



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION – WORK SESSION
April 30, 2018 6PM



1. CALL MEETING TO ORDER
2. APPROVAL OF AGENDA
3. PRESENTATION/DISCUSSION
 - A. Form-based code draft ordinance review
4. PUBLIC REMARKS
5. ADJOURNMENT

All comments limited to 3 minutes, unless prior approval for additional time for good cause is obtained from the Chairperson.

Individuals with disabilities requiring auxiliary aids or services should contact Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4258 - Ten Day Notice is Required. Meeting Location: 5151 Marsh Road, Okemos, MI 48864

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Part 1. Purpose and Intent

101. Overview

The purpose of these districts is to create more walkable pedestrian-friendly and transit-supportive mixed-use environments in the Okemos Village center and along the Grand River Avenue corridor. In order to maintain or create traditional urban design and to preserve and enhance community character, this district places a primary emphasis on placemaking (physical form and character), and has a secondary focus on land uses.

The goal of the Form District standards is the creation of a vital and coherent PUBLIC REALM for the district. While the form and function controls on building frontages are applied at the parcel level, they work together to frame the PUBLIC REALM for the entire district. These district regulations establish requirements related to form, character and design that will promote compatible infill and redevelopment, and contribute to a greater sense of place within the village center and along the corridor.

These standards apply to two areas: the mandatory village center district, where these standards are required; and an optional corridor overlay district, where either these standards or the underlying zoning district may be selected at the time of (re)development. If the optional overlay is selected, all aspects of these district standards apply.

Because these are form-based districts, the organization, procedures and standards of this section are more integrated and holistic than those in conventional zoning districts, with the intent that separate parcels and/or development projects will work together in conjunction with the PUBLIC REALM to create the type of place(s) envisioned in the Township Master Plan.

102. Form District Components

Due to its unified structure, this district includes the following sub-sections:

A. Administration

Part 2. Administration covers those aspects of the application and approval process that are unique to developing in a Form District.

B. Regulating Plans

Part 3. Regulating Plans is the application key for the Form District. Comparable to the zoning map, these plans provide specific information on the development parameters for parcels within the districts, and they may identify additional regulations and/or special circumstances for specific locations. *Part 3. Regulating Plans* also addresses standards for street connectivity, to promote walkability and compact development patterns.

C. The Building Form Standards

Part 4. Building Form Standards establishes the development standards for parcels within the Form Districts, particularly in relation to the PUBLIC REALM and to adjacent parcels. These standards include both required and permitted physical elements and identify broad use parameters.

D. Public Realm Standards

The purpose of *Part 5. Public Realm Standards* is to ensure coherent STREET-SPACE and to assist developers and owners with understanding the relationship between the PUBLIC REALM and their own development project or building. These standards set the parameters for required and recommended streetscape elements as well as the basic configurations for other civic or public open spaces within the Form Districts.

E. Architectural Standards

The purpose of *Part 6. Architectural Standards* is to ensure a coherent and high-quality building character that is complementary to the best traditions of the Mid-Michigan region. These standards govern the exterior elements for all BUILDING FORM STANDARDS and set the parameters for allowable materials, configurations, and techniques.

F. Parking and Loading Standards

Part 7. Parking and Loading Standards provide goals and requirements to promote a “park once” pedestrian-friendly, multi-modal environment within these districts.

G. Building Use Standards

Part 8. Building Use Standards establishes the broad range of uses allowed in the districts, correlated by BUILDING FORM STANDARD and ground and upper STORIES.

H. Definitions

Part 9. Definitions covers certain terms that are used in these district regulations in very specific ways, often excluding some of the meanings of common usage. Defined terms are shown throughout the document in SMALL CAPITAL LETTERS.

Addendum, Transit Stops

Part 10. Transit Stop Guidelines provides guidelines for careful consideration of both how buses can circulate and access stop locations, as well as the placement and design features of the bus stop itself in order to facilitate access for all and a pleasant, safe waiting environment.

103. How to Use these Form Districts

I want to know what is allowed for my property:

Look at the Zoning Map and determine if property in question is located within a Form District.

If yes:

1. Look at the appropriate REGULATING PLAN. Note the color of the fronting STREET-SPACE—this determines the applicable BUILDING FORM STANDARD (see the key located on the REGULATING PLAN).
2. Find the applicable building form standard in *Part 4. Building Form Standards*. (Note the *General Standards* in *Part 402* that apply to all properties in the Form Districts.) The BUILDING FORM STANDARD will tell you the parameters for development on the site in terms of height, placement, elements, and use.
3. In the appropriate REGULATING PLAN:
 - a. For properties in the Grand River Avenue Form District: this Form District is optional; if you choose to opt-in, all applicable parts of the Form District apply. The REQUIRED BUILDING LINE is specified in *Part 5. Public Realm Standards* in the appropriate Street Type. The PARKING SETBACK LINE is typically 30 feet behind the REQUIRED BUILDING LINE or as may be designated in the BUILDING FORM STANDARD for your frontage.
 - b. For properties in the Okemos Village Form District: note the REQUIRED BUILDING LINE and the PARKING SETBACK LINE are specified. Consult the Township for precise information.
4. Additional regulations regarding streets and other public spaces surrounding the property, parking requirements, building materials, and permitted building uses are found in the following sections: *Part 5. Public Realm Standards*; *Part 6. Architectural Standards*; *Part 7. Parking and Loading Standards*; and *Part 8. Building Use Standards*. See also Section 86-367 of the Township's *Code of Ordinances* for information on plans for the public right of ways.
5. See *Part 2. Administration and Application Process* for information on the development review process.

If no:

I want to modify an existing building:

If one of these districts is applicable to your property, determine whether your intended changes would trigger a level of code compliance by looking at the *Part 202.B Table 202 Applicability Levels*.

If yes, follow the process delineated *therein* (and the indicated portions of steps 2-4, above).

I want to establish a new use in an existing building:

Find the property on the REGULATING PLAN and determine the applicable building form standard. Determine whether the use is allowed by looking at the *Permitted Use Table in Part 8. Building Use Standards*. If the use is listed with a cross-reference in the right-hand column, refer to those specific performance standards. Also, determine whether your intended changes would trigger a level of code compliance by looking at the *Part 202.B Table 202 Applicability Levels*.

I want to change the Regulating Plan regarding my property:

See *Part 3.02, Amending a Regulating Plan*.

I want to subdivide my property:

Property can only be subdivided in accordance with the procedures of Chapter 62 of the Township's *Code of Ordinances*. Any such subdivision of a property within a Form District shall also meet the Form District standards.

Why are some words shown in small capital letters?

The Form District Standards includes terms with special meanings and their definitions are included in *Part 9. Definitions*. Defined terms are shown throughout the document in SMALL CAPITAL LETTERS.

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Part 2. Administration and Application Process

201. Application of Regulations

Within the Grand River Avenue Overlay and Okemos Village Form Districts, all requirements of the Meridian Township Zoning Ordinance shall apply, except as modified by this Section. When applying the regulations of the Form Districts, if regulations elsewhere within this ordinance conflict or appear to conflict with the regulations in this Section, the regulations of this Section shall apply.

202. Applicability

A. Grand River Avenue Overlay Form District

Properties located in the Grand River Overlay Form District, as designated on the Zoning Map, may elect to follow the requirements of this district as outlined in this Article. If this Article is elected, development proposals shall comply with all applicable provisions of this Article, unless otherwise modified by the Township Board.

B. Okemos Village Form District

For properties located in the Okemos Village Form District, as designated on the Zoning Map, compliance with each component of the district shall apply, based on Table 202:

Table 202: Applicability Levels	Building Form Standard: Height	Building Form Standard: Siting	Building Form Standard: Elements	Building Form Standard: Uses	Architectural Standards: Dooryard and Private Open Space	Architectural Standards: Materials	Architectural Standards: Signs	Public Realm Standards	Parking: Location	Parking: Quantity
New Construction	X	X	X	X	X	X	X	X	X	X
Expansion of Gross Floor Area:										
0%-25% of gross floor area				X		X	X			
26% - 50% of gross floor area	X	X	X	X	X	X	X	X	X	
51% or more of gross floor area	X	X	X	X	X	X	X	X	X	X
Changes in Use:										
Does not require additional parking or building additions				X						
Requires additional parking or expand the parking lot by more than 10% from the approved site plan			X	X	X	X		X	X	X
Expansion of Parking Area		X	X		X	X		X	X	
Façade Changes			X		X	X	X			

Improvements to nonconforming sites, structures and uses are also subject to review according to *Article V, Division 6: Nonconforming*.

203. Plan Review

A. Site Plan:

1. Development requiring Site Plan Review shall follow the Site Plan Review process set forth in *Article II, Division 5: Site Plan Review*.
2. Approvals are obtained from the Planning Commission, Township Board, or Director of Community Planning and Development, depending upon the nature of the proposed construction or use. Where Township Board approval is required, it shall be based upon the recommendation of the Planning Commission. Where the Ordinance allows the Township to grant modifications to a specific requirement, the approval authority shall be the body with the authority to grant the associated modification or waiver, based upon the standards provided in that section. Variances may only be granted by the Zoning Board of Appeals (ZBA) per *Article II*.
3. Activities and uses that are exempt from site plan approval still require a building permit. All construction or building modification is subject to Township building permit requirements of the Building Division.

204. Modifications Requiring Planning Commission Approval

A. Modifications to the architectural standards of *Part 6*

Modifications to the standards established in Part 6. Architectural Standards may be approved by the Planning Commission. Any such modification shall require an application that includes a site plan and a front elevation drawing of the proposed building superimposed on a color drawing or photograph of the entire block showing the relationship of the proposed building to other buildings on the block. The application shall be reviewed by the Planning Commission based upon the following criteria:

1. The design of the building shall be in keeping with the desired architectural character of the Okemos Village and the Grand River Avenue Form District, as articulated in the Master Plan, and by example of new buildings designed following the standards of this code. This shall not prevent innovation and creativity in design that is in keeping with the Master Plan, as determined by the Planning Commission.
2. The design shall meet district height requirements.
3. The exterior finish materials shall be of equal or better quality, in terms of durability and appearance/texture similar to brick, stone, or wood, as those permitted in the district. The intent is to accommodate new technologies and building material while maintaining the desired character of Okemos Village and the Grand River Avenue Form District, as defined in paragraph 1, above.

B. Relief from Unlisted Standards.

Any request for relief from a required Form District standard other than those listed above shall be made through the variance permit procedures set forth in *Article II*.

205. Deviations from Approved Site Plan

Minor changes to an approved final site plan may be approved by the Director of Community Development and Planning without requiring a re-submittal to the Planning Commission or Township Board, as applicable, provided that the applicant or property owner notifies the Director of Community Development and Planning of any proposed changes to such approved site plan prior to making said change on the site and the Director of Community Development and Planning determines the proposed revision fulfills the intent of the Form District and does not alter any specified conditions of the approved site plan. Where the modifications are not determined to be minor, then the site plan shall require re-submittal to the Planning Commission or Township Board, as applicable, for approval as a site plan amendment. For purposes of interpretation, the following shall be considered minor changes:

A. Height

1. Up to five percent for any cumulative increase (or decrease) in building height, as long as it does not exceed the maximum (or minimum) allowed building height in feet.
2. STREET WALL or privacy fence requirements – up to six inches.
3. Finished floor elevation – up to six inches.

B. Siting

1. REQUIRED BUILDING LINE – move up to six inches (as long as completely outside of the public right-of-way).
2. REQUIRED BUILDING LINE minimum percentage built-to – reduction of up to five percent of required length.
3. PARKING SETBACK LINE – move forward up to six feet.
4. MEZZANINE floor area – up to ten percent additional area.
5. Entrances (maximum door to door spacing) – up to ten percent increase in spacing.
6. Maximum building footprint – up to five percent increase.

C. Elements

1. FENESTRATION (minimum and maximum percent) – up to five percent.
2. Elements (minimum and maximum projections) – up to five percent.
3. SHOPFRONT – up to ten percent.
4. STREET WALL requirements – up to ten percent of the FENESTRATION requirements.

D. Streets, Blocks and Common Drives

STREET-SPACE center lines may be moved up to 50 feet in either direction, so long as:

1. Street connectivity is maintained (no cul-de-sacs/dead-end-streets, although streets designated for future connections are allowed);
2. No street intersection occurs within 100 feet of another street intersection; and
3. The BLOCK configuration meets the standards defined in *Section 303.B*.

E. Streetscape and Landscape

1. Plantings approved for the PUBLIC REALM or in the landscape plan may be replaced by similar types and sizes of plantings which provides a similar shade or screening effect on a one-to-one or greater basis.
2. Trees to be preserved that were damaged or lost during construction may be replaced by trees of a similar species with a minimum caliper of 2.5 inches, with two new trees required for each tree replaced.

F. Other Standards

1. Changes of building materials to another of higher quality, as determined by the Director of Community Development and Planning.
2. Slight modification of sign placement or reduction of size.
3. Changes required or requested by the Township, county, state or federal agency for safety reasons.

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Part 3. Regulating Plans

301. Purpose and Intent

- A. A REGULATING PLAN is the controlling document and principal tool for implementing Form Districts. It is a subset of the zoning map.
- B. The Okemos Village REGULATING PLAN is the base zoning (mandatory) for the Village Center District; the Grand River Avenue REGULATING PLAN is an optional overlay for the Avenue District.
- C. The REGULATING PLAN makes the Form District development standards place-specific by:
 - 1. identifying the boundaries of the district;
 - 2. laying out a specific street and BLOCK configuration, including new streets;
 - 3. designating the BUILDING FORM STANDARDS for each STREET-SPACE (BUILDING FORM STANDARDS are regulated in *Part 4. Building Form Standards*); and
 - 4. delineating any new or existing CIVIC GREENS OR SQUARES.
- D. The Okemos Village REGULATING PLAN also specifies the REQUIRED BUILDING LINE and PARKING SETBACK LINE throughout the Village Center District.
- E. A REGULATING PLAN may identify:
 - 1. specific characteristics assigned to a lot or building site;
 - 2. additional regulations (and opportunities) for lots in specific locations;
 - 3. exceptions to the BUILDING FORM STANDARDS or other Form District standards.
- F. Specific street types within the Form Districts are identified on the *Street Atlas* in *Part 5*.

302. Amending Regulating Plans

Certain minor reconfigurations to the street alignments shown on an adopted REGULATING PLAN may be allowed, subject to the design standards in *Section 303. Regulating Plan Configurations* (below). Additional adjustments may be allowed subject to the process and procedures enumerated in *Part 2. Administration*. Any other changes to an adopted REGULATING PLAN shall meet all the criteria of this chapter and will require a rezoning.

303. Regulating Plan Configurations

A. Streets

Connectivity of the street grid throughout the Form District, specifically intersection alignments, is regulated by these standards. The street grid is fundamental to creating a compact, walkable and bikeable environment that is transit-supportive. These standards are intended to establish and preserve that connectivity, whether it is constructed immediately or in a phased manner. The REGULATING PLAN delineates a street network that creates a pattern for growth while providing flexible opportunities for infill.

1. Street Connectivity

- a. Any proposals to reconfigure the street network in an adopted REGULATING PLAN shall be configured such that:
 - (i) Street connectivity is maintained (cul-de-sacs and other dead-end streets are not permitted);
 - (ii) No street intersection occurs within 100 feet of another street intersection; and
 - (iii) The BLOCK configuration meets the standards defined in *Section B. Blocks*, below.
- b. Streets that do not connect to other streets, as part of an interconnected network, are not permitted except:
 - (i) Where configured with a one-way loop around the perimeter of a green area, having a maximum depth (perpendicular to the primary street centerline) of 100 feet and a minimum width (dimension parallel to the primary street) of 75 feet (*see Figure 303.A.1.b.i*);
 - (ii) Where less than 120 feet long (measured from the intersection centerlines) and configured as a stub-out designed for connection to future streets/development (*see Figure 303.A.1.b.ii*);
 - (iii) Where less than 120 feet long (measured from the intersection centerlines) and connected to a COMMON DRIVE, providing rear lot access, and ending at designated CONSERVATION LANDS. (*see Figure 303.A.1.b.iii*)
- c. Streets on an adopted REGULATING PLAN shall be considered mandatory when developing under this district: if proposed they shall be included, if existing they shall not be removed. While the street infrastructure may not be constructed until some point in the future, the REQUIRED BUILDING LINE and other regulations of the REGULATING PLAN shall be respected.
- d. No STREET-SPACE may be gated.
- e. All lots or development sites shall share a frontage line with a STREET-SPACE.

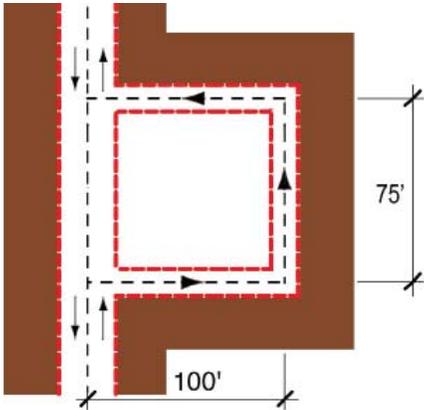


Figure 303.A.1.b.i

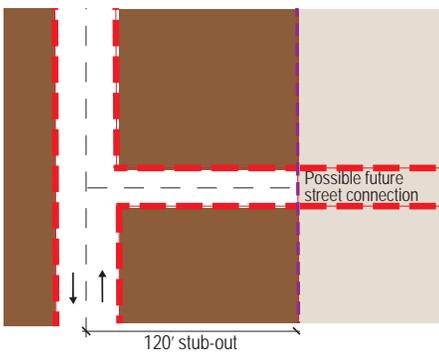


Figure 303.A.1.b.ii

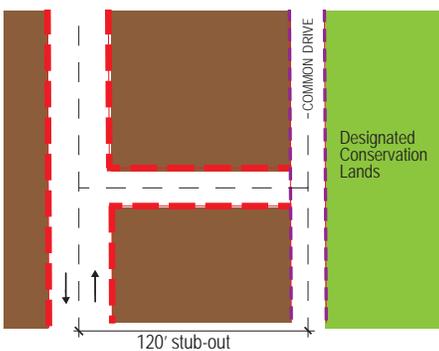


Figure 303.A.1.b.iii

2. New Streets

In addition to the street connectivity standards above, the following standards apply to those streets constructed after the adoption of this district.

- a. New streets designated on the REGULATING PLAN may or may not be immediately constructed.
 - (i) Any new streets that create building frontage on the parcel being developed shall be constructed at the time of development.
 - (ii) Public streets shall be placed into the system such that, when reasonable in the context of street maintenance or capital improvements plan, they can be constructed.
 - (iii) Private streets must be similarly scheduled for construction by the developer.
- b. If constructed within 50 feet of the designated center line location, these streets may be administratively approved, provided the resulting configuration meets these street configuration standards and that any other properties with frontage are not adversely effected.

- c. New streets shall be public or publicly accessible via a dedicated easement.
- d. Additional new streets may be added to an adopted REGULATING PLAN by an applicant during the site plan review process to create a smaller BLOCK pattern; however, no streets may be deleted without being replaced and the resulting REGULATING PLAN shall meet all the prescriptions of these standards.

3. Existing Streets

Existing major streets shall, to the extent possible, be reconfigured to achieve the pedestrian- and transit-oriented development goals of the master plan and Form Districts.

B. Blocks

1. The average perimeter of the BLOCKS within the Form District shall not exceed 1300 feet.
2. BLOCKS shall be measured at the REQUIRED BUILDING LINES (or along public right-of-ways, other public, conservation and private lands where an REQUIRED BUILDING LINE is not present). All lots and/or contiguous lots shall be considered to be part of a BLOCK for this purpose. (see *Figure 304.B.2*)
3. No BLOCK FACE shall have a length greater than 360 feet without an COMMON DRIVE, or access easement, or PEDESTRIAN PATHWAY providing through-access to another STREET-SPACE, or COMMON DRIVE. Individual lots with less than 100 feet of STREET-SPACE frontage are exempt from the requirement to subdivide the BLOCK FACE.

