Table 13](#).

Elevation: an exterior wall of a building not along a frontage line. See [Table 13](#). See: Facade.

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

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a setback, into the public frontage, or above a height limit.

Enfront: to place an element along a frontage, as in “porches enfront the street.”

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

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a facade, expressed by a variation in material or by a limited projection such as a molding or balcony. See [Table 13](#). (Synonym: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a facade, regulating the maximum height for an encroachment by an arcade frontage. See [Table 13](#).

Facade: the exterior wall of a building that is set along a frontage line. (See elevation)

Forecourt: a private frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. See [Table 7](#).

Frontage: the area between a building facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into private frontage and public frontage. See [Table 2A and Table 7](#).

Frontage Line: a lot line bordering a public frontage. Facades facing frontage lines define the public realm and are therefore more regulated than the elevations facing other lot lines. See [Table 13](#).

Function: the use or uses accommodated by a building and its lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See [Table 4 and Table 5](#).

Gallery: a private frontage conventional for retail use wherein the facade is aligned close to the frontage line with an attached cantilevered shed or lightweight colonnade overlapping the sidewalk. See [Table 3](#).

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a regional plan should be based on GIS information.

Green: a civic space type for unstructured recreation, spatially defined by landscaping rather than building frontages. See [Table 6](#).

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

Greenway: an open space corridor in largely natural conditions, which may include trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical greyfield sites. (Variant: Grayfield.)

Growth Sector: one of four sectors where development is permitted By right in the SmartCode, three for new communities and one for infill.

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

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

Home Occupation: non-retail commercial enterprises. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding. Permitted activities are defined by the restricted office category. See [Table 5](#).

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

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

Infill RCD: a community unit type within an urbanized, greyfield, or brownfield area based on a long or linear pedestrian shed and consisting of T-4, T-5, and/or T-6 Zones. An Infill RCD is permitted By right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.3. (Variant: downtown.)

Infill TND: a community unit type within an urbanized, greyfield, or brownfield area based on a standard pedestrian shed and consisting of T-3, T-4, and/or T-5 Zones.

Inn: a lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See [Table 5](#).

Layer: a range of depth of a lot within which certain elements are permitted. See [Table 13](#).

Lightwell: A private frontage type that is a below-grade entrance or recess designed to allow light into basements. See [Table 3](#). (Synonym: light court.)

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

Live-Work: a mixed use unit consisting of a commercial and residential function. The commercial function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the commercial activity or industry. See Work-Live. (Synonym.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms. See [Table 5](#).

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

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

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

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

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

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

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

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See [Table 13](#).

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses. See [Table 5](#).

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

Outbuilding: an accessory building, usually located toward the rear of the same lot as a principal building, and sometimes connected to the principal building by a backbuilding. See [Table 13](#).

Park: a civic space type that is a natural preserve available for unstructured recreation. See [Table 6](#).

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

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

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

Pedestrian Shed: An area that is centered on a common destination. Its size is related to average walking distances for the applicable community unit type. Pedestrian Sheds are applied to structure communities. See standard, long, linear or network pedestrian shed. (Synonym: walkshed, walkable catchment.)

Pedestrian Shed, Linear: A pedestrian shed that is elongated along an important mixed use corridor such as a main street. A linear pedestrian shed extends approximately 1/4 mile from each side of the corridor for the length of its mixed use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND, RCD, Infill TND, or Infill RCD. (Synonym: elongated pedestrian shed.)

Pedestrian Shed, Long: a pedestrian shed that is an average 1/2 mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the common destination. A long pedestrian shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD community unit type. See Pedestrian Shed.

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

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

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

Principal Building: the main building on a Lot, usually located toward the Frontage. See [Table 13](#).

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

Principal Frontage: On corner lots, the private frontage designated to bear the address and principal entrance to the building, and the measure of minimum lot width. Prescriptions for the parking layers pertain only to the principal frontage. Prescriptions for the first layer pertain to both frontages of a corner lot. See frontage.

Private Frontage: the privately held layer between the frontage line and the principal building facade. See [Table 3 and Table 13](#).

Public Frontage: the area between the curb of the vehicular lanes and the frontage line. See [Table 2A and Table 2B](#).

RCD: see Regional Center Development.

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

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

Rearyard Building: a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. See [Table 1A](#). (Variant: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a facade, above which there is a stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the enfronting public space. (Variant: Extension Line). See [Table 1B](#).

Regional Center: Regional Center Development or RCD.

Regional Center Development (RCD): a community unit type structured by a long pedestrian shed or linear pedestrian shed, which may be adjoined without buffers by one or several standard pedestrian sheds, each with the individual Transect Zone requirements of a TND. RCD takes the form of a high-density mixed use center connected to other centers by transit. See Infill RCD, [Table 1](#). (Variant: town center, downtown. Synonym: Regional Center)

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

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

Retail: characterizing premises available for the sale of merchandise and food service. See [Table 4 and Table 5](#).

Retail Frontage: Frontage designated on a regulating plan that requires or recommends the provision of a shop front, encouraging the ground level to be available for retail use. See Special Requirements.

Road (RD): a local, rural and suburban thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See [Table 1d](#).

Row house: a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line. See Rearyard Building. (Synonym: Townhouse)

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

Sector: a neutral term for a geographic area. In the SmartCode, there are six specific sectors for regional planning that establish the legal boundaries for open space and development.

Secondary Frontage: on corner lots, the private frontage that is not the principal frontage. As it affects the public realm, its first layer is regulated. See [Table 13](#).

Setback: the area of a lot measured from the lot line to a building facade or elevation that is maintained clear of permanent structures, with the exception of listed encroachments. See [Table 1g](#). (Variant: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one function. See [Table 4](#).

Shop-front: a private frontage conventional for retail use, with substantial glazing and an awning, wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. See [Table 3](#).

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

Side-yard Building: a building that occupies one side of the lot with a setback on the other side. This type can be a single or twin depending on whether it abuts the neighboring house. See [Table 1A](#).

Slip Road: an outer vehicular lane or lanes of a thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Synonym: access lane, service lane)

Specialized Building: a building that is not subject to residential, commercial, or lodging classification. See [Table 1A](#).

Special District (SD): an area that, by its intrinsic function, disposition, or configuration, cannot or should not conform to one or more of the normative community unit types or transect zones specified by the SmartCode. Special districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: a designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the base flood elevation.

Special Requirements: provisions of this code and/or the associated designations on a regulating plan or other map for those provisions.

Square: a civic space type designed for unstructured recreation and civic purposes, spatially defined by building frontages and consisting of paths, lawns and trees, formally disposed. See [Table 13](#).

Step-back: a building setback of a specified distance that occurs at a prescribed number of stories above the ground.

Stoop: a private frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk for privacy, with an exterior stair and landing at the entrance. See [Table 3](#).

Story: a habitable level within a building, excluding an attic or raised basement.

Street (ST): a local urban thoroughfare of low speed and capacity. See [Table 7C](#).

Street-screen: a freestanding wall built along the frontage line, or coplanar with the facade. It may mask a parking lot from the thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Synonym: streetwall.)

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

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

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a terminated vista designated on a regulating plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to lots and open spaces, consisting of vehicular lanes and the public frontage. See [Table 7C](#).

TND: Traditional Neighborhood Development, a community unit type structured by a standard pedestrian shed oriented toward a common destination consisting of a mixed-use center or corridor, and in the form of a medium-sized settlement near a transportation route. See [Table 1a](#). (Synonym: village. Variant: Infill TND, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND or RCD, or by designation on a regional plan, permitting increased density to support rail or bus rapid transit (BRT).

Townhouse: See Rear-yard Building. (Synonym: Rowhouse)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban transect of the human environment used in the SmartCode template is divided into six transect zones. These zones describe the physical form and character of a place, according to the density and intensity of its land use and urbanism.

Transect Zone (T-zone): One of several areas on a zoning map regulated by the SmartCode. Transect zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and public frontage. See [Table 1](#).

Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the turning radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See [Table 13](#).

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

Urbanism: collective term for the condition of a compact, mixed use settlement, including the physical form of its development and its environmental, functional, economic, and social aspects.

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

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the intent of this code (Section 1.3). Variances are usually granted by the Board of Appeals in a public hearing. See [Section 8.1.5](#).

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this code, but that is justified by its Intent (Section 8.3). Warrants are usually granted administratively by the ARC. See §8.1.5.

Work-Live: a mixed-use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as workspace with incidental residential accommodations that meet basic habitability requirements. See Live-Work. (Synonym: Live-With.)

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

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

Section 8.5 Regulatory Graphics

These recommended measurements and requirements, provide for a generally improved level of urban and rural development. All of these recommended measurements and requirements have been calibrated to local conditions.

TABLE 1, 1A, 1B, General Regulatory Standards

These tables set forth the:

- Transect Zone Descriptions
- Permitted Transect Zone Allocation By Project Type (Designated As A Range)
- Permitted Block Sizes By Transect Zone (Designated As A Maximum)
- Permitted Lot Dimensions By Transect Zone (Designated As A Range)
- Permitted Lot Coverage By Transect Zone (Designated As A Maximum)
- Permitted Building Height By Transect Zone (Designated As A Maximum And Minimum For Primary And Additional Buildings)
- Permitted Setbacks By Transect Zone (Designated As A Range For Primary And Additional Buildings)
- Permitted Density By Transect Zone (Designated As A Range Based Upon Type Of Use)

TABLE 2A, 2B Public Frontage Regulations:

This Table sets forth the:

- Permitted Public Frontage General and Specific Types By Transect Zone

TABLE 3 Private Frontage Regulations:

This table sets forth the:

- Permitted Private Frontage Types By Transect Zone

TABLE 4 Building Function and Parking Regulations:

This table sets forth the:

- Required Parking Amounts By Building Function

TABLE 5 Building Use Regulations:

This table sets forth the:

