

## **Article XII. Traditional Neighborhood Development Zone (TND)**

### **§ 440-126. Purpose, administrative procedures.**

- A. Purpose. The purpose of the TND Zone is to allow development consistent with design principles of a traditional neighborhood. A traditional neighborhood is compact; is designed for the human and pedestrian scale; provides a mix of uses, including residential, commercial, civic, and open space uses in close proximity to each another in the neighborhood; is architecturally integrated; provides a mix of housing styles, types and sizes to accommodate a variety of households; is integrated into the surrounding communities; incorporates interconnected streets with sidewalks and paths that offer multiple routes for motorists, pedestrians and bicyclists; provide for the connections of those streets to existing and future developments; and incorporates and enhances significant environmental features into the design.
- B. Minimum criteria
- (1) TND shall only be permitted on parcels of twenty-five (25) acres or greater. Parcels less than the minimum acreage may be developed as TND if they are contiguous to an existing TND zoned area and development on said parcels or tracts can be harmoniously integrated consistent with the requirements and purposes of this zone.
  - (2) The TND shall have access to an existing or planned arterial or collector road.
  - (3) The TND shall be served by adequate existing or planned infrastructure.
  - (4) No land shall be classified as TND Zone unless it is so designated in the City Comprehensive Land Use Plan.
- C. Review procedures and guidelines
- (1) See Article XVIII, Administration.
  - (2) The requirements of this article apply to all proposed development within the TND Zone. The Planning Commission may approve variations to the standards in this article as deemed appropriate, provided that the Planning Commission finds that the variations will still produce a development that complies with the intent of this zone, Chapter 357, Standard Specifications for Utility Construction Projects and Subdivision Pavement Design, and the Comprehensive Land Use Plan.
  - (3) When the provisions of these regulations conflict with other standards found in the Code of the City of Harrington, the more restrictive regulation shall apply.

### **§ 440-127. Permitted uses.**

- A. Permitted uses. Permitted uses shall be as follows:

- (1) Single-family detached dwellings.
- (2) Cottage dwellings.
- (3) Duplex dwellings.
- (4) Townhouses.
- (5) Multi-family dwellings.
- (6) Uses in C-1 and C-2.
- (7) Residential above retail, restaurants, and service uses.
- (8) Office units located on upper floors above commercial uses.
- (9) Public and private noncommercial parks and recreation areas, including clubs, parks, and swimming pools.

B. Accessory uses permitted in the R-1 Zone.

**§ 440-128. Development standards.**

A. Density & dimensional standards.

- (1) Number of dwelling units permitted. The number of residential dwelling units and the amount of nonresidential development (excluding open spaces) shall be determined as follows:
  - (a) The maximum number of single-family, duplex, and townhouse units permitted shall not exceed eight (8) dwelling units per net acre.
  - (b) The maximum number of multi-family units shall not exceed twelve (12) dwelling units per net acre.
  - (c) Dwelling units constructed above retail and service uses shall be permissible in addition to the number of dwelling units authorized under this section. However, the total number of dwelling units constructed above retail and service uses shall not be more than ten (10) percent of the total number of single-family attached and detached units.
- (2) The gross ground floor area of nonresidential development uses shall not exceed ten (10) percent of the traditional neighborhood development gross area.

- (3) Non-residential buildings shall be of similar scale and massing as residential structures and shall not exceed two thousand five hundred (2,500) square foot ground floor area for each retail or service business. The scale and massing variations of any non-residential building permitted shall be reviewed and approved by the Planning Commission on a case-by-case basis.
- (4) See § 440-141, Dimensional and Density Standards, Table 13.3.
- (5) Development standards for duplex dwellings and townhouses shall be as regulated in the R-2 and R-3 Zones, respectively.