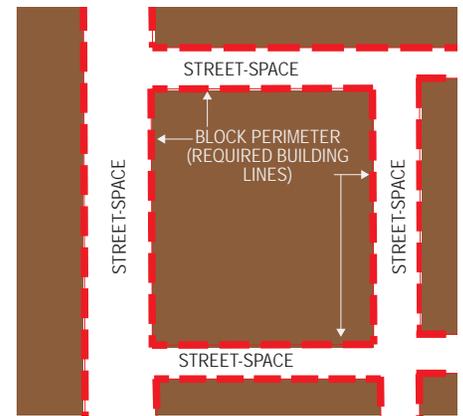


Figure 304.B.2

C. Common Drives

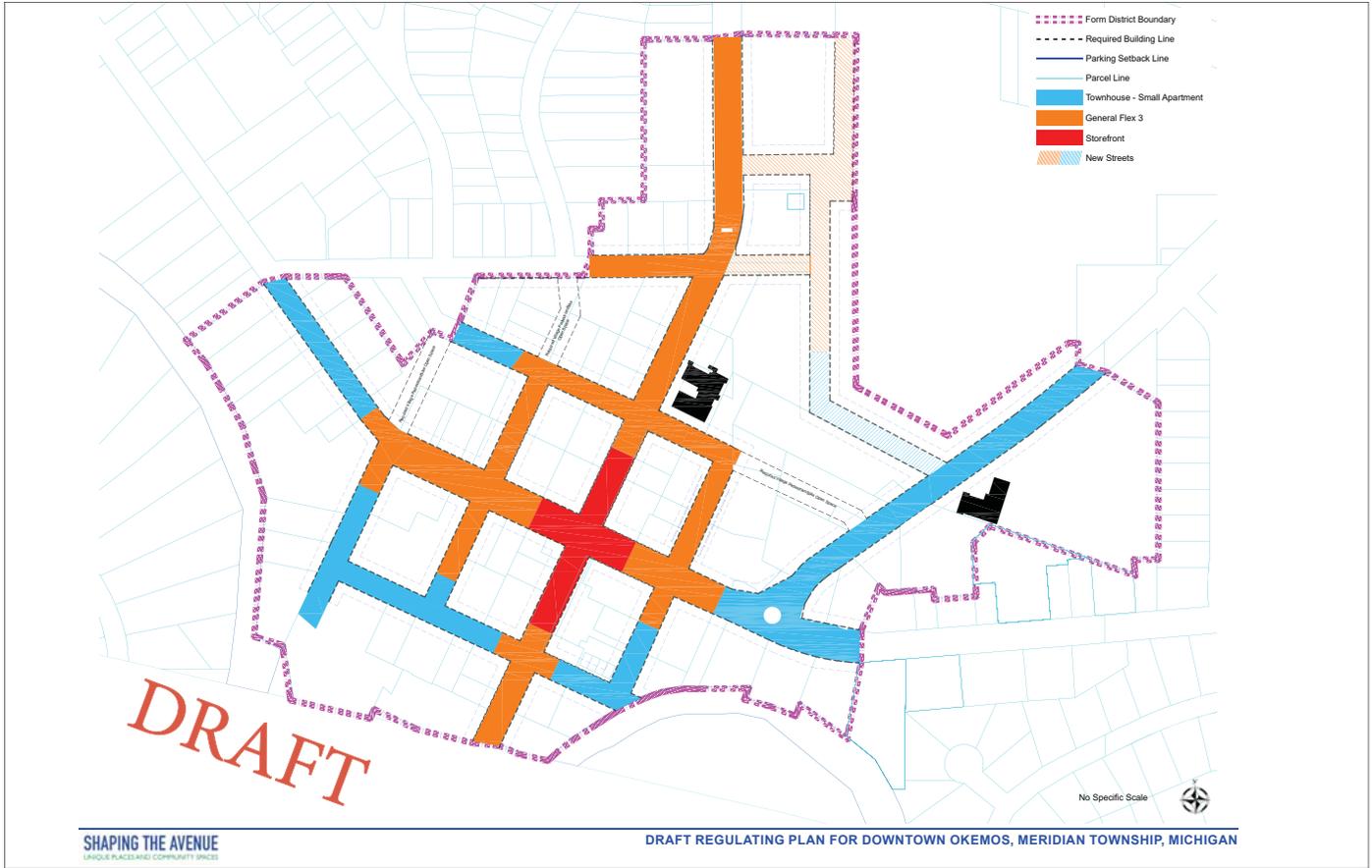
1. COMMON DRIVES or common access easements must provide access to the rear of all lots, except:
 - a. where lots are on a perimeter common to non-developable or conservation lands, or
 - b. where a lot has streets on three sides, or
 - c. no BLOCK FACE is greater than 300 feet, and
 - d. the absence of the COMMON DRIVE would not deprive an adjacent neighbor of rear lot access.
2. Access points such as driveways and COMMON DRIVES may not intersect with the following street sections:
 - a. Okemos Road, from Clinton Street north to Methodist Street; and
 - b. Hamilton Road, from Okemos Road east to Marsh Road.
3. COMMON DRIVES shown on the REGULATING PLAN do not prescribe the exact location of the COMMON DRIVE. They do indicate:
 - a. there shall be vehicle and pedestrian passage through the BLOCK, and
 - b. the specific BLOCK FACES where the COMMON DRIVE exits/enters.

4. There shall be automobile and pedestrian passage through each BLOCK to provide rear service access and interior BLOCK circulation.
5. For new COMMON DRIVES, or portions thereof, public access, public utility, and drainage shall be dedicated via an easement or in a form suitable to the Township.
6. COMMON DRIVES may be incorporated into parking lots as standard drive aisles. Access from COMMON DRIVES to all adjacent properties shall be maintained.
7. Vehicular access between adjacent parking lots and across property lines is required. If not available at the time of redevelopment, accommodation for future vehicular cross-access shall be provided.
8. Where a COMMON DRIVE does not exist and is not feasible to construct the COMMON DRIVE or a portion thereof at the time of development of any property, the applicant is required to preserve rear service access (for future construction) and maintain the area within the rear setback by, at a minimum:
 - a. Providing routine landscape maintenance to the area.
 - b. Keeping the area clear of debris, stored materials, and stored or parked vehicles.

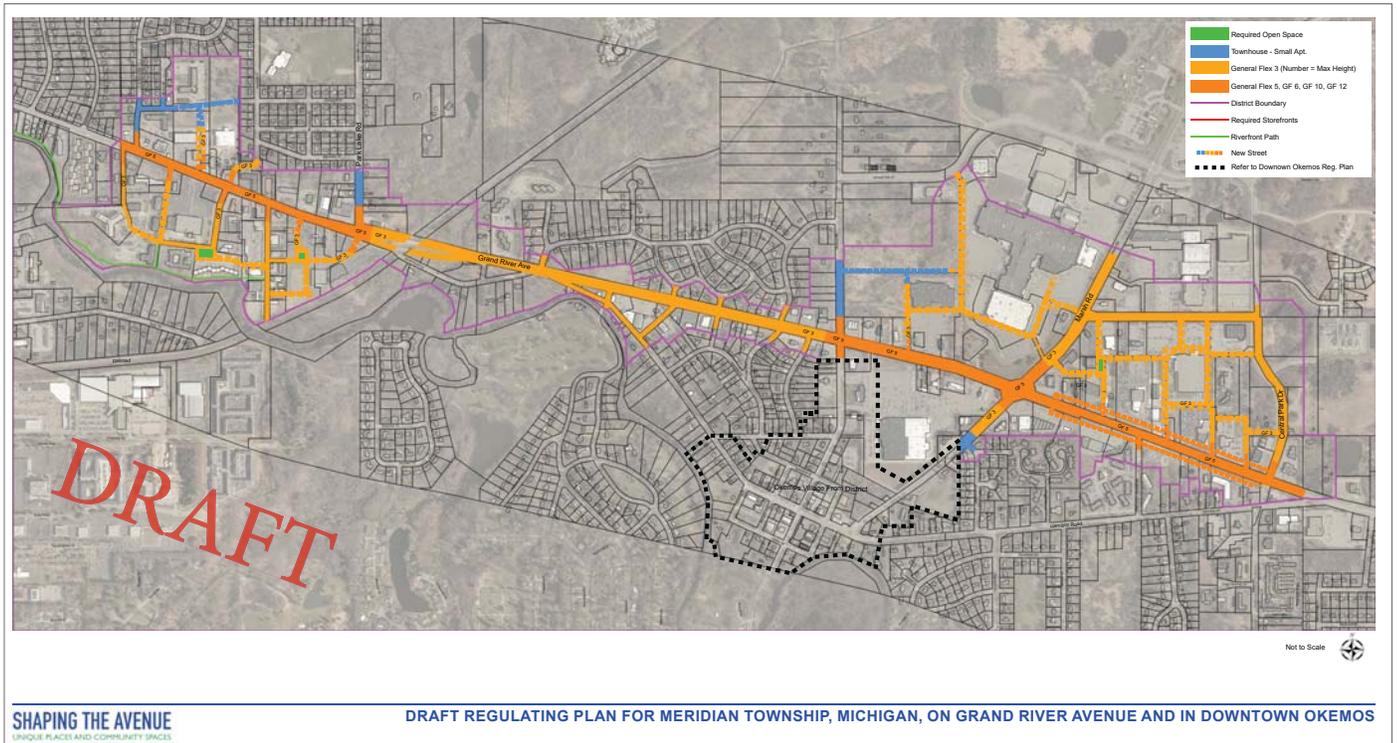
304. The Regulating Plans

The following are small scale reproductions of the REGULATING PLANS prepared for the Village and Avenue Form Districts. Digital versions of these plans are available from the Township.

The *Street Atlas* that identifies the street type specifications throughout the districts is provided in *Part 5*.



Okemos Village Center Regulating Plan



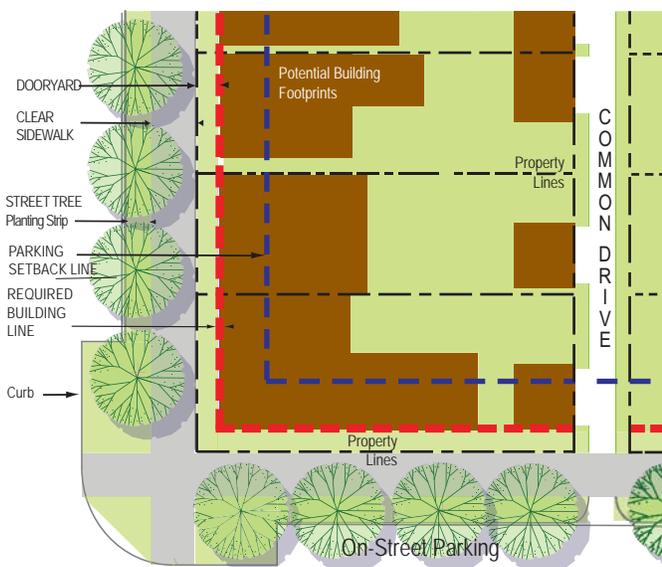
Grand River Avenue Regulating Plan

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Part 4. Building Form Standards

401. Purpose

- A. The goal of the BUILDING FORM STANDARDS (BFS) is the creation of a vital and coherent PUBLIC REALM through the creation of good STREET-SPACE. The form and function controls on building frontages work together to frame the STREET-SPACE while allowing the buildings great flexibility behind their FAÇADES.
- B. The BUILDING FORM STANDARDS set the basic parameters governing building form, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as FENESTRATION (windows and doors), stoops, BALCONIES, FRONT PORCHES, and STREET WALLS. A REGULATING PLAN identifies the applicable BUILDING FORM STANDARD(S) for all parcels within a Form District.
- C. The BUILDING FORM STANDARDS establish the rules for development and redevelopment on private lots, unless otherwise indicated on the REGULATING PLAN for the individual district.



401.A Plan view illustration of key Form District elements.

Key Terms in this Section

(see *Part 9. Definitions* for more complete information)

ATTIC STORY

Habitable space situated within the structure of a pitched roof and above the uppermost story. They are permitted for all BUILDING FORM STANDARD sites and do not count against the maximum building height limit in stories or feet of the frontage in which they are located.

CLEAR HEIGHT

Within a structure, the habitable distance between the floor and ceiling.

DOORYARD

The area within the STREET-SPACE, extending across the entire frontage of the lot, between the FAÇADE of the building (generally the REQUIRED BUILDING LINE) and the CLEAR SIDEWALK portion of the sidewalk, which may be paved or planted.

FAÇADE (building face)

The building elevation facing the STREET-SPACE or REQUIRED BUILDING LINE. Building walls facing private interior courts, COMMON LOT LINES, and COMMON DRIVES are not FAÇADES (they are elevations).

FENESTRATION

Openings in a wall, including windows and doors, allowing light and views between the BLOCK and/or building interior (private realm) and sidewalk and/or exterior (PUBLIC REALM).

PARKING SETBACK LINE

A line or plane indicated on the REGULATING PLAN or in the BUILDING FORM STANDARD that extends vertically up from the GROUND STORY floor level and is generally parallel to the REQUIRED BUILDING LINE. The PARKING SETBACK LINE (PSL) is a permissive minimum distance from the REQUIRED BUILDING LINE.

PRIVATE OPEN AREA

An occupiable area within the BUILDABLE AREA, generally behind the PARKING SETBACK LINE, accessible to occupants of the particular building or site, and (primarily) open to the sky.

REQUIRED BUILDING LINE (RBL)

A line or plane indicated on the REGULATING PLAN, defining the street frontage, which extends vertically and generally parallel to the street, at which the building FAÇADE shall be placed. This is a requirement, not a permissive minimum, such as a setback.

STREET WALL

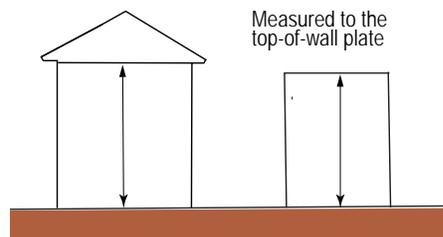
A masonry wall which assists in the definition of the STREET-SPACE in the absence of a building. See the BUILDING FORM STANDARDS for height and gate specifications.

402. General Provisions

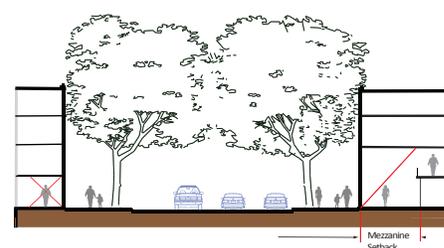
The following apply throughout the Form Districts, to all BUILDING FORM STANDARDS, unless expressly stated otherwise within an individual BUILDING FORM STANDARDS or otherwise designated on the REGULATING PLAN.

A. Height

1. The height of all buildings is measured in STORIES, with an ultimate limit in feet, measured from the average fronting sidewalk elevation to the top of the wall plate. (See figure 402.A)
2. The required minimum building height designated in each BUILDING FORM STANDARD shall be satisfied at the REQUIRED BUILDING LINE back to a minimum depth of 30 feet.
3. CLEAR HEIGHT is measured from the finished floor elevation to the lowest ceiling area.
4. The prescribed minimum CLEAR HEIGHT shall be met by at least 80 percent of the specified STORY area.
5. A single ATTIC STORY, constructed according to the standards for this district, is not included in the building height measurement.
6. MEZZANINES with a floor area greater than 1/3rd of the floor area of the STORY in which they are located shall count as an additional full STORY in the building height measurement.
7. MEZZANINES shall be set back from the REQUIRED BUILDING LINE at least 15 feet. (See figure 402.A.7)
8. The GROUND STORY finished floor elevation requirements are measured:
 - a. from the average fronting sidewalk elevation at the REQUIRED BUILDING LINE; and
 - b. within 30 feet of any REQUIRED BUILDING LINE.



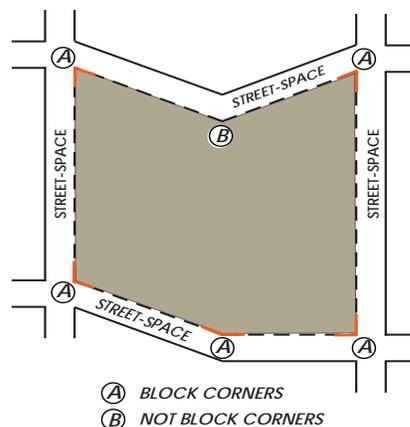
402.A Height measurement relative to the fronting sidewalk illustration



402.A.7 Mezzanine setback illustration

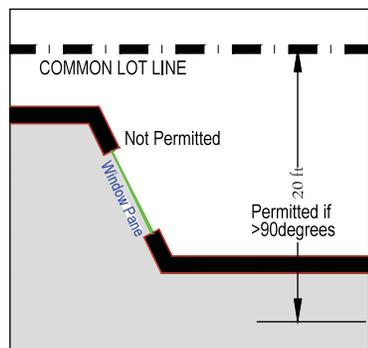
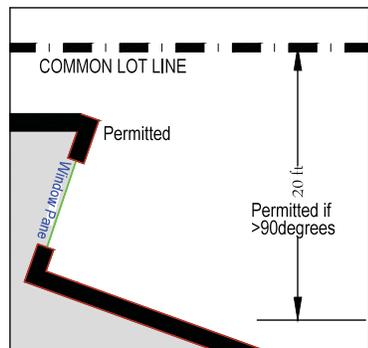
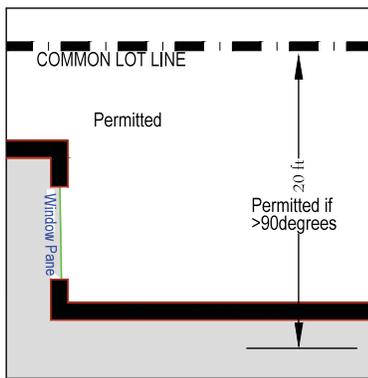
B. Placement

1. Building FAÇADES shall be built to the REQUIRED BUILDING LINE as prescribed in the applicable BUILDING FORM STANDARD.
2. On corner lots, the building FAÇADE shall be built to the REQUIRED BUILDING LINE within the first 30 feet of the BLOCK CORNER. (See figure 402.B.2)
3. The REQUIRED BUILDING LINE, designated as an absolute line, incorporates an offset area (or depth) of 24 inches behind that line (into the BUILDABLE AREA) allowing for jogs, FAÇADE articulation, etc. Therefore, where the FAÇADE is placed within that 24-inch zone, it is considered to be “built to” the REQUIRED BUILDING LINE.
 - a. The REQUIRED BUILDING LINE is shown on the in Village District REGULATING PLAN.
 - b. See Township staff for the exact location of the REQUIRED BUILDING LINE in the Avenue District.
4. For corner lots, the REQUIRED BUILDING LINE is continuous around the corner (not broken into two separate REQUIRED BUILDING LINES).



402.B.2 Block corner illustration

5. Buildings may only occupy that portion of the lot specified as the BUILDABLE AREA—the area behind the REQUIRED BUILDING LINE and excluding any required setbacks or PRIVATE OPEN AREA, as designated in the BUILDING FORM STANDARD.
6. No part of any building may be located outside of the BUILDABLE AREA except overhanging eaves, awnings, SHOPFRONTS, BAY WINDOWS, STOOPS, steps, or BALCONIES. STOOPS, and steps shall not be located within the CLEAR SIDEWALK area. Handicapped ramps, approved by the Community Planning and Development Director, may be located within the DOORYARD.
7. Side and rear lot setbacks, where required, are specified in the individual BUILDING FORM STANDARD or *Section 405.B. Neighborhood Manners*.
8. The maximum building footprint is specified in the individual BUILDING FORM STANDARDS. Publicly accessible parking structures built according to this Code are not included in the calculation of the maximum building footprint.
9. PRIVATE OPEN AREA: A private or semi-private usable open area, separate from the STREET-SPACE, is required on every lot. It is defined as a percentage of the total BUILDABLE AREA. This requirement may be satisfied in a variety of configurations, at or above grade, as prescribed in each BUILDING FORM STANDARD.
 - a. Any required PRIVATE OPEN AREA located at grade shall:
 - (i) be located behind the PARKING SETBACK LINE, not including any required side or rear setbacks;
 - (ii) not be used to satisfy minimum stormwater BMP area (if thereby excluding active tenant use), parked or driven upon (except for emergency access).
 - b. Any development on a lot that is exclusively reusing existing structures (without external expansion) is exempt from the PRIVATE OPEN AREA requirement.



402.C Plan view diagrams representing permitted and proscribed window geometries relative to a common lot line within 20 feet.

C. Elements

1. Fenestration

- a. FENESTRATION is regulated as a percentage of the FAÇADE between floor levels. It is measured as glass area (including MUNTINS and similar window frame elements with a dimension less than one inch) and/or open area within the wall.
- b. Blank lengths of wall exceeding 25 linear feet are prohibited on all FAÇADES below their 4th STORY.
- c. At least one functioning entrance shall be provided along each ground STORY FAÇADE. The maximum distance between functioning entrances within a single building is established in each BUILDING FORM STANDARD.
- d. Windows shall not direct views into an adjacent private lot where the COMMON LOT LINE is within 20 feet. (*See figure 402.C*)

Specifically: the window opening and the window panes shall be at an angle of greater than 90 degrees to/with the COMMON LOT LINE, unless:

- (i) that view is contained within the lot (e.g. ground or first STORY window views blocked by a PRIVACY FENCE or GARDEN WALL), or
- (ii) the window's sill is at least 6 feet above its finished floor level.

