



BRAN TOWN CODE

Romania - August 2007

Customizing the SmartCode for the Bran Town Code

The Bran Town Code is a development ordinance and architectural design code. The code was prepared in August 2007 by an international team during a six-day planning charrette in Bran, Romania. Team members came from Romania, Norway, Belgium, and the United States. Two previous charrettes were held in Bran in the summers of 2005 and 2006, with many of the same team members. A regional land use study, a local master plan, and architectural typological studies were produced. Finally, the team created a regulating plan for new zoning and design standards and customized this code for the municipality.

The Bran Town Code is derived from the SmartCode version 9.0 template. As the SmartCode model code is based on successful American urbanism, substantial modifications were necessary for Transylvanian development patterns and architectural heritage, while still retaining the transect-based, “guided growth” principles of the SmartCode.

To calibrate the model code for the local traditions and conditions in the Bran area, during the 2007 charrette the team carried out the following processes:

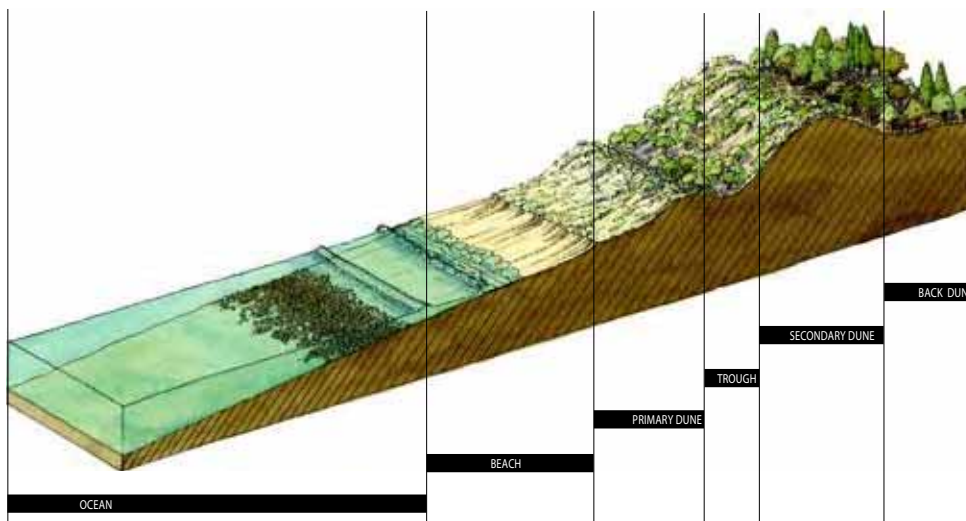
- tour of larger area including several small rural villages (Sohodal, Simon, and Poarta) and a rural area (Balaban)
- observation of traditional materials and building methods (buildings and thoroughfares)
- a photographic study of common building types
- a photographic study of common frontage types
- review of the existing PUG
- review of existing platting
- interviews with officials and citizens
- a Synoptic Survey, which is a method of metric analysis. Teams of designers went out to different areas and measured the range of thoroughfare widths, lot widths, lot coverage, setbacks, and building heights. These metrics were compared with those in the model code, adjusted for Bran character, and converted to meters and hectares instead of feet and acres.

The team found that the Romanian transect is looser than the American, especially in Bran. Rural typologies such as farmhouses, orchards, and unpaved roads are found in town, and lot sizes and building orientation to the street are irregular all through the built areas. Standard street blocks are not really present at all. This irregularity is part of the charm of Bran, so it was important to retain it to some extent.

The local analysis allowed the team to make the necessary adjustments. As a result, the Bran Code contains the “DNA” or genetic material of its best examples. Any new development proceeding under this new code will then respect the context of the existing built heritage.

Transect-Based Planning

The Bran Town Code is a transect-based code. A transect of nature, first conceived by Alexander Von Humboldt at the close of the 18th century, is a geographical cross-section of a region intended to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains, and uplands. It helps study the many elements that contribute to habitats where certain plants and animals thrive.



A TYPICAL NATURAL TRANSECT

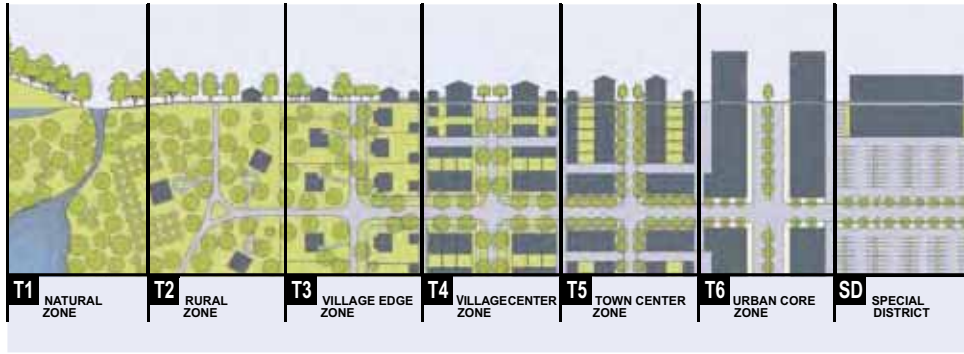
Human beings also thrive in different places. There are those who could never live in an urban center; there are those who would wither in a rural hamlet. Humans need a system that preserves and creates meaningful choices in their habitats. The Bran Town Code extends the natural transect to include the built environment, thus establishing the basis for the Bran Town Code.

The rural-to-urban Transect is divided into five Transect Zones for application on the Bran Code Regulating Plan (zoning map). These five habitats vary by the level and intensity of their physical and social character, ranging from rural to urban. The design elements in the Bran Town Code are coordinated by these T-zones.

A healthy town requires the influence of many participants. A code allows buildings to be designed and built by many hands over generations. It allows experience

to feed back and become integrated -- the fourth dimension of time. Once adopted, it stays in place, allowing traditional town patterns to evolve and mature without losing their necessary foundation of order.

It also ensures that a community will not have to scrutinize all proposed projects, because the intentions of the citizens has already been determined in the process that led to the code.



THE RURAL-URBAN TRANSECT, WITH TRANSECT ZONES

(THE TOWN OF BRAN HAS NO T-6 ZONE.)

The Structure of the Bran Town Code

Article 1 contains the general instructions for all other Articles.

Article 2 prescribes thoroughfares for each Transect Zone.

Article 3 prescribes site and building standards within each Transect Zone.

Article 4 contains diagrams and tables supporting the other Articles.

Article 5 contains terms and definitions supporting the other Articles.

The Bran Town Code is a form-based planning ordinance that activates the Bran Regulating Plan. Zoning is based on the rural-to-urban Transect.

Transect Zones

The Transect, as a framework, identifies a range of habitats from the most natural to the most urban. Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect thereby integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones.

- **T-1 Natural Zone** consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.
- **T-2 Rural Zone** consists of sparsely settled lands in open or cultivated state. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.
- **T-3 Village Edge Zone** consists of low density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- **T-4 General Village Zone** consists of a mixed use but primarily residential urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.
- **T-5 Village Center Zone** consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tighter network of streets, curb edging, wider sidewalks, and buildings set close to the sidewalks.
- **Special Districts** consist of areas with buildings that by their Function, Placement, or Configuration cannot, or should not, conform to one or more of the normative Transect Zones. For example, the Bran Castle area could be a Special District.

Responsibilities for Implementation

This is a draft code based on the consultants' best recommendations and knowledge at the time of the code calibration charrette, August 2007. Metrics and Transect Zone boundaries are approximate. Before adoption, the Town should check all metrics on the code and Tables, and should, if necessary, redraw the Regulating Plan to establish the boundaries of the Transect Zones according to legal property lines. No lot should contain more than one Transect Zone, and care should be taken to ensure that there is no downzoning without the permission of the property owners.

Architectural Guidelines are provided as a supplement. If any or all of these guidelines become mandatory requirements, they should be rewritten into code language with "shall" for the mandatory sections. A sample color chart is included. If it is adopted as either a recommendation or requirement, the colors should be adjusted and verified for local traditional character and community wishes.

A local attorney familiar with land use issues should review the text of the draft code, especially Article 1, to establish its relationship to existing statutes.

The Bran Town Code requires the preparation of plans by the Town that lay out any new thoroughfares, and plans prepared by property owners that show lot and building design.

- **Article 2 - Thoroughfare Plans** shall be prepared by or on behalf of the Municipal Planning Department. The draft Regulating Plan supplied with this draft code may be used, but the specific Thoroughfare types must be designated for each new Thoroughfare. The supplement showing several bypass/through-pass options may guide future Thoroughfare design and location. The Table 3 diagrams may need modification.
- **Article 3 - Building Scale Plans** shall be prepared on behalf of a builder or the property owner.
- The Planning Office may include a Development and Design Center (DDC). A DDC or Town Architect may be assigned to advise on the use of the Bran Town Code and to aid in the design of the communities and buildings based on it.

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- MAP 2 - SPECIAL REQUIREMENTS

1.1 AUTHORITY

- 1.1.1 The action of the Municipality in the adoption of this Code is authorized under the National Law of Local Public Administration nr. / , art .
- 1.1.2 This Code was adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Municipal Development Plan. This Code is declared to be in accord with the Municipal Development Plan.
- 1.1.3 This Code was adopted to promote the health, safety and general welfare of the Municipality of the Bran Commune and its component villages, and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.4 This Code was adopted and may be amended by vote of the [Legislative Body].

1.2 APPLICABILITY

- 1.2.1 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the National Health and Safety Codes.
- 1.2.3 The existing Local Urbanism Regulations and the PUG for Bran ("Existing Local Codes") shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout this Code may be defined in Article 5 Definitions of Terms. Article 5 contains regulatory language that is integral to this Code. Those terms not defined in Article 5 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence.

1.3 INTENT

The intent and purpose of this Code is to enable, encourage and qualify the implementation of the following policies:

1.3.1 THE COMMUNITY

- a. That the Bran Town Center should be compact, pedestrian-oriented and Mixed Use.
- b. That districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building densities and land uses should be provided within walking distance of bus stops.
- g. That Civic, institutional, and Commercial activity should be embedded in town and village centers, not isolated in remote single-use complexes.
- h. That schools should be sized and located to enable children to walk or bicycle to them.