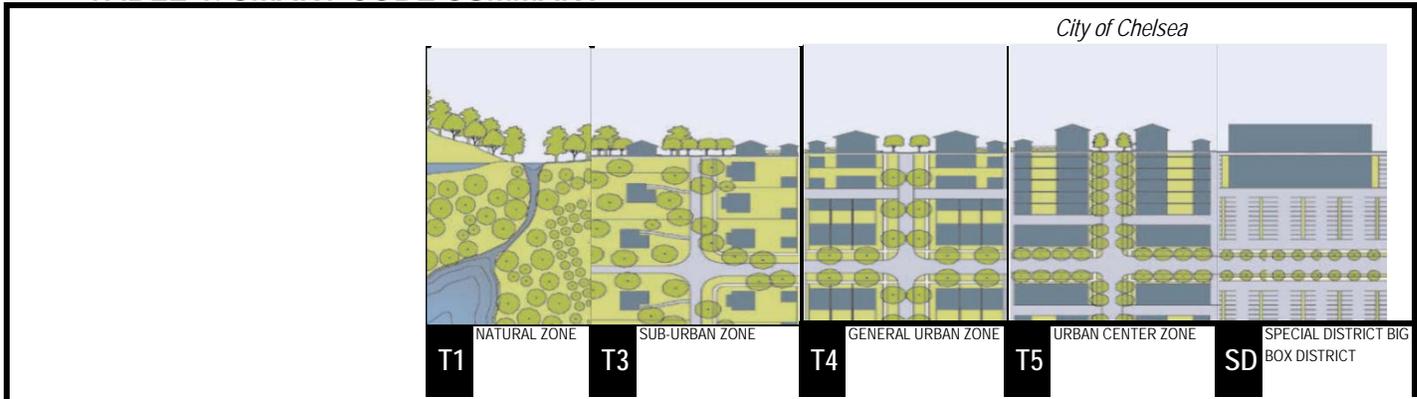
- Permitted Building Uses By Transect Zone And Whether The Building Is A Primary Or Additional Building

TABLE 6 Civic Space Regulations:

This table sets forth the:

- Regulations Governing The Dimensions And Use Of Civic Space Types

TABLE 1. SMART CODE SUMMARY



a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Section 8.2 only)

CLD requires	no minimum	10 - 30%	20 - 40%	10 - 30%	not permitted
TND requires	no minimum	10 - 30%	30 - 60%	10 - 30%	by Variance
RCD requires	no minimum	not permitted	10 - 30%	10 - 30%	by Variance

b. BASE RESIDENTIAL DENSITY

By Right	not applicable	2 units / ac. Gross	4 units / ac. Gross	8 units / ac. Gross	by Variance
By Exception	by Variance	6 units / ac. Gross	12 units / ac. Gross	24 units / ac. Gross	by Variance
Other Functions	by Variance	10 - 20%	20 - 30%	30 - 50%	by Variance

c. BLOCK SIZE

Block Perimeter	No Maximum	3,000 ft. max.	2,400 ft. max.	2,000 ft. max. **	20,000 ft. max.
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** 3,000 ft with parking structure

d. THOROUGHFARES (See TableS 7A - 7C)

HW	permitted	permitted	not permitted	not permitted	not permitted
BV	not permitted	permitted	permitted	permitted	permitted
AV	not permitted	permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	permitted	permitted
DR	not permitted	permitted	permitted	permitted	permitted
ST	not permitted	permitted	permitted	permitted	permitted
RD	permitted	permitted	not permitted	not permitted	not permitted
Rear Lane	permitted	permitted	permitted	not permitted	not permitted
Rear Alley	not permitted	permitted	required	required	permitted
Path	permitted	permitted	permitted	not permitted	not permitted
Passage	not permitted	permitted	permitted	permitted	not permitted
Bicycle Trail	permitted	permitted	not permitted *	not permitted	not permitted
Bicycle Lane	permitted	permitted	permitted	not permitted	not permitted
Bicycle Route	permitted	permitted	permitted	permitted	not permitted

e. CIVIC SPACES (See Table 6)

Park	permitted	permitted	by Warrant	by Warrant	not permitted
Green	not permitted	permitted	permitted	permitted	not permitted
Square	not permitted	not permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	not permitted

f. LOT OCCUPATION

Lot Width	not applicable	50 ft. min 140 ft. max.	18 ft. min 100 ft. max.	18 ft. min 180 ft. max.	600' max
Lot Depth	not applicable	50 ft. min 160 ft. max.	50 ft. min 160 ft. max.	50 ft. min 160 ft. max.	600' max
Lot Coverage	not applicable	70% max.	80% max.	100% max.	80% max.

g. SETBACKS - PRINCIPAL BUILDING

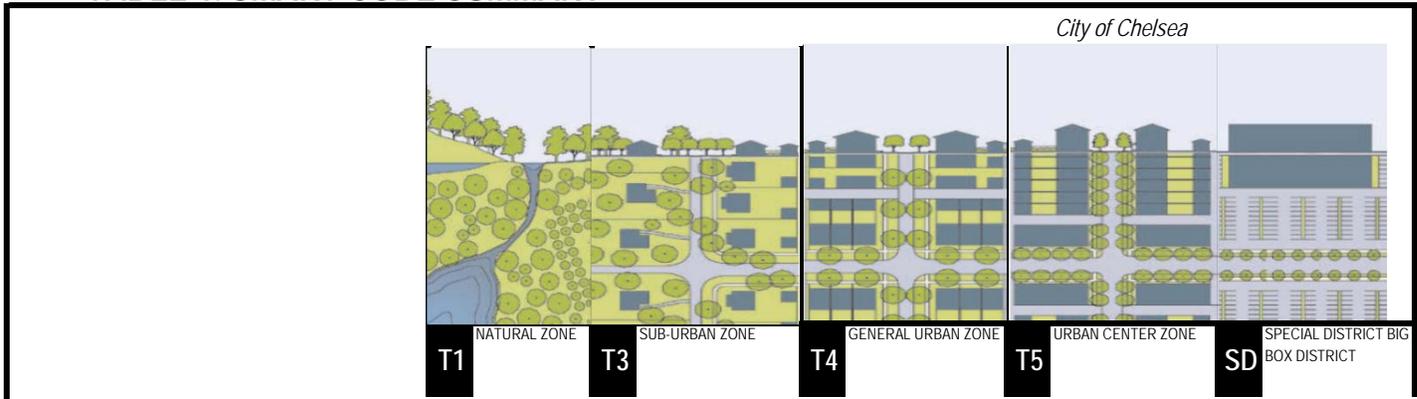
(g.1) Front Setback Principal	not applicable	24 ft. min.	6 ft. min. 18 ft. max.	2 ft. min. 12 ft. max.	0 to 10 ft Max
(g.2) Front Setback Secondary	not applicable	12 ft. min.	6 ft. min. 18 ft. max.	2 ft. min. 12 ft. max.	
(g.3) Side Setback	not applicable	12 ft. min.	0 ft. min.	0 ft. min. 24 ft. max.	0 to 10 ft Max
(g.4) Rear Setback	not applicable	12 ft. min.	3 ft. min.	3 ft. min.	10 ft Max
Frontage Buildout	not applicable	40% min.	60% min.	80% min.	

h. SETBACKS - OUTBUILDING

Front Setback	not applicable	20 ft. min. + bldg. setback	20 ft. min. + bldg.	40 ft. max. from rear prop	not applicable
Side Setback	not applicable	3 ft. or 6 ft.	0 ft. min. or 3 ft.	0 ft. min.	not applicable
Rear Setback	not applicable	3 ft. min.	3 ft.	3 ft. max.	not applicable

DISPOSITION

TABLE 1. SMART CODE SUMMARY



i. **BUILDING DISPOSITION** (See Table 1A)

Edgeyard	permitted	permitted	permitted	not permitted	not permitted
Sidyard	not permitted	not permitted	permitted	permitted	permitted
Rearyard	not permitted	not permitted	permitted	permitted	not permitted
Courtyard	not permitted	not permitted	not permitted	permitted	not permitted

j. **PRIVATE FRONTAGES** (See Table 3)

Common Yard	not applicable	permitted	not permitted	not permitted	not permitted
Porch & Fence	not applicable	permitted	permitted	not permitted	not permitted
Terrace, Dooryard	not applicable	not permitted	permitted	permitted	not permitted
Forecourt	not applicable	not permitted	permitted	permitted	not permitted
Stoop	not applicable	not permitted	permitted	permitted	not permitted
Shopfront	not applicable	not permitted	permitted	permitted	permitted
Gallery	not applicable	not permitted	permitted	permitted	permitted
Arcade	not applicable	not permitted	permitted	permitted	permitted
Parking Lot	not applicable	not permitted	not permitted	permitted	permitted

k. **BUILDING CONFIGURATION** (See Table 1B)

Principal Building	not applicable	2 stories max.	3 stories max. 2 min.	5 stories max. 2 min.	5 stories max. 1 min.
Outbuilding	not applicable	2 stories max.	2 stories max.	2 stories max.	not applicable

l. **BUILDING FUNCTION** (See Table 4 and Table 5)

Residential	not applicable	restricted use	limited use	open use	limited use
Lodging	not applicable	restricted use	limited use	open use	open use
Office	not applicable	restricted use	limited use	open use	open use
Retail	not applicable	restricted use	limited use	open use	open use

CONFIGURATION

FUNCTION

TABLE 1A. BUILDING DISPOSITION

City of Chelsea

TABLE 1A: Building Disposition. This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

<p>a. Edgeyard: Specific Types - single-family House, Cottage, villa, Estate House, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well placed Backbuilding and/or Outbuilding.</p>		<p>T3 T4</p>
<p>b. Sidyard: Specific Types - Charleston single-House, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sidyard House abuts a neighboring Sidyard House, the type is known as a Twin or double house. Energy costs, and sometimes noise, are reduced by sharing a party wall in this disposition.</p>		<p>T4 T5</p>
<p>c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-work unit, loft building, Apartment House, Mixed use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>		<p>T4 T5</p>
<p>d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>		<p>T5</p>
<p>e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.</p>		<p>SD</p>

TABLE 7A, 7B, 7C Thoroughfare Regulations:

This table sets forth the:

- Regulations Governing The Dimensions And Design Of Streets By Street Type And Transect Zone

TABLE 8 [RESERVED]

TABLE 9 Formed Based code Graphics -T3

This table sets forth the:

- Regulations Governing the Dimensions and Use Of the T-3 Transect

TABLE 10 Formed Based Code Graphics -T4

This table sets forth the:

- Regulations Governing the Dimensions and Use Of the T-3 Transect

TABLE 11 Formed Based Code Graphics -T5

This table sets forth the:

- Regulations Governing the Dimensions and Use Of the T-3 Transect

TABLE 12 Special District Standards -SD

This table sets forth the:

- Regulations Governing the Development of Special Districts

TABLE 13 Illustrated Definitions

This table sets forth the:

- Examples of different types of some of the most common terms used throughout the code

Non-Regulatory Graphics
[RESERVED]

Standards and Tables

TABLE 1B. BUILDING CONFIGURATION

City of Chelsea

TABLE 1B: Building Configuration. This table shows the configurations for different building heights for each Transect Zone. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 1.

