

ARTICLE 6. DEFINITIONS OF TERMS†

This Article provides definitions for terms in this District that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Zoning Administrator shall determine the correct definition.

AASHTO: American Association of State Highway and Transportation Officials.

A-Grid: cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the Highest Standards prescribed by this District. See B-Grid and Highest Standard. (Syn: primary grid.)

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

Accessory Building: a structure which is on the same parcel as a principal structure and the use of which is incidental to the use of the principal structure (e.g. residential detached garage or storageshed). (Syn: Outbuilding)

Accessory Dwelling Unit (ADU): a rental dwelling unit not greater than 600 square feet, sharing ownership and utility connections with a principal building; it may be within an Outbuilding or within the principal building. (Syn: Ancillary Unit)

Active Warning Beacon: User-actuated amber flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks, often associated with Shared Use Paths or Shared Use Trails. They should be used to alert drivers to yield where bicyclists and pedestrians have the crossing right-of-way.

Adjusted Pedestrian Shed: a Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

Administrative Approval: A discretionary approval granted administratively pursuant to Section 1.6.

Administrative Waiver: a discretionary waiver or modification of certain requirements within the SmartCode District, where specifically provided for within the SmartCode District granted administratively pursuant to Section 1.5.

ADR: Architectural Design Review by Plan Commission.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

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

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

Awning: a retractable covering attached to the exterior wall of a building, typically composed of canvas or fabric.

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

Backbuilding: a single-story structure connecting a Principal Building to an Outbuilding. See Table 27.

Base Residential Density: The number of dwelling units divided by the Net Site Area of the buildable lots intended for residential development.

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

Bicycle Boulevard: a Thoroughfare with Shared Lane Markings, traffic calming, and wayfinding signs that give movement priority to bicyclists.

Bicycle Box: a section of pavement designed to give bicyclists using a Bicycle Lane a head start at signalized intersections. A Bicycle Box is often colored and includes a standard white bicycle pavement marking. It improves visibility between motorists turning right and cyclists traveling through the intersection. (Syn: advance stop line)

Bicycle Corral: A series of bicycle parking racks that replace on-street automobile parking. Typically applied where bicycle parking and demand and pedestrian volumes are high. Depending on its configuration, a single motor vehicle parking space may yield between 6 and 12 bicycle parking spaces.

Bicycle Hub: a building or structure that provides self-service bicycle parking services and other possible amenities, such as

wayfinding information, showers, lockers, bicycle repair and rental facilities, and automobile parking.

Bicycle Inductor Loop: a coil of wire embedded in a Thoroughfare surface that detects the presence of a bicycle and prioritizes an intersection signal for it.

Bicycle Locker: an enclosed and secured locker that provides bicycle parking for long term use.

Bicycle Median Regue: A pavement-grade waiting area applied to a median that gives bicyclists a clear space to wait while crossing the full-width of a multi-lane thoroughfare.

Bicycle Rental Kiosk: A structure used for the rental of bicycles, including electronic bike-sharing docking stations that facilitate bicycle rentals.

Bicycle Route: a signed route considered to be amenable to bicycling, often comprised of one or more types of Bikeways over its trajectory.

Bicycle Signal Detection: Push-button, in-pavement inductor loops, or video cameras used to detect the presence of bicyclists so that a signal may turn green more quickly.

Bicycle Shed: An area that is centered on a Common Destination. Its size is related to the cycling distances covered in a five and fifteen minute bicycle trip (approx. 1 and 3 miles) using the existing and/or planned Bikeway Network. Bicycle Sheds expand the possible distance covered in the same allocation of time as the five-minute Pedestrian Shed. (Syn: bikeshed, bicycle catchment)

Bicycle Shelter: a roofed shelter that provides protection from the elements on three sides and multiple bicycle racks for public use.

Bicycle Signal Head: An electrically powered traffic control device intended for bicyclists and used to improve identified or anticipated operationally challenged intersection involving bikeway facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies (bicycle-only movements, leading bicycle intervals etc.).

Bicycle Turn Pocket: A dedicated bicycle-only turning area commonly applied to thoroughfares divided with medians, mid-block locations featuring intersecting bikeway facilities, or where movement along an on-street bikeway is interrupted by offset intersections.