- i. That a range of open space including Greens, Plazas, and playgrounds should be distributed within villages and towns.
- 1.3.2 **THE BLOCK AND THE BUILDING**
- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
 - b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
 - c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
 - d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
 - e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
 - f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
 - g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
 - h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
 - i. That the Bran Architectural Guidelines publication shall constitute the Intent of this Code regarding the general character of the local architecture and building practice.
- 1.3.3 **THE TRANSECT**
- a. That communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
 - b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code regarding the general character of each of these environments.
- 1.4 PROCESS**
- 1.4.1 The Town of Bran hereby creates a Design Review Committee (“DRC”) comprised of officials having jurisdiction over the permitting of a project, in addition to an architectural consultant, to process administratively applications and plans for proposed projects.
- 1.4.2 Projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without further recourse to public consultation.
- 1.4.3 Should a violation of the Bran Code Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Site and Building Plan, the [local inspector] has the right to require the owner to stop, remove, and/or mitigate the violation, or to require the owner to secure a Variance to cover the violation.
- 1.5 WARRANTS AND VARIANCES**
- 1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and Variances. Whether a deviation requires a Warrant or Variance shall be determined by the DRC.
- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The DRC shall have the authority to approve or disapprove administratively a request

for a Warrant pursuant to regulations established by the DRC.

1.5.3 A Variance is any ruling on a deviation other than a Warrant. Variances shall be granted only in accordance with [Law 50/___](#) of Urbanism and Territory Administration, and Law 10/95 of Granting of Building Permits.

1.5.4 The request for a Warrant or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.6 SUCCESSION

1.6.1 Twenty years after the approval of a Regulating Plan is granted, each Transect Zone, except the T1 Natural and T2 Rural Zones, shall be considered for rezoning to the successional (next higher) Transect Zone in public hearing by the Bran Council.

2.1 INSTRUCTIONS

- 2.1.1 Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Civic Spaces. Thoroughfares shall generally consist of Vehicular Lanes and Public Frontages.
- 2.1.2 Thoroughfares shall be designed in context with the physical form and desired design speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another should be adjusted accordingly.
- 2.1.3 Within the more urban Transect Zones (T3, T4, and T5), pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
- 2.1.4 All Thoroughfares shall terminate at other Thoroughfares, forming a network. Cul-de-sacs shall be subject to approval by Warrant to accommodate specific site conditions only.
- 2.1.5 Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage.
- 2.1.6 Standards for Paths and Bicycle Trails shall be approved by Warrant.
- 2.1.7 Standards for Thoroughfares within Special Districts shall be determined by Variance.

2.2 VEHICULAR LANES

- 2.2.1 **General to all zones T1, T2, T3, T4, T5**
 - a. Thoroughfares may include Vehicular Lanes in a variety of widths for parked and for moving vehicles, including bicycles.
 - b. A bicycle network consisting of Bicycle Trails and Bicycle Routes should be provided throughout as defined in Article 5 Definitions of Terms. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.
- 2.2.2 **Specific to zones T1, T2**
 - a. Local Vehicular Lanes shall not be paved. They may be packed dirt or stone.
 - b. The maximum width of the Vehicular Lanes (total) shall be 4 meters.

2.3 PUBLIC FRONTAGES

- 2.3.1 **General to all zones T1, T2, T3, T4, T5**
 - a. The Public Frontage contributes to the character of the Transect Zone, and includes the types of Sidewalk, Curb, landscape, and street trees.
 - b. Public Frontages should be designed as shown in Table 2 and Table 4B and allocated within Transect Zones as specified in Table 13d.
 - c. Within the Public Frontages, the prescribed types of Public Planting and Public Lighting shall be as shown in Table 2, Table 4B, Table 4 and Table 5. The spacing may be adjusted by Warrant to accommodate specific site conditions.
 - d. Thoroughfares with a Right-of-Way width of less than 12 meters shall be exempt from the tree requirement.
- 2.3.2 **Specific to zones T1, T2, T3**
 - a. The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory.
 - b. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.

2.3.3 Specific to zones T4, T5

- a. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.
- b. The Public Frontage should include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

3.1 INSTRUCTIONS

- 3.1.1 Lots and buildings located within the Bran Code Regulating Plan shall be subject to the requirements of this Article.
- 3.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the DRC.
- 3.1.3 Building and Site Plans shall show the following, in compliance with the standards described in this Article:
- a. For preliminary site and building approval:
 - Building Placement
 - Building Configuration
 - Building Function
 - Parking Location Standards
 - b. For final approval, in addition to the above:
 - Landscape Standards
 - Architectural Standards
 - Signage Standards
 - Special Requirements
- 3.1.4 The owner of a contiguous parcel four (4) hectares or more within an area subject to the Bran Regulating Plan may apply to prepare a Urban Zone Plan (PUZ). In consultation with the [Planning Office](#), a PUZ may assign new Transect Zones, Civic Zones, Thoroughfares, Special Districts (if any) and Special Requirements (if any) as provided in this Code, with appropriate transitions to abutting areas. Such plans are subject to review by the [DRC].

3.2 PRE-EXISTING CONDITIONS

- 3.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a Substantial Modification is requested, at which time the DRC shall determine the provisions of this section that shall apply.
- 3.2.2 Existing buildings that have at any time received a certificate of occupancy shall not require upgrade to the current [\[Building Code\]](#) and when renovated may meet the standards of the code under which they were originally permitted.
- 3.2.3 The modification of existing buildings is permitted if such changes result in greater conformance with the specifications of this Code.
- 3.2.4 Where buildings exist on adjacent Lots, the DRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of this Code.
- 3.2.5 Any addition to or modification of a Monument that has been designated as such within the list of National Monuments shall be subject to approval by [\[its oversight authority\]](#) according to its category of importance.
- 3.2.6 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 9 and Table 10.

3.3 SPECIAL REQUIREMENTS

- 3.3.1 The Regulating Plan designates the following Special Requirements to be applied according to the standards of this Article:
- a. A designation for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 50% glazed in clear glass and may be shaded by an awning overlapping the Sidewalk as generally illustrated in Table 6 and specified in Article 3. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 15d.)
 - b. A designation for a Build-to Line to require alignment of the front Setbacks.
 - c. A designation for Mandatory Terminated Vista locations, requiring that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the DRC.
 - d. A designation for Cross Block Passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.
 - e. A designation for height or Setback exceptions.
 - f. A designation for Buildings of Value, requiring that such buildings and structures may be altered or demolished only in accordance with provisions set forth by the [\[Local Monuments oversight authority.\]](#)

3.4 CIVIC ZONES**3.4.1 General**

- a. Civic Zones are designated on Community Plans as Civic Space (CS) or Civic Building (CB).
- b. Parking for Civic Zones shall be determined by Warrant.

3.4.2 Civic Space Zones (CS)

- a. Civic Spaces shall be generally designed as described in Table 12.

3.4.3 Civic Building Zones (CB)

- a. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined by Warrant.

3.5 BUILDING PLACEMENT**3.5.1 Specific to zone T1**

- a. Building is generally prohibited in the T1 Zone. Variances to build in T1 and the standards for Article 3 shall be determined concurrently.

3.5.2 Specific to zones T1, T2

- a. Permanent buildings shall not be placed within 50 meters of the top of a hill.

3.5.3 Specific to zones T3, T4, T5

- a. Newly platted Lots shall be dimensioned according to Table 13f and Table 12.
- b. Building Placement types shall be as shown in Table 8.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 13g and Table 12.
- d. One Principal Building at the Frontage, and one Secondary Building to the rear of the Principal Building, may be built on each Lot as shown in Table 15c.
- e. Lot coverage by building shall not exceed that recorded in Table 13f and Table 12.
- f. Facades shall be built parallel to a rectilinear Principal Frontage line or to the tangent of a curved Principal Frontage line, and along a minimum percentage of

the Frontage length at the Setback, as specified on Table 13g and Table 12.

- g. Setbacks for Principal Buildings shall be as shown in Table 13g and Table 12. Where buildings exist on adjacent Lots, the DRC may require that a proposed building match one or the other of the adjacent Setbacks.
- h. Rear Setbacks for Secondary Buildings shall be a minimum of 3.5 meters measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 13h.
- i. To accommodate building on slopes over ten percent, relief from front Setback requirements is available by Warrant.

3.5.4 **Specific to zone T5**

- a. The Principal Entrance of a Retail Function shall be on a Frontage Line.

3.6 **BUILDING CONFIGURATION**

3.6.1 **General to zones T2, T3, T4, T5**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 6 and Table 13i.
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 15. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. All Facades shall be glazed with clear glass no less than 30% of the first Story.
- d. Building Heights shall conform to Table 7 and Table 13j.
- e. Stories shall not exceed 3.5 meters in height from finished floor to finished ceiling except for a first floor Commercial Function, which shall be a minimum of 4.5 meters and a maximum of 5.5 meters. Mezzanines extending beyond 33% of the floor area shall be counted as an additional floor.
- f. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, or water tanks.
- g. Balconies that encroach into the Setback shall be permitted only at the rear Elevation. Porches and loggias on other Elevations shall be incorporated into the roof or building structure.
- h. Raised basements shall be no higher than 1 meter.

3.6.2 **Specific to zone T3**

- a. No portion of the Private Frontage may encroach the Sidewalk or other Public Frontage.

3.6.3 **Specific to zone T4, T5**

- a. Awnings may encroach the Sidewalk to within 0.5 meters of the Curb but must clear the Sidewalk vertically by at least 2.5 meters.

3.6.4 **Specific to zone T5**

- a. Steps, bay windows, and terraces may encroach the first Layer 100% of its depth. Bay windows may encroach the Sidewalk 25% of its depth. (See Table 15d).
- b. Loading docks and service areas may be permitted on Frontages only by Warrant.
- c. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade.
- d. Streetscreens should be between 1.5 and 2.5 meters in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have

openings no larger than necessary to allow automobile, animal, and pedestrian access.

- e. A first level Residential or Lodging Function shall be raised a minimum of one (1) meter from average Sidewalk grade. The steps may be inside.

3.7 BUILDING FUNCTION

3.7.1 General to all zones T1, T2, T3, T4, T5

- a. Buildings in each Transect Zone shall conform to the Functions on Table 9, Table 11 and Table 13k. Functions that do not conform shall require approval by Warrant or Variance as specified on Table 11.

3.7.2 Specific to zone T1

- a. Temporary sheds and annexes (barn, stable, sheepfold) related to seasonal agricultural activities are permitted. Sheepfolds shall be no larger than 100 square meters and other Functions no larger than 50 square meters. Temporary structures are limited to one Story.
- b. Fencing shall allow the free passage of tourists.