## B. Design requirements

### (1) General design requirements

- (a) At least seventy-five (75) percent of residential structures shall be within one quarter (1/4) mile radius from existing or proposed retail, institutional, and open space areas; reviewed and approved by the Planning Commission on a case-by-case basis.
- (b) A mix of residential dwelling types is required within a TND; however, not less than fifty (50) percent of the total dwelling units must be single-family detached dwellings. No more than fifty (50) percent of the single-family detached dwellings provided shall be cottage dwellings.
- (c) A minimum of at least three (3) of the following permitted housing types must be provided: single-family, duplex, townhouse, and multi-family dwellings.

### (2) Lot and block standards and alley design

- (a) All lots shall have frontage on a street or square. All buildings, except accessory structures, shall have their main entrance onto a street or square.
- (b) Non-residential and mixed-use buildings shall abut sidewalks.
- (c) Lot and building widths shall create a relatively symmetrical street cross section that reinforces the public space of the street as a simple, unified public space.
- (d) Street layouts shall provide for perimeter blocks that are generally in the range of one hundred eighty (180) to three hundred (300) feet deep by four hundred (400) to six hundred (600) feet long.
- (e) A variety of lot sizes shall be provided to facilitate housing diversity and choice and meet the projected requirements of people with different housing needs.
- (f) Alley design

- [1] Public alleys shall be platted with a twenty (20) feet to twenty-two (22) feet right-of-way and a twelve (12) feet to sixteen (16) pavement width for residential areas and a twenty-two (22) foot right-of-way and pavement width for non-residential areas.
  - [2] When utilities are located within or adjacent to alleys, an adjacent five (5) width access and utility easement shall be provided on both sides of the alley right-of-way or easement.
  - [3] Additional pavement at alley and street intersections will be necessary to facilitate turns. See § 440-128 B (4) (a), Corner Radii.
  - [4] Parking in alleys is not permitted.
  - [5] Alleys shall be paved per Chapter 357, Standard Specifications for Installation of Utility Construction Projects and Subdivision Pavement Design.
  - [6] Sidewalks, curb and gutters, and planting strips are not required for alleys.
- (3) Circulation standards. The circulation system shall provide adequate traffic capacity, provide connected pedestrian and bicycle routes, control but not prohibit through traffic, limit lot access to streets of lower traffic volumes, provide secondary access to parking and service areas with alleys, and promote safe and efficient mobility through the Traditional Neighborhood Development.
- (a) Pedestrian circulation. Convenient pedestrian circulation systems that minimize pedestrian-motor vehicle conflicts shall be provided continuously throughout the Traditional Neighborhood Development Zone. Where feasible, any existing pedestrian routes through the site shall be preserved, extended and enhanced. All streets, except for alleys, shall be bordered by sidewalks on both sides in accordance with Chapter 357, Standard Specifications for Utility Construction Projects and Subdivision Pavement Design and Chapter 370, Subdivision of Land.
  - (b) Motor vehicle circulation
    - [1] Motor vehicle circulation shall be designed to minimize conflicts with pedestrians and bicycles. Traffic calming features such as “queuing streets,” curb extensions, traffic circles, and medians may be used to encourage slow traffic speeds.
    - [2] A street hierarchy shall be established for the TND development and shall be indicated on the concept plan. Each street shall be classified and

designed according to Chapter 357, Standard Specifications for Utility Construction Projects and Subdivision Pavement Design.