Bikeway: a continuously designated segment of the Right of Way that provides exclusive, preferential, or equal priority for bicycle travel. It includes the Riding Surface and any Curbs, markings, and protective barriers, and any plantings, lighting, signing and furniture that are specific only to the Bikeway.

Bikeway Enhancement: a design technique or facility intended to mitigate unsafe or unappealing bicycling conditions. (Syn: bicycle countermeasure)

Bikeway Network: A connected system of Right of Ways that include various Bikeways and Bikeway Enhancements. (Syn: Bicycle Network)

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares. Where Civic Space is surrounded on three sides by a private lot(s), it may be included as part of the block and included in the block perimeter.

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

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

Buffered Bicycle Lane: a Bicycle Lane separated from vehicular travel and/or parking lanes by striped pavement markings which function as a buffer. (Syn: enhanced bicycle lane)

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

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

- Civic Building:** a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, religious assembly, and municipal parking, or for use approved by the City of Fitchburg Common Council.
- Civic Parking Reserve:** Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 5.9.2.
- Civic Space:** an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 8.
- Civic Zone:** designation for public sites dedicated for Civic Buildings and Civic Space.
- Commercial:** the term collectively defining workplace, Office, Retail, and Lodging Uses.
- Common Destination:** An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.
- Common Yard:** a planted Private Frontage wherein the Façade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 14.
- Community Unit:** a regulatory category defining the physical form and Density within an Adjusted Pedestrian Shed. The three Community Unit types addressed in this District are CLD, TND and TOD. Variants of TND and TOD for Infill (Article 4) are called Infill TND and Infill TOD.
- Colored Bicycle Facilities:** A bicycle facility featuring colored paint or other surface material intended to increase visibility, function, and appeal. Such facilities are commonly applied to intersections, driveways, conflict areas, and/or enhanced facilities like cycle tracks.
- Conventional Bicycle Lane:** a Bicycle Lane for which the only separation from vehicular traffic is pavement striping (Syn. Bike Lane).
- Configuration:** the form of a building, based on its massing, Private Frontage, and height.
- Corridor:** a lineal geographic system incorporating transportation and/or Greenway trajectories. A Thoroughfare may be a lineal Transect Zone.
- Cottage:** an Edgeward building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.
- Courtyard Building:** a building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 16.
- Curb:** the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 4.
- Cycle Track:** a uni- or bi-directional Bicycle Lane separated from the motor vehicle travel lanes by Curbs, railings, plantings, parked cars, and/or grade separation. (Syn: Physically-Separated Bike Lane)
- Density:** the number of dwelling units within a standard measure of land area.
- Design Speed:** the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Design Speed determines lane width. See Table 4.
- Developable Areas:** Lands other than those in the O-1 Preserved Open Sector.
- Disposition:** the placement of a building on its Lot. See Table 16 and Table 27.
- Dooryard:** a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 14. (Variant: Lightwell, Light Court.)
- Drive:** a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.
- Driveway:** a vehicular lane within a Lot, often leading to a garage. See Section 5.10.