3.7.3 Specific to zones T2, T3

- a. Functions of Restricted Lodging or Restricted Office shall be permitted within a Secondary Building. See Table 9.

3.7.4 Specific to zones T4, T5

- a. Functions of Limited Lodging or Limited Office shall be permitted within an Secondary Building. See Table 9.

3.7.5 Specific to zone T5

- a. First Story Commercial Functions shall be permitted.
- b. Manufacturing Functions within the first Story may be permitted by Variance.

3.8 PARKING AND DENSITY CALCULATIONS

3.8.1 Specific to zones T2, T3

- a. Buildable Density on a Lot shall be determined by the actual parking provided within the Lot as applied to the Functions permitted in Table 9.

3.8.2 Specific to zones T4, T5

- a. Buildable Density on a Lot shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease from a Civic Parking Reserve within 400 meters, if available.
- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 10 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
- c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 9.
- e. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan.

3.9 PARKING LOCATION STANDARDS

3.9.1 Specific to zones T2, T3

- a. Open parking areas shall be located at the second and third Lot Layers, except that Driveways, drop-offs and unpaved parking areas may be located at the first Lot Layer. (Table 15d)

- b. Garages shall be located at the third Lot Layer except that side- or rear-entry types may be allowed in the first or second Lot Layer by Warrant.
- 3.9.2 **Specific to zones T3, T4**
 - a. Driveways at Frontages shall be no wider than 3 meters in the first Layer.
- 3.9.3 **Specific to zone T4**
 - a. All parking areas and garages shall be located at the third Layer. (Table 15d)
- 3.9.4 **Specific to zone T5**
 - a. All parking areas and garages shall be located at the second or third Layer. (Table 15d)
 - b. Open parking areas shall be masked from the Frontage by a building or Streetscreen.
 - c. Vehicular entrances to parking lots and garages shall be no wider than 3 meters at the Frontage.
 - d. Pedestrian exits from all parking lots and garages shall be directly to a Frontage Line (i.e., not directly into a building).
 - e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.
- 3.10 LANDSCAPE STANDARDS**
- 3.10.1 **General to zones T2, T3, T4, T5**
 - a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 13f.
- 3.10.2 **Specific to zones T2, T3, T4**
 - a. The first Layer may not be paved, including Driveways. (Table 15d)
- 3.10.3 **Specific to zone T3**
 - a. A minimum of two trees should be planted within the first Layer for each 8 meters of Frontage Line or portion thereof. (Table 15d)
 - b. Trees may be of single or multiple species as shown on Table 5.
 - c. Trees should be naturalistically clustered.
- 3.10.4 **Specific to zone T4**
 - a. A minimum of one tree should be planted within the first Layer for each 8 meters of Frontage Line or portion thereof. (Table 15d)
 - b. Trees should be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 5.
- 3.10.5 **Specific to zone T5**
 - a. Trees shall not be required in the first Layer.
 - b. The first Layer may be paved to match the pavement of the Public Frontage.
- 3.11 SIGNAGE STANDARDS**
- 3.11.1 **Specific to zones T2, T3**
 - a. Signage shall not be illuminated.
- 3.11.2 **Specific to zones T4, T5**
 - a. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
- 3.11.3 **Specific to zones T3, T4**
 - a. One blade sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 0.4 square meters and shall clear 2.5 meters above the Sidewalk.

3.11.4 Specific to zones T5

- a. Blade signs, not to exceed 0.5 square meters. for each separate business entrance, may be attached to and should be perpendicular to the Facade, and shall clear 2.5 meters above the Sidewalk.
- b. A single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 0.75 meter in height and is integrated visually and physically into the architecture.

3.12 ARCHITECTURAL STANDARDS**3.12.1 General to all zones T2, T3, T4, T5**

- a. The exterior finish material on all Facades shall be limited to brick, natural stone, wood siding, and/or stucco.
- b. [Finish colors shall be limited to the Bran Traditional Color Chart.](#)
- c. Building wall materials shall be combined on each Facade only horizontally, with the heavier below the lighter.
- d. All window openings (sections of windows), with the exception of shopfronts, shall be square or vertical in proportion. Arched windows may be permitted by Warrant.
- e. Window frames shall be of wood. Shutters, if provided, shall be vertically hinged and made of painted or stained wood. Overhead rolldown window coverings are prohibited.
- f. Openings above the first Story shall not exceed 50% of the total building wall area, with each Elevation being calculated independently.
- g. Doors and windows that operate as sliders are prohibited along Frontages and side Elevations.
- h. All roofs shall be pitched and symmetrically sloped at 45-60 degrees.
- i. Railings and columns shall be of painted or stained wood, wrought iron, brick or masonry.
- j. Fences at the first Lot Layer shall be painted wood, natural stone, or wrought iron and above 40 cm should be visually permeable for at least 70% of the surface. Fences at other Layers may be of other materials and may be opaque. Maximum total fence height at all Layers is 1.7 meters.

3.12.2 Specific to zones T2, T3

- a. Roofing material is limited to natural brown ceramic tile as original in Bran or natural wood shingles.

3.12.3 Specific to zone T5

- a. Roofing material is limited to natural brown ceramic tile as original in Bran.
- b. Streetscreens should be constructed of a material matching the adjacent building Facade.

TABLE 1: Transect Zone Descriptions. This table describes of the Intent of each Transect Zone.




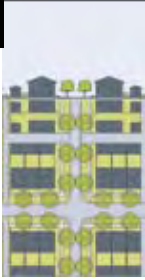
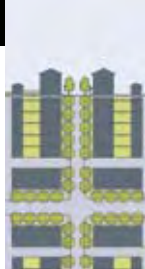
	<p>T-1 NATURAL General Character: Natural landscape with some agricultural or recreational use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways</p>
	<p>T-2 RURAL General Character: Primarily agricultural with highlands, woodlands & wetlands and scattered farm buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1-Story Type of Civic Space: Parks, Greenways</p>
	<p>T-3 VILLAGE EDGE General Character: Detached single-family houses with gardens; small Lodging Building Placement: Large and variable front and side yard Setbacks Frontage Types: Fences, Common Yards, naturalistic tree planting Typical Building Height: 2-Story Type of Civic Space: Parks, Greenways</p>
	<p>T-4 GENERAL VILLAGE General Character: Mix of Edgeyard and Sideyard houses with scattered Commercial and Civic activity; smaller Lots, medium-size Lodging Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Fences, Dooryards Typical Building Height: 2--Story Type of Civic Space: Squares, Greens</p>
	<p>T-5 VILLAGE CENTER General Character: Shops mixed with Townhouses, Apartment houses, Offices, workplace, and Civic Buildings; some attached buildings; trees within the public right-of-way Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Shopfronts, Dooryards, Terraces Type of Civic Space: Plazas and Squares, median landscaping</p>

Table 2: Public Frontages. The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3.

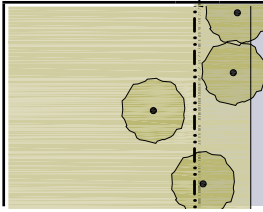
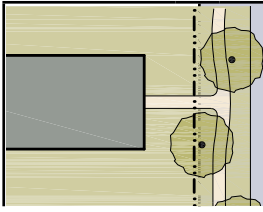
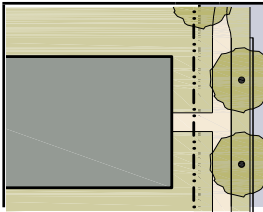

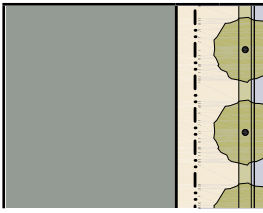
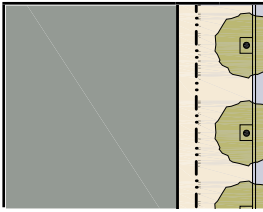
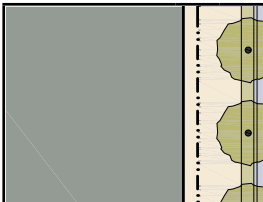
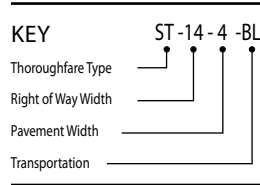
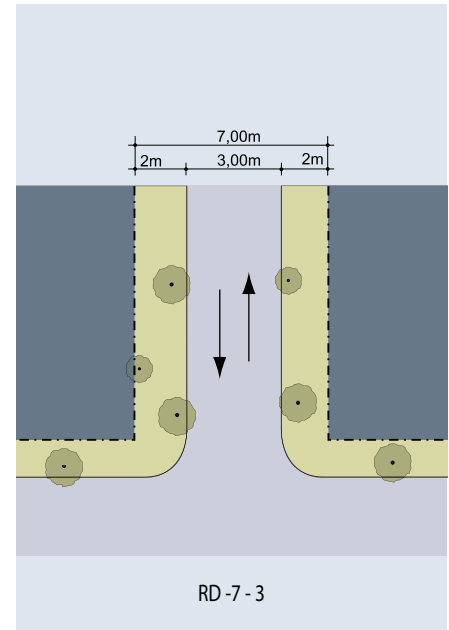
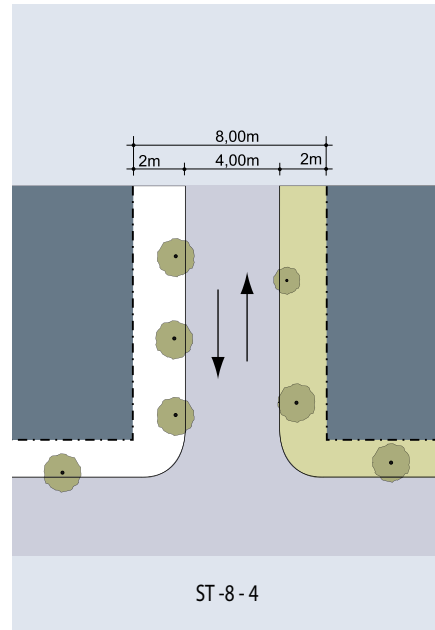
PLAN	
LOT ▶	◀ R.O.W. ◀ PUBLIC FRONTAGE
PRIVATE FRONTAGE ▶	
<p>a. (HW) For Highway: open Swales drained by percolation, Bicycle Trails and no parking. Natural condition or multiple tree species in naturalistic clusters. Buildings are buffered by distance or berms.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T1</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T2</div> <div style="background-color: black; color: white; padding: 2px 5px;">T3</div> </div>
<p>b. (RD) For Road: open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides, and Yield parking. Multiple tree species in naturalistic clusters.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T1</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T2</div> <div style="background-color: black; color: white; padding: 2px 5px;">T3</div> </div>
<p>c. (ST) For Street: raised Curbs drained by inlets, and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. Street trees of a single or alternating species in a regularly spaced Allee.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px;">T5</div> </div>
<p>d. (DR) For Drive: raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. Separated from the vehicular Lanes by individual or continuous Planters. Street trees of a single or alternating species in a regularly spaced Allee.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px;">T5</div> </div>
<p>e. (AV) For Avenue: raised Curbs drained by inlets, and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter, with parking on both sides. Single tree species in a regularly spaced Allee.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px;">T5</div> </div>
<p>f. (CS) (AV) For Commercial Street or Avenue: raised Curbs drained by inlets, and very wide Sidewalks along both sides separated from the vehicular lanes by tree wells with grates, with parking on both sides. Single tree species in regular spacing where possible, but clearing the shopfront entrances.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T5</div> </div>
<p>g. (BV) For Boulevard: Slip Roads on both sides. Raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.</p>	 <div style="display: flex; flex-direction: column; align-items: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T3</div> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T4</div> <div style="background-color: black; color: white; padding: 2px 5px;">T5</div> </div>