- [3] The use of alleys is required. The Planning Commission may waive the alley requirement for single family homes for good cause. Alleys provide secondary access to residential properties where street frontages are narrow, where the street is designed with a narrow width to provide limited on-street parking, or where alley access development is desired to increase residential densities. Alleys may also provide delivery access or alternate parking access to non-residential properties.
  - [4] Private streets in a TND shall be prohibited.
  - [5] For any street in a TND, alternative right-of-way and pavement widths from that required by Chapter 357, Standard Specifications for Installation of Utility Construction Projects and Subdivision Pavement Design, and Chapter 370, Subdivision of Land, may be approved by the Planning Commission with approval by the City Council.
- (4) Street layout standards. The TND should extend the existing street grid, where present, and restore any disrupted street grid where feasible. In addition:
- (a) Corner radii. The roadway edge at street intersections shall be rounded by a tangential arc with a maximum radius of fifteen (15) feet for secondary streets and twenty (20) feet for intersections involving collector streets. The intersection of a local street and an access lane or alley shall be rounded by a tangential arc with a maximum radius of ten (10) feet.
  - (b) Curb cuts for driveways to individual residential lots shall be discouraged along collector streets. Curb cuts shall be limited to intersections with other streets or access drives to parking lots for commercial, civic, or multifamily residential uses.
  - (c) The orientation of streets should enhance the visual impact of common open spaces and prominent buildings, create lots that facilitate passive solar design, and minimize street gradients. All streets shall terminate at other streets or at public land, except secondary streets may terminate in stub streets when such streets act as connections to future phases of the development. Secondary streets may terminate other than at other streets or public land when there is a connection to the pedestrian and bicycle path network at the terminus.
  - (d) Secondary streets shall not end in a cul-de-sac unless existing natural constraints make it necessary.
- (5) Parking. Off-street parking lots in a TND shall comply with the Article XV, Parking and Access. In addition:

- (a) A parking area may not be adjacent to or opposite a street intersection.
- (b) The maximum number of parking spaces provided shall not exceed the minimum number required by more than ten (10) percent. Reduction of parking area and the use of shared parking facilities as set forth in § 440-215, Joint use, shared facilities, and satellite parking, is encouraged.
- (c) Parking areas for townhouses, multi-family dwellings, mixed-use buildings, and non-residential buildings shall be located at the rear or side of a building. If located at the side, screening shall be provided as specified in Article XV, Parking and Access.
- (d) Parking areas shall be accessed by alley or rear lane, where feasible.
- (e) The vehicular entrance of a parking area from a public street shall be no wider than thirty (30) feet.
- (f) Parking areas shall have direct pedestrian connection to the building entry points, especially if the parking is located along the side and/or behind the buildings. Designated pedestrian access shall be provided from all parking lots to the public sidewalk and primary building entrances.
- (g) Parking areas shall not include dead-end aisles.
- (h) Parking areas shall be separated from buildings by a landscaped strip whenever possible or a raised concrete walkway or pedestrian plaza.
- (i) Parking lot screening and landscaping standards shall be provided in accordance with Article XV, Parking and Access
- (j) See § 440-222, Bicycle Accessibility, Mobility, and Parking.
- (k) Curb extensions at intersections in mixed-use and non-residential areas are required when on-street parking is provided.
- (l) Parking areas with twenty-five (25) or more spaces should be designed with a series of smaller parking fields. Smaller parking fields can be incorporated by physically separating parking areas with buildings and plazas, and may also be delineated with an on-site circulation system that utilizes uninterrupted drive aisles, landscape islands and planters, pedestrian walkways, or any combination thereof.
- (m) Avoid aligning all travel lanes in parking lots in long straight configurations. The maximum length of any row of parking shall be ten (10) parking spaces.

- (n) Provide cross-access easements between adjacent lots to facilitate the flow of traffic.

(6) Building location and orientation

- (a) The front façade of the principal building shall face a public street or square.
- (b) The front façade of any building shall not be oriented to face directly toward a parking lot.
- (c) Mixed-use and non-residential development:

[1] Multiple buildings in a single project shall create a positive functional relationship to each another. Where possible, multiple buildings shall be clustered to achieve a “village” scale. This creates opportunities for plazas and pedestrian areas while preventing long “barracks-like” rows of buildings. When clustering is impractical, a visual link shall be established between buildings with the use of an arcade system, trellis, colonnade, covered walkways, landscaping, enhanced paving, building articulation and detailing, or similar features.

[2] Orienting buildings closer to the street to screen parking in the interior of the site and provide strong pedestrian connections to buildings is encouraged where appropriate (e.g. does not negatively impact any abutting residential areas).