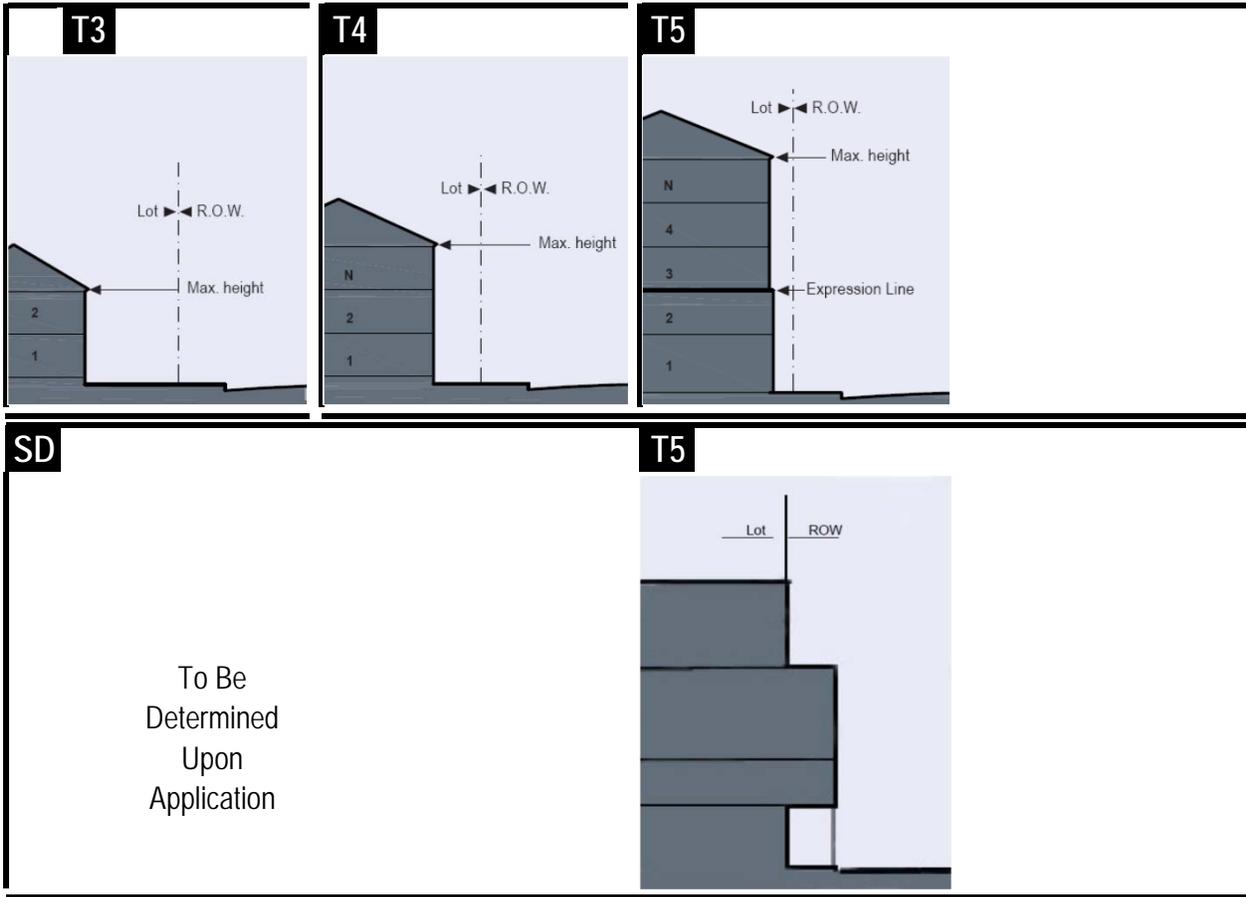


TABLE 2A. PUBLIC FRONTAGES - GENERAL

TABLE 2A: Public Frontages General: The Public Frontage is the area between the private Lot Line and the edge of the vehicular lanes. Maintenance responsibility for the areas between the private Lot Line and the edge of the vehicular lanes belongs to the adjacent land owner. Dimensions are given in Table 2B.

		PLAN			
		LOT ▶	◀ R.O.W.		
		PRIVATE FRONTAGE ▶	◀ PUBLIC FRONTAGE		
<p>a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms</p>		T1	T3		
<p>b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides Yield parking. The landscaping consists of the multiple species arrayed in naturalistic clusters.</p>		T1	T3		
<p>c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.</p>		T3	T4	T5	
<p>d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single species or alternating species aligned in a regularly spaced Allee.</p>		T3	T4	T5	
<p>e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.</p>		T3	T4	T5	
<p>f. (CS) (AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.</p>		T5			
<p>g. (BV) For Boulevard: this Frontage has slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.</p>		T3	T4	T5	

TABLE 3. PRIVATE FRONTAGES

City of Chelsea

TABLE 3: Private Frontages. The Private Frontage is the areas between the building Facades and the Lot lines. The Public Frontage is the area between the private Lot Line and the edge of the vehicular lanes. Maintenance responsibility for the areas between the private Lot Line and the edge of the vehicular lanes

	SECTION	PLAN	
	LOT ► ◀ R.O.W. PRIVATE ► ◀ PUBLIC FRONTAGE FRONTAGE	LOT ► ◀ R.O.W. PRIVATE ► ◀ PUBLIC FRONTAGE FRONTAGE	
a. Common Yard: a planted Frontage wherein the Façade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.			T2 T3
b. Porch & Fence: a planted Frontage where the Façade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.			T3 T4
c. Terrace or Lightwell: a frontage wherein the Façade is setback back from the Frontage Line by an elevated terrace or sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.			T4 T5
d. Forecourt: a Frontage wherein the Façade is close to the Frontage Line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.			T4 T5 T6
e. Stoop: a Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to ensure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.			T4 T5
f. Shopfront: a Frontage wherein the Façade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.			T4 T5
g. Gallery: a Frontage wherein the Façade is aligned with the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery should be no less than 10 feet wide and should overlap the sidewalk to within 2 feet of the Curb.			T4 T5 T6
h. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Façade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 1C.			T5

TABLE 4. BUILDING FUNCTION AND PARKING CONFIGURATION

TABLE 4: Building Function. This table categorizes Building functions within Transect Zones. Parking requirements are corelated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 5.

	T3	T4	T5
a. RESIDENTIAL	Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2 parking spaces for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking spaces for each dwelling, a ratio which may be reduced according to the the shared parking standards (See Parking Calculations Below).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Parking Calculation Below).
b. LODGING	Restricted Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated with parking according to Retail Function.
c. OFFICE	Restricted Office: The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	Limited Office: The building area available for office use on each Lot is limited to the first Story of the Principal Building and/or the Accessory Building, and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net office space.
d. RETAIL	Restricted Retail: The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	Limited Retail: The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. Retail spaces under 1,500 square feet are exempt from parking requirements.
e. CIVIC	See Table 5	See Table 5	See Table 5
f. OTHER	See Table 5	See Table 5	See Table 5

Parking Calculations. The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

REQUIRED PARKING (See Above)

	T3	T4	T5
RESIDENTIAL	2.0 / dwelling	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / dwelling	1.0 / dwelling	1.0 / dwelling
OFFICE	3.0 / 1,000 sq.ft.	3.0 / 1,000 sq.ft.	2.0 / 1,000 sq.ft.
RETAIL	4.0 / 1,000 sq.ft.	4.0 / 1,000 sq.ft.	3.0 / 1,000 sq.ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

REQUIRED PARKING FACTOR

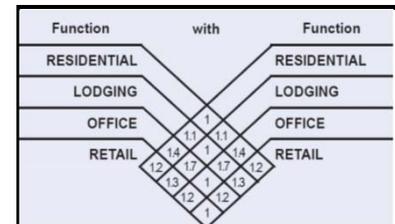


TABLE 4. BUILDING FUNCTION AND PARKING CONFIGURATION

T4	Use 1	Use 2			
	<i>Residential Units</i>	<i>Open Office Sq Ft</i>			
REQUIRED PARKING	10	30000			
	<u>15</u> Spaces	<u>90</u> Spaces	105	1.4	75

T5	Use 1	Use 2			
	<i>Retail Sq Ft</i>	<i>Open Office Sq Ft</i>			
REQUIRED PARKING	40000	30000			
	<u>120</u> Spaces	<u>60</u> Spaces	180	1.2	150

TABLE 5. SPECIFIC FUNCTION AND USE

City of Chelsea

TABLE 5: Specific Function and Use. This table expands the categories of Table 4 to delegate specific Functions and uses within Transect Zones. Table 5 should be customized for local character and requirements.