- Edgeyard Building:** a building that occupies the center of its Lot with Setbacks on all sides. See Table 16.
- Effective Turning Radius:** the measurement of the inside Turning Radius taking parked cars into account. See Table 27b.
- Elevation:** an exterior wall of a building not along a Frontage Line. See Table 27e. See: Façade.
- Encroach:** to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.
- Encroachment:** any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.
- Enfront:** to place an element along a Frontage, as in "porches Enfront the street."
- Estate House:** an Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)
- Expression Line:** a line prescribed at a certain level of a building for the major part of the width of a Façade, expressed by a variation in material or by a limited projection such as a molding or balcony. See Table 15. (Syn: transition line.)
- Fixed Awning:** a permanent, non-retractable, non-portable roof like cover that projects from a building wall to shield a door.
- Façade:** the exterior wall of a building that is set along a Frontage Line. See Elevation.
- Flat Roof:** A roof having an almost level surface, except for being slightly convex to allow drainage toward its edge, or slightly concave to allow drainage at or near the center of the roof. (Syn: Low slope roof.)
- Flex Building:** A Rearyard, fully mixed-use building type that may accommodate a mixture of Retail, Office and/or Residential. Office uses have floor plates deeper than residential uses. (Syn: Mixed-use block, office building, Shopfront)
- Forecourt:** a Private Frontage wherein a portion of the Façade is close to the Frontage Line and the central portion is set back. See Table 27e.
- Frontage:** the area between a building Façade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 4 and Table 14.
- Frontage Buildout:** The minimum required percent of lot width in accord with Table 2g and Tables 22-26 that shall have a building Façade at the primary setback. The primary setback is the line at which the Façade closest to the lot line occurs as is set by the applicant. All other parts of the Façade shall be between the primary setback and the maximum front setback. Porches, stoops and other allowed encroachments do not count as part of the building Façade. Frontage Buildout shall be applied only to the Principal Frontage.
- Frontage Fence:** occurs at the Frontage Line.
- Frontage Line:** a Lot line bordering a Public Frontage. Façades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 27e.
- Gallery:** a Private Frontage conventional for Retail use wherein the Façade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 14.
- Green:** a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 8.
- Greenfield:** an area that consists of open or wooded land or farmland that has not been previously developed.
- Greenway:** an Open Space Corridor in largely natural conditions that may include trails for bicycles and pedestrians and historic trails.
- Greyfield:** an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)
- Highest Standard:** the use of the SmartCode District with Administrative Approval, Administrative Waiver, Conditional Use or Variance when consistent with Section 1.3 of this Chapter.
- Highway:** a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1, T2, and T3).

- Home Occupation:** non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding.
- House:** an Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard.
- Industrial:** State classified manufacturing operations, or processing, production, assembly, disassembly, cleaning, servicing, freezing, or the like. It is a heavy industrial use if one or more of the following effects is regularly present: substantial noise, smoke, dust, heat cold, humidity, fumes, particulate matter, electrical disturbances, radiation emission, glare, night illumination, vibrations, smells, risk of spills, fire or explosions.
- Infill:** noun - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. verb - to develop such areas.
- Infill TND:** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T3, T4, and/or T5 Zones. An Infill TND is permitted by Right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.2. (Var: neighborhood.)
- Infill TOD:** a Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Long or Linear Pedestrian Shed and consisting of T4 and/or T5 Zones. An Infill TOD is permitted by Right in the G-4 Infill Growth Sector if it is on an existing or proposed transit route and is regulated by Article 4. See Section 4.2.2. (Var: downtown.)
- Inn:** a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests.
- Layer:** a range of depth of a Lot within which certain elements are permitted. See Table 27d.
- Light Court:** A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 14. (Syn: light court.)
- Linear Pedestrian Shed:** A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a diamond or oval. It may be used to structure a TND, TOD, Infill TND, or Infill TOD. (Syn: elongated pedestrian shed.)
- Liner Building:** a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.
- Live-Work:** a Mixed Use unit consisting of a Commercial and Residential Use. The Commercial Use may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See Work-Live. (Syn.: flexhouse.)
- Lodging:** premises available for daily and weekly renting of bedrooms. See Table 21.
- Long Pedestrian Shed:** a Pedestrian Shed that is an average ½ mile radius or 2640 feet, used when a transit stop is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure a TOD Community Unit type. See Pedestrian Shed.
- Lot:** a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.
- Lot Coverage:** the portion of a lot occupied by buildings, sheds, enclosures, structures, patios, decks, pavements, driveways, parking areas, walkways or other similar surfaces. Swimming pools and landscape ponds do not count toward lot coverage.
- Lot Line:** the boundary that legally and geometrically demarcates a Lot.
- Lot Width:** the length of the Principal Frontage Line of a Lot.
- Main Civic Space:** the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with a Civic Building.
- Manufacturing:** premises available for the creation, assemblage and/or repair of artifacts, using tablemounted electrical machinery or artisanal equipment, and including their Retail sale.
- Meeting Hall:** a building available for gatherings, including conferences, that accommodates at least one room equivalent

to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

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

Mountain Bike Trail: A trail designated primarily for the use of mountain bikes. Such trails often feature dirt, rocks, washouts, steep declines, logging roads, and/or other unpaved, challenging natural conditions.

Multi-family: building containing 3 or more dwelling units including dwelling units that are located one over another.