Table 3: Thoroughfare Assemblies. These Thoroughfares incorporate Vehicular Lanes as shown and the appropriate Public Frontages of Table 2. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



THOROUGHFARE TYPES

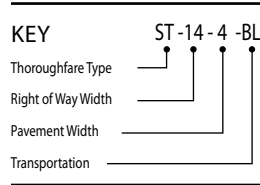
- Highway: HW
- Boulevard: BV
- Avenue: AV
- Commercial Street: CS
- Drive: DR
- Street: ST
- Road: RD
- Rear Alley: RA
- Rear Lane: RL
- Bicycle Trail: BT
- Bicycle Lane: BL
- Bicycle Route: BR
- Path: PT
- Transit Route: TR



Thoroughfare Type	Street
Transect Zone Assignment	T3, T4
Right-of-Way Width	8,00 m
Pavement Width	4,00 m
Movement	Yield
Design Speed	25 km/hr
Pedestrian Crossing Time	4 seconds
Traffic Lanes	2 lanes @ 2 m.
Parking Lanes	n/a
Curb Radius	7.5 m
Public Frontage Type	n/a
Walkway Type	sidewalk one side optional
Planter Type	continuous swale
Curb Type	swale
Landscape Type	trees opportunistic
Transportation Provision	

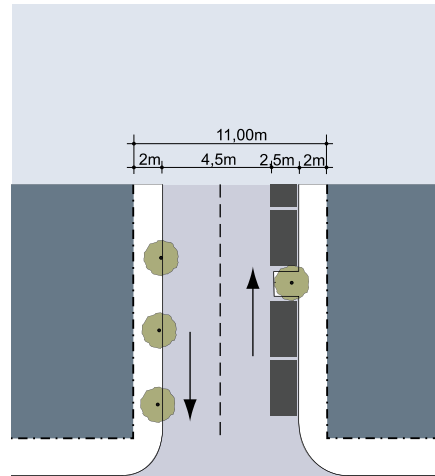
Thoroughfare Type	Road
Transect Zone Assignment	T1, T2, T3
Right-of-Way Width	7,00 m
Pavement Width	3,00 m
Movement	Yield
Design Speed	25 km/hr
Pedestrian Crossing Time	4 seconds
Traffic Lanes	2 lanes @ 1.5 m.
Parking Lanes	n/a
Curb Radius	7.5 m
Public Frontage Type	n/a
Walkway Type	path optional
Planter Type	continuous swale
Curb Type	swale
Landscape Type	trees opportunistic
Transportation Provision	n/a

Table 3: Thoroughfare Assemblies. These Thoroughfares incorporate Vehicular Lanes as shown and the appropriate Public Frontages of Table 2. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



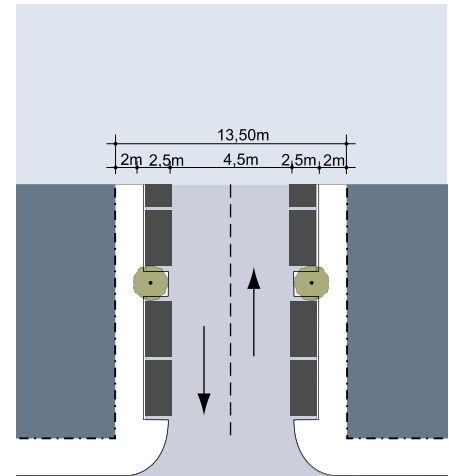
THOROUGHFARE TYPES

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



ST-11 - 4.5 - BR

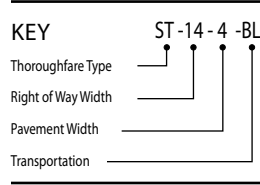
Thoroughfare Type	Street
Transect Zone Assignment	T3, T4
Right-of-Way Width	11,00 m
Pavement Width	4,50 m
Movement	Yield
Design Speed	30 km/hr
Pedestrian Crossing Time	4 seconds
Traffic Lanes	2 @ 2.25 m.
Parking Lanes	1 marked
Curb Radius	7.5 m
Public Frontage Type	n/a
Walkway Type	Sidewalk
Planter Type	tree well
Curb Type	Curb
Landscape Type	Trees at 8 m. average
Transportation Provision	Bicycle Route



ST-13.5 - 4.5 - BR

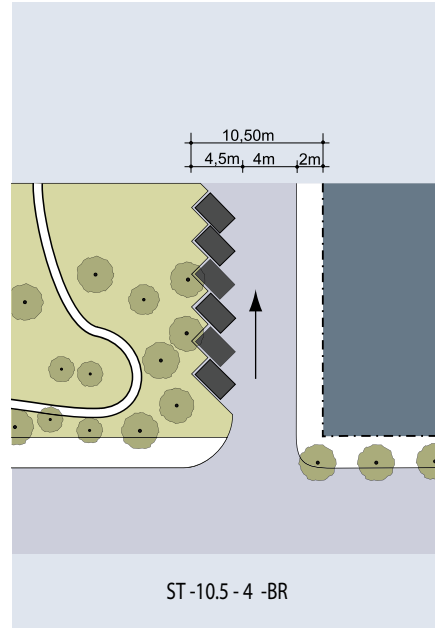
Thoroughfare Type	Street
Transect Zone Assignment	T4, T5
Right-of-Way Width	13,50 m
Pavement Width	4,50 m
Movement	Slow
Design Speed	30 km/hr
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2 @ 2.25 m.
Parking Lanes	2 marked
Curb Radius	7.5 m
Public Frontage Type	n/a
Walkway Type	Sidewalk
Planter Type	tree well
Curb Type	Curb
Landscape Type	Trees at 8 m. average
Transportation Provision	Bicycle Route

Table 3: Thoroughfare Assemblies. These Thoroughfares incorporate Vehicular Lanes as shown and the appropriate Public Frontages of Table 2. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

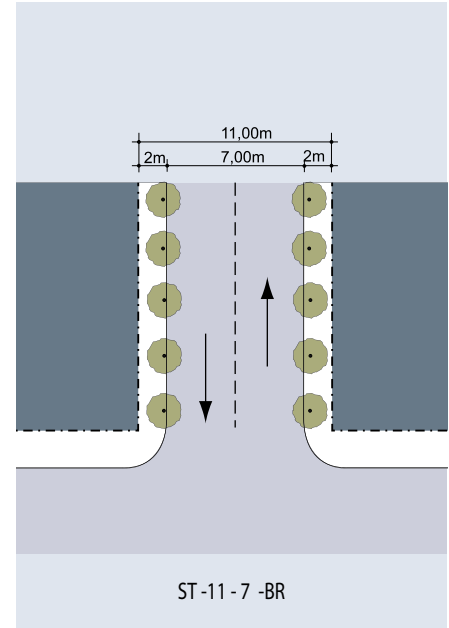


THOROUGHFARE TYPES

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

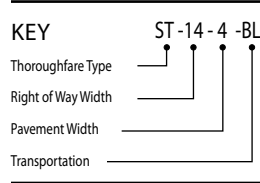


Thoroughfare Type	Thoroughfare Type
Transect Zone Assignment	T4
Right-of-Way Width	10,50 m
Pavement Width	4,00 m
Movement	One-Way
Design Speed	30 km/hr
Pedestrian Crossing Time	3 seconds
Traffic Lanes	1
Parking Lanes	1 diagonal
Curb Radius	4,00 m
Public Frontage Type	n/a
Walkway Type	Sidewalk one side
Planter Type	Tree wells
Curb Type	Curb
Landscape Type	Trees at 8 m. average
Transportation Provision	Bicycle Route



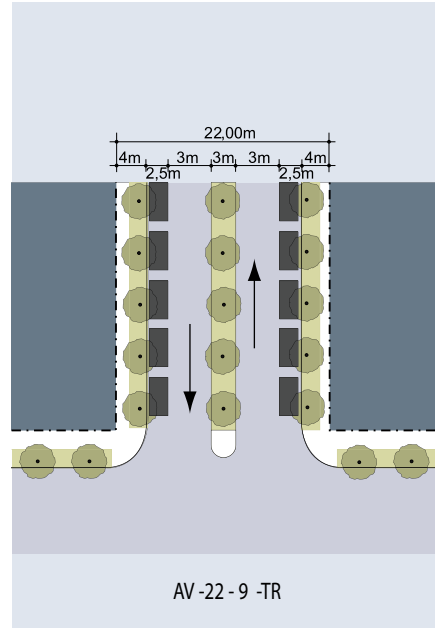
Thoroughfare Type	Thoroughfare Type
Transect Zone Assignment	T5
Right-of-Way Width	11,00 m
Pavement Width	7,00 m
Movement	Free
Design Speed	30 km/hr
Pedestrian Crossing Time	5 seconds
Traffic Lanes	2
Parking Lanes	0
Curb Radius	4,00 m
Public Frontage Type	n/a
Walkway Type	Sidewalks
Planter Type	Tree wells
Curb Type	Curb
Landscape Type	Trees at 8 m. average
Transportation Provision	Bicycle Route

Table 3: Thoroughfare Assemblies. These Thoroughfares incorporate Vehicular Lanes as shown and the appropriate Public Frontages of Table 2. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.