a. RESIDENTIAL	T1	T3	T4	T5	SD
Mixed Use Block			■	■	■
Flex Building			■	■	■
Apartment Building			□	□	
Live/Work Unit		■	■	■	
Row House			■	■	
Duplex House			■	■	
Courtyard House		■	■	■	
Sideyard House		■	■	■	
Cottage		■	■	■	
House		■	■	■	
-					
Accessory Unit		■	■	■	

b. LODGING	T1	T3	T4	T5	SD
Hotel (no room limit)				■	
Inn (up to 12 rooms)				■	
Bed & Breakfast (up to 5 rooms)		■	■	■	
-					
School Dormitory		■	■	■	

c. OFFICE	T1	T3	T4	T5	SD
Office Building					
Live/Work Unit					

d. RETAIL	T1	T3	T4	T5	SD
Open-Market Building			■	■	
Retail Building			■	■	
Display Gallery			■	■	
Restaurant			■	■	
Kiosk				■	
Push Cart				■	
Liquor Selling Establishment				■	

e. CIVIC	T1	T3	T4	T5	SD
Bus Shelter	■	■	■	■	
Convention Center				■	
Conference Center				■	
Exhibition Center				■	
Fountain or Public Art		■	■	■	
Library			■	■	
Live Theater			■	■	
Movie Theater			■	■	
Museum			■	■	
Outdoor Auditorium					
Parking Structure			■	■	
Passenger Terminal				■	
Playground		■	■	■	
Sports Stadium					
Surface Parking Lot		■	■	■	
Religious Assembly		■	■	■	

f. OTHER: AGRICULTURE	T1	T3	T4	T5	SD
Grain Storage	■	■			
Livestock Pen	■	■			
Greenhouse	■	■			
Stable	■	■			
Kennel	■	■			

f. OTHER: AUTOMOTIVE	T1	T3	T4	T5	SD
Gasoline					
Automobile Service					
Truck Maintenance					
Drive-Through Facility				■	
Rest Stop					
Roadside Stand	□				
Billboard					
Shopping Center					■
Shopping Mall					■

f. OTHER: CIVIL SUPPORT	T1	T3	T4	T5	SD
Fire Station		□	■	■	
Police Station			■	■	
Cemetery		□	□	□	
Funeral Home			■	■	
Hospital					
Medical Clinic			■	■	

f. OTHER: EDUCATION	T1	T3	T4	T5	SD
College				□	
High School				□	
Trade School				□	
Elementary School		■	■	□	
Other - Childcare Center		■	■	■	

f. OTHER: INDUSTRIAL	T1	T3	T4	T5	SD
Heavy Industrial Facility					
Light Industrial Facility					
Truck Depot					
Laboratory Facility					
Water Supply Facility					
Sewer and Waste Facility					
Electric Substation	■	■	■	■	
Wireless Transmitter	■	■	■	■	
Wireless Tower	■	■	■	■	
Cremation Facility					
Warehouse					
Produce Storage					
Mini-Storage					

■ BY RIGHT

□ BY WARRANT

TABLE 6. CIVIC SPACE

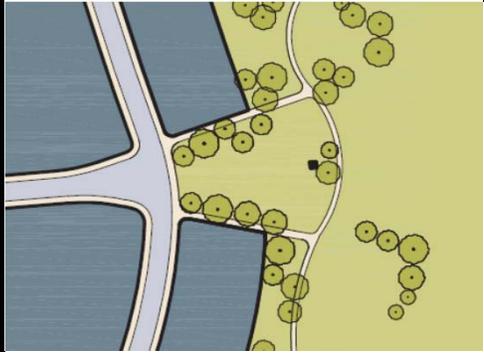
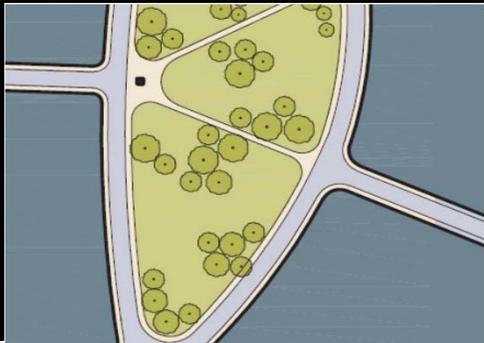
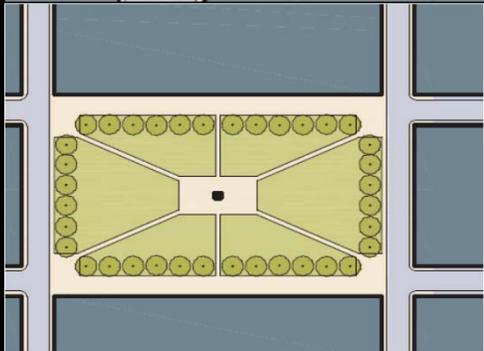
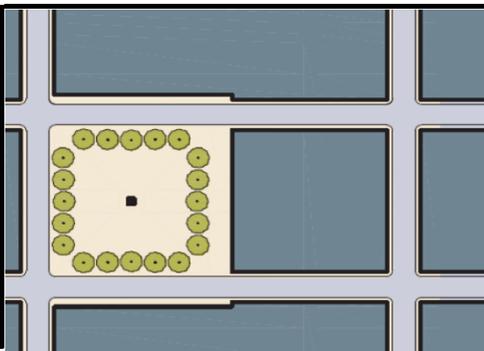
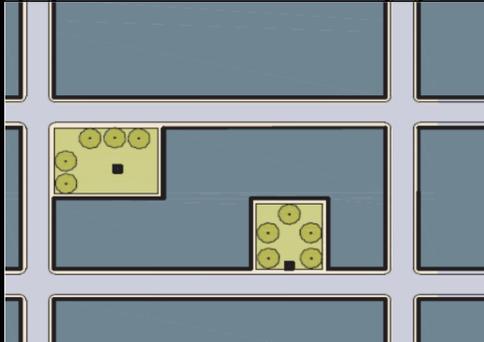
<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, water bodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.</p>		<p>T1 T3</p>
<p>b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>		<p>T3 T4</p>
<p>c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>		<p>T4 T5</p>
<p>d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>		<p>T5</p>
<p>e. Playground: An Open Space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>		<p>T1 T3 T4 T5</p>

TABLE 7A. VEHICULAR LANE DIMENSIONS

TABLE 7A: Vehicular Lane Dimensions. This table assigns lane widths to Transect Zones. The Design ADT (Average Daily Traffic) is the determinant for each of these sections. The most typical assemblies are shown in Table 7B. Specific requirements for truck and transit bus routes and truck loading shall be decided by Warrant.

DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T4	T5
0-25 mph	9 feet	■	■	■	■	□
25-35 mph	10 feet	■	■	■	■	■
25-35 mph	11 feet	■	■			■
Above 35 mph	12 feet	■	■			■

- BY WARRANT
- BY RIGHT

DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T4	T5
20-25 mph	(Angle) 18 feet					■
20-25 mph	(Parallel) 7 feet				■	
25-35 mph	(Parallel) 8 feet			■	■	■
Above 35 mph	(Parallel) 9 feet					■

DESIGN SPEED	EFFECTIVE TURNING RADIUS	T1	T2	T3	T4	T5
Below 20 mph	5-10 feet			■	■	■
20-25 mph	10-15 feet	■	■	■	■	■
25-35 mph	15-20 feet	■	■	■	■	■
Above 35 mph	20-30 feet	■	■			□

TABLE 7B. VEHICULAR LANE PARKING ASSEMBLIES

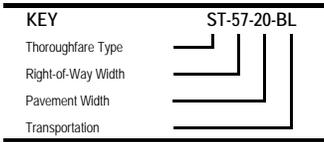
City of Chelsea

TABLE 7B: Vehicular Lane/Parking Assemblies. The projected design speeds determine the dimensions of the vehicular lanes and Turning Radii assembled for Thoroughfares.

	ONE WAY MOVEMENT		TWO WAY MOVEMENT		
a. NO PARKING	T1 T2 T3	T1 T2 T3	T1 T2	T1 T2	T1 T2
Design ADT	300 VPD	600 VPD	2,500 VPD	22,000 VPD	36,000 VPD
Pedestrian Crossing	3 Seconds	5 Seconds	5 Seconds	9 Seconds	13 Seconds
Design Speed	20 - 30 MPH	Below 20 MPH	20 - 25 MPH		35 MPH or above
b. YIELD PARKING	T3 T4		T3 T4		
Design ADT	1,000 VPD		1,000 VPD		
Pedestrian Crossing	5 Seconds		7 Seconds		
Design Speed					
c. PARKING ONE SIDE PARALLEL	T3 T4	T3 T4 T5	T4 T5	T4 T5	T5
Design ADT	5,000 VPD	18,000 VPD	16,000 VPD	15,000 VPD	32,000 VPD
Pedestrian Crossing	5 Seconds	8 Seconds	8 Seconds	11 Seconds	13 Seconds
Design Speed	20 - 30 MPH		25 - 30 MPH	25 - 30 MPH	
d. PARKING BOTH SIDES PARALLEL	T4	T4 T5	T4 T5	T5	T5
Design ADT	8,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	32,000 VPD
Pedestrian Crossing	7 Seconds	10 Seconds	10 Seconds	13 Seconds	15 Seconds
Design Speed	Below 20 MPH	25 - 30 MPH	25 - 30 MPH	25 - 30 MPH	35 MPH and above
e. PARKING BOTH SIDES DIAGONAL	T5	T5	T5	T5	T5
Design ADT	18,000 VPD	20,000 VPD	15,000 VPD	22,000 VPD	31,000 VPD
Pedestrian Crossing	15 Seconds	17 Seconds	17 Seconds	20 Seconds	23 Seconds
Design Speed	Below 20 MPH	20 - 25 MPH	20 - 25 MPH	25 - 30 MPH	25 - 30 MPH
f. PARKING ACCESS			T5	T5	
Design ADT					
Pedestrian Crossing			3 Seconds	6 Seconds	
Design Speed					

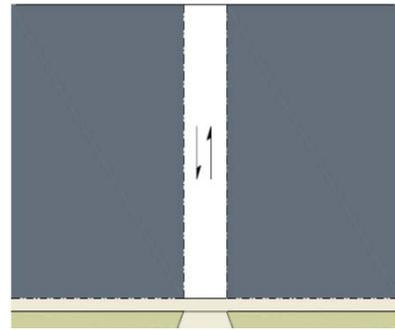
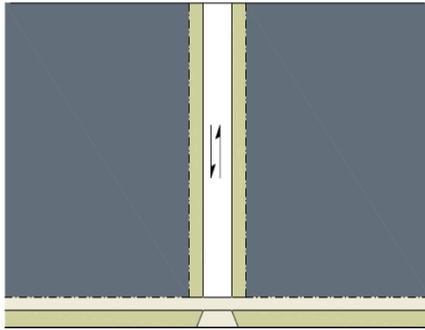
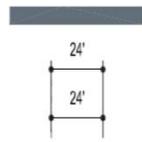
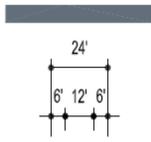
TABLE 7C. THOROUGHFARE ASSEMBLIES

TABLE 7C: Thoroughfare Assemblies: These Thoroughfares are assembled from the elements that appear in Tables 7A and 7B and incorporate the Public Frontages of table 2A and table 2B. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