Net Site Area: all developable land within a New Community Plan or Infill Community Plan excluding Thoroughfares, land allocated as Civic Zones and land designated as O-1 or O-2 Sectors.

Network Pedestrian Shed: a Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 27g.

New Community Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by this District within a Greenfield area.

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

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

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. (Syn: Accessory Building)

Park: a Civic Space type that is a natural preserve available for unstructured recreation. See Table 8.

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

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

Pedestrian Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Paved Shoulder: a paved portion of a Thoroughfare, often used by bicyclists, that exists outside of its Vehicular Lanes.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed. (Syn: walkshed, walkable catchment.)

Peg-a-Tracking: parallel dashed pavement and/or chevron markings that continue a Bicycle Lane through an intersection. (Var. elephant feet, skip lines etc.)

Planter: the element of the Public Frontage that accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Prairie Style: characterized by low, horizontal lines meant to blend with the landscape. Typically built with flat or hipped roofs with broad overhanging eaves, windows grouped in horizontal bands, belt courses between stories and frequently masonry construction. Dormers are uncommon.

Principal Building: the main building on a Lot, usually located toward the Frontage. See Table 27c.

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

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See Frontage. The address may be switched to a non-Principal Frontage on a corner lot by Administrative Waiver where an appropriate entry and well executed urbanism exists.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Façade. See Table 14

and Table 27.

Private Yard Fence: occurs at the Rear Alley or Rear Lane Lot Line and / or the interior Lot Line.

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. See Table 4.

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements.

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 16. (Var: Townhouse, Multi-family)

Regulating Plan: includes information pursuant to Section 3.1.3 and Section 4.1.4.

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

Residential Amenity: a use accessory to a residential project (e.g. clubhouse, pool) for use only by residents of the residential project. As auxiliary to the residential use, this does not count toward "other uses" as required under Table 2. A residential amenity may or may not be on the same lot as the primary residential use.

Retail: characterizing premises available for the sale of merchandise and food service. See Table 21.

Retail Ready: building space which is designed for Commercial use, but may have an interim residential use.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 4.

Rumble Stripes: A series of raised horizontal stripes painted along a bikeway facility in advance of an intersection crossing or an area of high pedestrian activity.

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 27.

Sector: a term for a geographic area that establishes the legal boundaries for open space and development. See Figure 4-11 of the City's Comprehensive Plan for Fitchburg's Sector Plan.

Setback: the area of a Lot measured from the Lot line to a building Façade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 5.7. See Table 2g. (Var: build-to-line.)

Shared Use Path: a dual-direction Bikeway that is under the jurisdiction of the City of Fitchburg. Such Paths are physically separated from vehicular Thoroughfares and usually shared with pedestrians, runners, and rollerbladers.

Shared Use Trail: a dual-direction Bikeway that is under the jurisdiction of the Dane County or The State of Wisconsin. Such Trails are physically separated from vehicular Thoroughfares and usually shared with pedestrians, runners, and rollerbladers.

Shared Lane Marking: a pavement marking featuring a bicycle symbol and chevron, applied to a Thoroughfare too narrow to accommodate Bicycle Lanes and with vehicular target speeds slow enough to allow cyclists to move safely with motor vehicles. (Syn: **Sharrow**)

Sharrow: see **Shared Lane Marking**.

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Façade is aligned close to the Frontage Line with the building entrance at Sidewalk grade, however it may also be used for services. See Table 14.

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 16.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. See Table 16.