2. Façade Projections

- a. GROUND STORY AWNINGS shall have a minimum 9-foot clear height above the sidewalk and a minimum five-foot depth, measured from the FAÇADE. The maximum depth is to back-of-curb or the TREE LAWN edge, whichever is less.
- b. BALCONIES:
 - (i) Shall not be located within 2 feet of any COMMON LOT LINE and shall not encroach into the public right-of-way.
 - (ii) BALCONIES may be a single level or multiple BALCONIES stacked vertically for multiple STORIES.
- c. Where an individual BUILDING FORM STANDARD includes BALCONIES as a method for achieving the required PRIVATE OPEN AREA, the BALCONY shall:
 - (i) be a minimum of 8 feet wide and 5 feet deep;
 - (ii) be enclosed by balustrades, railings, or other means that have a minimum opacity of 50%;
 - (iii) not otherwise be enclosed above a height of 42 inches, except with insect screening and/or columns/posts supporting a roof or connecting with another BALCONY above.
- d. BAY WINDOWS shall have an interior clear width of between four and eight feet at the main wall and shall project no more than 42 inches beyond the REQUIRED BUILDING LINE.
- e. STOOPS and FRONT PORCHES:
 - (i) Shall not encroach into the sidewalk.
 - (ii) All required FRONT PORCHES shall be completely covered by a roof.
 - (iii) FRONT PORCHES may be screened (insect screening) when all architectural elements (columns, posts, railings, etc.) occur on the outside of the screen facing the STREET-SPACE
 - (iv) Finished floor height shall be no more than 8 inches below the first interior finished floor level of the building.

3. Attic Stories

- a. AN ATTIC STORY is permitted for all BUILDING FORM STANDARD frontages.
- b. A single ATTIC STORY meeting the standards below does not count against the maximum building height in feet or STORIES.
 - (i) Windows for the ATTIC STORY may only be located in DORMERS.

- (ii) DORMERS FOR ATTIC STORIES are permitted so long as they do not break the primary eave line, are individually less than 15 feet wide, and their collective width is not more than 60 percent of the FAÇADE or building elevation length.

4. Privacy Fences, Street and Garden Walls

- a. PRIVACY FENCES may be constructed along COMMON LOT LINES (within 6 inches of) behind the REQUIRED BUILDING LINE, and along COMMON DRIVES.
- b. Where a STREET WALL OR GARDEN WALL is required, it shall be located along any REQUIRED BUILDING LINE frontage that is not otherwise occupied by a building.
- c. Any STREET WALL OR GARDEN WALL above 4 feet in height shall meet the FENESTRATION requirements in the applicable BUILDING FORM STANDARD.

D. On-Site Vehicle Parking and Access (curb cuts)

- 1. Vehicle parking shall be located behind the PARKING SETBACK LINE, that is generally 30 feet behind the REQUIRED BUILDING LINE and extends, vertically as a plane, from the first floor level, except where the parking area:
 - a. is completely within the building envelope;
 - b. floor level is at least five feet below grade; and
 - c. FENESTRATION is not greater than 20%.
- 2. Curb cuts and driveways shall be located at least 75 feet away from any BLOCK CORNER or parking GARAGE ENTRY on the same BLOCK FACE. These requirements are not applicable along COMMON DRIVES.
- 3. No project may create any new curb cuts unless designated on the REGULATING PLAN or created to provide shared rear COMMON DRIVE access to service areas or publicly available parking. Where no COMMON DRIVE is available at the time of redevelopment, temporary access may be granted by the Community Planning and Development Director subject to a plan for eventual COMMON DRIVE connection.
- 4. Any portion of a parking structure within 30 feet of a building constructed under this Code shall not exceed that building's primary ridge or parapet height.

E. Frontage Designation Flexibility

When the BUILDING FORM STANDARD designation shown on the REGULATING PLAN changes along a property's REQUIRED BUILDING LINE, the applicant has the option, for that property's STREET FRONTAGE only, of applying either BUILDING FORM STANDARD for a maximum additional distance of 50 feet, from the transition point shown on the REGULATING PLAN, in either direction along that REQUIRED BUILDING LINE. This shall be limited by and within the parcel lines as shown in the REGULATING PLAN at the time of its adoption and shall not be affected through lot line adjustments, lot mergers, or subdivisions—except through a formal rezoning process. (*See 302 Regulating Plan Amendments*).

F. Building Functions (Uses)

Allowable use categories for GROUND STORIES and upper STORIES are identified in each BUILDING FORM STANDARD. Additional use standards are provided in *Part. 2 Administration or Part 7. Building Uses.*

G. Civic Buildings

When CIVIC BUILDINGS are designated on the REGULATING PLAN, they are exempt from the BUILDING FORM STANDARD provisions except those that relate to Neighborhood Manners and/or single-family detached dwelling districts.

403. General Flex Avenue

ILLUSTRATIONS AND INTENT

Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the General Flex Building form standard.

This is the basic urban STREET-SPACE FRONTAGE. It fully defines the street edge and accommodates a range of uses, including residential, office, institutional, and retail. This frontage is in the most intense areas, generally along the Avenue. It is anticipated that there will be significant pedestrian traffic along this frontage.

The maximum height varies by location and is designated on the REGULATING PLAN.



Retail buildings with DOORYARD



Retail buildings fronting onto the street



Residential buildings with raised DOORYARDS

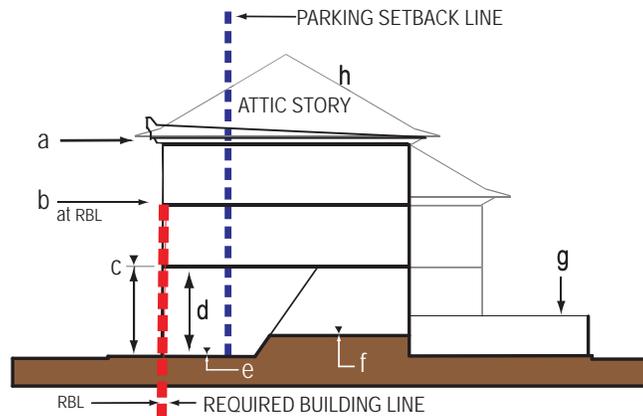


New development with parking behind the building



Mixed-use buildings with DOORYARD, sidewalk, TREE LAWN.

General Flex Avenue



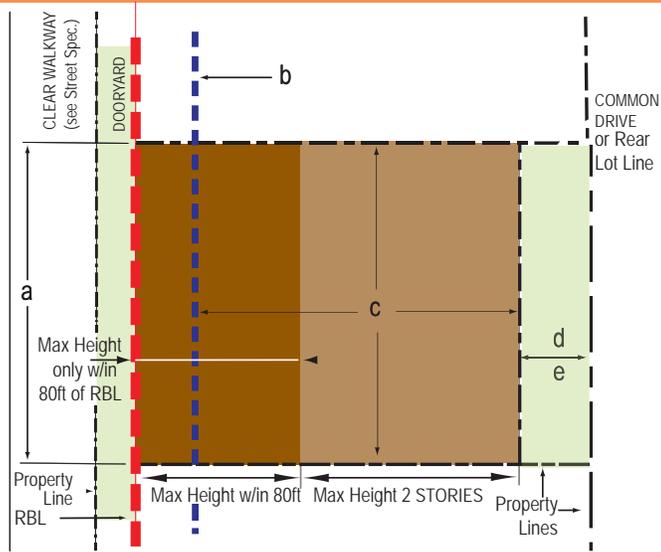
HEIGHT

		General Flex 5	General Flex 3
a	Max STORY Height ¹	5	3
b	Min STORY Height	3	1
	Ultimate Building Height ¹	55'	35'
c	2nd Floor Elevation ²	18' to 22'	18' to 22'
d	Ground Floor Clear Height, COMMERCE ³	15' min	15' min
e	Ground Floor Elevation, COMMERCE ³	-4" to +18"	
f	Ground Floor Elevation, Residential Units ⁴	3' to 8'	
g	PRIVACY FENCE	7' Max	
	STREET WALL	5' to 10'	4' to 8'
h	Visible Roof Pitch ⁵	Min 4/12 Max 12/12, MANSARD configurations: lower pitch: Min 20/12 Max 45/12 upper pitch: Min 4/12 Max 8/12	

Notes:

1. Where a BONUS STORY is awarded by the Township, the STORY height will increase by 1 and the Ultimate Building Height by 10'.
2. Measured from average fronting sidewalk elevation to the 2nd STORY finished floor. This is to ensure adequate height for different ground floor functions (and preserve the opportunity for change over time).
3. Measured from the average fronting sidewalk elevation, and within 30 feet of the REQUIRED BUILDING LINE.
4. Measured from the average fronting sidewalk elevation, and within 30 feet of the REQUIRED BUILDING LINE. Main entrances may be at grade, with transitions to meet the minimum finished floor elevation for the units. Support functions for RESIDENTIAL and hotel uses, such as lobbies, rental offices, and club rooms may be located at grade.
5. Roof pitch is measured as *rise over run*, a 4/12 pitch roof increases 4" in height for every 12" of distance.

General Flex Avenue



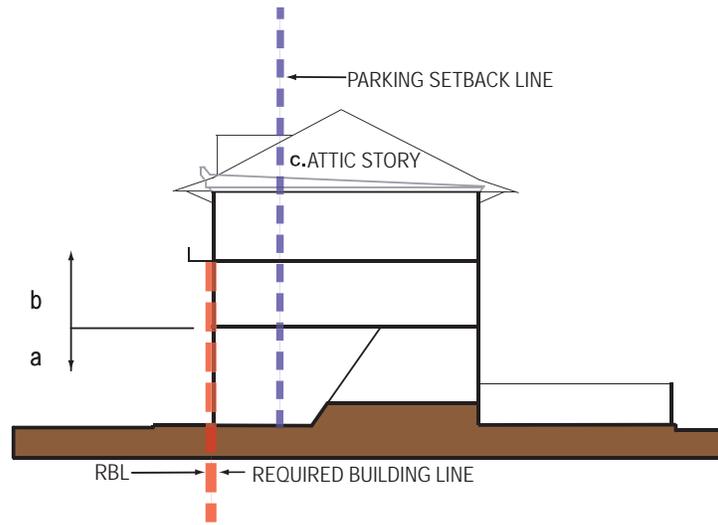
PLACEMENT

		General Flex 5	General Flex 3
a	Frontage Build-To, Min	70%	50%
b	PARKING SETBACK LINE ¹	30'	
c	PRIVATE OPEN AREA, Location, Min Area ²	10%	10%
	Side Setbacks	None	None
d	Rear Setback, COMMON DRIVE	8'	8'
e	Rear Setback, No COMMON DRIVE	25'	25'
	STREET WALL	Required on unbuilt RBL	Required on unbuilt RBL
	PRIVACY FENCE ³	Permitted, Side Rear Lot Lines	Permitted, Side Rear Lot Lines
	Footprint Max. ⁴	15,000 sf	15,000 sf

Notes:

1. Reduced to 12ft where a STREET WALL is built (min 6ft General Flex 5, min 5ft General Flex 3).
2. For General Flex 3, the PRIVATE OPEN AREA is required to be at grade.
3. Except where NEIGHBORHOOD MANNERS is in effect, see *Section 405.B*.
4. For grocery stores, the maximum footprint is doubled. This is "footprint", not GFA.

General Flex Avenue



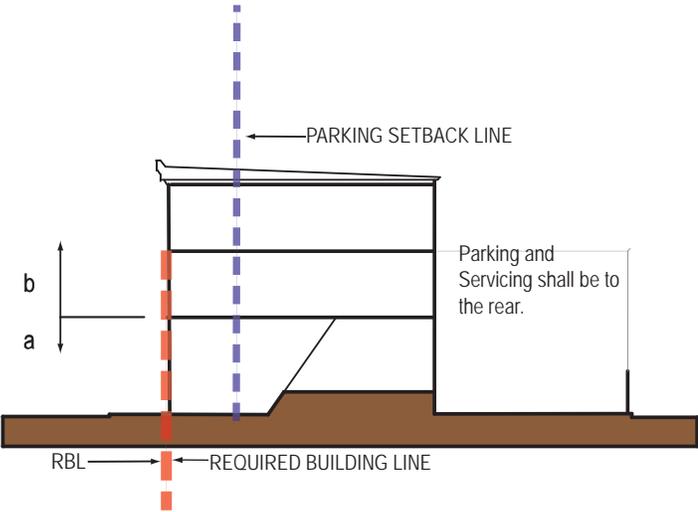
ELEMENTS

		General Flex 5	General Flex 3
a	Ground STORY FENESTRATION	40 to 90%	
b	Upper STORY FENESTRATION	25 to 80%	
c	ATTIC STORY	One level permitted per 402.C.3	
	FAÇADE: Max door to door ¹	75'	

Notes:

1. On the FAÇADE of an individual building or FAÇADE COMPOSITION.

General Flex Avenue



USES

		General Flex 5	General Flex 3
a	Ground STORY ¹	COMMERCE, RESIDENTIAL ²	
b	Upper STORIES ³	COMMERCE, RESIDENTIAL	

Notes:

1. Support functions for RESIDENTIAL and hotel uses, such as lobbies, rental offices, and club rooms may be located at grade.
2. Street entrances shall be at grade, with transitions to meet the minimum finished floor elevation for RESIDENTIAL units within the building interior.
3. No COMMERCE (INCLUDING RETAIL) above RESIDENTIAL.

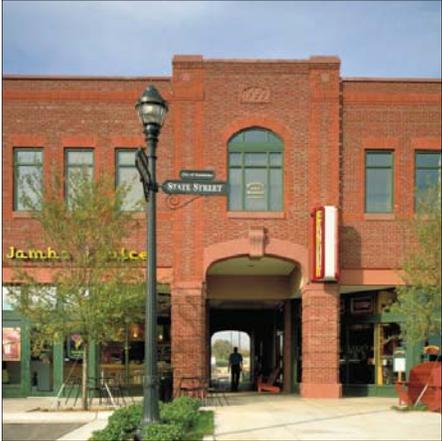
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403. General Flex Village

ILLUSTRATIONS AND INTENT

Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the General Flex Building form standard.

This is the basic urban STREET-SPACE FRONTAGE. It fully defines the street edge and accommodates a range of uses, including retail, office, institutional, and residential. This frontage is in the most intense areas, generally close to the center of the District. It is anticipated that there will be significant pedestrian traffic along this frontage type.



Mixed-use building entrance



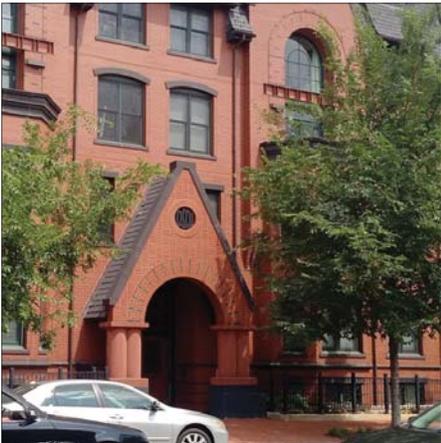
Residential building



Mixed-use buildings



Storefront streetscape



Residential building entrance

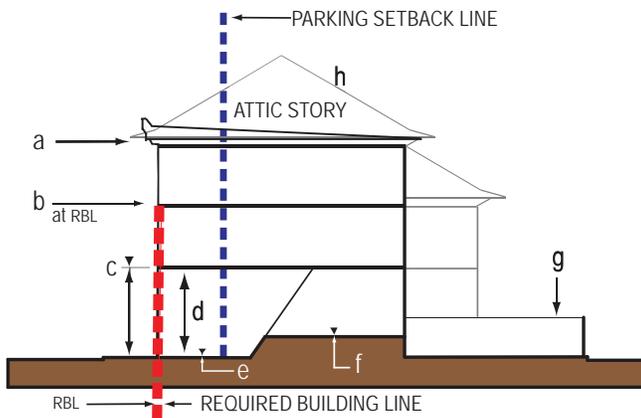


Storefront entrance



Mixed-use buildings with 'tower'

General Flex Village



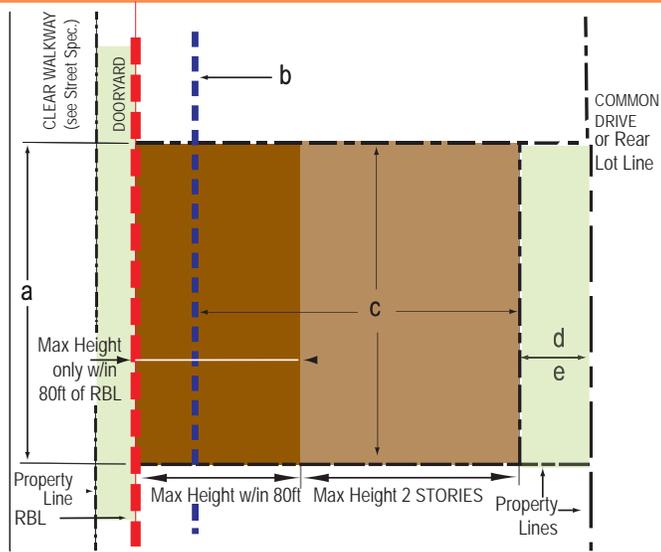
HEIGHT

		General Flex 3
a	Max STORY Height ¹	3
b	Min STORY Height	2
	Ultimate Building Height ¹	35'
c	2nd Floor Elevation ²	18' to 22'
d	Ground Floor Clear Height, COMMERCE ³	-4" to +18"
e	Ground Floor Elevation, COMMERCE ³	15' min
f	Ground Floor Elevation, Residential Units ⁴	3' to 8'
g	PRIVACY FENCE	7' Max
	STREET WALL	4' to 8'
h	Visible Roof Pitch ⁵	Min 4/12 Max 12/12, MANSARD configurations: lower pitch: Min 20/12 Max 45/12 upper pitch: Min 4/12 Max 8/12

Notes:

1. Where a BONUS STORY is awarded by the Township, the STORY height will increase by 1 and the Ultimate Building Height by 10'.
2. Measured from average fronting sidewalk elevation to the 2nd STORY finished floor. This is to ensure adequate height for different ground floor functions (and preserve the opportunity for change over time)
3. Measured from the average fronting sidewalk elevation, and within 30 feet of the REQUIRED BUILDING LINE.
4. Measured from the average fronting sidewalk elevation, and within 30 feet of the REQUIRED BUILDING LINE. Main entrances may be at grade, with transitions to meet the minimum finished floor elevation for the units. Support functions for RESIDENTIAL and hotel uses, such as lobbies, rental offices, and club rooms may be located at grade
5. Roof pitch is measured as *rise over run*, a 4/12 pitch roof increases 4" in height for every 12" of distance.

General Flex Village



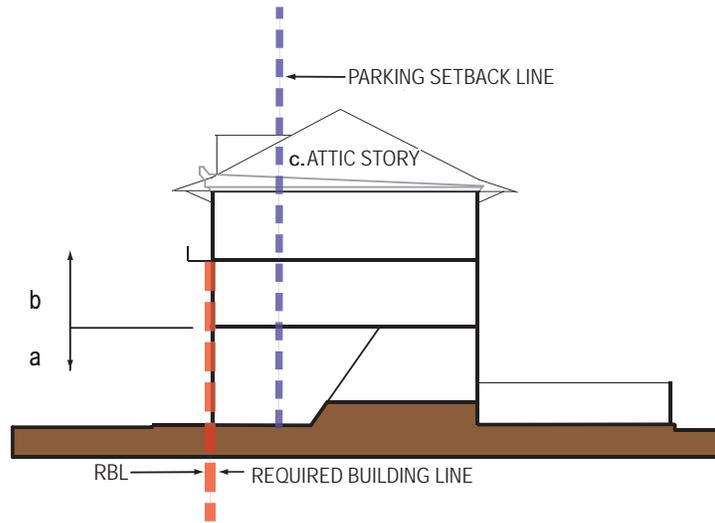
PLACEMENT

		General Flex 3
a	Frontage Build-To, Min	70%
b	PARKING SETBACK LINE ¹	30'
c	PRIVATE OPEN AREA, Location, Min Area ²	10%
	Side Setbacks	None
d	Rear Setback, COMMON DRIVE	8'
e	Rear Setback, No COMMON DRIVE	25'
	STREET WALL	Required on unbuilt RBL
	PRIVACY FENCE ³	Permitted, Side Rear Lot Lines
	Footprint Max. ⁴	15,000 sf

Notes:

1. Reduced to 12ft where a Min 5ft STREET WALL is built.
2. At least 67% of the PRIVATE OPEN AREA is required to be at grade.
3. Except where NEIGHBORHOOD MANNERS is in effect, see *Section 405.B*.
4. For grocery stores, the maximum footprint is doubled.