RL-24-12

RA-24-24

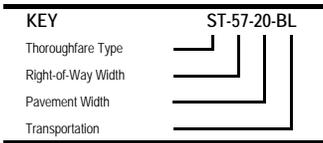
Thoroughfare Type	Rear Lane
Transect Zone Assignment	T3
Right-of-Way Width	24 feet
Pavement Width	12 feet
Movement	Yield Movement
Design Speed	10 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	n/a
Parking Lanes	None
Curb Radius	Taper
Walkway Type	None
Planter Type	None
Curb type	Inverted Crown
Landscape Type	None
Transportation Provision	None

Thoroughfare Type	Rear Alley
Transect Zone Assignment	T4, T5
Right-of-Way Width	24 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	7 seconds
Traffic Lanes	n/a
Parking Lanes	None
Curb Radius	Taper
Walkway Type	None
Planter Type	None
Curb type	Inverted Crown
Landscape Type	None
Transportation Provision	None

Thoroughfare Type	Rear Alley
Transect Zone Assignment	T4, T5
Right-of-Way Width	24 feet
Pavement Width	24 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	7 seconds
Traffic Lanes	n/a
Parking Lanes	None
Curb Radius	Taper
Walkway Type	None
Planter Type	None
Curb type	Inverted Crown
Landscape Type	None
Transportation Provision	None

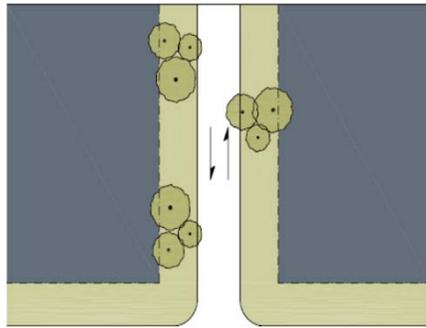
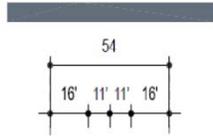
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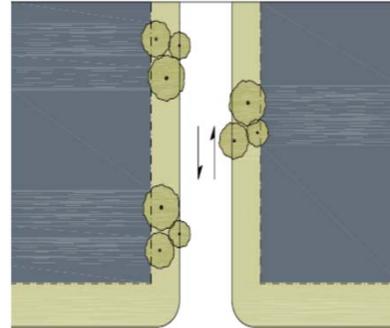
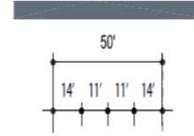


THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



RD-54-22



RD-50-22

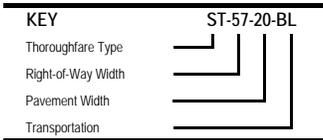
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb type
Landscape Type
Transportation Provision

Road
T1, T2, T3
54 feet
22 feet
Slow Movement
15 MPH
5.1 seconds
2 lanes
None
25 feet
Path Optional
Continuous Swale
Swale
Trees clustered
BT

Road
T1, T2, T3
50 feet
22 feet
Slow Movement
20 MPH
6.8 seconds
2 lanes
None
25 feet
Path optional
Continuous Swale
Swale
Trees clustered
BT

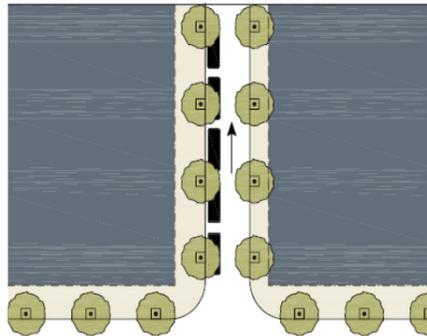
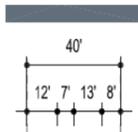
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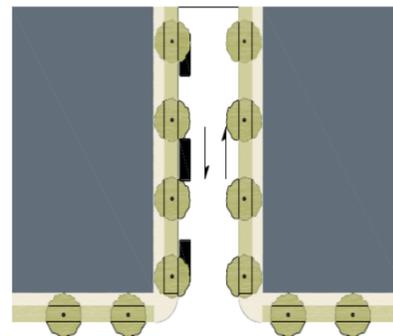
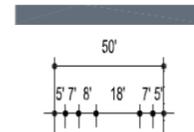


THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



ST-40-20



ST-50-26

Thoroughfare Type	Street
Transect Zone Assignment	T5,
Right-of-Way Width	40 feet
Pavement Width	20 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	5.4 seconds
Traffic Lanes	1 lane
Parking Lanes	One side @ 7 feet marked
Curb Radius	15 feet
Walkway Type	13/8 foot Sidewalk
Planter Type	4x4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Street
Transect Zone Assignment	T4, T5,
Right-of-Way Width	50 feet
Pavement Width	26 feet
Movement	Free Movement
Design Speed	20 MPH
Pedestrian Crossing Time	7.4 seconds
Traffic Lanes	2 lanes
Parking Lanes	One side @ 8 feet marked
Curb Radius	10 feet
Walkway Type	5 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Street
Transect Zone Assignment	T4, T5,
Right-of-Way Width	50 feet
Pavement Width	26 feet
Movement	Free Movement
Design Speed	20 MPH
Pedestrian Crossing Time	7.4 seconds
Traffic Lanes	2 lanes
Parking Lanes	One side @ 8 feet marked
Curb Radius	10 feet
Walkway Type	5 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

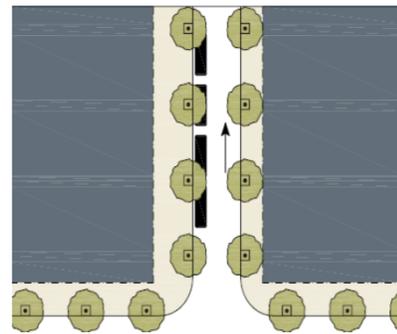
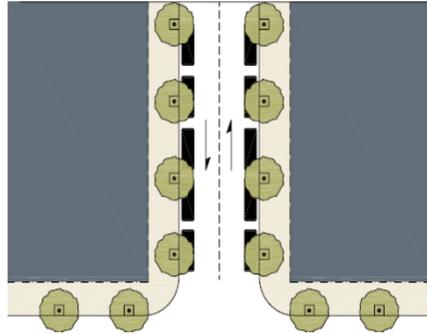
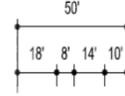
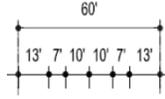
TABLE 7C. THOROUGHFARE ASSEMBLIES

TABLE 7C: Thoroughfare Assemblies: These Thoroughfares are assembled from the elements that appear in Tables 7A and 7B and incorporate the Public Frontages of table 2A and table 2B. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

KEY	
Thoroughfare Type	ST-57-20-BL
Right-of-Way Width	
Pavement Width	
Transportation	

THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



ST-60-34

CS-50-22

Thoroughfare Type	Street
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	60 feet
Pavement Width	34 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 7 feet marked
Curb Radius	15 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	50 feet
Pavement Width	22 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.2 seconds
Traffic Lanes	1 lane
Parking Lanes	One side @ 8 feet marked
Curb Radius	15 feet
Walkway Type	18/10 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	50 feet
Pavement Width	22 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.2 seconds
Traffic Lanes	1 lane
Parking Lanes	One side @ 8 feet marked
Curb Radius	15 feet
Walkway Type	18/10 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

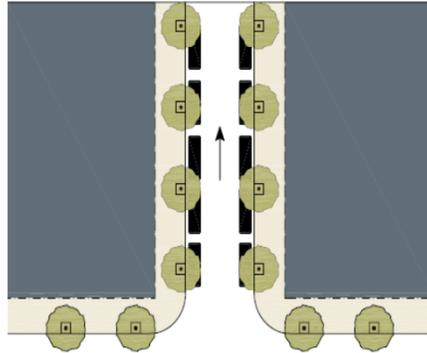
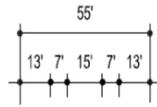
TABLE 7C. THOROUGHFARE ASSEMBLIES

TABLE 7C: Thoroughfare Assemblies: These Thoroughfares are assembled from the elements that appear in Tables 7A and 7B and incorporate the Public Frontages of table 2A and table 2B. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

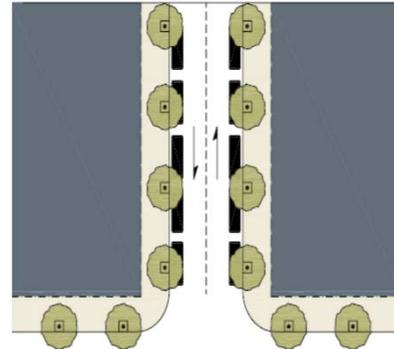
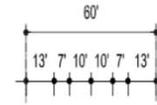
KEY		ST-57-20-BL
Thoroughfare Type		
Right-of-Way Width		
Pavement Width		
Transportation		

THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



CS-55-29



CS-60-34

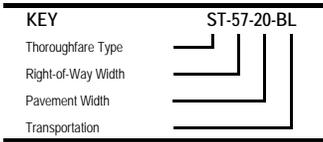
Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	55 feet
Pavement Width	29 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	8.2 seconds
Traffic Lanes	1 lane
Parking Lanes	Both sides @ 7 feet marked
Curb Radius	15 feet
Walkway Type	13 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	60 feet
Pavement Width	34 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 7 feet marked
Curb Radius	15 feet
Walkway Type	13 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	60 feet
Pavement Width	34 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 7 feet marked
Curb Radius	15 feet
Walkway Type	13 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

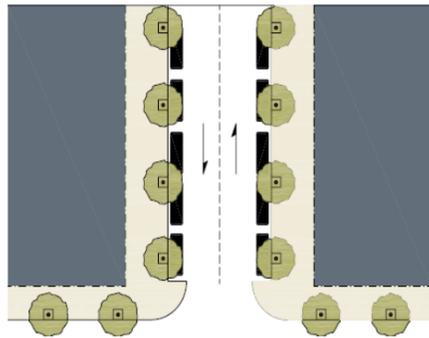
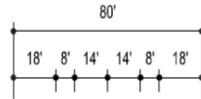
TABLE 7C. THOROUGHFARE ASSEMBLIES

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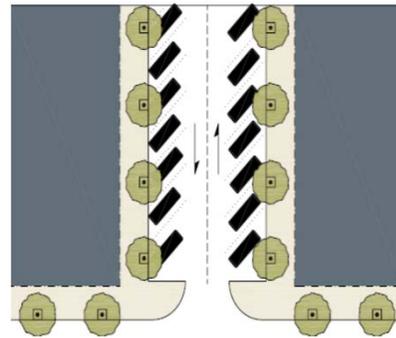
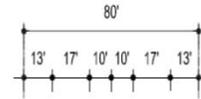