- Special District (SD):** an area that, by its intrinsic Use, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by these Zone. Special Districts may be mapped and regulated at the regional scale or the Community scale.
- Special Requirements:** provisions of Section 3.9, Section 4.8, and Section 5.3 of this District and/or the associated designations on a Regulating Plan or other map for those provisions.
- Square:** a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 8.
- Standard Pedestrian Shed:** a Pedestrian Shed that is an average ¼ mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.
- Stoop:** a Private Frontage wherein the Façade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 14.
- Story:** a habitable level within a building, excluding an ATTIC or raised basement. See Table 15.
- Street (ST):** a local urban Thoroughfare of low speed and capacity. See Table 4.
- Streetscreen:** a freestanding wall built along the Frontage Line, or coplanar with the Façade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) See Section 5.10.1.
- Swale:** a low or slightly depressed natural area for drainage.
- T-zone:** Transect Zone.
- Terminated Vista:** a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.
- Thoroughfare:** a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. See Table 4 and Table 27a.
- Thoroughfare Section:** The length/portion of a Thoroughfare between any intersection of Thoroughfares.
- Third Place:** a term used in the concept of community building to refer to social surroundings separate from the two usual social environments of home and work-place. Criteria for a Third Place include the following: highly accessible, proximate for many within walking distance, involve regulars, and inexpensive food and drink are important. Coffee shops and cafes are often used as a neighborhood's Third Place.
- TND:** Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and associated with a transportation route accommodating motor vehicles. See Table 2a. (Syn: village. Variant: Infill TND, neighborhood.)
- TOD:** Transit Oriented Development. a Community Unit type structured by a Long Pedestrian Shed or Linear Pedestrian Shed, which may be adjoined without buffers by one or several Standard Pedestrian Sheds, each with the individual Transect Zone requirements of a TND. TOD takes the form of a high-Density Mixed Use center connected to other centers by transit. See Infill TOD, Table 2a and Table 3. (Var: town center, downtown. Syn: Regional Center) A TOD is created by designation on a Regional Plan, permitting increased Density to support transit as set forth in Section 5.9.2d.
- Townhouse:** See Rearyard Building.
- Transect:** a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment is divided into five Transect Zones for the City of Fitchburg. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.
- Transect Zone (T-zone):** One of several areas on a Zoning Map regulated by this District. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot

and building and Public Frontage. See Table 1.

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 4 and Table 27b.

Urbanism: collective term for the condition of a compact, Mixed Use settlement including the physical form of its development and its environmental, functional, economic, and socio-cultural aspects.

Urbanized: generally, developed. Specific to this District, developed at T3 (Sub-Urban) Density or higher.

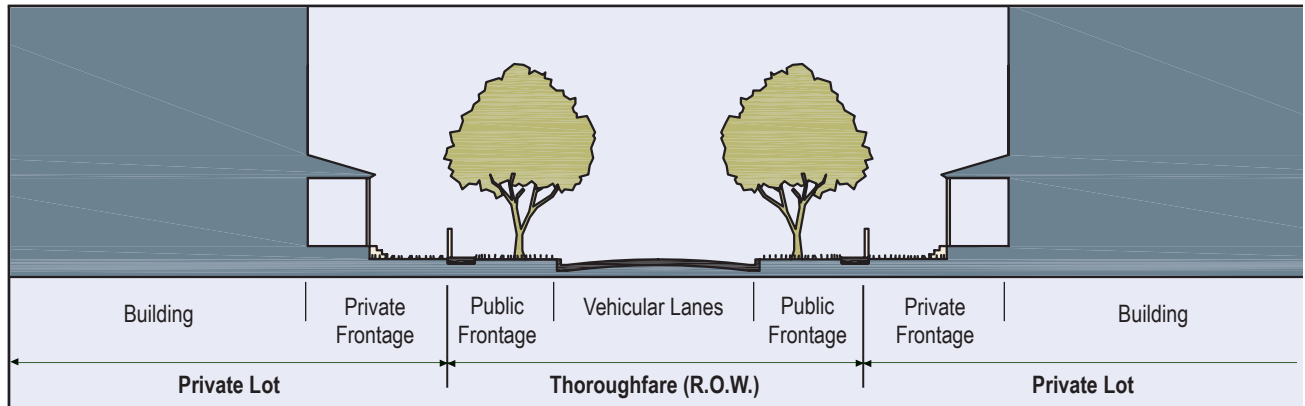
Use: the functions accommodated by a building and its Lot. See Table 21.

Walkway: The hard surface dedicated exclusively to pedestrian activity.

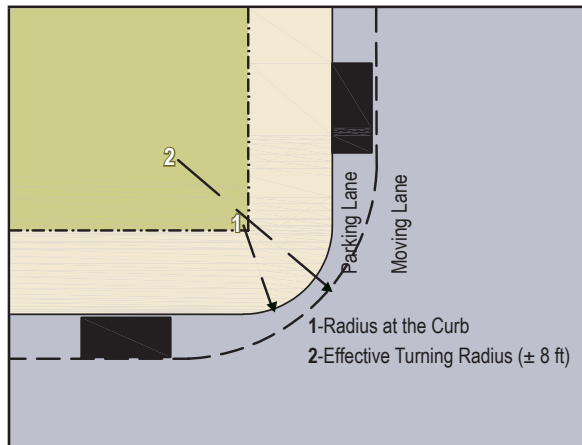
Work-Live: a Mixed Use unit consisting of a Commercial and Residential Use. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With.)