THOROUGHFARE TYPES

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



Thoroughfare Type	Avenue
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	22,00 m
Pavement Width	9,00 m
Movement	Free
Design Speed	40 km/hr
Pedestrian Crossing Time	10 seconds
Traffic Lanes	2
Parking Lanes	2 marked
Curb Radius	3,00 m
Public Frontage Type	n/a
Walkway Type	Sidewalks
Planter Type	Tree wells
Curb Type	Curb
Landscape Type	Trees at 8 m. average
Transportation Provision	Bus Transit

Table 4: Public Lighting. Lighting varies in brightness and also in the character of the fixture according to the Transect. The table shows five common types. A listed set of streetlights corresponding to these types would be approved by the utility company and listed on the page.





	T1	T2	T3	T4	T5	CZ	SD	Specifications
Cobra Head 	☒						☒	<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Pipe 	☒	☒	☒					<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Post 		☒	☒	☒		☒		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Column 			☒	☒	☒	☒		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

Table 5: Public Planting. This table shows six common types of street tree shapes and their appropriateness within the Transect Zones. The local planning office selects species appropriate for the bioregion.






	T1	T2	T3	T4	T5	CZ	SD	Specifications
Oval 	☒	☒	☒	☒	☒	☒		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Ball 	☒	☒	☒	☒	☒	☒		<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Pyramid 	☒	☒	☒	☒				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Umbrella 	☒	☒	☒	☒				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
Vase 	☒	☒	☒	☒				<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>

Table 6: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION		PLAN	
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE
<p>a. Common Yard: a planted Frontage where the Facade is set back substantially from the Frontage Line. The front yard is unfenced and is visually continuous with adjacent yards. The deep Setback provides a buffer from higher speed Thoroughfares.</p>			T2	T3
<p>b. Porch & Fence: a planted Frontage where the Facade is set back from the Frontage Line with a porch within the roof or building space. A fence at the Frontage Line maintains street spatial definition.</p>			T3	T4
<p>c. Terrace or Dooryard: the Facade is set back from the Frontage line by an elevated Terrace or shallow garden. This type buffers Residential use from urban Sidewalks. Terraces are suitable for conversion to outdoor cafes.</p>			T4	T5
<p>d. Shopfront: the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type has substantial glazing on the Sidewalk level and an awning.</p>			T4	T5
<p>e. Sideyard Frontage: the Principal Entrance is on the side and the Facade along the Frontage Line has minimum 30% clear glazing.</p>			T3	T4 T5

Table 7: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone. The T1 Zone shows height for seasonal agricultural structures only. A = Attic

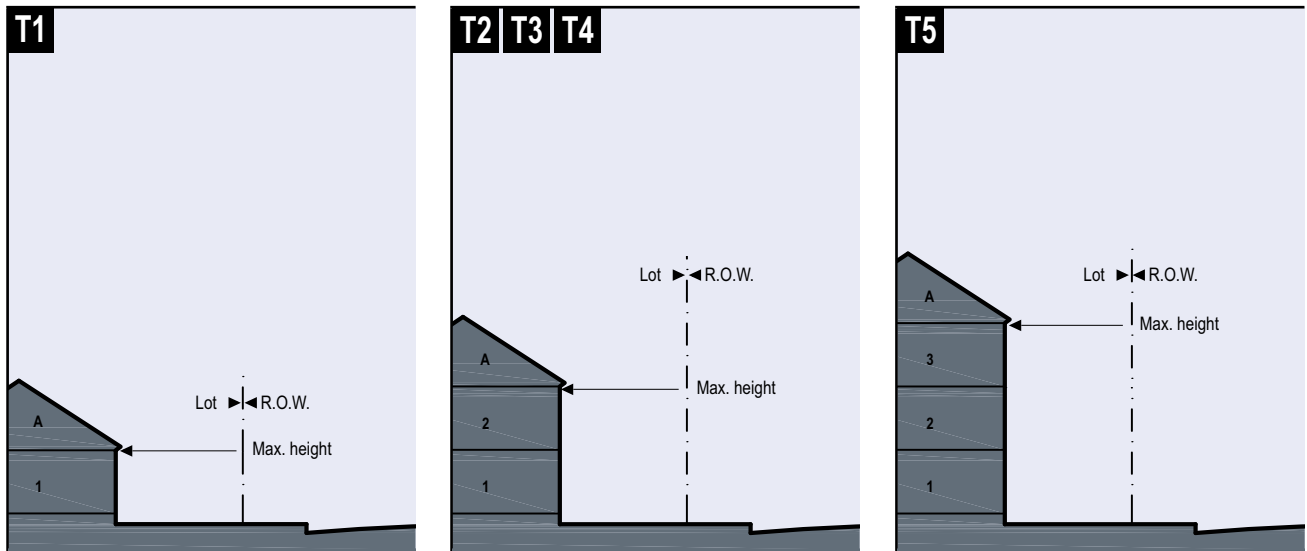


Table 8: Building Placement. This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

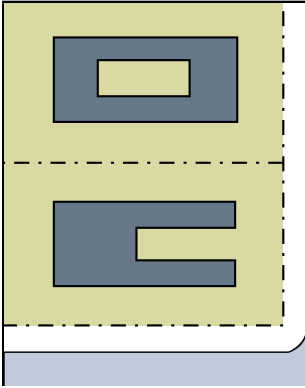
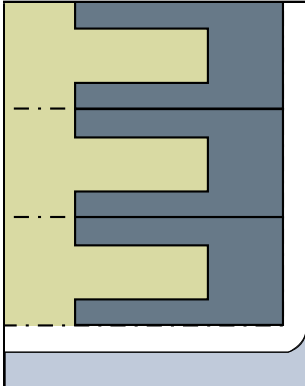
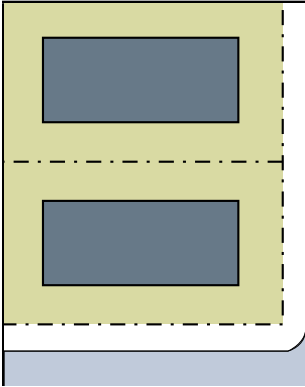
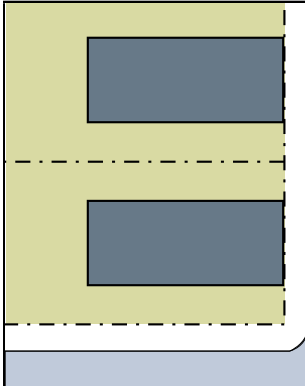
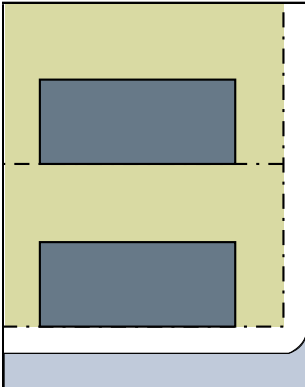
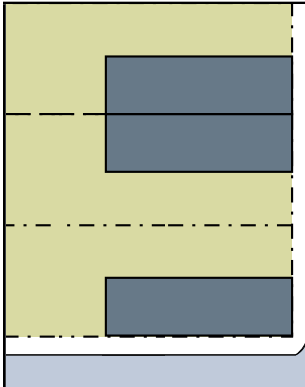
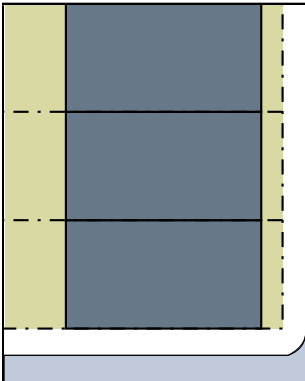
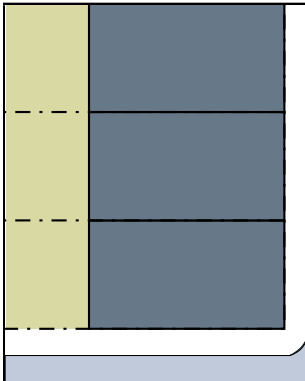
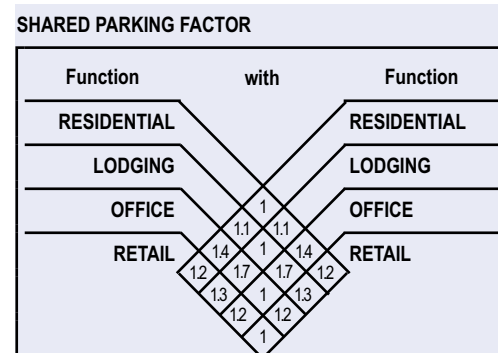
<p>a. Courtyard: as a variant of an Edgeward house, this is a more rural house type that may enclose a courtyard or remain open on one side. A shallow or zero Frontage Setback defines a more urban condition for the Courtyard Town Building at far right.</p>		
<p>b. Edgeward: Specific Types - farmhouse, cottage, villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types. A shallow or zero Frontage Setback defines a more urban condition for the Edgeward Town House at far right.</p>		
<p>c. Sideyard: a building that occupies one side of the Lot with the Setback to the other side. A shallow or zero Frontage Setback defines a more urban condition for the Sideyard Town House at far right. If the adjacent building is similar with a blank side wall, the yard can be quite private. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a double house.</p>		
<p>d. Rearyard: Specific Types - Rowhouse, Townhouse, Live-Work unit, Apartment House. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>		

Table 9: Building Function - General. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 11.