THOROUGHFARE TYPES

- | | |
|-------------------|----|
| Highway | HW |
| Boulevard | BV |
| Avenue | AV |
| Commercial Street | CS |
| Drive | DR |
| Street | ST |
| Road | RD |
| Rear Alley | RA |
| Rear Lane | RL |
| Bicycle Trail | BT |
| Bicycle Lane | BL |
| Bicycle Route | BR |
| Path | PT |
| Passage | PS |
| Transit Route | TR |



CS-80-44



CS-80-54

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	80 feet
Pavement Width	44 feet
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds at corners
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 feet marked
Curb Radius	15 feet
Walkway Type	18 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

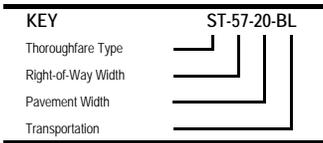
Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	80 feet
Pavement Width	44 feet
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 seconds at corners
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 feet marked
Curb Radius	15 feet
Walkway Type	18 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	60 feet
Pavement Width	54 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds at corners
Traffic Lanes	2 lanes
Parking Lanes	Both sides angled @ 17 feet marked
Curb Radius	10 feet
Walkway Type	13 foot Sidewalk
Planter Type	4.4" tree well
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	

TABLE 7C. THOROUGHFARE ASSEMBLIES

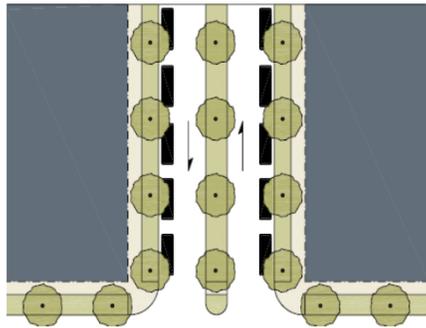
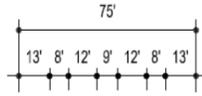
City of Chelsea

TABLE 7C: Thoroughfare Assemblies: These Thoroughfares are assembled from the elements that appear in Tables 7A and 7B and incorporate the Public Frontages of table 2A and table 2B. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

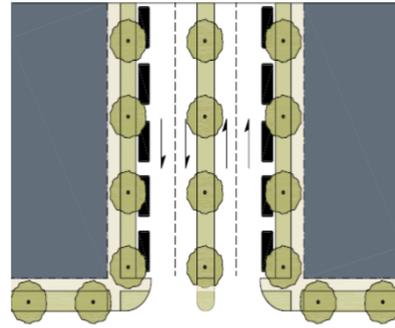
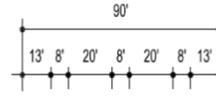


THOROUGHFARE TYPES

Highway	HW
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



AV-75-40



AV-90-56

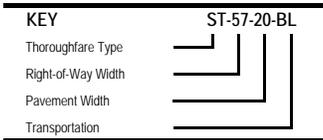
Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb type
Landscape Type
Transportation Provision

Avenue
T3, T4, T5
75 feet
40 feet total
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds
2 lanes
Both sides @ 8 feet marked
10 feet
6 foot Sidewalk
7 foot continuous Planter
Curb or Swale
Trees @ 30' o.c. Avg.
BR, TR

Avenue
T3, T4, T5
90 feet
56 feet total
Slow Movement
25 MPH
5.7 seconds - 5.7 seconds at corners
4 lanes
Both sides @ 8 feet marked
10 feet
6 foot Sidewalk
7 foot continuous Planter
Curb or Swale
Trees @ 30' o.c. Avg.
BR, TR

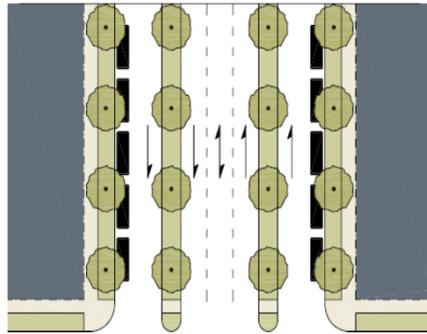
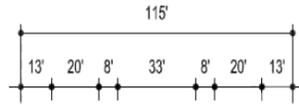
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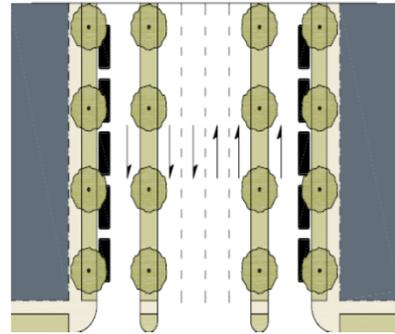
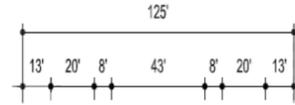


THOROUGHFARE TYPES

- | | |
|-------------------|----|
| Highway | HW |
| Boulevard | BV |
| Avenue | AV |
| Commercial Street | CS |
| Drive | DR |
| Street | ST |
| Road | RD |
| Rear Alley | RA |
| Rear Lane | RL |
| Bicycle Trail | BT |
| Bicycle Lane | BL |
| Bicycle Route | BR |
| Path | PT |
| Passage | PS |
| Transit Route | TR |



BV-115-33



BV-125-43

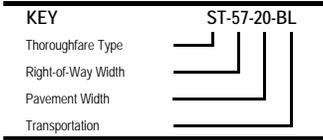
Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	115 feet
Pavement Width	20 feet - 33 feet - 20 feet
Movement	Free Movement (inner lanes)
Design Speed	35 MPH
Pedestrian Crossing Time	5.7 seconds - 9.4 seconds - 5.7 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	125 feet
Pavement Width	20 feet - 43 feet - 20 feet
Movement	Free Movement (inner lanes)
Design Speed	35 MPH
Pedestrian Crossing Time	5.7 seconds - 12.2 seconds - 5.7 seconds
Traffic Lanes	4 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	125 feet
Pavement Width	20 feet - 43 feet - 20 feet
Movement	Free Movement (inner lanes)
Design Speed	35 MPH
Pedestrian Crossing Time	5.7 seconds - 12.2 seconds - 5.7 seconds
Traffic Lanes	4 lanes & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

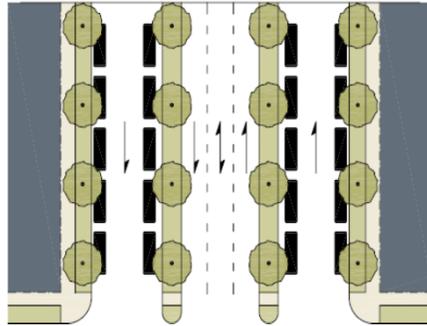
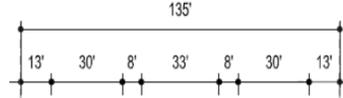
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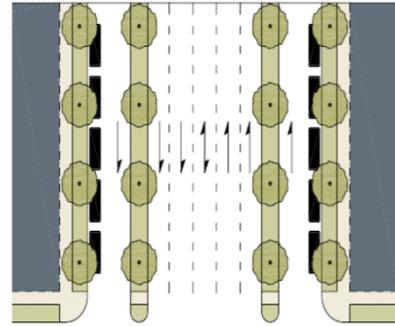
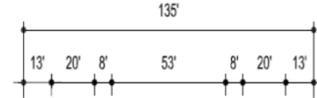


THOROUGHFARE TYPES

- | | |
|-------------------|----|
| Highway | HW |
| Boulevard | BV |
| Avenue | AV |
| Commercial Street | CS |
| Drive | DR |
| Street | ST |
| Road | RD |
| Rear Alley | RA |
| Rear Lane | RL |
| Bicycle Trail | BT |
| Bicycle Lane | BL |
| Bicycle Route | BR |
| Path | PT |
| Passage | PS |
| Transit Route | TR |



BV-135-33



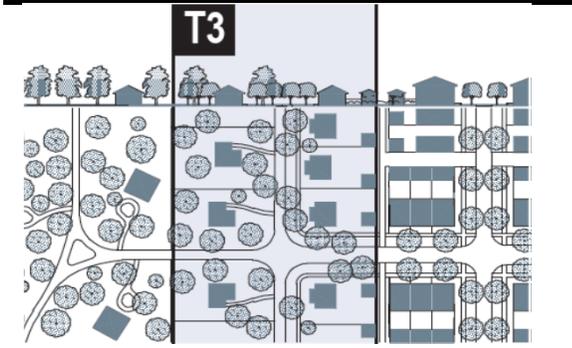
BV-135-53

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	135 feet
Pavement Width	30 feet - 33 feet - 30 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	8.5 seconds - 9.4 seconds - 8.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	135 feet
Pavement Width	30 feet - 33 feet - 30 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	8.5 seconds - 9.4 seconds - 8.5 seconds
Traffic Lanes	3 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

Thoroughfare Type	Boulevard
Transect Zone Assignment	T5, T6
Right-of-Way Width	115 feet
Pavement Width	20 feet - 53 feet - 20 feet
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	5.7 seconds - 15.1 seconds - 5.7 seconds
Traffic Lanes	5 lanes, one turning lane & two one-way slip roads
Parking Lanes	8 feet
Curb Radius	10 feet
Walkway Type	6 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb type	Curb
Landscape Type	Trees @ 30' o.c. Avg.
Transportation Provision	BR, TR

TABLE 9. FORM-BASED CODE GRAPHICS - T3



(See Table 1)

I. BUILDING FUNCTION (See Table 5)

Residential	restricted use
Lodging	restricted use
Office	restricted use
Retail	restricted use

k. BUILDING CONFIGURATION (See Table 1B)

Principal Building	2 stories max.
Outbuilding	2 stories max.

f. LOT OCCUPATION (See Table 1f)

Lot Width	72 ft. min. 120 ft. max.
Lot Coverage	60% max.

i. BUILDING DISPOSITION (See Table 1D)

Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (See Table 1g)

(g.1) Front Setback Principal	24 ft. min.
(g.2) Front Setback Secondary	12 ft. min.
(g.3) Side Setback	12 ft. min.
(g.4) Rear Setback	12 ft. min. *
Frontage Buildout	40% min. at setback

h. SETBACKS - OUTBUILDING (See Table 1h)