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

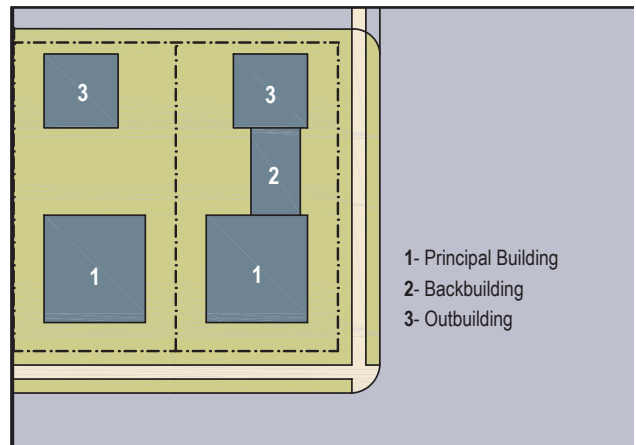
a. THOROUGHFARE AND FRONTAGES



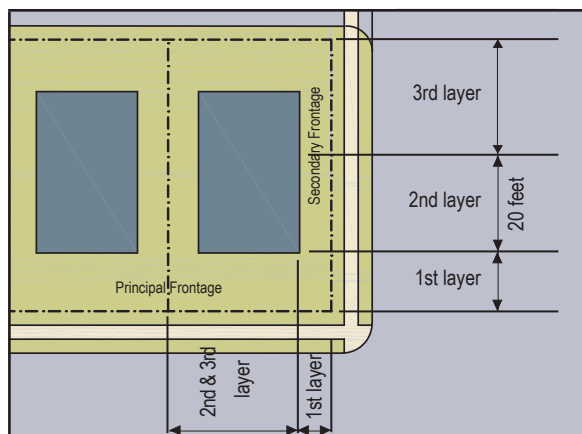
b. TURNING RADIUS



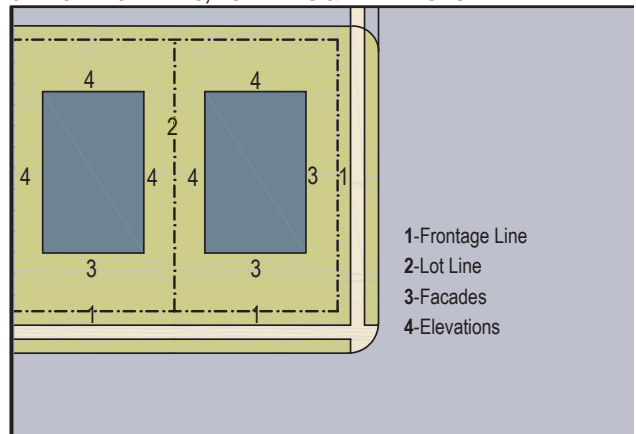
c. BUILDING DISPOSITION



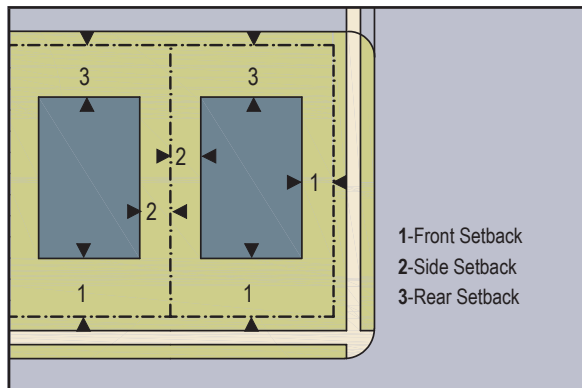
d. LOT LAYERS



e. FRONTAGE LINES, LOT LINES & ELEVATIONS



f. SETBACKS



g. NETWORK-BASED PEDESTRIAN SHED