	T3	T4	T5
a. RESIDENTIAL	Restricted Residential: Dwellings on each Lot are restricted to one in a Principal Building and one in a Secondary Building, with 1,0 parking places for each. Both dwellings shall be under single ownership. [The habitable area of the Accessory dwelling shall not exceed 200 square meters.]	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 0,5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 0,5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 10).
b. LODGING	Restricted Lodging: Guest houses are limited to six (6) beds and require 0,5 assigned parking place for each bed in addition to the parking for the dwelling. Lodging must be owner occupied. Food service may be provided in the morning. Maximum length of stay is ten days.	Limited Lodging: Guest houses and hotels are limited to twelve (12) beds and require 0,3 assigned parking place for each bed in addition to the parking for the dwelling. Lodging must be owner occupied. Food service may be provided in the morning. The maximum length of stay is ten days.	Open Lodging: Guest houses and hotels are limited by the requirement of 0,3 assigned parking place for each bed in addition to the parking for the dwelling. Food service may be provided at all times. The area and parking allocated for food service shall be calculated according to Retail Function.
c. OFFICE	Restricted Office: The building area available for office use on each Lot is restricted to the Secondary Building or the first Story of the Principal Building and requires 2,0 assigned parking places per 300 sq meters of net office space in addition to the parking for each dwelling.	Limited Office: The building area available for office use on each Lot is limited to the Secondary Building and/or the first Story of the Principal Building and requires 2,0 assigned parking places per 300 square meters of net office space in addition to the parking for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2,0 assigned parking places per 300 square meters of net office space.
d. RETAIL	Restricted Retail: The building area available for Retail use is restricted to one location (preferably corner) at the first Story for each 100 dwelling units and requires 2,0 assigned parking places per 300 square meters of net Retail space in addition to the parking for each dwelling. Specific use shall be further limited to neighborhood store, or food service seating no more than 20.	Limited Retail: The building area available for Retail use is limited to the first Story of buildings at locations (preferably corner) not more than one per Block, and requires 2,0 assigned parking places per 300 square meters of net Retail space in addition to the parking for each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 2,0 assigned parking places per 300 square meters of net Retail space. Retail spaces under 100 square meters are exempt from parking requirements.
e. CIVIC	See Table 11	See Table 11	See Table 11
f. OTHER	See Table 11	See Table 11	See Table 11

Table 10: Parking Calculations. The Required Parking table summarizes the parking requirements of Table 9 for each site or, conversely, the amount of building allowed on each site given the parking available.

REQUIRED PARKING (See Table 9)			
	T3	T4	T5
RESIDENTIAL	1,0 / dwelling	0,5 / dwelling	0,5 / dwelling
LODGING	0,5 / bed	0,3 / bed	0,3 / bed
OFFICE	2,0 / 300 sq. m.	2,0 / 300 sq. m.	2,0 / 300 sq. m.
RETAIL	2,0 / 300 sq. m.	2,0 / 300 sq. m.	2,0 / 300 sq. m.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		



BRAN TOWN CODE

TABLE 11. SPECIFIC FUNCTION & USE

Bran, Romania

Table 11: Specific Function & Use. This table expands the categories of Table 9 to delegate specific Functions and uses within Transect Zones. Table 11 should be customized for local character and requirements.

	T1	T2	T3	T4	T5	CZ	SD
a. RESIDENTIAL							
Mixed Use Block					☒		
Apartment Building					☒		
Live/Work Unit				☒	☒		
Double House				☒	☒		
Courtyard House				☒	☒		
Sideyard House			☒	☒	☒		
Edgeyard House		☒	☒	☒			
Accessory Unit		☒	☒	☒	☒		

b. LODGING							
Hotel (no room limit)					☒		☒
Guest House (up to 12 rooms)		☒		☒	☒		
Guest House (up to 5 rooms)		☒	☒	☒	☒		

c. OFFICE							
Office Building				☒	☒		☒
Live-Work Unit			☒	☒	☒		☒

d. RETAIL							
Open-Market Building		☒	☒	☒	☒	☒	☒
Retail Building				☒	☒		☒
Restaurant				☒	☒		☒
Kiosk				☒	☒	☒	☒
Push Cart					☒	☒	☒
Liquor Selling Establishment					☒		☒
Adult Entertainment							☒

e. CIVIC							
Bus Shelter			☒	☒	☒		☒
Conference Center					☒		☒
Exhibition Center							☒
Fountain or Public Art		☒	☒	☒	☒	☒	☒
Library				☒	☒	☒	☒
Live Theater					☒		☒
Movie Theater					☒		☒
Museum				☒	☒	☒	☒
Outdoor Auditorium					☒	☒	☒
Playground		☒	☒	☒	☒	☒	☒
Surface Parking Lot				☒	☒	☒	☒
Religious Assembly		☒	☒	☒	☒	☒	☒

	T1	T2	T3	T4	T5	CZ	SD
f. OTHER: AGRICULTURE							
Grain Storage	☒	☒					☒
Livestock Pen	☒	☒	☒				☒
Greenhouse	☒	☒	☒				☒
Stable	☒	☒	☒				☒
Kennel	☒	☒	☒	☒	☒		☒

f. OTHER: AUTOMOTIVE							
Gasoline		☒				☒	☒
Automobile Service							☒
Truck Maintenance							☒
Drive -Through Facility					☒		☒
Billboard							☒
Shopping Center							☒
Shopping Mall							☒

f. OTHER: CIVIL SUPPORT							
Fire Station			☒	☒	☒		☒
Police Station				☒	☒		☒
Cemetery		☒	☒	☒			☒
Funeral Home				☒	☒		☒
Hospital					☒		☒
Medical Clinic					☒	☒	☒

f. OTHER: EDUCATION							
College					☒		☒
High School				☒	☒		☒
Trade School					☒		☒
Elementary School			☒	☒	☒		☒
Other- Childcare Center		☒	☒	☒	☒		☒

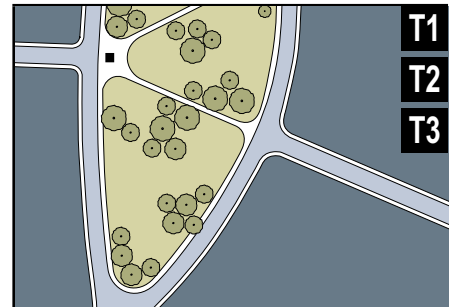
f. OTHER: INDUSTRIAL							
Heavy Industrial Facility							☒
Light Industrial Facility						☒	☒
Truck Depot							☒
Laboratory Facility						☒	☒
Water Supply Facility							☒
Sewer and Waste Facility							☒
Electric Substation	☒	☒	☒	☒	☒	☒	☒
Wireless Transmitter	☒	☒					☒
Cremation Facility							☒
Warehouse						☒	☒
Produce Storage							☒
Mini-Storage							☒

☒ BY RIGHT
☒ BY WARRANT

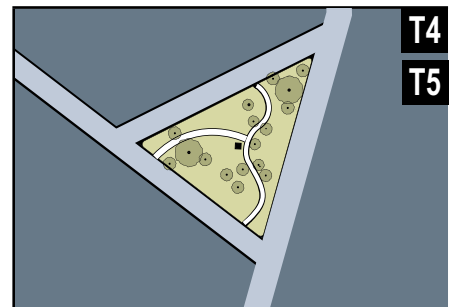
a. Park: A natural preserve available for unstructured recreation. A Park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following natural Corridors. The minimum size shall be 3.2 hectares. Larger Parks may be approved by Warrant as Special Districts in all zones.



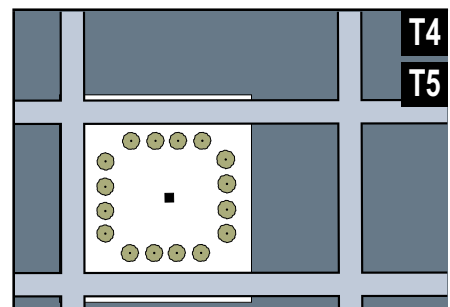
b. Green: An open space available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 2000 sqm and the maximum shall be 3.2 hectares.



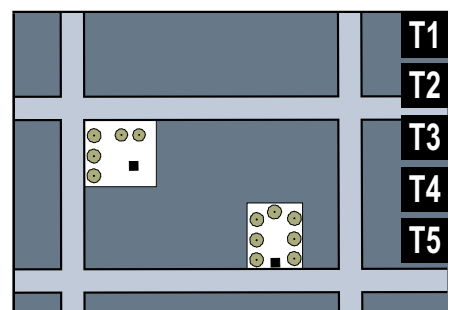
c. Square: An open space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of Paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 2000 sqm and the maximum shall be 2 hectares.



d. Plaza: An open space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 2000 sqm and the maximum shall be 1 hectare.



e. Playground: An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within Parks and Greens. There shall be no minimum or maximum size.



Note: All requirements in this Table are subject to calibration for local context.



	T1 NATURAL ZONE	T2 RURAL ZONE	T3 VILLAGE EDGE ZONE	T4 GENERAL VILLAGE ZONE	T5 VILLAGE CENTER ZONE	SD SPECIAL DISTRICT
a. CIVIC SPACES (see Table 12)						
Park	permitted	permitted	permitted	by Warrant	by Warrant	
Green	not permitted	not permitted	permitted	permitted	permitted	
Square	not permitted	not permitted	not permitted	permitted	permitted	
Plaza	not permitted	not permitted	not permitted	permitted	permitted	
Playground	permitted	permitted	permitted	permitted	permitted	
b. LOT OCCUPATION						
Lot Width	not applicable	by Warrant	20 m. min 60 m max	18 m. min 40 m. max	10 m. min 30 m. max	
Lot Coverage	not applicable	by Warrant	50% max	60% max	70% max	
c. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Principal)	not applicable		8 m. min	2 m. min 10 m. max	0 m min 4 m. max	
Front Setback (Secondary)	not applicable		8 m. min	2 m. min 10 m. max	0 m. min 4 m. max	
Side Setback	not applicable		4 m. min	4 m. min 10 m. max	0 m. min 8 m. max	
Rear Setback	not applicable		8 m. min	4 m. min 20m max		
Frontage Buildout	not applicable	not applicable	20% min	40% min	60% min	
d. SETBACKS - SECONDARY BUILDING						
Front Setback	not applicable	6 m. min +bldg setback	6 m. min +bldg setback	7 m min +bldg setback	12 m max from rear prop	
Side Setback	not applicable	1 m. or 2 m.	1 m. or 2 m..	0 m. min or 1 m.	0 m. min	
Rear Setback	not applicable	1 m. min	1 m. min	1 m.	1 m. max	
e. BUILDING PLACEMENT (see Table 8)						
Edgeward	N/A	permitted	permitted	permitted	permitted	
Sideward	N/A	not permitted	permitted	permitted	permitted	
Rearyard	N/A	not permitted	not permitted	not permitted	permitted	
Courtyard	N/A	permitted	permitted			
f. PRIVATE FRONTAGES (see Table 6)						
Common Yard	not applicable	permitted	permitted	not permitted	not permitted	
Porch & Fence	not applicable	permitted	permitted	permitted	not permitted	
Terrace or Dooryard.	not applicable	not permitted	not permitted	permitted	permitted	
Shopfront & Awning	not applicable	not permitted	not permitted	permitted	permitted	
Gallery	not applicable	not permitted	not permitted	permitted	permitted	
Arcade	not applicable	not permitted	not permitted	not permitted	permitted	
g. BUILDING CONFIGURATION (see Table 7)						
Principal Building	not applicable	1 Story max	2 Stories max	2 Stories max	3 Stories max	
Secondary Building	not applicable	1 Story max	2 Stories max	2 Stories max	2 Stories max	
h. BUILDING FUNCTION (see Table 9 & Table 11)						
Residential	not applicable	restricted use	restricted use	limited use	open use	
Lodging	not applicable	restricted use	restricted use	limited use	open use	
Office	not applicable	restricted use	restricted use	limited use	open use	
Retail	not applicable	restricted use	restricted use	limited use	open use	
i. PARKING REQUIREMENTS (see Table 10)						
Residential	not applicable	restricted use	restricted use	limited use	open use	
Lodging	not applicable	restricted use	restricted use	limited use	open use	
Office	not applicable	restricted use	restricted use	limited use	open use	
Retail	not applicable	restricted use	restricted use	limited use	open use	