General Flex Village



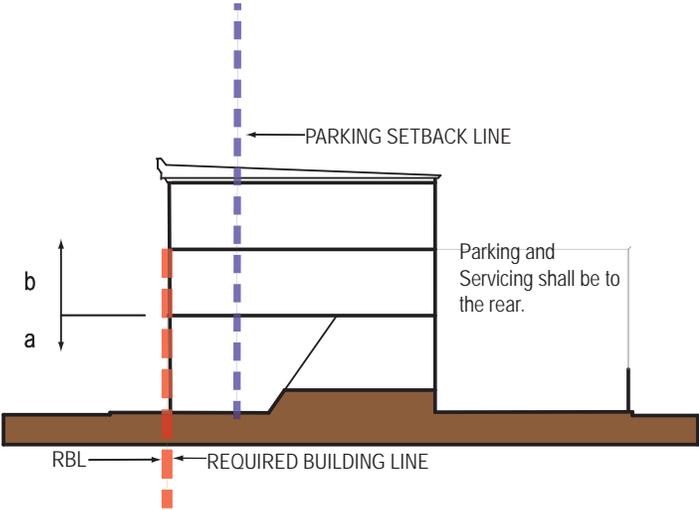
ELEMENTS

		General Flex 3
a	Ground STORY FENESTRATION	40 to 80%
b	Upper STORY FENESTRATION	25 to 80%
c	ATTIC STORY	One level permitted per 402.C.3
	FAÇADE: Max door to door ¹	75'

Notes:

1. On the FAÇADE of an individual building or FAÇADE COMPOSITION.

General Flex Village



USES

		General Flex 3
a	Ground STORY ¹	COMMERCE, RESIDENTIAL ²
b	Upper STORIES ³	COMMERCE, RESIDENTIAL

Notes:

1. Support functions for RESIDENTIAL and hotel uses, such as lobbies, rental offices, and club rooms may be located at grade.
2. Street entrances shall be at grade, with transitions to meet the minimum finished floor elevation for RESIDENTIAL units within the building interior.
3. No COMMERCE (INCLUDING RETAIL) above RESIDENTIAL.

404. Storefront



Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards below and on the previous pages for the specific prescriptions and restrictions of this building form standard. Where photos or statements may be inconsistent with the regulations, the regulations prevail.

Where Storefront Frontage is designated on the REGULATING PLAN, the General Flex BUILDING FORM STANDARDS (previous pages) apply, except that the GROUND STORY configuration shall be that of a SHOPFRONT with uses, forward of the PARKING SETBACK LINE, limited to COMMERCE (RETAIL included).

- A. Single panes of glass shall not be permitted larger than 11 feet in height by 6 feet in width.
- B. GROUND STORY windows may not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). A minimum of 80% of the window surface shall allow a view into the building interior for a depth of at least 15 feet.

ELEMENTS

SHOPFRONT FENESTRATION	60 to 90%
Upper STORY FENESTRATION	20 to 80%
Storefront CLEAR HEIGHT Min	15' Min within 15' of the RBL
Shopfront Encroachment	up to 2' into DOORYARD
FAÇADE: Max door to door ¹	60'
Awning Min CLEAR HEIGHT	10'

Notes:

1. On the FAÇADE of an individual building or FAÇADE COMPOSITION. Applicants with phased projects must satisfy this rule for each phase of their project.

405. Additional Specifications for General Flex and Storefront Frontages

General Flex

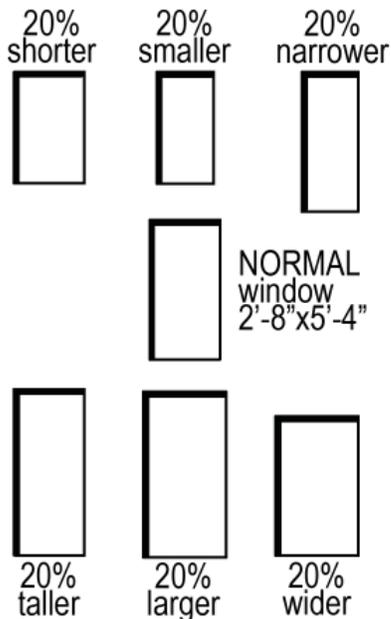
Storefront

General Flex and Storefront have additional rules to ensure that they create a positive human environment and complement adjacent single family detached areas.

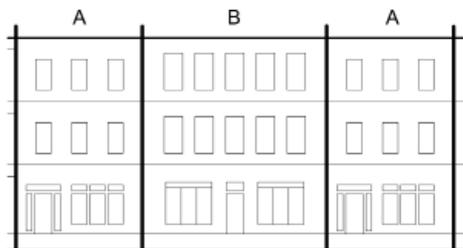
A. Façade Composition

This rule is for very large buildings only. Individual infill projects on lots with STREET FRONTAGE of less than 100 feet on a BLOCK FACE are exempted from the overall FAÇADE composition requirement for that BLOCK FACE, but shall still include a functioning street entry.

The FAÇADE COMPOSITION rule is intended to maintain a pedestrian-friendly scale. “FAÇADE COMPOSITION” is the arrangement and proportion of FAÇADE materials and elements (windows, doors, columns, pilasters, bays). “Complete and discrete” distinguishes one part of the FAÇADE from another to give the appearance of distinct FAÇADES.



405.A.4.a Illustrative intent



405.A.4.b Illustrative intent, discrete FAÇADE COMPOSITIONS

1. Each FAÇADE COMPOSITION shall include at least one functioning street entry door.
2. For each BLOCK FACE, FAÇADES along the REQUIRED BUILDING LINE shall present A COMPLETE AND DISCRETE VERTICAL FAÇADE COMPOSITION for the STREET-SPACE, at no greater than the following average STREET FRONTAGE lengths:
 - a. 60 feet for Storefront frontage sites;
 - b. 75 feet for General Flex frontages.
3. This requirement may be satisfied by liner shops (small/shallow shops that sit in front of a larger footprint use such as grocery stores).
4. To achieve a COMPLETE AND DISCRETE vertical FAÇADE composition within a STREET FRONTAGE there shall be clearly different GROUND STORY FAÇADE composition (framing material and FENESTRATION proportions) and at least two of the following features that differ from one FAÇADE COMPOSITION to the next:
 - a. Different FENESTRATION proportions of at least 20 percent in height or width or height:width ratio. (See illustration 405.A.4.a)
 - b. Different FAÇADE COMPOSITIONS with a clearly different ‘bay’ rhythm (e.g. ‘ABA’ – ‘ABB’ – ‘BACB’ – ‘ABC’). (See illustration 405.A.4.b)
 - c. Change in wall material (color changes are insufficient).
 - d. Change in total FENESTRATION percentage (minimum difference 12 percent; ground floor FAÇADES are not included).

General Flex

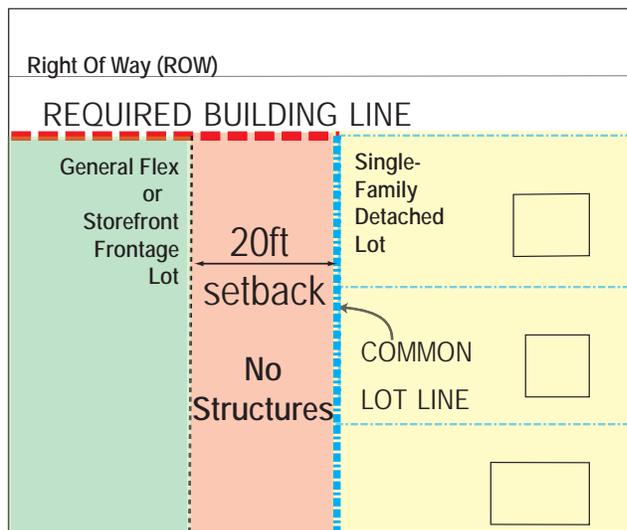
B. Neighborhood Manners

Additional rules to ensure a comfortable and complementary relationship with adjacent single family detached dwellings.

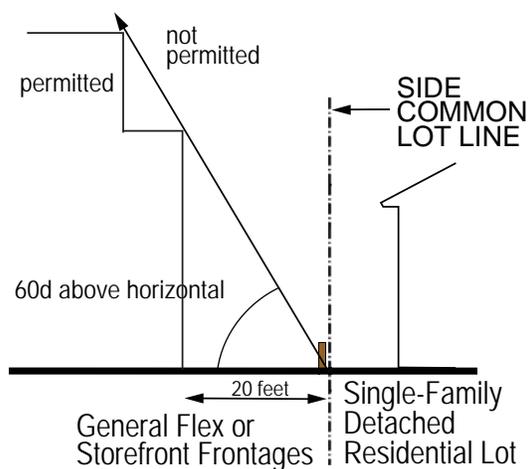
For the General Flex and Storefront BUILDING FORM STANDARD frontages sharing a COMMON LOT LINE with a single-family residential zoning district outside the Form District the following rules apply.

1. A GARDEN WALL, 4 to 8 feet in height, shall be constructed within one (1) foot of the COMMON LOT LINE.
2. Trees from the *Street Tree List* shall be planted, on maximum 30-foot centers, between 5 and 10 feet from this wall.
3. Neighborhood Manners Setbacks
 - a. There shall be a 20 foot setback from the COMMON LOT LINE. Trees and surface parking are permitted within this setback, but there shall be no structures within this area. (See *diagram 4.05.B.3.a*) If the setback area is used as a COMMON DRIVE the trees required by this section may be planted within this area.
 - b. There shall be an additional setback plane:
 - (i) For COMMON LOT LINES that are within 80 feet of and perpendicular to a REQUIRED BUILDING LINE, extending at an angle of 60 degrees above horizontal, beyond which no building or structure is permitted.
 - (ii) For COMMON LOT LINES that are more than 80 feet from a REQUIRED BUILDING LINE, extending at an angle of 45 degrees above horizontal, beyond which no building or structure is permitted.
4. The Neighborhood Manners Setback Area shall be adjusted with any frontage change per *402.E Frontage Designation Flexibility*.

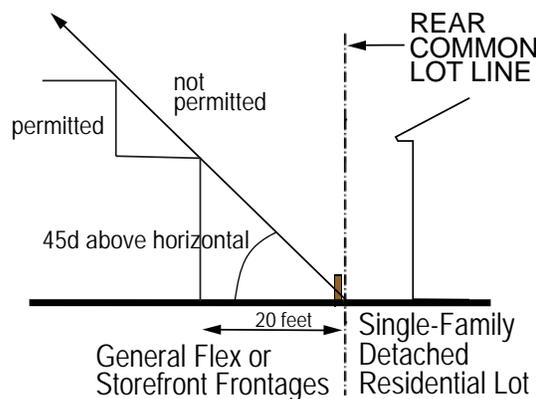
Storefront



405.B.3.a Neighborhood Manners 20ft Setback



405.B.3.b.i Neighborhood Manners Setback Plane.



405.B.3.b.ii Neighborhood Manners Setback Plane.

C. Bonus Height Option

1. Where an General Flex or Storefront property has been approved by the Township as eligible for a BONUS STORY, it may have one additional STORY and 10 feet is added to the Ultimate Building Height, for the provision of affordable housing (Affordable Housing as defined by the Township in a separate regulation.)
2. Any bonus STORY shall only be constructed within 80 feet of the REQUIRED BUILDING LINE.
3. Provided that a Gross Floor Area equal to 50% of the additional STORY is provided, in the same building, as Affordable Housing¹.

D. Private Open Area (for General Flex & Storefront Frontages only)

1. At least 67% of the PRIVATE OPEN AREA shall be in no more than two areas.
2. Up to 33% of the required PRIVATE OPEN AREA may be satisfied through the BALCONIES of individual units.
3. The PRIVATE OPEN AREA for General Flex 5 (and taller Frontages) and Storefront Frontages may be located above grade. Where the PRIVATE OPEN AREA is provided above the GROUND STORY but below the building's highest roof level it:
 - a. may be located forward of the PARKING SETBACK LINE (as per a raised courtyard configuration) and
 - b. shall open onto no more than one STREET-SPACE and shall be set back at least 30 feet from any BLOCK or BUILDING CORNER. Private BALCONIES are exempt from this limitation.
 - c. Where the PRIVATE OPEN AREA is located on the building's highest roof level, it may be located anywhere on the roof.

¹ as defined by the Township.

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406. Townhouse/Small Apartment

ILLUSTRATIONS AND INTENT

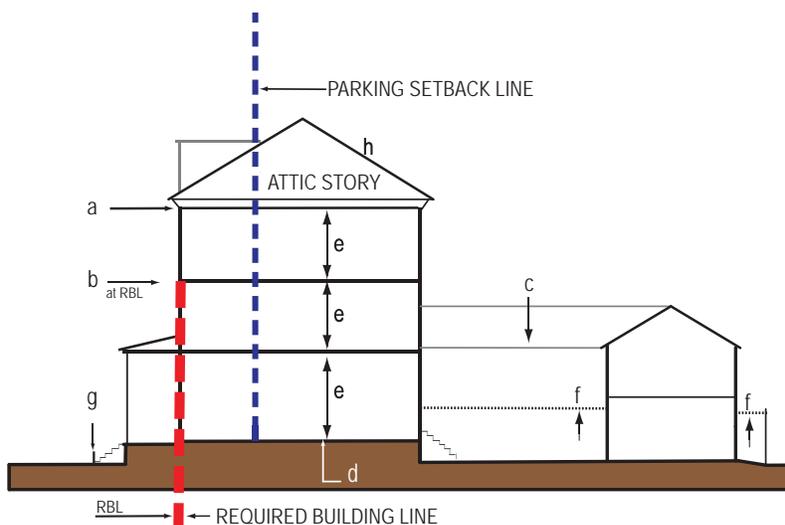
Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the Townhouse/Small Apartment Building Form Standard.

The Townhouse/Small Apartment frontage is of moderate intensity, created by a series of smaller structures—configured as single-family residential or stacked flats. This BUILDING FORM STANDARD has regular STREET-SPACE entrances, as frequently as 18 feet. The character and intensity of this frontage varies depending on the STREET-SPACE and the location of the REQUIRED BUILDING LINE—the buildings may be placed up to the sidewalk with STOOPS, or further back with DOORYARD gardens and/or FRONT PORCHES.

Similar in scale to the townhouse and rowhouse, a small apartment is of limited size and can also be used to transition from the more intense form of the Avenue to adjacent single-family neighborhoods. It is anticipated that the pedestrian activity along these frontages will vary considerably based on the time of day and day of the week.



Townhouse/Small Apartment



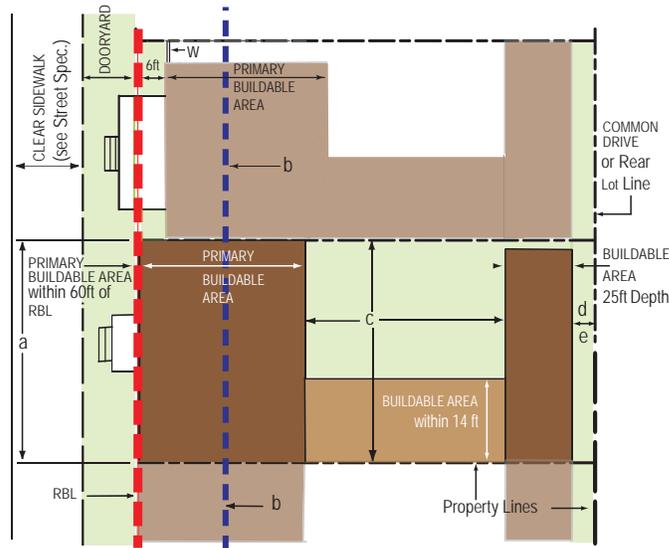
HEIGHT

a	Max STORY Height ¹	3
b	Min STORY Height	2
	Ultimate Building Height ¹	35'
c	Max SIDEWING Height	18'
d	Ground Floor Elevation RESIDENTIAL ²	3' to 8'
e	All STORIES CLEAR HEIGHT	9' min
f	PRIVACY FENCE	7' Max
g	DOORYARD wall ³	Max 30"
	STREET WALL	4' to 8'
h	Visible Roof Pitch ⁴	Min 4/12 Max 12/12, MANSARD configurations: lower pitch: Min 20/12 Max 45/12 upper pitch: Min 4/12 Max 8/12

Notes:

1. Where a BONUS STORY is awarded by the Township, the STORY height will increase by 1 and the Ultimate Building Height by 10'.
2. Measured from average fronting sidewalk elevation, and within 30 feet of the REQUIRED BUILDING LINE. Required for the residential units themselves. Main entrances may be at grade, with transitions to meet the minimum finished floor elevation within the building interior.
3. This is a low GARDEN WALL surrounding the DOORYARD area. For this frontage the DOORYARD may be raised.
4. Roof pitch is measured as rise over run, a 4/12 pitch roof increases 4" in height for every 12" of distance.

Townhouse/Small Apartment



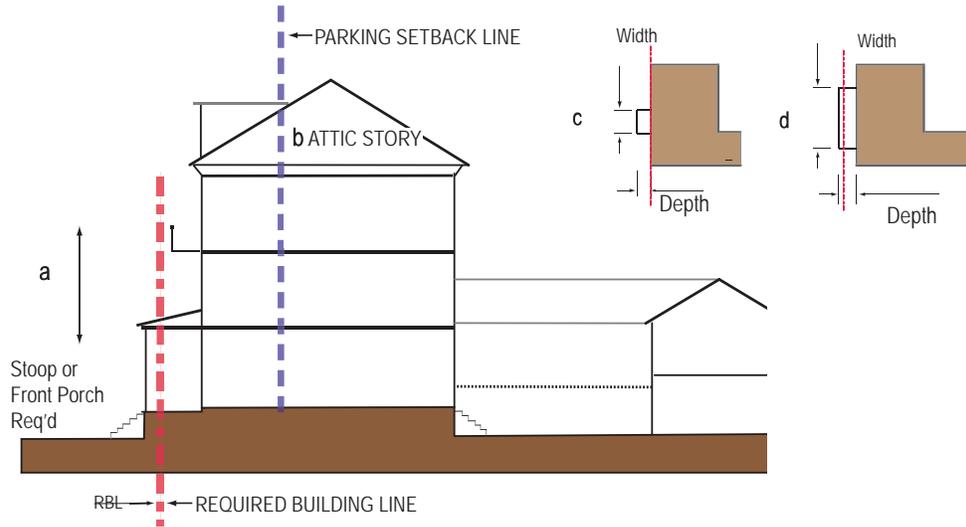
PLACEMENT

a	Frontage Build-To, Min	70%
b	PARKING SETBACK LINE ¹	30'
c	PRIVATE OPEN AREA, Location, Min Area ²	15%
	Side Setbacks	None
d	Rear Setback, COMMON DRIVE	2'
e	Rear Setback, No COMMON DRIVE	20'
w	STREET WALL	Required on unbuilt RBL
	PRIVACY FENCE	Required, Side and Rear Lot Lines
	BUILDABLE AREA ³	
	Stoop and the RBL (<i>see also Elements</i>).	With a STOOP, the FAÇADE is placed on the RBL.
	FRONT PORCH and the RBL (<i>see also Elements</i>).	With a FRONT PORCH, the FAÇADE is placed 6' behind the RBL.
	Min TOWNHOUSE width	18'
	FAÇADE length Max. ⁴	110 lf

Notes:

1. Reduced to 12ft where a Min 6ft STREET WALL is built.
2. Required to be at grade.
3. The primary structure may be built within 60ft of the RBL; a SIDEWING and/or garage/accessory unit may be built within the buildable area beyond that distance.
4. Although there are no individual site side setbacks, no individual SMALL APARTMENT BUILDING or set of TOWNHOUSES may exceed this maximum FRONTAGE. A gap of at least 10 feet is required between each building or group of TOWNHOUSES.

Townhouse/Small Apartment



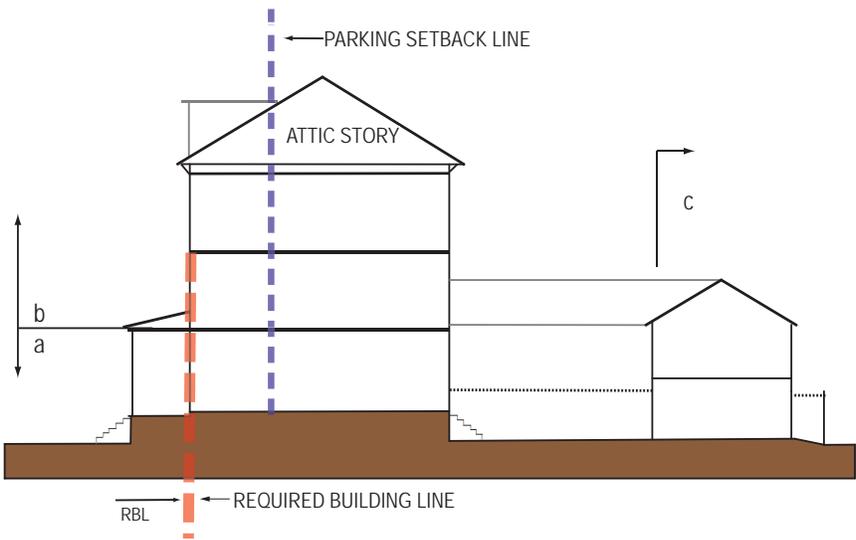
ELEMENTS

a	ALL STORIES FENESTRATION	25 to 70%
b	ATTIC STORY	One level permitted per 402.C.3
c	Stoop ¹	Width 5' Max, Depth 4' Max
d	FRONT PORCH (see also Placement) ²	Width 65% FAÇADE Min, Depth 7' to 9'
	FAÇADE: Max door to door ³	75'

Notes:

1. With a STOOP, the FAÇADE is placed on the RBL. In no case may the STOOP extend past the DOORYARD area.
2. With a FRONT PORCH, the FAÇADE is placed 6' behind the RBL. In no case may the FRONT PORCH extend past the DOORYARD area.
3. On the FAÇADE of an individual building or FAÇADE COMPOSITION.