(h.1) Front Setback Principal	20 ft. min. + bldg. setback
(h.2) Front Setback Secondary	3 ft. min. or 6 ft. at corner
(h.3) Side Setback	3 ft. min.

j. PRIVATE FRONTAGES (See Table 3)

Common Lawn	permitted
Porch & Fence	permitted
Terrace or Lightwell	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

Refer to Summary Table 1

PARKING PROVISIONS

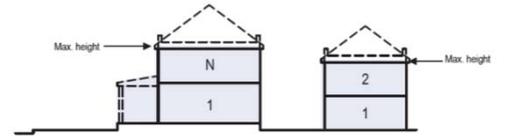
(See Table 4)

* or 15 feet from center line of alley

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

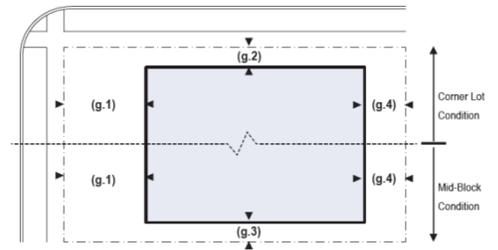
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



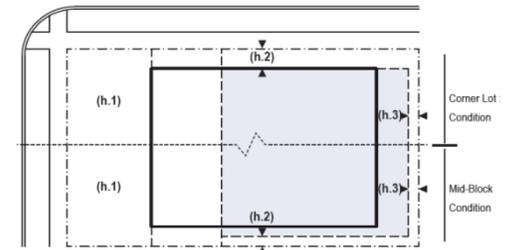
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 12).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 12). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.

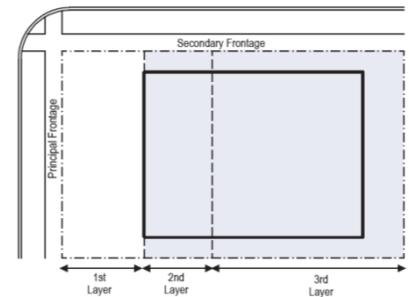
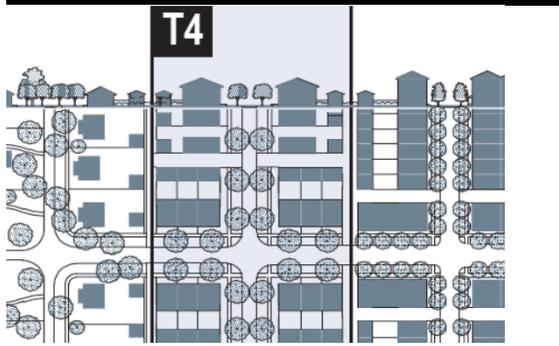


TABLE 10. FORM-BASED CODE GRAPHICS - T4

City of Chelsea



(See Table 1)

I. BUILDING FUNCTION (See Table 5)

Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use

k. BUILDING CONFIGURATION (See Table 1B)

Principal Building	3 stories max., 2 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (See Table 1f)

Lot Width	18 ft. min., 140 ft. max.
Lot Coverage	80% max.

i. BUILDING DISPOSITION (See Table 1A)

Edgeward	permitted
Sideward	permitted
Rearward	permitted
Courtyard	not permitted

g. SETBACKS - PRINCIPAL BUILDING (See Table 1g)

(g.1) Front Setback Principal	6 ft. min., 18 ft. max.
(g.2) Front Setback Secondary	6 ft. min., 18 ft. max.
(g.3) Side Setback	0 ft. min.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	60% min. at setback

h. SETBACKS - OUTBUILDING (See Table 1h)

(h.1) Front Setback Principal	20 ft. min. + bldg. setback
(h.2) Front Setback Secondary	0 ft. min. or 3 ft. at corner
(h.3) Side Setback	3 ft. min.

j. PRIVATE FRONTAGES (See Table 3)

Common Lawn	not permitted
Porch & Fence	permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted
	Refer to Summary Table 1

PARKING PROVISIONS

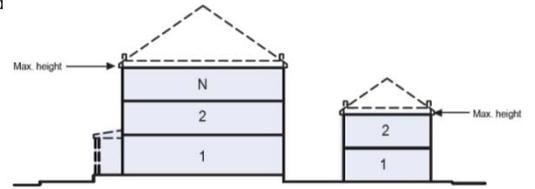
(See Table 4)

* or 15 feet from center line of alley

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

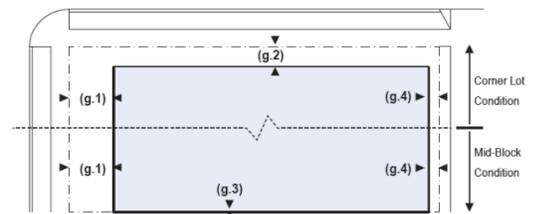
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



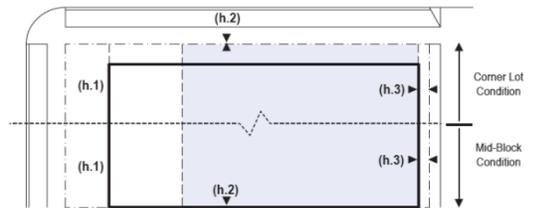
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

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

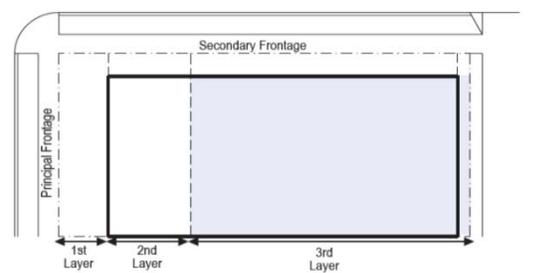
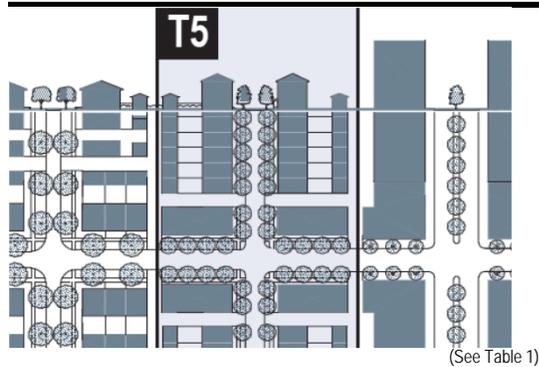


TABLE 11. FORM-BASED CODE GRAPHICS - T5



I. BUILDING FUNCTION (See Table 5)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION (See Table 1B)

Principal Building	5 stories max., 2 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION (See Table 1 f)

Lot Width	18 ft. min., 180 ft. max.
Lot Coverage	100% max.

i. BUILDING DISPOSITION (See Table 1A)

Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

g. SETBACKS - PRINCIPAL BUILDING (See Table 1g)

(g.1) Front Setback Principal	2 ft. min., 12 ft. max.
(g.2) Front Setback Secondary	2 ft. min., 12 ft. max.
(g.3) Side Setback	0 ft. min., 24 ft. max.
(g.4) Rear Setback	3 ft. min.*
Frontage Buildout	80% min. at setback

h. SETBACKS - OUTBUILDING (See Table 1h)

(h.1) Front Setback Principal	40 ft. max. from rear prop.
(h.2) Front Setback Secondary	0 ft. min. or 2 ft. at corner
(h.3) Side Setback	3 ft. max.

j. PRIVATE FRONTAGES (See Table 3)

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Scoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

Refer to Summary Table 1

PARKING PROVISIONS

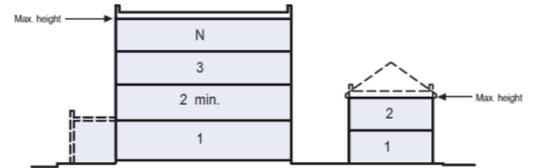
(See Table 4)

* or 15 feet from center line of alley

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

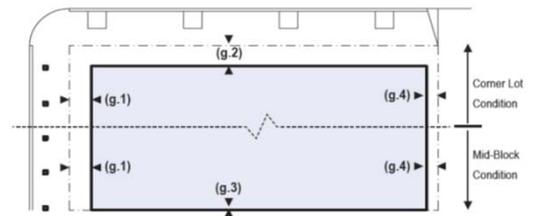
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.



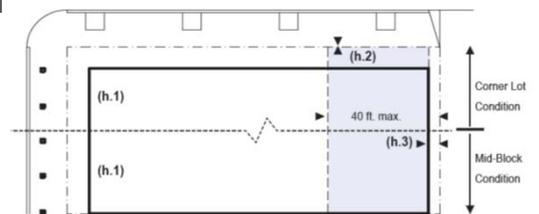
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

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

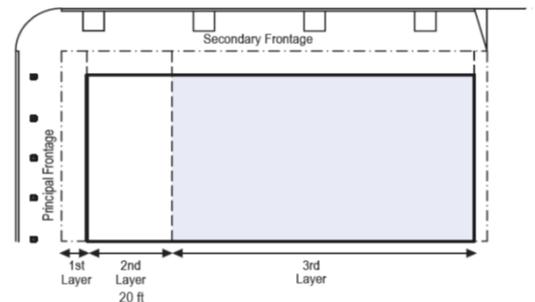


TABLE 12. SPECIAL DISTRICT STANDARDS

SMARTCODE

City of Chelsea

TABLE 12: The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special district as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this code shall be governed by the standards of the pre-existing zoning.