Table 14: Special District Standards. The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

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

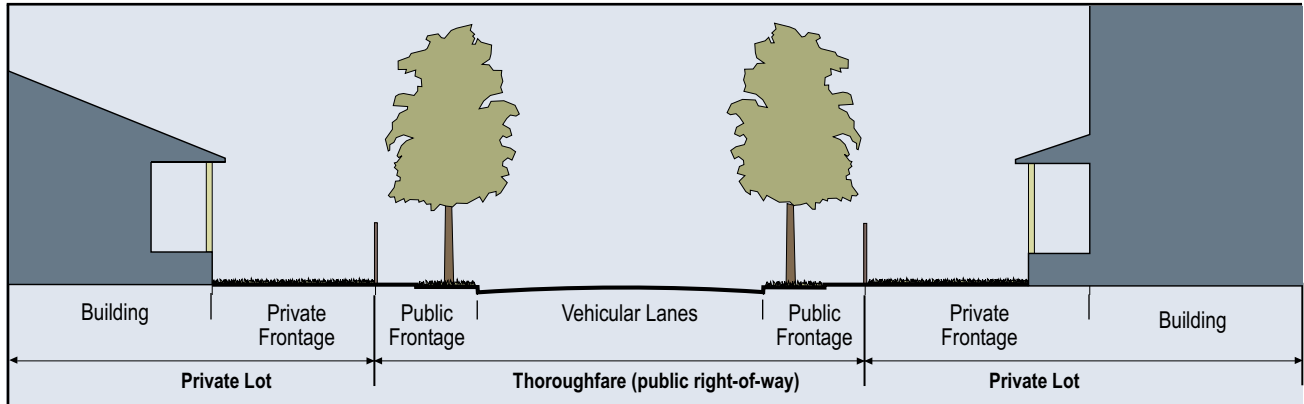
PLACEMENT

CONFIGURATION

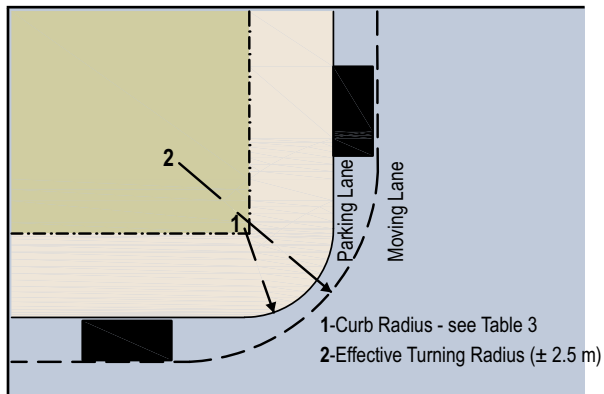
FUNCTION

Bran, Romania

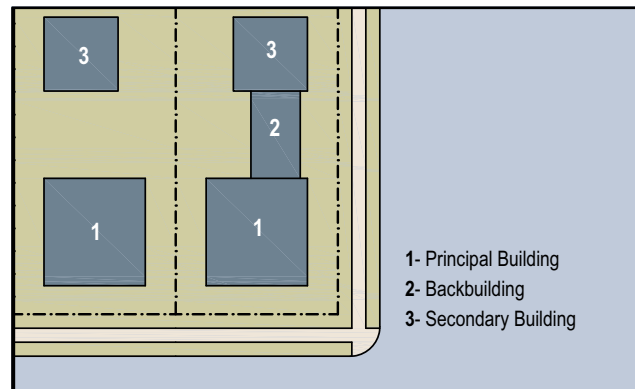
a. THOROUGHFARE & FRONTAGES



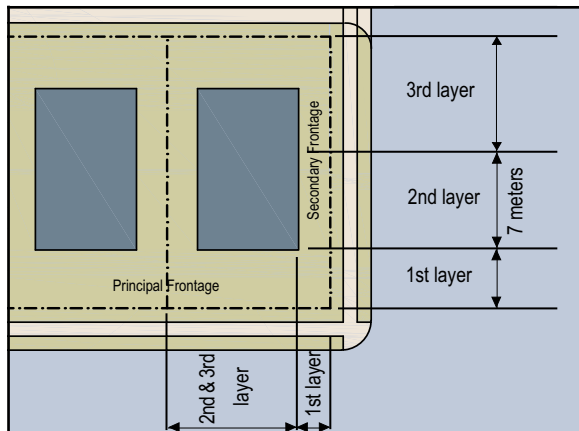
b. TURNING RADIUS



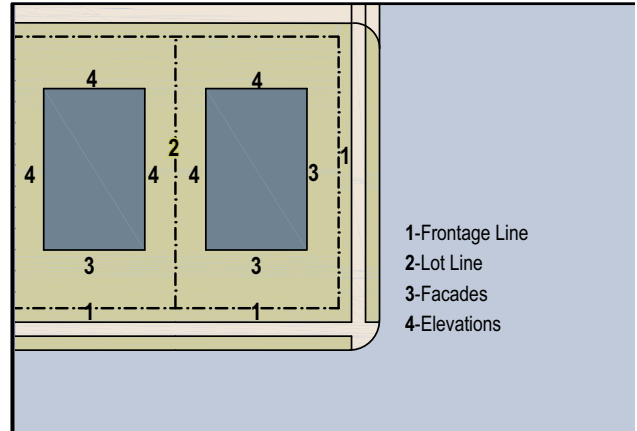
c. BUILDING PLACEMENT



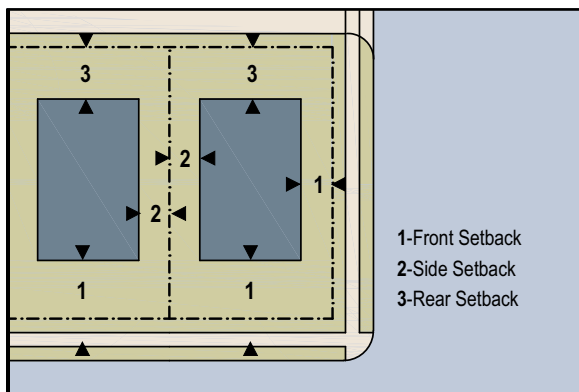
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



DEFINITIONS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the DRC shall determine the correct definition. Items in italics refer to *Articles*, *Sections*, or *Tables* in the Bran Town Code.

Accessory Unit: an Apartment sharing ownership and utility connections with a Principal Building; it may or may not be within an Secondary Building. See *Table 9 and Table 15*.

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

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

Attic: the interior part of a building contained within its roof structure. If two levels or more are contained within a roof structure, only the top level is considered the Attic.

Backbuilding: a single-Story structure connecting a Principal Building to a Secondary Building. See *Table 15*.

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

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

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

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

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

By Right: characterizing a proposal, or component of a proposal, for a Thoroughfare Plan or Building Scale Plan (*Article 2 or Article 3*) that complies with the Bran Town Code and is permitted and processed administratively, without public hearing. See **Warrant and Variance**.

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

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

Civic Parking Reserve: parking lot within 400 meters of the site that it serves. See *Section 3.8.2*.

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 12*.

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

Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Courtyard Building: a building with an interior court or patio, enclosed on three or four sides. This type may be urban or rural. See *Table 8*.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See *Table 2 and Table 3*.

Curb Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Curb Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See: **Effective Turning Radius**. See *Table 3 and Table 15*.

DRC: Design Review Committee.

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

Design Review Committee (DRC): Usually part of the Planning Office, a committee comprised of officials from each group having jurisdiction over the permitting of a project, in addition to an architectural consultant, to process administratively applications and plans for proposed projects. See *Section 1.4.1*.

Design Speed: is 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 km/hr); Low: (30-40 km/hr); Moderate: (40-50 km/hr); High: (above 50 km/hr). Lane width is determined by desired Design Speed. See *Table 3*.

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 6*.

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, sometimes leading to a garage. See *Section 3.9*.

Edgeward Building: a building that occupies the center of its Lot with Setbacks on all sides. See *Table 8*.

Edgeward Town Building: an Edgeward Building with no front Setback.

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. See *Table 10*.

Effective Turning Radius: the measurement of the inside Curb Radius taking parked cars into account. See *Table 15*.

Elevation: an exterior wall of a building not along a Frontage Line. See *Table 15*. See: **Facade**.

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.”

Facade: the exterior wall of a building that is set along a Frontage Line. See **Elevation**.

Farmhouse: Rural Villa sharing land with Accessory Buildings for agricultural use.

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Public Frontage** and **Private Frontage**. See *Table 2 and Table 6*.

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See *Table 15*.

Function: the use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See *Table 9 and Table 11*.

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See *Table 12*.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Guest House: an owner-occupied Lodging type offering 1 to 12 beds, permitted to serve breakfast in the mornings to guests. See *Table 9*.

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Secondary Building. Permitted activities are defined by the Restricted Office category. See *Table 9*.

Layer: a range of depth of a Lot within which certain elements are permitted. See *Table 15*.

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry.

Lodging: premises available for daily and weekly renting of bedrooms. See *Table 9 and Table 11*.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot in this Code is categorized by its width.

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

Lot Width: the length of the Principal Frontage Line of a Lot.

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

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or 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 3 square meters per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings within the walkable area.

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See *Table 9*.

Secondary Building: an accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See *Table 15*.

Park: a Civic Space type that is a natural preserve available for unstructured recreation. See *Table 12*.

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

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

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

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

Principal Building: the main building on a Lot, usually located toward the Frontage. See *Table 15*.

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

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See **Frontage**.

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. See *Table 6 and Table 15*.

Public Frontage: the area between the Curb of the Vehicular Lanes and the Frontage Line. See *Table 2 and Table 3*.