Townhouse/Small Apartment



USES

a	Ground STORY	RESIDENTIAL
b	Upper STORIES	RESIDENTIAL
c	Accessory Units	1 per TOWNHOUSE Unit, basement or carriage house.

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Part 5. Public Realm Standards

501. Applicability

- A. The *Public Realm Standards* apply to public and publicly-accessible space for new development, and certain changes in use, expansion, or redevelopment as specified in Part 2. Standards in this section regarding design in the public road right-of-way are intended to ensure road design and reconstruction project complement the Form District. These standards are also subject to the standards and approval of the Ingham County Roads Department or Michigan Department of Transportation (MDOT) as applicable.
- B. The *Public Realm Standards* establish the design principles and standards for the complete STREET-SPACE.
- C. Roads within Meridian Township are under the jurisdiction of one of the following:
 - 1. MDOT (Grand River Ave.)
 - 2. Ingham County Roads Department (all other public roads)
 - 3. Private roads and drives – owned and maintained by a private property owner or association (including frontage roads along Grand River Ave.)
- D. This section includes design standards for public road rights-of-way under the jurisdiction of the agencies above. The standards herein are intended to be applied to the right-of-way in front of private development but also to be considered by the road agency as part of any improvement or reconstruction of the transportation systems in this district.



The STREET-SPACE

502. Intent

- A. The PUBLIC REALM includes the complete public right-of-way between the building FAÇADES; the travel lanes between the curbs, the sidewalks or pathways, and streetscape elements. URBAN SQUARES and CIVIC GREENS on public and private land are also included.
- B. The *Public Realm Standards* have the following goals:
 - 1. To help implement the Township’s Master Plan, the Street Master Plan, the M-43 Access Management Plan and other adopted planning documents (for the Village, the DDA Plan) and any future Corridor Improvement Authority Plans.
 - 2. To promote the Township and MDOT Complete Streets policies.
 - 3. To ensure the coherence of the STREET-SPACE as an environment that encourages and facilitates walking and bicycling as safe, accessible, and healthy travel options.
 - 4. To improve pedestrian connectivity between destinations and CATA bus stops to support transit ridership.



The STREET-SPACE is a human and sustainable environment

5. To ensure the design and use of public and quasi-public spaces supports the intended character of the district and complements private development.
6. To contribute to ultimate sustainability. Native (and non-native adapted) trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and storm-water management.



Street trees and the tree lawn reduce storm-water impacts

503. Street Type Specifications

The Street Type Specifications illustrate recommended configurations for STREET-SPACES within the Form Districts. They specify vehicular travel lane widths, curb radii, sidewalks, tree planting areas, and on-street parking configurations. Redesign of existing roads or frontage roads, and their STREET-SPACE, is necessary to meet the Township’s Master Plan goals and the objectives of this district.

Public streets and their design are under the jurisdiction of the MDOT (Grand River Ave.) or the Ingham Co. Road Commission.

A. Intent and Principles

1. General Intent

- a. The *Public Realm Standards* are intended to help promote a vibrant mixed-use corridor and downtown Okemos.
- b. Streets must balance the needs of all forms of traffic—auto, transit, bicycle and pedestrian—to maximize mobility and convenience for all residents and users.
- c. Street and road designs will vary depending on their location and function in the transportation network. In some cases the design gives priority to vehicle movement; in other cases the design intent is to slow down traffic speeds to improve comfort and safety for pedestrians and bicyclists of all ages.
- d. An interconnected street and shared access network allows traffic capacity to be diffused and maintained across numerous streets, and also improves safety.

B. Street Types

1. For specific information regarding the recommended street and service drive configurations within the Form District, consult the Street Atlas.
2. The Street-Space graphics show both planted (turf or groundcovers) and pervious or bridged-paving options for the street tree planting area between the clear sidewalk and the curb. See 504.B. Street Tree Standards for more information.

504. Bus Stop Connectivity & Location Guidelines

One purpose of this district is to provide convenient access and amenities to support transit use. Developers are encouraged to work with the Capital Area Transportation Authority (CATA) to coordinate transit access, designation of new bus stops, relocation of existing bus stops, or bus stop enhancements. In general, the following standards shall apply:

1. Pedestrian connections shall be provided between building entrances and the public sidewalk or pathway system.
2. Development within 1/8 mile of a bus stop in particular should be designed to support transit use.
3. In some cases, CATA may work with a major land owner to provide transit access within a development or relocate a bus stop. In such cases, the internal site circulation must be designed to accommodate bus maneuvers.
4. Developers with a bus stop along the frontage are encouraged to work with CATA to provide bus stop amenities.
5. All new, relocated, or enhanced bus stops must be ADA accessible.
6. If a bus stop is within 1/8 mile of a development or redevelopment, developers should contact CATA for its potential relocation.

505. Mid-Block Pedestrian Crossing Guidelines

Distances along Grand River Avenue between designated pedestrian crossings are not ideal to support a walkable district, nor do they provide safe access to transit stops. Therefore, certain developments in the vicinity or potential mid-block crossings along Grand River Ave are encouraged to consider the following:

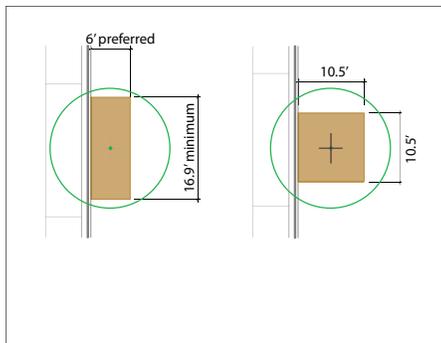
1. Pedestrian crosswalks and transit stops should be located near each other to encourage crosswalk use by transit riders.
2. Development design shall encourage pedestrians to use designated pedestrian crosswalks, and discourage crossings at other locations. Design elements such as door locations, other site access locations, sidewalk placement, streetscape amenity placement, and decorative walls can help direct pedestrians to desired crossing locations.
3. Crosswalks may be needed within larger parking lots to connect with the public sidewalks or pathways. Such crosswalks may include treatments such as pavement markings, different pavement materials, signs, overhead beacons, curb extensions, crossing islands, and raised pedestrian islands.
4. The MDOT “Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways” provides guidelines for crosswalks and mid-block pedestrian crossings.

506. Streetscape Standards

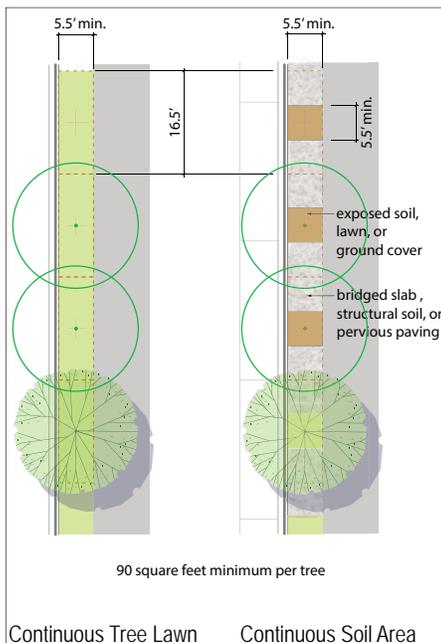
A. General Provisions



506.B.2 Intent Illustration:
 The continuous tree trench supports tree longevity and storm-water management.



506.B.2.b,c Isolated Tree Situation



506.B.2.b,c Connected Situation

1. All work within the STREET-SPACE or right-of-way shall be coordinated with, and permits obtained from MDOT or the Ingham County Roads Department, as applicable.
2. All turf grass shall be solidly sodded at installation—not seeded. Vegetative groundcovers may be used in place of turf grass.
3. In addition to the lot, the owner must maintain the following areas:
 - a. The portion of the STREET-SPACE between their REQUIRED BUILDING LINE and the back of the curb.
 - b. Any private road, shared access easement, frontage service drive, or COMMON DRIVE on either side of the pavement.
 - c. See additional sidewalk & right-of-way maintenance requirements in the Code of Ordinances, Meridian Charter Township, Michigan.
4. Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, and storage tanks may not be stored or located within any STREET-SPACE. Water pumps for public fountains or irrigation not visible are not included in this prohibition.

B. Street Trees

1. Each STREET-SPACE must have STREET TREES planted generally 3 to 3½ feet from the back of the curb, at an average spacing not greater than 30 feet on center, calculated per BLOCK FACE. STREET TREE spacing shall not exceed 45 feet on center except where necessary for transit stops or stations, curb cuts, fire hydrants and other infrastructure elements. Required STREET TREE planting area configurations are specified below.
2. Required tree planting area minimum specifications are as follows:
 - a. STREET TREE planting areas shall be at grade or not greater than six inches above or below the sidewalk
 - b. Soil surface area shall not be less than 110 square feet per isolated tree or 90 square feet per tree for connected (TREE LAWN) situations.
 - c. No dimension of the soil surface for any STREET TREE area may be less than 5.5 feet unless otherwise specified in this District.
 - d. The above requirements may be met through the use of bridged slab, structural soil, or other techniques that clearly exceed these standards in the fostering of vital and long-lived STREET TREES.
 - e. At planting, STREET TREES shall be at least 2.5 inches in diameter at designated breast height (DBH) and at least 12 feet in overall height. Species must be selected from the STREET TREE list (see Tree Lists). The Township may designate the appropriate tree species for a particular STREET-SPACE.
 - f. Any unpaved ground area shall be planted with groundcover or flowering vegetation, not to exceed 12 inches in height. STREET

TREES must be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over any travel lanes) and to maintain visibility.

C. Streetscape Elements & Materials

1. At the time of development, or as coordinated by MDOT (Grand River Ave.) or the Ingham Co. Road Commission, the developer is required to install sidewalks or shared pathways on the side of the STREET-SPACE being developed.
2. Sidewalks shall be a minimum of five feet wide and shared pathways a minimum seven feet wide (refer to the Street Standards and Township Pathways Plan).
3. Sidewalks and pathways shall be constructed to meet the standards and specifications of the Township, MDOT, or Ingham County Roads Department, and ADA requirements.
4. Street furniture should be provided that is simple, functional, and durable and meets Township standards. Generally these elements should be installed on both sides of the street and aligned with STREET TREES (out of the CLEAR SIDEWALK area). Street furnishings should include but are not limited to elements such as banners, art, and hanging baskets on light poles, planter boxes, benches, litter receptacles, newspaper racks, sidewalk cafe seating where space permits, sidewalk advertisements or civic kiosks, and CATA-approved transit stop amenities.
5. Streetlights to support a walkable and safe district are encouraged for larger-scale developments. In other cases, lighting is funded through a Special Assessment District. The selection of streetlights and street furnishings should be harmonious between individual elements in order to create a consistent aesthetic language for the STREET-SPACE as a whole or by District. The Board of Water and Light or Edison have a selection of street light fixtures available.
6. Streetscape elements shall consist generally of high quality and well-detailed construction materials including clay or concrete permeable brick pavers, natural stone or granite curbs and pavers, and finely detailed cast concrete.

D. On-Street Parking

1. On-street parking spaces shall count towards parking requirements. (See *Part 6. Parking.*)
2. The parking space/tree planting pattern may be interrupted by existing driveways or new driveways designated in the REGULATING PLAN, streets, and ALLEYS or COMMON DRIVES, but the requirements in B.1 above shall be met, except where necessary for transit stops.

3. On-street parking, where included as an option in the street design guidelines, shall meet the specifications of the Ingham County Roads Department.
4. Bicycle parking shall be provided forward of the DOORYARD area or within the AMENITY ZONE and outside of the CLEAR SIDEWALK areas; the racks shall be located in alignment with the STREET TREES.
5. Bicycle parking facilities shall be provided as required in Sec. 86-760 of the Township's Zoning Ordinance. Bicycle Parking may be accommodated within the STREET-SPACE.

507. Squares and Civic Greens

A. Intent

1. These standards apply to those spaces that are either publicly owned or publicly accessible, as designated on the REGULATING PLAN.
2. PUBLIC SPACES such as SQUARES and CIVIC GREENS should be situated at prominent locations. The plants and trees of SQUARES and CIVIC GREENS provide a landscape and civic architecture that complement the surrounding private building architecture.
3. SQUARES are active pedestrian centers. CIVIC GREENS are spaces intended for less intensive foot traffic.
4. Pervious paving materials (to allow oxygen for tree roots and absorb storm-water run-off) are encouraged in both SQUARES and CIVIC GREENS, and the percentage of impervious paving material is limited. (see *C. Materials and Configurations* below.)

B. Standards

SQUARES and CIVIC GREENS must be designed, planted and maintained according to the following requirements:

1. SQUARES and CIVIC GREENS shall have at least 60 percent of their perimeter fronting public rights-of-way. Both shall be surrounded by STREET TREES. Their dimensions shall be no narrower than a 1:5 ratio and no SQUARE or CIVIC GREEN width or breadth dimension shall be less than 25 feet.
2. Appropriate to their high (pedestrian) traffic level SQUARES must be designed with a higher percentage of paved surface area.
3. A clear view through the SQUARE or CIVIC GREEN (from two to seven feet in height) is required, both for safety and urban design purposes.

C. Materials and Configurations

1. General

- a. STREET TREES shall be planted in accordance with *Section. 508, B. Street Trees*. They may be of a different species than the connecting streets. The ground surface level elevation shall be between 0 and 18 inches above the top of the adjacent curb.

- b. The maximum slope across any SQUARE or CIVIC GREEN shall not exceed ten percent.
- c. Except for tree trunks, streetlights, CIVIC USE BUILDINGS, public art or monuments, there shall be a clear view between two and seven feet above grade. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.
- d. Trees within a SQUARE or CIVIC GREEN may also be selected from the Public Space Tree Lists (see *Sec. 506.2 Tree Lists*).
- e. Street furniture and amenities in open spaces should meet the standards in Section 506, subsection C.

2. Pedestrian Pathways

The area within a PEDESTRIAN PATHWAY shall be a public access easement or public right of way. The easement width for these pathways must not be less than 20 feet with a paved walkway not less than 10 feet wide providing an unobstructed view straight through its entire length, except where otherwise specified on the REGULATING PLAN.

508. Tree Lists

- A. General** STREET TREES and Public Space Trees should be selected from an approved list provided by Meridian Township or Ingham County. If no accepted or applicable standards exist, street trees should be selected from the following list and approved by Meridian Township during the plan review process.
- B. Street Trees** STREET TREES are part of an overall STREET-SPACE plan designed to provide both canopy and shade and to give special character and coherence to each street. The desired aesthetic shall be achieved through the use of native and/or proven hardy adapted species. Appropriate STREET TREE species may change over time and acceptable species may be periodically amended by the Township and/or Ingham County.
- C. Private Space Trees** No trees, or other plant species that have been identified as invasive by the Michigan Invasive Plant Council may be planted in any outdoor location within the Form District.

Street Tree List
 (Large Canopy Trees – mature height 60 feet and above)

<i>Acer rubrum</i> 'Sun Valley'	Sun Valley Red Maple
<i>Acer saccharum</i> Green Mountain®	Sugar Maple
<i>Ginkgo biloba</i> 'Autumn Gold'	Ginkgo (male only)
<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Skyline'	Skyline Honey Locust
<i>Platanus occidentalis</i> 'Bloodgood'	London Plane tree
<i>Quercus alba</i>	White Oak
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus palustris</i>	Pin Oak
<i>Quercus imbricata</i>	Shingle Oak
<i>Quercus rubra</i>	Northern Red Oak
<i>Tilia Americana</i>	Basswood/American Linden
<i>Ulmus hollandica</i> 'Groenveldt'	Groenveldt Elm
<i>Ulmus americana</i> 'libertas', 'princeton', 'forge', 'delaware'	Elm
<i>Ulmus x spp.</i> 'Prospector'	Elm
<i>U. x spp.</i> 'Patriot'	Elm

509. Street Type Specifications

A. Neighborhood Street Types

1. The street type specifications illustrate typical configurations for STREET-SPACES within a Form District. The plans and sections specify vehicular travel lane widths, sidewalks, pathways, tree planting areas, amenity zones, and for certain types, on-street parking configurations.
2. These are the configurations permitted within a Form District. The numbers refer to dimensions within the STREET-SPACE. The first number is the literal STREET-SPACE (the distance between FAÇADES) and the second is the distance curb-face to curb-face (see cross-section specifications at the end of this section).
 - a. NS 80-46 (Neighborhood Main Street).
 - b. NS 82-54 (Neighborhood Main Street).
 - c. NS 78-44 (Neighborhood Main Street).
 - d. NS 70-36 (Neighborhood Minor Street).
3. The Form District is designed to be the ideal complement to good transit service.

4. The neighborhood STREET-SPACES are configured such that in-lane bicycle travel is encouraged and appropriate.
5. Within a Form District, intersections configured as roundabouts are discouraged; however, they are encouraged at the edges, where their ability to break up and distribute traffic flow is most appropriate and least disruptive to walkability and pedestrian comfort.
6. Bicycle facilities shall be accommodated on neighborhood streets through the use of painted (sharrow) and signed shared lanes or through bike lanes where space permits.
7. Where a transit stop is existing or proposed on a neighborhood street, parallel parking will be omitted as necessary to accommodate a bus stop and all transit vehicle maneuvering.

B. Grand River Avenue

1. These types are the preferred and recommended standards for Grand River Avenue, intended to border and define the Form District.
 - a. MA 140-54 (Multi-Way Boulevard).
 - b. MA 252-54 (Multi-Way Boulevard).
2. For certain segments, frontage service drives are included per the M-43 Corridor Access Management Plan. These drives are intended to improve safety and travel flow access points along Grand River Avenue. In addition, the service drives are intended to provide, or gradually redesigned to provide, a lower speed and volume access drive directly in front of businesses. These drives are intended to be walkable and bikeable and may include on-street parking.
3. Lane configurations allow enhanced transit lines to be added in the future.
4. Dedicated multi-use pathways are included to accommodate non-motorized travel. Bicycle travel in the automobile lanes, while legal, is not encouraged due to traffic volumes and speeds (*see MA 140-54 and MA 252-54*). Multi-use travel lanes shall consist of an asphalt surface course and traffic control signage in accordance with MDOT, AASHTO, or NACTO standards.

C. Modifications

1. Modifications to these standards may be made during the planning process.
2. These configurations may be modified for the strict purposes of forming COMMUNITY SPACE as required by *Part 3. Regulating Plans, Public Spaces*, of this ordinance.

510. Street Atlas and Dimensions



LEGEND

	NS 80-46
	NS 82-54
	NS 78-44
	NS 70-36
	NS 70-36 (Proposed Street)
	MA 252-54
	MA 140-54

NOTE:

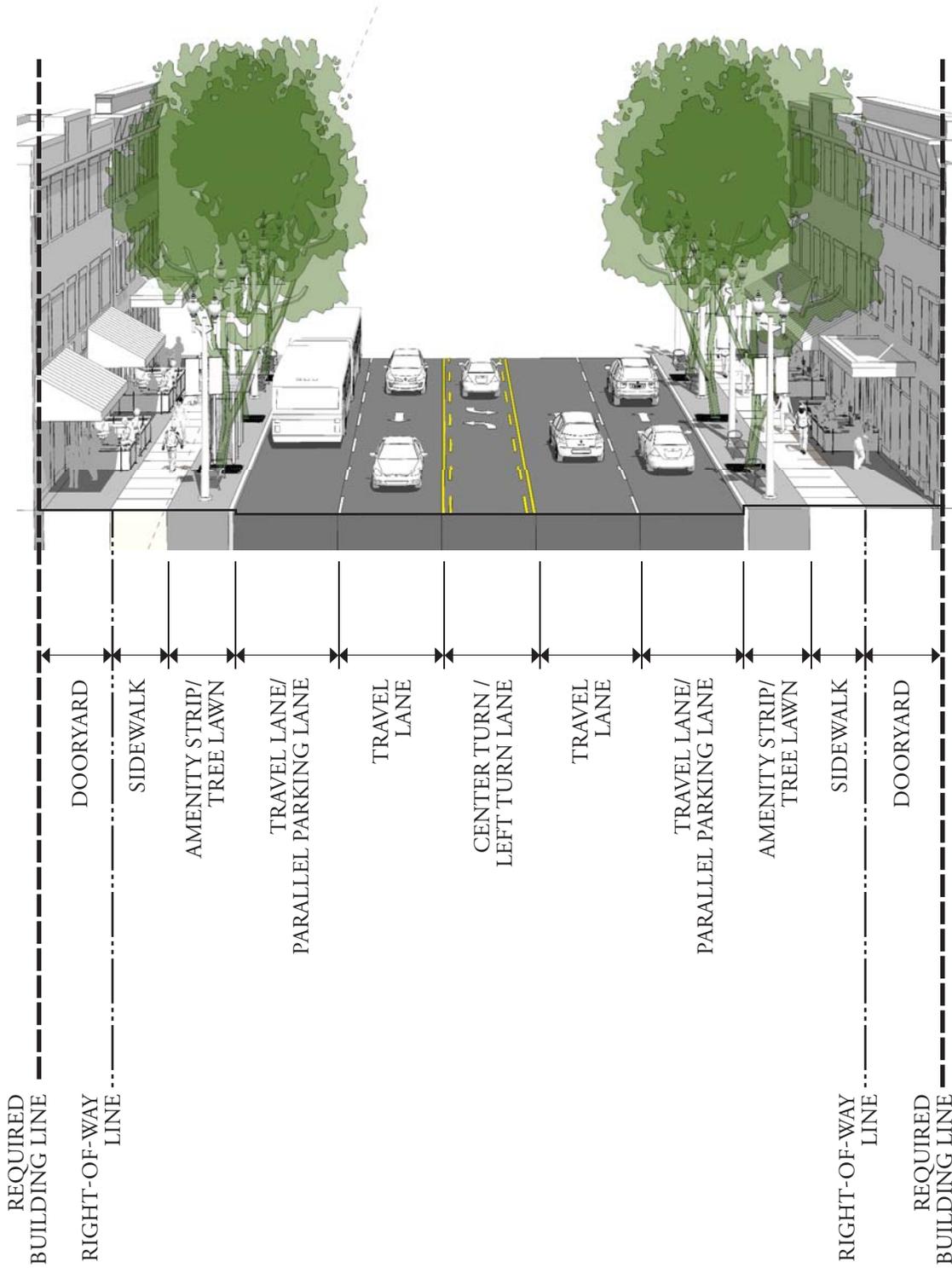
The numbers refer to dimensions within the STREET-SPACE. The first number is the literal STREET-SPACE (the distance between FAÇADES) and the second is the distance curb-face to curb-face (see cross-section specifications at the end of this section).