	SD1	SD2	SD3	SD4	SD5	SD6	SD7
a. ALLOCATION OF ZONES							
CLD	X						
TND	X						
TOD	X						
b. BASE RESIDENTIAL DENSITY							
By Right	X						
By TDR	X						
Other Functions	X						
c. BLOCK SIZE							
Block Perimeter	X						
d. THOROUGHFARES							
HW	X						
BV	X						
AV	X						
CS	X						
DR	X						
ST	X						
RD	X						
Rear Lane	X						
Rear Alley	X						
Path	X						
Passage	X						
Bike Trail	X						
Bike Lane	X						
Bike Route	X						
e. CIVIC SPACES							
Park	X						
Green	X						
Square	X						
Plaza	X						
Playground	X						
f. LOT OCCUPATION							
Lot Width	X						
Lot Coverage	X						
g. SETBACKS - PRINCIPAL BUILDING							
Front Setback	X						
Side Setback	X						
Rear Setback	X						
h. BUILDING DISPOSITION							
Edgeyard	X						
Sideyard	X						
Rearyard	X						
i. PRIVATE FRONTAGES							
Common Yard	X						
Porch & Fence	X						
Terrace, Dooryard	X						
Forecourt	X						
Stoop	X						
Shopfront	X						
Gallery	X						
Arcade	X						
Parking Lot	X						
j. BUILDING CONFIGURATION							
Principal Building	X						
Outbuilding	X						
k. BUILDING FUNCTION							
Residential	X						
Lodging	X						
Office	X						
Retail	X						

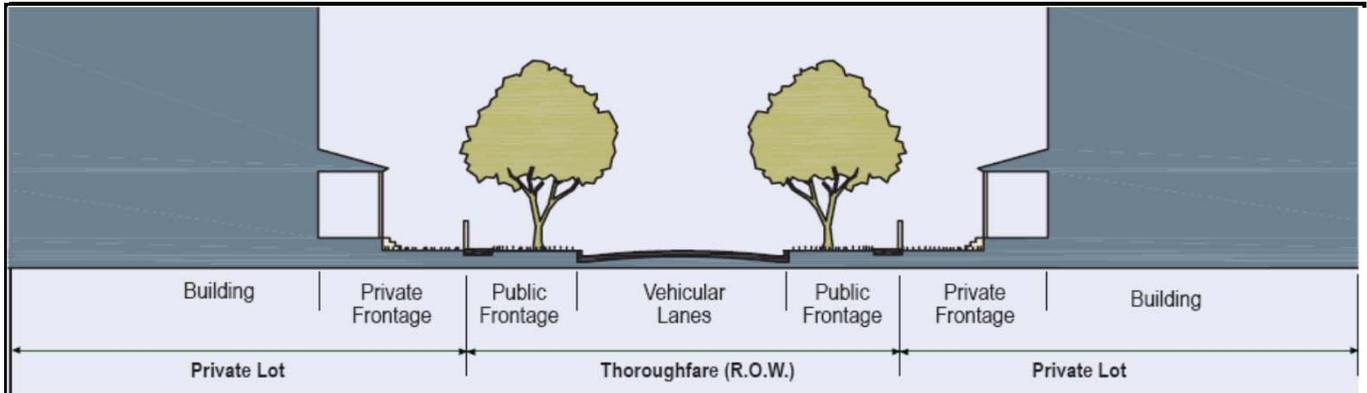
DISPOSITION

CONFIGURATION

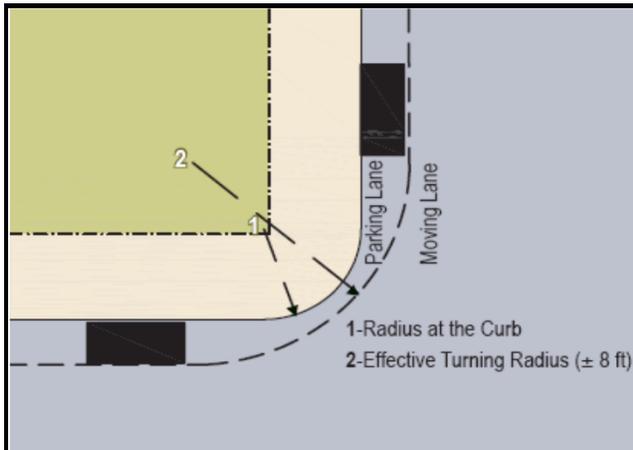
FUNCTION

TABLE 13. DEFINITIONS ILLUSTRATED

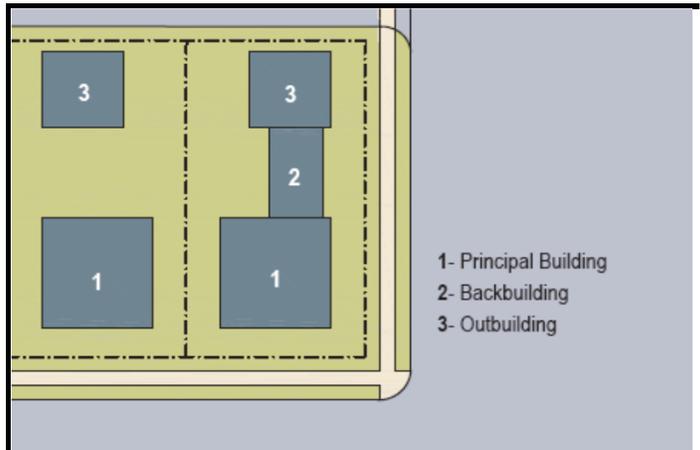
a. THOROUGHFARE & FRONTAGES



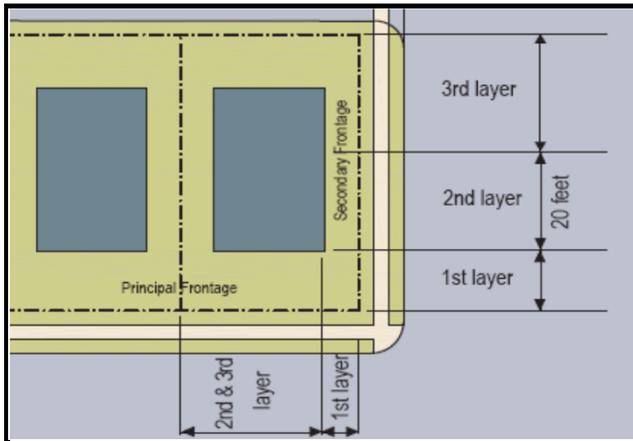
b. TURNING RADIUS



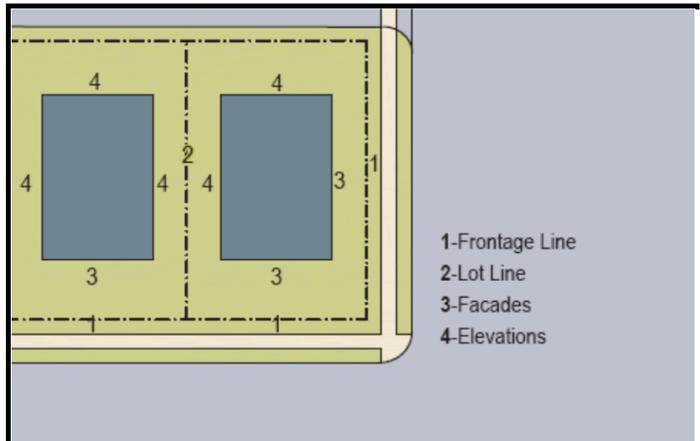
c. BUILDING DISPOSITION



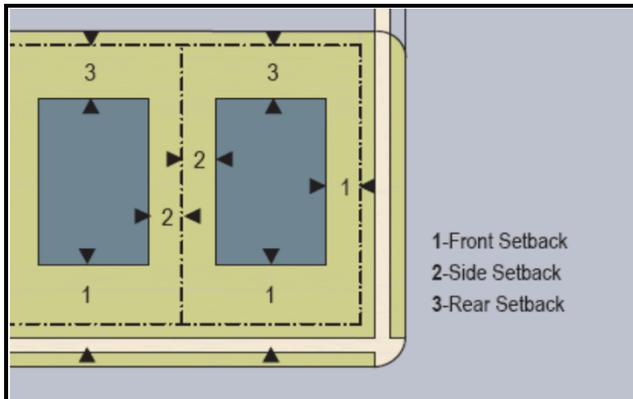
d. LOT LAYERS



e. FRONTAGE & LOT LINES



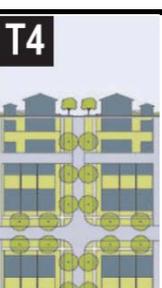
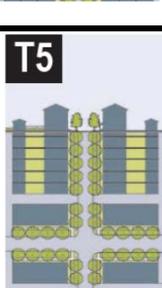
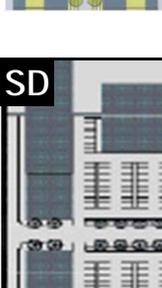
f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED



Transect Zone Descriptions. This tables provides descriptions of the character of each Transect Zone available in the city of Chelsea SmartCode.

	<p>T-1 NATURAL T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	<p>General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways</p>
	<p>T-3 SUB-URBAN T-3 Sub-Urban Zone consists of low density residential areas, adjacent to higher zones that have some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	<p>General Character: Lawns and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-Story with some 3-Story Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL URBAN T-4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, Sideyard, and Rowhouses. Setbacks and landscaping are variable. Streets with curbs and side-walks define medium-sized Blocks.</p>	<p>General Character: Mix of Houses, Townhouses and small Apartment buildings with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Porches, fences, Dooryards Typical Building Height: 2- to 3-Story with a few taller Mixed Use buildings Type of Civic Space: Squares, Greens</p>
	<p>T-5 URBAN CENTER T-5 Urban Center Zone consists of higher density mixed use building that accommodate Retail, Offices, Row- houses and Apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	<p>General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, work place and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, Shopfronts, Galleries Typical Building Height: 2- to 5-Story with some variation Type of Civic Space: Parks, Plazas, and Squares, median landscaping</p>
	<p>SD SPECIAL DISTRICT SD Special Districts Liner buildings on shallow but narrow lots provide space for small national chain stores and services. Big box stores are located immediately behind the liner buildings but face them in a perpendicular direction. A small portion of the big box store may extend to the urban street if the retailer desires to have a presence there. Large surface parking lots are arranged behind liner buildings but directly adjacent to the big boxes. This way big box customers can park directly in front of their chosen retailer without having vast parking lots negatively impact the urban street.</p>	<p>General Character: Large format retail, shops mixed with Townhouses, Larger Apartment Houses, Offices, groupings of attached buildings; trees within the public right-of-way; substantial pedestrian activity and pedestrian facilities. Building separated by landscaped streets, parking mixed within the building footprints. Building Placement: Shallow Setbacks or none; buildings oriented to the commercial streets and alley for service trucks. Frontage Types: Shopfronts, Galleries Typical Building Height: 1- to 2-Story with some variation Type of Civic Space: Parks, Greenways</p>