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

Rear Lane (RL): an unpaved vehicular way located to the rear of Lots providing access to service areas, parking, and Secondary Buildings and containing utility easements. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, attached to houses on adjacent lots, leaving the rear of the Lot as the sole yard. *See Table 8.* (Var: rowhouse, townhouse, Apartment house)

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the Bran Town Code.

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

Retail: characterizing premises available for the sale of merchandise and food service. *See Table 9 and Table 11.*

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.*

Right of Way (R.O.W.): the full width of a public Thoroughfare from one Frontage Line to the other, inclusive of Vehicular Lanes and Public Frontages.

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 3.*

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 15.*

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 3.6.* *See Table 13g.* (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. *See Table 10.*

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. *See Table 6.*

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, providing a larger yard or garden. This type can be a single or double depending on whether it abuts the neighboring house. *See Table 8.*

Sideyard Town Building: a Sideyard Building with no front Setback.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. *See Table 8.*

Special District (SD): an area that, by its intrinsic Function, Placement, or Configuration, cannot or should not conform to one or more of the normative Community types or Transect Zones specified by the Bran Town Code. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Requirements: provisions of *Section 3.3* of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. *See Table 12.*

Story: a habitable level within a building, excluding an Attic or raised basement. *See Section 3.6.1 and Table 7.*

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 2 and Table 3.*

Streetscreen: a freestanding wall, fence or gate built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. *See Section 3.6.4d.*

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

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

T-Zone: Transect Zone.

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 2, Table 3 and Table 15a.*

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the Bran Town Code template is divided into five Transect Zones.

Transect Zone (T-Zone): One of several areas on the Regulating Plan regulated by the Bran Town Code. Transect Zones are administratively similar to the land use zones in other 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.*

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (*Section 1.3*). Variances are usually granted by the Board of Appeals in a public hearing. *See Section 1.5.*

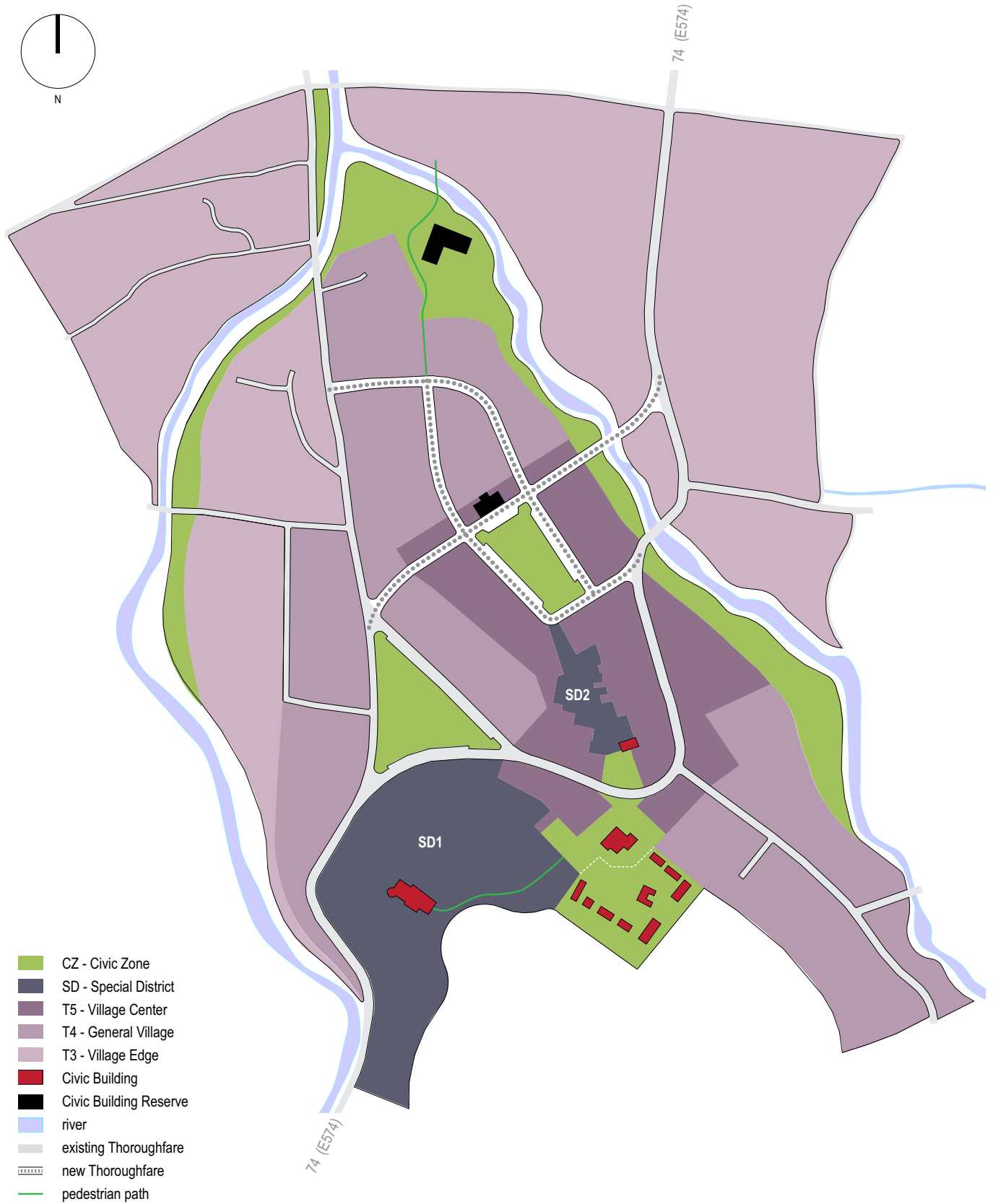
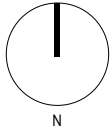
Vehicular Lanes: the roadbed, inclusive of travel lanes, parking lanes, and bicycle lanes, if any.

Villa: an Edgeyard or Sideyard building type, usually a single-family dwelling, often shared with a Secondary Building in the back yard.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (*Section 1.3*). Warrants are usually granted administratively by the DRC. See *Section 1.5*.

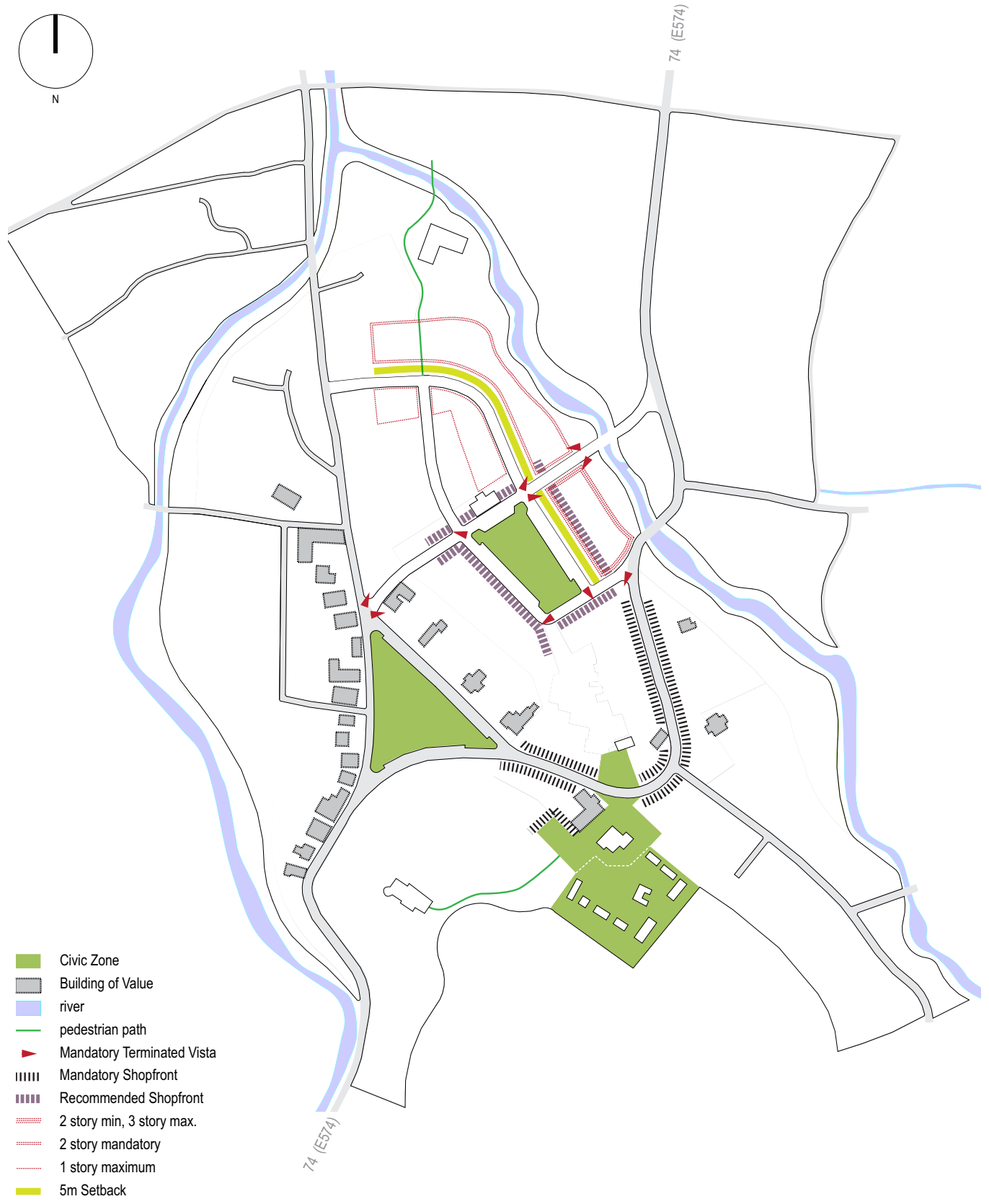
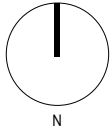
Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.


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



-  CZ - Civic Zone
-  SD - Special District
-  T5 - Village Center
-  T4 - General Village
-  T3 - Village Edge
-  Civic Building
-  Civic Building Reserve
-  river
-  existing Thoroughfare
-  new Thoroughfare
-  pedestrian path

Bran, Romania



-  Civic Zone
-  Building of Value
-  river
-  pedestrian path
-  Mandatory Terminated Vista
-  Mandatory Shopfront
-  Recommended Shopfront
-  2 story min, 3 story max.
-  2 story mandatory
-  1 story maximum
-  5m Setback