Street Type	Min. Right-of-Way	Travel Lane Width	Center Turn Lane Width	Parallel Parking Lane Widths	Amenity Strip Width	Tree Lawn Width	Sidewalk Width	Multi-Use Trail Width	Dooryard	Total Minimum Street Space
NS 80-46	78'	11'	10'	7' (optional) ¹	8' Min.	-	7'	-	1'	80'
NS 82-54	80'	11'	10'	-	6' Min.	-	6'	-	1'	82'
NS 78-44	76'	11'	-	7' (optional) ¹	6' Min.	-	6'	-	1'	78'
NS 70-36	60'	10'	-	8'	-	6' min.	6'	-	5'	70'
MA 252-54	232'	11'	10'	8'	8' Min.	-	6'	10'	10'	252'
MA 140-54	110'	11'	10'	-	12' Min.	-	-	10'	15'	140'

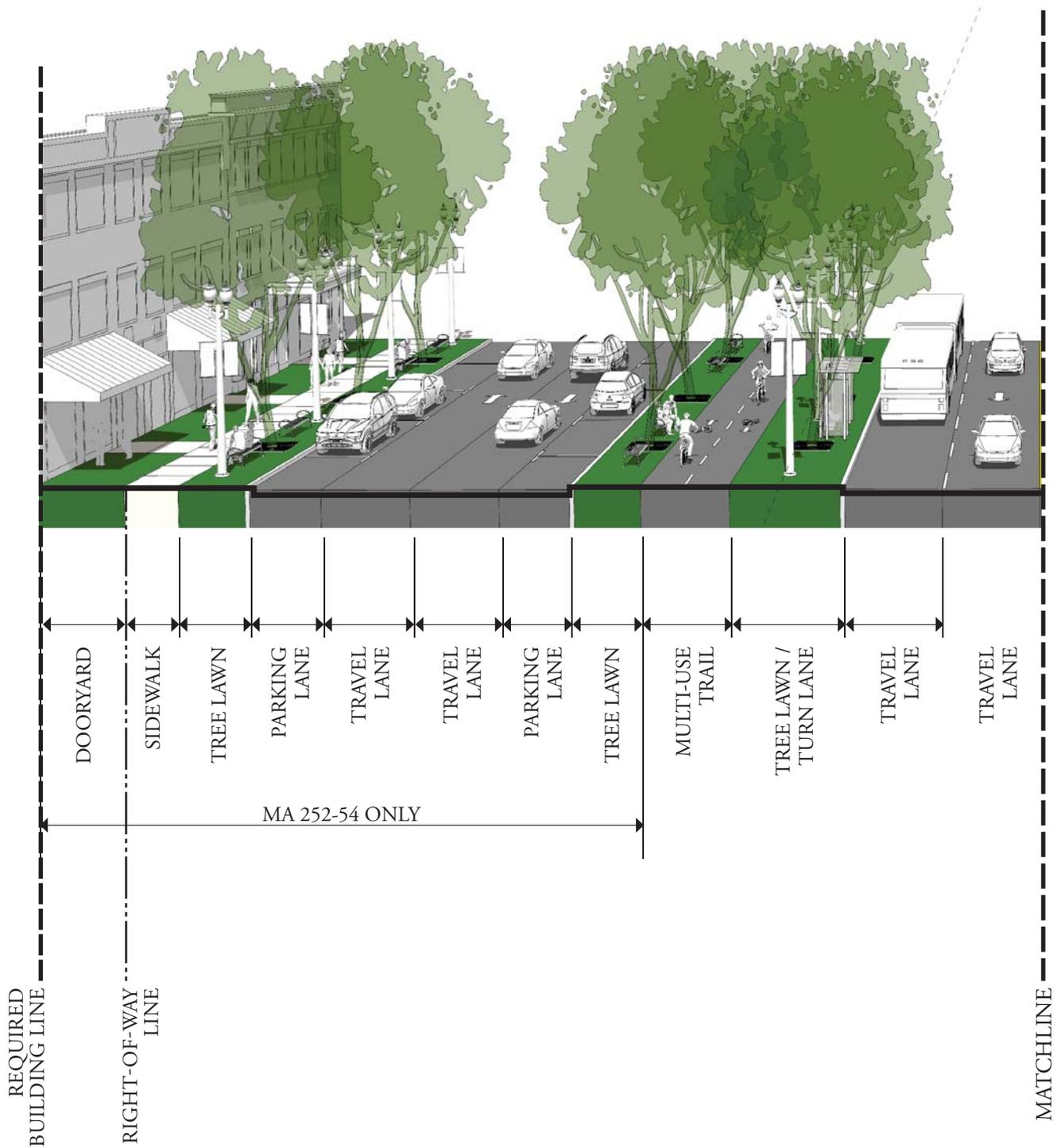
1. On-Street Parking is an important design element to provide parking, buffer pedestrians from traffic flow, and help slow down vehicle speeds to improve safety in the downtown core. As such, the Township may accept a lesser traffic Level of Service for this District than is required in the rest of Meridian Township. The Street Atlas and cross sections designate preferred locations for on-street parking. In some cases, given the traffic volumes and operations, the County Department of Roads may require a traffic analysis to demonstrate that on-street parking meets its standards. Such study shall be prepared by a qualified traffic engineer and be based on accepted methodologies of the Institute of Transportation Engineers and the County. The study may include current traffic counts, analysis of traffic operations at the intersections, review of sight distance standards for on-street parking near unsignalized locations, and modeling to evaluate the friction factor on-street parking may have on traffic operations and safety. Various on-street parking designs may be considered that could improve operations such as use of "X's" between certain spaces to ease parking maneuvers or cut-outs to add on-street parking along existing travel lanes.

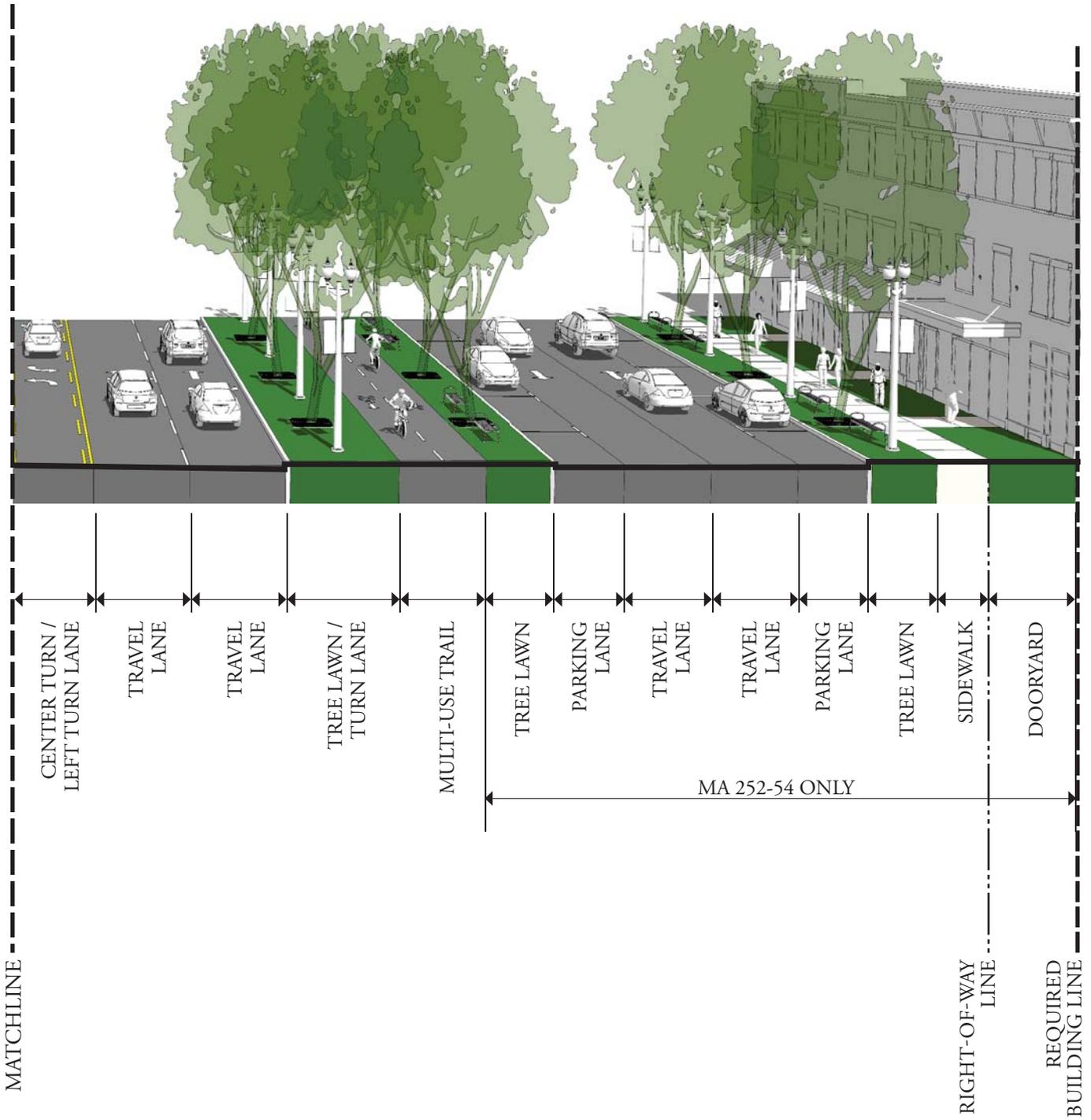
If an applicant proposes a design without on-street parking where shown, the Township Transportation Commission shall provide a recommendation to the Township Board, and the Township Board shall have a public hearing.

511. Neighborhood Street Cross Section



512. Major Arterial Street Cross Section





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Part 6. Architectural Standards

601. Purpose and Intent

- A. These Architectural Standards establish basic parameters regarding functional building element configurations and a material palette for exterior building materials.
- B. These architectural standards serve to establish a coherent character and encourage a high caliber, lasting quality of development.
- C. In order to establish and maintain a sense of place, these standards specify an architectural aesthetic of load-bearing walls and regional materials. The standards also specify details, such as window proportions, roof or CORNICE configurations, SHOPFRONTS, and overhangs. Buildings should reflect and complement the traditional materials and techniques of the Mid-Michigan region.

602. General Principles

- A. WHERE CLEARLY VISIBLE FROM THE STREET-SPACE.
 - 1. Many of these standards apply only where CLEARLY VISIBLE FROM THE STREET-SPACE. Note that the definition of STREET-SPACE includes parks, SQUARES, and CIVIC GREENS but not COMMON DRIVES.
 - 2. These controls concentrate on the PUBLIC REALM/views from the PUBLIC REALM and minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a STREET WALL is NOT CLEARLY VISIBLE FROM THE STREET-SPACE.
- B. All building materials to be used shall express their fundamental properties. For example, stronger and heavier materials (masonry) shall be located below lighter materials (wood).
- C. EQUIVALENT OR BETTER.
 - 1. While only materials, techniques, and product types prescribed here are allowed, EQUIVALENT OR BETTER practices and products are encouraged. They may be submitted to the Township for review. The Community Planning and Development Director is authorized to approve alternative materials and methods if they maintain the intent of these standards.
 - 2. Additional products may be added to this section through a text amendment to this section or may be allowed on a case by case basis through an Administrative Adjustment approved in accordance with *Part 2, Administration*.

603. Building Walls

A. Purpose and Intent

FAÇADES define the public realm—the STREET-SPACE. All walls should express the construction techniques and structural constraints of their building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details.

B. Applicability

The standards in this section shall apply to all building FAÇADE that are CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only. Refer to the district standards on the following pages for the specific requirements of this section. The text and diagrams on the following pages have the power of law. Where photographs or statements on this page may be inconsistent with the text, the text shall prevail.



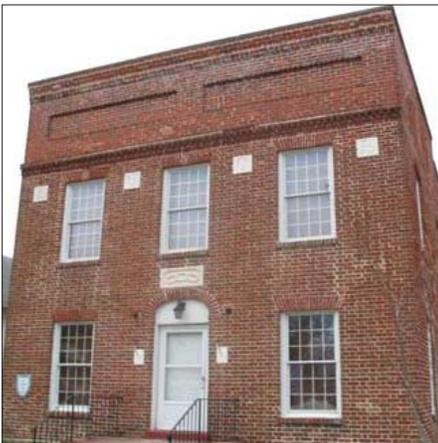
Buildings with brick FAÇADES



Cast iron shopfront with brick second story



Material change in a logical location



Brick building walls



Newly constructed brick Townhouses with architectural detailing



Building FAÇADES with limestone ground floor and wood siding above.

D. Primary Façade Materials.

Any of the following building materials shall be used on a minimum of 75% of the FAÇADE. This shall be calculated as a percentage of the wall portion of the FAÇADE, exclusive of FENESTRATION.

1. Brick
2. Wood (or approved fiber cement siding);
3. Natural Stone (or integrally-colored synthetic, equivalent or better);
4. Stucco (cement plaster);
5. Cast iron, copper, stainless steel (18-8 or better), and titanium metal siding.

E. Secondary Materials

Any of the following materials are permitted on a maximum of 25% of the FAÇADE and additionally on all side and rear elevations.

1. All permitted primary materials;
2. Metal;
3. Ground- or Split-faced block (integrally colored);
4. Glass block;
5. Decorative tile;
6. Pre-cast masonry;
7. Synthetic materials (only above the second STORY) as approved by the Community Planning and Development Director.

F. Configurations and Techniques

The following configurations and techniques are permitted.

1. Walls

- a. Wall openings (FENESTRATION): the horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in these district standards.
- b. Wall openings (FENESTRATION) shall correspond to the interior space and shall not span across building structure such as floor or wall structural thicknesses.
- c. Material changes shall be made with appropriate construction details for each abutting material—as where an addition (of a different material) is built onto the original building.

2. Wood Siding and Wood Simulation Materials

- a. Horizontal siding shall be configured with a maximum board exposure of 8”.
- b. Board and batten siding shall have a maximum board width of 12”.
- c. Siding, shingles and shakes may be smooth or rough-sawn finish.

3. Brick, Block and Stone

All masonry shall be in an apparent load-bearing configuration.

4. Stucco (cementitious finish)

- a. Finish coat shall be smooth or sand only, no rough textured finish.
- b. Stucco shall not come in contact with the ground surface.

604. Roofs and Parapets

A. Purpose and Intent

Roofs and parapets are part of the FAÇADE composition (its crown or hat) and important to the spatial definition of the STREET-SPACE. Roofs and parapets should demonstrate common-sense recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the district. Roof forms are not interchangeable. The roof type is integral to the design of the building and its architectural character and these elements should be appropriate for the building and its FAÇADE.

B. Applicability

The standards in this section shall apply to any roof or parapet that is CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

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Projecting CORNICE



Pitched roof with projecting CORNICE



Parapet wall with COPING



Parapet wall with projecting CORNICE



Overhanging eave



Pitched roof with ATTIC STORY

D. Materials

1. Only the following roofing materials are permitted:
 - a. Tile;
 - b. Slate (and equivalent synthetic or better);
 - c. Metal (standing seam, equivalent or better);
 - d. Dimensional architectural grade composition shingles; or
 - e. Wood shingles.
2. Additional permitted roof elements include:
 - a. Skylights and solar panels;
 - b. CORNICES and soffits may be comprised of wood, vinyl, synthetic materials and/or metal, as approved by the Community Planning and Development Director; and
 - c. Gutters and downspouts may be vinyl, and/or metal, in accordance with industry standards.
3. Parapet wall materials shall match the building wall.

E. Configurations and Techniques

The following configurations and techniques are permitted.

1. Flat Roofs with Parapets

Where the roof material is not visible from an adjacent STREET-SPACE, Flat roofs with parapets are allowed in General Flex, and Storefront frontage sites.

2. Pitched Roofs

Pitched roofs, excluding areas behind parapet walls shall be pitched per the BUILDING FORM STANDARD requirements.

3. Overhang Requirements

- a. Eaves shall overhang 6 to 30 inches on the primary structure.
- b. Eaves on accessory buildings, dormers, and other smaller structures shall overhang at least 4 inches.
- c. Exposed timber eaves shall be a minimum of three inches by three inches in dimension.
- d. Buildings may satisfy these overhang requirement with a CORNICE or similar form projecting horizontally from near the top of the building wall between 6 and 30 inches horizontally beyond the building wall.

4. Other Elements

Roof vents or other roof-oriented equipment are permitted only on the roof plane opposite the STREET-SPACE (OR REQUIRED BUILDING LINE) or when shielded from STREET-SPACE view by the building's parapet wall.

605. Street walls

A. Purpose and Intent

The STREET-SPACE is physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view or private and protected.

STREET WALLS establish a clear edge to the STREET-SPACE where the buildings do not. These requirements include masonry walls that define outdoor spaces and separate the STREET-SPACE from the private realm (e.g. parking lots, trash cans, gardens, and equipment). All STREET WALL faces shall be as carefully designed as the building FAÇADE, with the finished side out (i.e. the “better” side facing the STREET-SPACE).

B. Applicability

The following standards apply to all STREET WALLS that are CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

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STREET WALL *defining private yard*



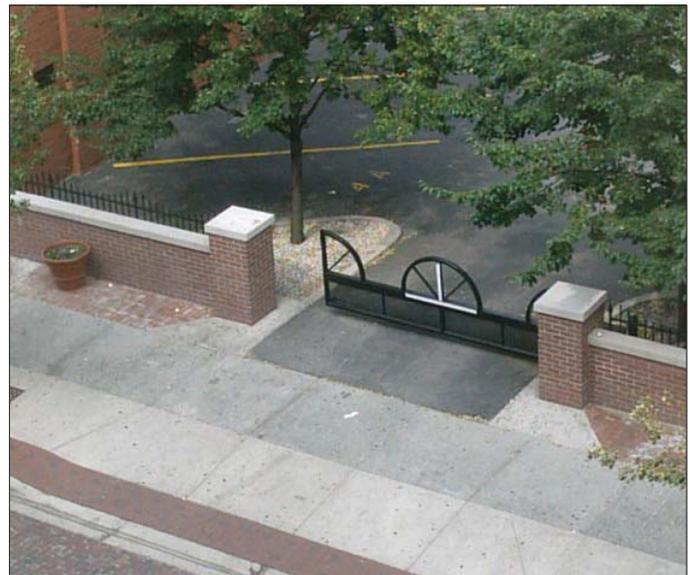
STREET WALL *with a door*



STREET WALL *with gate between FAÇADES*



STREET WALL *with gates shielding service area*



STREET WALL *fronting an unbuilt frontage.*

D. Materials

Only the following materials are permitted on STREET WALLS and gates:

1. Walls
 - a. Native/regional stone and equivalent or better imitation stone;
 - b. Brick;
 - c. Stucco on concrete block or poured concrete (only when a brick or stone coping is provided);
 - d. A combination of materials (e.g. stone piers with brick infill panels);
 - e. Native/regional stone and equivalent or better imitation stone;
 - f. Wood (where configured to be effectively opaque); or
2. Gates
 - a. Metal (wrought iron, welded steel and/ or black aluminum) - may also be used for FENESTRATION in the wall itself; or
 - b. Wood.

E. Configurations and Techniques

The following configurations and techniques are permitted:

1. STREET WALLS along any unbuilt REQUIRED BUILDING LINE shall be built to the height and length specified in the BUILDING FORM STANDARD.
2. STREET WALLS taller than 4 feet shall be subject to the FENESTRATION requirements of their BFS frontage.
3. COPING, or similar finish cap, shall project between one inch and four inches from the face of the STREET WALL.
4. Metal work may additionally be treated to imitate a copper patina.

606. Windows and Doors

A. Purpose and Intent

The placement, type, and size of windows and doors on the FAÇADE largely establishes the scale and character of the STREET-SPACE. For retail buildings, windows allow interplay between the SHOPFRONT interiors and the STREET-SPACE. Commercial uses (especially restaurants and retail establishments) benefit from exposure to the passers-by and the STREET-SPACE benefits from the visual activity. For residences, windows foster the “eyes on the street” surveillance which provides for the security and safety for the area.

Windows should be divided by multiple panes of glass to provide a pedestrian scale.

B. Applicability

The standards in this section shall apply to any window or door that is CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

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Door with TRANSOM and sidelight windows



Multi-paned SHOPFRONT windows and glass doors



SHOPFRONT window



Grouped windows



SHOPFRONT frontage



Grouped windows

D. Materials

Only the following materials are permitted on windows and doors:

1. Window glass shall be clear, with light transmission at the GROUND STORY at least 90 percent and for the upper STORIES at least 75 percent (modification as necessary to meet applicable building and energy code requirements);
2. Specialty windows (only a single fenestration opening) per FAÇADE COMPOSITION maximum) may utilize stained or opalescent glass, or glass block;
3. Doors shall be of wood, clad wood, glass, steel, or any combination; and
4. Shutter materials shall be wood or clad wood.

E. Configurations and Techniques

The following configurations and techniques are permitted:

1. All Windows

- a. The horizontal dimension of the opening shall not exceed the vertical dimension except for SHOPFRONT TRANSOM windows;
- b. Windows may be grouped horizontally if each grouping (maximum five per group) is separated by a MULLION, column, pier or wall section that is at least seven inches wide;
- c. Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable;
- d. For SHOPFRONTS in the Form District, the maximum dimensions for glass panes are 120 inches vertical by 60 inches horizontal;
- e. The maximum dimensions for glass panes are 60" vertical by 36" horizontal in all other frontages;
- f. Window panes shall be recessed behind their FAÇADE surface a minimum of three inches, except for BAY WINDOWS, and SHOPFRONTS; and
- g. Snap-in MULLIONS and MUNTINS are permitted but not considered in any proportion calculation/measurements for FENESTRATION.

2. Upper-Story Windows

Windows located above the GROUND STORY FAÇADE shall meet the following requirement:

- a. Windows may be triple-hung, double-hung, single-hung, hopper, AWNING, or casement windows.
- b. Fixed windows are permitted only as part of a window grouping that includes an operable window.
- c. Egress windows may be installed as required by the applicable building code.

3. Doors

- a. Double-height entryways (those that span more than one STORY) shall not be permitted.
- b. General Flex and Storefront FAÇADE doors shall not be recessed more than four feet behind their FAÇADE/SHOPFRONT and, in any case, shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door into the STREET-SPACE.

607. Signage

A. Purpose and Intent

Signs along frontages within the Form Districts should be clear, informative to the public and durable. Signs should be scaled and detailed for these mixed-use, pedestrian-oriented areas; and not for high speed automobile traffic. Signage that is glaring or too large creates distraction, lessens the pedestrian experience, and creates visual clutter.

B. Applicability

The following standards shall apply to all signage that is CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

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Wall sign



Neon sign, within the SHOPFRONT



Wall sign above entry



Sign Band, window signs



Blade signs



Wall sign, AWNING



Blade sign



AWNING sign



AWNING and wall signs

D. General Standards

1. Wall signs are permitted within the area between the first floor ceiling and the second STORY floor line, within a horizontal band not to exceed three feet in height. In no case may this band be higher than 24 feet or lower than 12 feet above the adjacent sidewalk.
2. Letters may not exceed 24 inches in height or width and two inches in relief (depth). Signs may not come closer than two feet to an adjacent COMMON LOT LINE.
3. A single masonry or bronze plaque may be placed in the building's CORNICE/parapet wall or under the eaves, and above the upper STORY windows. Any such plaque shall be no larger than a rectangle of 18 square feet in size.
4. Blade signs and marquee signs are permitted. (Maximum three feet by four feet, vertical or horizontal with a minimum nine feet clear height above the sidewalk) and may be hung within the permitted area between the first floor ceiling and the second STORY floor line, perpendicular to the REQUIRED BUILDING LINE or from an AWNING.
5. Temporary A-Frame Boards - shall not exceed 36 inches in height, 24 inches in width and 24 inches in depth (spread). Signs may occupy the DOORYARD area only and shall not occupy the CLEAR SIDEWALK.

E. Prohibited Signs:

Outdoor advertising signs, roof signs, free-standing pole signs, monument signs, any kind of animation, and signs painted on the exterior walls of buildings. No digital, flashing, scrolling, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising located outside any building are not allowed.

F. Awnings and Overhangs

1. AWNING overhangs shall have a minimum of ten feet CLEAR HEIGHT above the sidewalk and be minimum of five feet deep, measured from the FAÇADE. The maximum depth is to back-of-curb or the far (street) side of the CLEAR SIDEWALK edge, whichever is less.
2. Only the following materials are permitted: canvas or equivalent (no shiny or reflective materials), metal or glass.
3. Internal illumination through the AWNING or overhang is not permitted.
4. Lettering on AWNINGS shall be limited to six inches in height on the outside edge/vertical face of the AWNING. Lettering and/or signs on AWNINGS are not permitted above the GROUND STORY.

608. Lighting, Mechanical and Service Areas

A. Purpose and Intent

Appropriate lighting is desirable for night-time visibility, safety, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. Pedestrian-scaled streetlights should occur along all streets within a Form District. “Cobra-head” highway-type fixtures shall be limited to major intersections and only when absolutely necessary. Lighting elements should that cast a clearly/perceptively unnatural spectrum of light (such as low pressure sodium) should not be used. LED, metal halide, or halogen elements with a spectrum of light more perceptively “natural” are preferred.

Mechanical includes any heating, ventilation, and air conditioning (HVAC) or electrical machinery but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility company transformers, meters or boxes, trash compactors, dumpsters, storage tanks, and similar elements. These should not be located in any public areas or be visible from the street.

B. Applicability

The standards in this section shall apply to all properties in a Form District.

C. Illustrations

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The illustrations below are examples of mechanical equipment arrangements that are only acceptable away from and/or not visible from a street-space (e.g. within a common drive or hidden from view).



Street light luminaire and banner



Pedestrian-oriented street lights



Not permitted visible from STREET-SPACE



Not permitted within the STREET-SPACE

D. Lighting

1. Streetlights should be coordinated by the Department of Public Works, MDOT and/or Ingham County Roads Department. Streetlights should be located on each side of the STREET-SPACE and between 9 feet and 16 feet above grade.
2. Streetlight and STREET TREE placement should be coordinated and should sit no less than 10 feet apart from one another.
3. Exterior lights at the building FAÇADE (maximum 100-watt incandescent or equivalent lumens) shall be mounted between 8 feet and 12 feet above the adjacent sidewalk. These fixtures shall illuminate the DOORYARD and CLEAR SIDEWALK area, and shall be shielded or aimed in such a way that they do not direct light upward, or out of the Form District.
4. All lots with COMMON DRIVES shall have lighting fixtures within five feet of the COMMON DRIVE. These fixtures shall illuminate the COMMON DRIVE, be between 9 and 16 feet in height, and not cause glare into adjacent lots.
5. High-intensity discharge (HID) or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) shall not be used on the exterior of buildings.
6. Floodlights or directional lights (maximum 100-watt incandescent or equivalent) may be used to illuminate COMMON DRIVES, parking garages and working (maintenance and service) areas, but shall be shielded or aimed in such a way that they do not shine into other lots, the STREET-SPACE, or direct light out of the Form District.
7. Flood or uplighting may not be used to illuminate private building walls. Accent lighting may be permitted on CIVIC BUILDINGS or monuments, to highlight architectural features (such as church steeples).
8. Site lighting shall be of a design, height and location so as to illuminate only the lot. An exterior lighting plan shall be approved as consistent with these standards by the Township.
9. Temporary holiday lighting is exempt from these regulations, in accordance with other Township standards.

E. Mechanical Equipment

1. The following shall be placed behind and away from any REQUIRED BUILDING LINE, may not be stored or located within nor CLEARLY VISIBLE FROM THE STREET-SPACE: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, dumpsters, storage tanks, and similar equipment.
2. Utility lines, fiber optic, etcetera, shall be placed underground, under the street pavements or under an alley or COMMON DRIVE pavement. Alternately, with prior Township approval, overhead utility lines may be run through the center of the BLOCK.

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Part 7. Parking and Loading Standards

701. Intent

These Form District standards are intended to:

- A. Promote a “park once” environment with walkable nodes that will enable people to conveniently park and access a variety of commercial, residential, and civic enterprises in pedestrian friendly environments by encouraging shared parking.
- B. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
- C. Provide flexibility for redevelopment of sites.
- D. Increase visibility and accessibility of publicly available parking.

702. Minimum Parking Requirements

Parking requirements in Okemos Village and in the Grand River Avenue overlay Form Districts shall be regulated by *Sec. 86-775* but with the following specific departures from that section. These parking reductions are based on an anticipated shift from single-occupant vehicle travel to walking, bicycling, transit, and car share services often associated with the mixture of uses within compact walkable areas consistent with the code.

- A. If shared parking is provided as described in *86-753*, the combined amount of parking required is reduced by 20%.
 - 1. This percentage may be increased by up to 40% if the applicant provides information to demonstrate a maximum 85% of parking available is expected to be occupied during peak periods.
 - 2. The Township may require a parking study by a qualified professional using accepted sources and methodology.
 - 3. In addition, the Township may require some additional parking area be “banked” for future use if the anticipated shared parking is inadequate or if a use change to one that requires significant additional parking is made.
- B. Residential:
 - 1. A minimum of 1 parking space per residential unit shall be provided (Okemos Village only).
 - 2. 1.25 parking spaces shall be provided per multiple family unit (Grand River Avenue) with an additional 0.25 space per unit available for visitor and public use.
 - 3. Required parking per unit may be reduced if the development provides a “car-share” system for use by residents.
- C. Commercial centers and general retail:
 - 1. 3.5 spaces per 1,000 sq. ft. (minimum) and 4.0 spaces (maximum¹) for buildings with a gross floor area less than 25,000 sq. ft.
 - 2. 4.0 spaces per 1,000 sq. ft. (minimum) or 5.0 spaces (maximum¹) for buildings with a gross floor area over 25,000 sq. ft.

¹ Maximum standards only apply to surface parking lots, not structured or underground parking.

- D. Restaurants, taverns & bars, nightclubs, distilleries and brew pubs, Grand River Avenue:
 - 1. 1 space per 100 sq. ft. of usable floor area.
- E. The minimum parking requirements may be reduced if there is a shared parking assessment district or other program that permits shared use of select parking lots in Okemos Village.²

703. Achieving Parking Requirements

- A. Parking requirements may be met either on-site or within an 800-foot walking distance of the development. The required parking must all be on the same side of Grand River Avenue however parking on the opposite side may be included if within 1/8 mile of a designated pedestrian crosswalk
- B. Parking shall be located in compliance with the parking standards in *Sections 704. B & C.*, below.
- C. Bicycle Parking shall be provided as required by *Sec. 86-760.*
- D. All other parking standards of *Article XIII Off-Street Parking & Loading* shall apply.

704. Special Parking Standards

A. Joint Parking

Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles. Where such surface parking areas lie within 50 feet of one another, a mutual access easement acceptable to the Administrator shall be executed. Parking lot configurations existing _____ (insert effective adoption date) are exempt from this requirement.

B. On-Street Parking

If on-street parking is provided along building frontage, public street frontage, or approved along frontage roads, those spaces may be counted towards parking requirements for the specific use.

² *Note to Staff: the consultant team recommends that a Parking Management Strategy be developed for the Okemos Village district, and potentially Grand River form District, enabling more progressive parking standards for a true pedestrian- and transit-oriented environment. Parking ratios could be reduced accordingly, such as the following:*

Commercial, general retail, restaurants, taverns & bars, nightclubs, distilleries & brew pubs:

Option A:

2.0 spaces per 1,000 sq. ft. (minimum) and 3.0 spaces (maximum) for buildings with a gross floor area less than 25,000 sq. ft.

3.0 spaces per 1,000 sq. ft. (minimum) or 4.0 spaces (maximum) for buildings with a gross floor area over 25,000 sq. ft.

Option B:

No minimum and 3.0 spaces maximum for buildings with a gross floor area less than 15,000 sq. ft.

2.0 spaces per 1,000 sq. ft. (minimum) or 3.0 spaces (maximum) for buildings with a gross floor area over 15,000 sq. ft.*

C. Off-Street Parking

Off-street parking shall be located in compliance with the parking setback regulations for the site on which it is located, as indicated on the REGULATING PLAN and/or *Building Form Standards*.

D. Off-Site Parking

1. Off-site parking must be located within a walking distance of 800 feet from the site it is serving.
2. The off-site parking shall be located within either the Village or Avenue Form District.
3. The off-site parking must be the subject of a long-term lease approved as to form by the city attorney, or permanently dedicated for off-site parking use.

E. Access Drives

Grand River Avenue access design shall comply with *Sec. 86-441*, provided that the design of the frontage road shall comply with the standards in *Part 5*.

705. Loading

Development under this code precludes any street-side loading facilities and creates consistent rear-access and circulation. See *Part 4 Building Form Standards* and the REGULATING PLAN for specifics.

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Part 8. Building Uses

801. General Provisions

A. Permitted Uses

Uses are grouped into broad categories. Permitted uses by BUILDING FORM STANDARD are shown in *Section 802*. The categories in the use table are listed in *Section 803*.

B. Use Determination

1. The Director of Community Planning and Development is responsible for categorizing all uses. If a proposed use is not listed in a use category, but can be said to be reasonably similar in impact on a Form District to a listed use, the Director shall treat the proposed use as a use under that category. If a proposed use is not listed in a use category, and is fundamentally different from any other listed use, the use shall be prohibited.
2. Uses not specifically listed: When determining whether a proposed use is similar to a permitted use, the Director shall consider the following criteria:
 - a. The actual or projected characteristics of the proposed activity in relationship to the stated characteristics of each use.
 - b. Types of vehicles used and their parking and or loading requirements.
 - c. The likely impact on surrounding properties.
 - d. The intent of the Form Districts.

802. Use Table

The use table identifies the uses allowed in the respective BUILDING FORM STANDARD frontages, differentiating between the GROUND and upper STORIES where relevant.

USE CATEGORY		BUILDING FORM STANDARD						
		General Flex		Storefront		Townhouse/ Small Apt		
		Ground Story	Upper Story	Ground Story	Upper Story	Ground Story	Upper Story	
RESIDENTIAL	Household Living	☐	■	☐	■	■	■	Sec. 804.B.1-2
	Group Living		☐		☐	☐	☐	Section 86-654 of the Township's <i>Code of Ordinances</i>
COMMERCE	Office	■	■	☐	■			Sec. 804.D.
	Overnight Lodging	☐	■	☐	■	☐	☐	Sec. 804.E.1-2
	Recreation/Entertainment	■	■	■	■			
	Vehicle Sales	■	■		■			Sec. 804.F.2
	Day Care	■	■		■	■	■	children: Section 86-403 (d)(1) adults: Section 86-403 (d)(2) of Township's <i>Code of Ordinances</i>
	Retail Sales & Service	■	☐	■	☐			Sec. 804.F.2, 5, 6
	Restaurant/Bar	■	☐	■	☐			Sec.804.F.1-4
	Vehicle service/ Gas Station	☐						Sec. 804.G.
CIVIC	See Part 9. Definitions	■		■		■		Sec. 804.C.
Key: ■= Permitted ☐= Additional Regulations Apply Blank Cell = Not Permitted								

803. Use Categories

A. Residential

1. Household Living Categories

- a. One-, two-, and three-family dwellings.
- b. Multi-family dwellings.

2. Supported and Assisted Living Categories

- a. Group homes.
- b. Senior housing.

B. Commerce Use Categories

All uses permitted in Districts C-1, C-2, and C-3; Professional and Office (PO); and Research Park and Office Park (RP); unless otherwise prohibited, including:

1. Office.
2. RETAIL SALES AND SERVICES.
3. Restaurant/Bar/Micro-breweries.
4. Research and Laboratory Facilities.
5. Overnight Lodging (includes hotel, motel, bed & breakfast, short term rental)
6. Recreation/Entertainment
7. Vehicle Sales
8. Day Care (adult and child)
9. Vehicle service/Gas Station

C. Civic Use Category

See *Part 9. Definitions: CIVIC USE.*

804. Development and Performance Standards

A. General

1. All permitted uses shall meet the *Section 402. General Provisions* and those standards specified in the applicable individual BUILDING FORM STANDARD pages.
2. No CIVIC or COMMERCE use is permitted above a RESIDENTIAL use.
3. Businesses providing drive-up services shall not have a drive-through lane or service window that abuts or faces a STREET-SPACE.
4. No smoke, radiation, vibration or concussion, heat or glare shall be produced that is perceptible outside a building, and no dust, fly ash or gas that is toxic, caustic or obviously injurious to humans or property shall be produced.

B. Residential

1. See the General Flex BUILDING FORM STANDARDS for configuration requirements for GROUND STORY residential uses.
2. A lobby serving an upper STORY residential use is permitted on the GROUND STORY of a Storefront site.

C. Civic

Buildings that house CIVIC USES located on civic sites specifically designated on the REGULATING PLAN are not subject to *Part 4. Building Form Standards*.

D. Office

Office uses are not permitted within the required minimum depth for the SHOPFRONT space in a SHOPFRONT site.

E. Overnight Lodging

1. GROUND STORY guest rooms shall meet the configuration standards for GROUND STORY RESIDENTIAL uses as specified in the General Flex BUILDING FORM STANDARD.
2. A lobby serving an upper STORY overnight lodging use is permitted on the GROUND STORY of any Storefront site.

F. Retail Sales, Restaurant

1. Outdoor eating areas for restaurants shall be allowed in General Flex and/or Storefront frontages, subject to the Township's "outdoor displays and cafes" ordinance (*see Section 86-403 (c)(6) of the Township's Code of Ordinances*).
2. A RETAIL SALES use or restaurant is permitted in the second STORY of a Storefront or General Flex site provided it is an extension of that GROUND STORY use, with equal or less floor area.

G. Gas Station/Auto Repair

A gas station may be permitted, subject to the following:

1. The use shall not include the display and rental of cargo trailers, trucks, or similar uses;
2. The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited.

Part 9. Definitions

901. Defined Terms

The following terms are defined for the purpose of the form districts. Terms not defined here may be defined elsewhere in the zoning ordinance. In such case, the definition contained in the zoning ordinance shall be used. Certain terms in these districts are used in very specific ways, often excluding some of the meanings of common usage. Where there is an apparent conflict or contradiction, the definition herein shall prevail.

ATTIC STORY. Habitable space situated within the structure of a pitched roof and above the uppermost **STORY**. They are permitted for all **BUILDING FORM STANDARD** sites and do not count against the maximum building height limit in stories or feet of the frontage in which they are located.

AWNING. A cantilevered, projected or suspended cover over the sidewalk portion of the street-space, or a roof like covering, usually of canvas, metal, or similar material and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. It is distinguished from a canopy because it is not permanent, nor a structural portion or architectural feature of the building and does not support substantial weight.

BALCONY. An exterior platform attached to the upper floors of the building **FAÇADE** (forward of the **REQUIRED BUILDING LINE**).

BAY WINDOW. Generally, a U-shaped enclosure extending the interior space of the building outward of the **FAÇADE/REQUIRED BUILDING LINE** (along its **STREET-SPACE** side).

BLOCK. An increment of land comprised of lots, **COMMON DRIVES**, and tracts circumscribed and not traversed by streets (**PEDESTRIAN PATHWAYS** excepted). **BLOCKS** are measured at the **REQUIRED BUILDING LINE (RBL)**.

BLOCK CORNER. The outside corner of a **BLOCK** at the intersection of any two **REQUIRED BUILDING LINES**. Inside corners, where the resulting angle formed by the **BLOCK FACE** is less than 180 degrees (concave) are not considered **BLOCK CORNERS** for the purposes of this district.

BLOCK FACE. The **REQUIRED BUILDING LINE** frontage between **BLOCK CORNERS**.

BUILDABLE AREA. The area of the lot that building(s) may occupy, which includes the area of the lot behind the **REQUIRED BUILDING LINE** as designated by the **BUILDING FORM STANDARD**. The **BUILDABLE AREA** sets the limits of the building footprint now and in the future—any building additions shall be within the specified **BUILDABLE AREA**.

BUILDING CORNER. The outside corner of a building where the primary building mass is within an angle less than 180 degrees. Inside corners, where the exterior space of the building mass forms an angle of more than 180 degrees are not considered **BUILDING CORNERS** for the purposes of this district.

BUILDING FORM STANDARDS (BFS). The part of these district standards that establish basic parameters regulating building form, including: the envelope (in three dimensions); placement on the lot; and certain permitted and required building elements, such as storefronts, **BALCONIES**, and **STREET WALLS**.

CIVIC BUILDINGS. Those buildings that house strictly CIVIC USES or historically and urbanistically significant structures designated on the REGULATING PLAN. CIVIC USE BUILDINGS and publicly-owned public art are not subject to the BUILDING FORM STANDARD prescriptions of this district.

CIVIC GREEN OR SQUARE. A public open space designated on the REGULATING PLAN. The term CIVIC GREEN is generally used to describe a formally configured small public lawn or park that is primarily unpaved. The term SQUARE is generally used to describe spaces that have more paved surface area, including plazas. See the *Public Realm Standards* for the specific controls on CIVIC GREENS and SQUARES.

CIVIC USE. See USE, CIVIC.

CLEAR HEIGHT. Within a structure, the habitable distance between the floor and ceiling. For entrances and other external building features, the unobstructed distance from the ground/sidewalk to the lowest element above.

CLEAR SIDEWALK. An area within a STREET-SPACE, the portion of the sidewalk that must remain clear of obstructions and allow public passage. The CLEAR SIDEWALK width is specified in the *Street Type Specifications*.

CLEARLY VISIBLE FROM THE STREET-SPACE. Many requirements of this district apply only where the subject is “CLEARLY VISIBLE FROM THE STREET-SPACE.” (Note that the definition of STREET-SPACE includes CIVIC GREENS, SQUARES, PEDESTRIAN PATHWAYS, parks, and all public space except COMMON DRIVES.) A building element more than 40 feet from a REQUIRED BUILDING LINE or STREET-SPACE is by definition *not* CLEARLY VISIBLE FROM THE STREET-SPACE (such as elements facing a COMMON LOT LINE). Also, common or party walls are by definition *not* CLEARLY VISIBLE FROM THE STREET-SPACE. This does not exempt vehicle parking lots or parking structures from any BUILDING FORM STANDARD requirements.

COMMERCE. See USE, COMMERCE.

COMMON DRIVE. The public right-of-way or easement for vehicles and pedestrians within a BLOCK that provides service access to the rear or side of properties, vehicle parking (e.g., garages), loading docks, utility meters, recycling containers, and garbage bins.

COMMON LOT LINES. Lot lines shared by adjacent private lots.

CONSERVATION LANDS. Areas that are not developable due to environmental constraints or easements, such as floodplains, wetlands, steep topography, wildlife preserves, etc.

COPING. The cap or covering on top of a wall.

CORNER LOT. A lot that has frontages on two intersecting STREET-SPACES. Special building placement, fencing and landscape requirements may apply.

CORNICE. A cornice (from the Italian cornice meaning “ledge”) is a horizontally overhanging element that crowns a building.

DOORYARD. The area within the STREET-SPACE, extending across the entire width of the lot, between the FAÇADE of the building (generally the REQUIRED BUILDING LINE) and the CLEAR SIDEWALK portion of the sidewalk, which may be paved or planted, depending on the *Street Type Specification* designation.

DORMERS. Roofed ancillary structures with windows providing light and air to habitable space within a pitched roof.

EQUIVALENT OR BETTER. A building material or construction technique that has been determined, by the Director of Community Planning & Development, to be at least equal to, in appearance, durability, etc., or surpassing those expressly permitted herein.

FAÇADE (Building Face). The building elevation facing the **STREET-SPACE** or **REQUIRED BUILDING LINE**. Building walls facing private interior courts, **COMMON LOT LINES**, and **COMMON DRIVES** are not **FAÇADES** (they are elevations).

FAÇADE COMPOSITION. The arrangement and proportion of materials and building elements (windows, doors, columns, pilasters, bays) on a given **FAÇADE**.

FENESTRATION. Openings in a wall, including windows and doors, allowing light and views between the **BLOCK** and/or building interior (private realm) and sidewalk and/or street exterior (**PUBLIC REALM**).

FIRST FLOOR. See **GROUND STORY**.

FRONT PORCH. The ground floor platform attached to the **FAÇADE** or **REQUIRED BUILDING LINE** side of the main building.

GARAGE ENTRY. An opening (with curb cut) in the building **FAÇADE** and/or **STREET WALL** where vehicles may enter into a parking structure in the **BLOCK** interior for general parking and business servicing.

GARDEN WALL. A masonry wall defining a property line or delineating a private area. (For height and gate specifications, see the **BUILDING FORM STANDARDS**.)

GROUND STORY. The first habitable level of a building at or above grade. The next **STORY** above the **GROUND STORY** is the second floor or **STORY**.

MANSARD. A type of roof having two slopes on every side, the lower slope being considerably steeper than the upper. Named for the 17th-century architect François Mansart, it was first widely used in Paris to take advantage of a building-tax code (buildings were taxed by story-height and habitable space in the roof was not included).

MEZZANINE. An intermediate level between the **GROUND STORY** and the second **STORY** that may be in the form of a platform, podium, or wide balcony.

MULLION. A vertical structural member in a window.

MUNTIN. A strip of wood or metal separating and holding panes of glass in a window, less than 1" in thickness. Muntins divide a single window sash or casement into a grid system of small panes of glass.

OPEN AREA. See **PRIVATE OPEN AREA**.

PARKING SETBACK LINE. A line or plane indicated on the **REGULATING PLAN** which extends vertically up from the **GROUND STORY** floor level and is generally parallel to the **REQUIRED BUILDING LINE**. The **PARKING SETBACK LINE (PSL)** is a permissive minimum distance from the **REQUIRED BUILDING LINE**.

PEDESTRIAN PATHWAY. A publicly accessible interconnecting paved way providing pedestrian and bicycle passage through **BLOCKS** running from a **STREET-SPACE** to another **STREET-SPACE**, **COMMON DRIVE**, or an interior **BLOCK** parking area.

PLAZA. See SQUARE.

PRIVACY FENCE. An opaque fence along COMMON DRIVES, PEDESTRIAN PATHWAYS, and COMMON LOT LINES. See the *Building Form Standards* for height and placement specifications and *Architecture* for material and configuration standards.

PRIVATE OPEN AREA. An occupiable area within the BUILDABLE AREA, generally behind the PARKING SETBACK LINE, accessible to occupants of the particular building or site, and (primarily) open to the sky.

PUBLIC REALM (STREET-SPACE). All space between fronting REQUIRED BUILDING LINES (streets, SQUARES, PLAZAS, PEDESTRIAN PATHWAYS, CIVIC GREENS, sidewalks, quadrangles, parks)—including transit service operator passenger platform—but not within GARAGE ENTRIES or COMMON DRIVES.

REGULATING PLAN. The implementing plan for development within the form districts. REGULATING PLANS designate the BUILDING FORM STANDARDS and street types and may provide specific information for the disposition of each building site. The REGULATING PLAN also shows how each site relates to adjacent STREET-SPACES, the overall district, and the surrounding neighborhoods.

REQUIRED BUILDING LINE (RBL). A line or plane indicated on the REGULATING PLAN, defining the street frontage which extends vertically and generally parallel to the street, at which the building FAÇADE shall be placed. (The minimum length and height of FAÇADE that is required at the RBL is shown on the appropriate BUILDING FORM STANDARD.)

SHARED PARKING. Automobile parking that is visible and accessible to the public for a minimum portion of each day.

SIDEWING. The portion of a building attached to and behind the primary structure extending along a COMMON LOT LINE toward the COMMON DRIVE or rear of the lot.

SQUARE. See CIVIC GREEN.

STOOP. An entry platform on the FAÇADE of a building. (See the individual BUILDING FORM STANDARDS for specifications.)

SHOPFRONT. That portion of the GROUND STORY FAÇADE intended for marketing or merchandising and allowing visibility between the sidewalk and the interior space.

STORY. That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above.

STREET-SPACE (PUBLIC REALM). All space between fronting REQUIRED BUILDING LINES (streets, SQUARES, PLAZAS, PEDESTRIAN PATHWAYS, CIVIC GREENS, sidewalks, quadrangles)—including any transit service operator passenger platform—but not within GARAGE ENTRIES or COMMON DRIVES.

STREET-SPACE FRONTAGE. That portion of the lot or building that is coincident with the REQUIRED BUILDING LINE as required by the form districts.

STREET TREE. A tree required in the form districts that is used to define the STREET-SPACE/ pedestrian realm and listed in the Street Tree List in the *Public Realm Standards*. STREET TREES are of proven hardy and drought tolerant species and large enough to form a shade canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

STREET WALL. A masonry wall which assists in the definition of the STREET-SPACE in the absence of a building. See the BUILDING FORM STANDARDS for height and gate specifications.

TRANSOM. Transom or transom window refers to a transom light, the window over a structural crosspiece in a window or door opening.

TREE LAWN. A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the CLEAR SIDEWALK, and used for planting STREET TREES and configured to foster healthy STREET TREE root systems. TREE LAWN dimensions are specified in the *Street Type Specifications*.

USE, CIVIC. For the purpose of this district, CIVIC USES include: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing art centers; transit centers; ceremonial government functions; and other similar community uses. Public ownership alone does not constitute CIVIC USE.

USE, COMMERCE. For the purpose of these form districts, COMMERCE USES shall be considered to encompass all of the by-right and conditional uses permitted in the following Meridian zoning districts: Commercial (C1-3), Professional and Office (PO), and Research Park and Office Park (RP), unless expressly prohibited herein, and all of the CIVIC USES defined above, except transit centers.

USE, RESIDENTIAL. RESIDENTIAL USES shall be considered to encompass all of the uses allowed by-right and with a conditional use permit in the residential zoning districts as defined in the Meridian zoning ordinance.

USE, RETAIL. Includes the following:

RETAIL SALES. Establishments wherein the primary use is the sale of merchandise for use or consumption by the immediate purchaser.

RETAIL SERVICE. Establishments providing services, as opposed to products, to the general public, including restaurants, hotels and motels, finance, real estate and insurance, travel agencies, health and educational services, and galleries; as well as personal services as defined in the Meridian zoning ordinance.

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Part 10. Addendum: Transit Stop Guidelines

1001. Bus Stops

Convenient transit access should be integrated with the design of a street corridor from the beginning, not considered as an afterthought. This means careful consideration of both how buses can circulate and access stop locations, as well as the placement and design features of the bus stop itself in order to facilitate access for all and a pleasant, safe waiting environment.

A. Stop Locations

1. Stops should be located in safe areas along streets for buses to stop and/or pull out to access the curb. Any in-street bus zone or pull-out areas should be sized to facilitate bus movements, and be at least 11-feet wide.
2. Stops should be located as closely as possible to the pedestrian access points of nearby trip-generating land uses or other activities, such as commercial centers, schools, employment sites or residential areas.
3. Stops should be positioned to be directly accessible by sidewalk, with any stop features positioned so as not to impede a minimum 5-foot clearance on the passing sidewalk.
4. Stops should be located near accessible and signed crossing locations.
5. Stops should be located near lighting to allow for safe customer waiting experience during times of darkness.
6. To facilitate better operations, it is preferred that bus stops be located on the far side of signalized intersections. For these far-side stops, it is preferred that there is room for the front of the bus to stop a minimum of 80 feet past the intersection in order to give clearance to adjacent crosswalks.
7. Coordination with CATA is recommended to facilitate stop placement, relocation and design consistency.

B. Stop Features & Design Standards

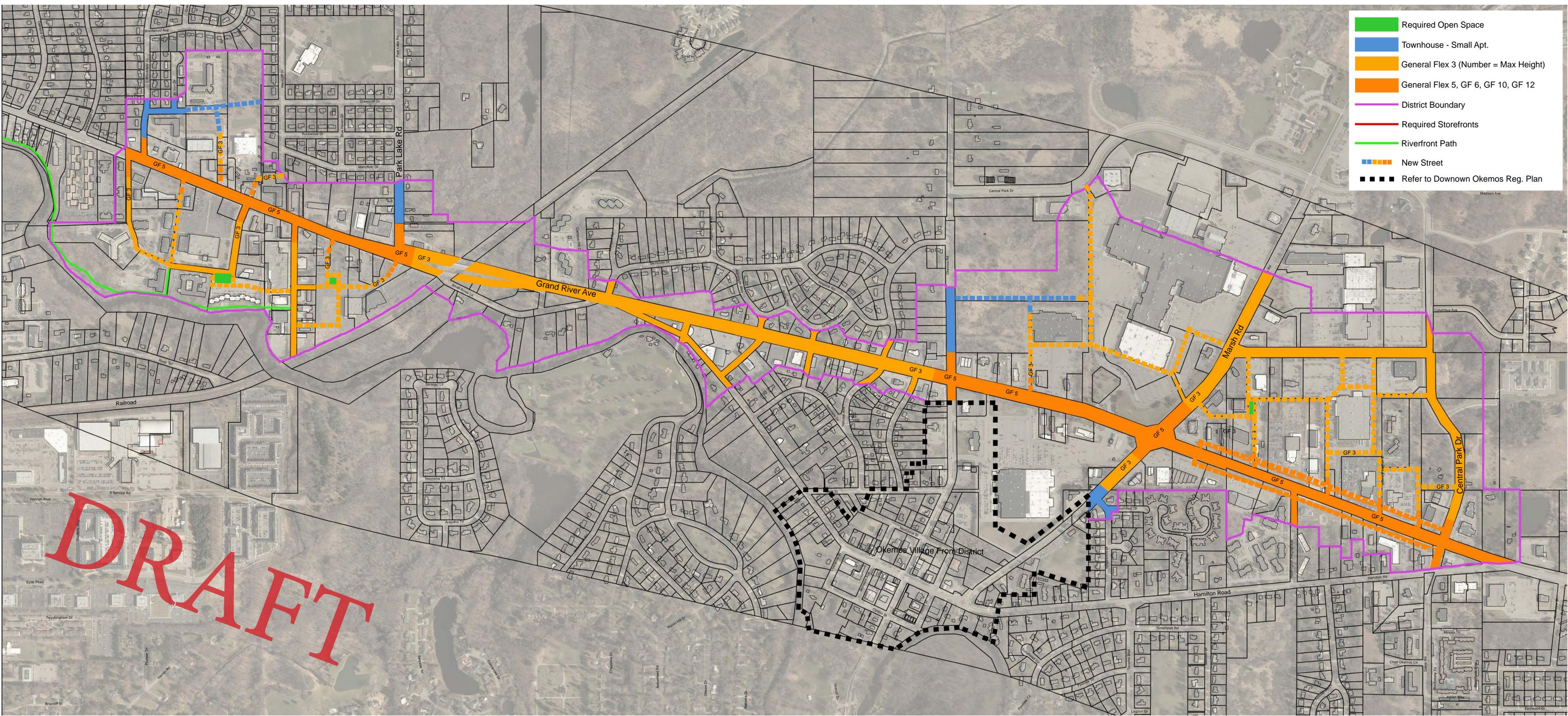
1. All bus stops should include:
 - a. Descriptive identifying signage with basic route information (stop name, route number, direction or destination) and directions for how to get information on system services (via web or phone)
 - b. Minimum 5x8 front-door landing pad, directly connected to the sidewalk
2. Enhanced stops in higher-demand boarding locations should also consider including:
 - a. A bench mounted to concrete, or a seating wall.

- b. A shelter that is:
 - (i) constructed with open features that allow for visibility of waiting customers
 - (ii) positioned and designed to shield customers from prevailing weather patterns
 - (iii) set back from street travel lanes enough to create a comfortable waiting environment
 - (iv) inclusive of a minimum 2.5- by 4-foot clear space for wheelchair users located entirely within the shelter space
 - c. Bicycle racks or other bike storage devices
 - d. Wayfinding and local pedestrian / bike route information
3. Trees and other green elements can be integrated into or around the stop area, providing shade and a more comfortable waiting environment.
 4. Bus stops should be cleaned or maintained on a regular basis.
 5. Additional design standards from CATA may be applicable.

C. Further References

1. Transit Street Design Guide, National Association of City Transportation Officials (NACTO), 2016
2. Guidelines for the Location and Design of Bus Stops (TCRP Report 19), Transportation Research Board, 1996

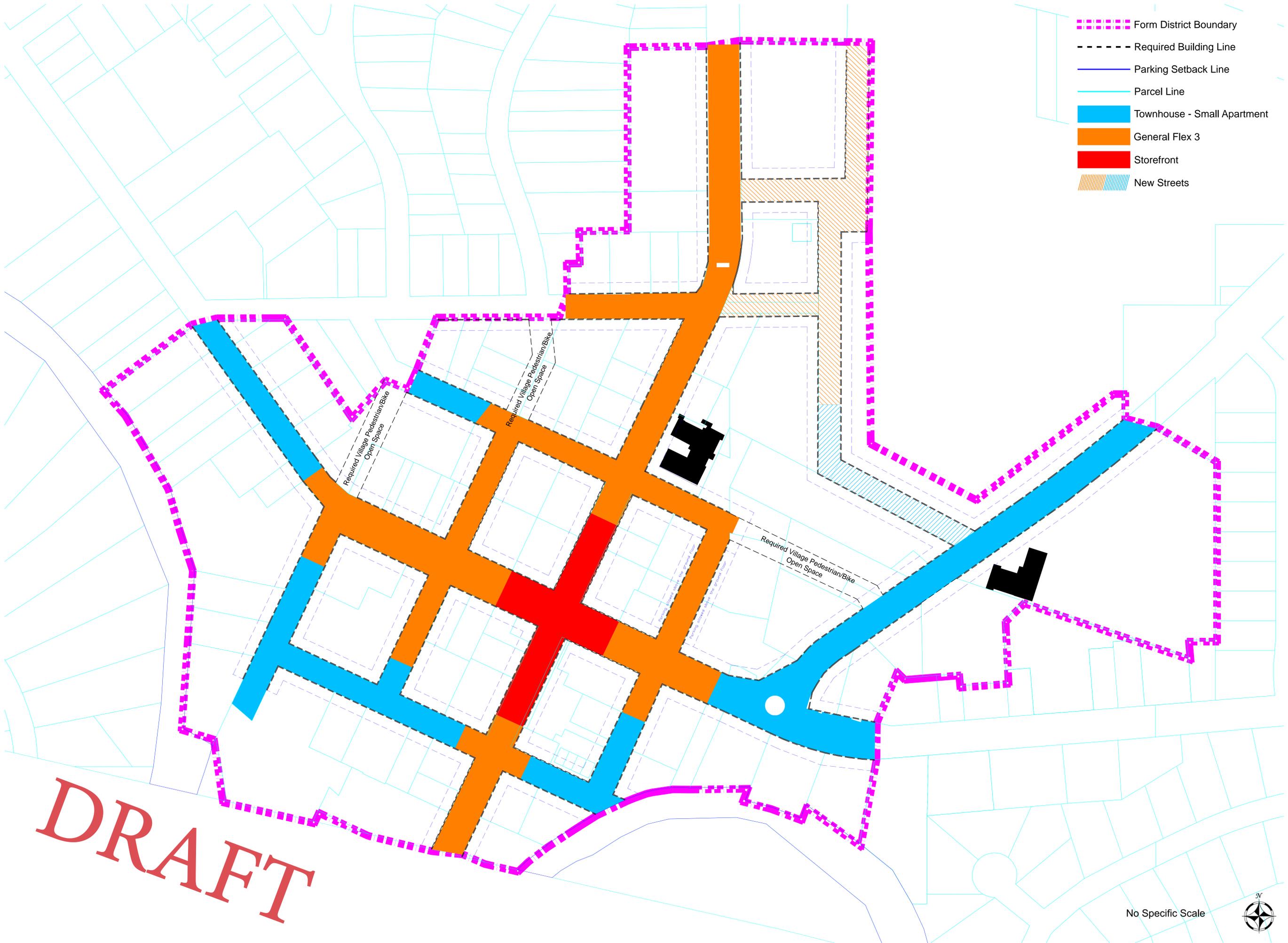
- Required Open Space
- Townhouse - Small Apt.
- General Flex 3 (Number = Max Height)
- General Flex 5, GF 6, GF 10, GF 12
- District Boundary
- Required Storefronts
- Riverfront Path
- New Street
- Refer to Downtown Okemos Reg. Plan



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Not to Scale

-  Form District Boundary
-  Required Building Line
-  Parking Setback Line
-  Parcel Line
-  Townhouse - Small Apartment
-  General Flex 3
-  Storefront
-  New Streets



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No Specific Scale 



LEGEND

-  NS 80-46
-  NS 82-54
-  NS 78-44
-  NS 70-36
-  NS 70-36 (Proposed Street)
-  MA 252-54
-  MA 140-54

NOTE:
 The numbers refer to dimensions within the STREET-SPACE. The first number is the literal STREET-SPACE (the distance between FAÇADES) and the second is the distance curb-face to curb-face (see cross-section specifications at the end of this section).