C. Architectural standards. A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

(1) Entries, façades, scale, and form

- (a) The architectural features, materials, and the articulation of a façade of a building shall be continued on all sides visible from a public street or square.
- (b) Porches, pent roofs, roof overhangs, hooded front doors, or other similar architectural elements shall define the front entrance to all residences.

(c) Mixed-use and non-residential development:

[1] For retail and food service buildings, a minimum of fifty (50) percent of the front façade on the ground floor shall be transparent, consisting of window or door openings allowing views into and out of the interior.

[2] Non-residential buildings shall be designed with an architectural style and/or theme. The intent of this guideline is to ensure that non-residential development incorporates architecturally valid design of each building and

architectural compatibility within an integrated development. Not all building elevations of a structure will have the same level of detailing and articulation in order to avoid monotony.

- [3] The design of all buildings shall employ textured surfaces, projections, recesses, color, window patterns, overhangs, reveals, changes in parapet heights, and similar architectural devices to avoid monolithic shapes and surfaces and to emphasize building entries. Designs shall avoid the use of long, unbroken, flat walls.
- [4] Building façades greater than eighty (80) feet in length, measured horizontally, shall incorporate wall plane projections, articulation or recesses having a depth of at least three (3) percent of the length of the façade (or at least three (3) feet) and extending at least twenty (20) percent of the length of the façade. No uninterrupted length of any façade shall exceed sixty (60) horizontal feet.
- [5] Building façades shall also include a repeating pattern of one or more of the following design elements/features.
  - i. Variations in color
  - ii. Variations in texture
  - iii. Change in relief
  - iv. Material module change
- [6] Design building entries and street side façades with elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.
- [7] Ground floor façades that face public streets or proposed promenade or pedestrian walkway shall have arcades, display windows, entry areas, awnings, canopies, or other such features. Landscaping and architectural detail at the street level should be used to soften the edge of the building and enhance the pedestrian scale and streetscape.
- [8] Each principal building on a site shall have clearly defined, highly visible customer entrances featuring one or more of the following:
  - i. Canopies or porticos
  - ii. Overhangs
  - iii. Recesses/projections

- iv. Arcades
- v. Raised corniced parapets over the door
- vi. Peaked roof forms
- vii. Arches
- viii. Display windows
- ix. Architectural details such as tile work, moldings, stone, or brick integrated into the building structure and design
- x. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting
- xi. Special paving patterns and materials

[9] Designs that emphasize floor lines or that express rhythms and patterns of windows, columns, cornices, dormers, and other architectural features are encouraged.

[10] Building components such as windows, doors, eaves, and parapets shall have good proportions and relationships to each another that are compatible in size and design.

## (2) Roof forms and materials for commercial development.

- (a) Avoid rooflines running in continuous planes wherever appropriate.
- (b) Partial mansard roofs and pitched roofs that do not reach a true peak or hip should be avoided.
- (c) Roof materials should be of high quality, durable, and consistent with local architectural themes.
- (d) Design roof forms to correspond to and denote building elements and functions such as entrances, arcades, and porches.
- (e) Roof forms should relate to adjacent buildings or developments.
- (f) Screen roof top mechanical units from view with architecturally integrated screening units, roof parapets, or sloped roof forms.

## (3) Residential garages

- (a) Front loading garages attached to the front of the main structure are prohibited.
- (b) Permitted garage access locations on a single-family housing lot include:
  - [1] Detached rear garage accessed from a local street or alley;
  - [2] Attached side garage accessed from the local street or alley;
  - [3] Attached rear garage accessed from the local street or alley;
  - [4] Detached rear garage, behind the house, accessed from the local street or alley.

(4) Signage. See Article XIV, Signs.

(5) Lighting

- (a) Street lighting shall be provided on both sides of all streets at intervals of no greater than seventy-five (75) feet.
- (b) Parking lot poles should be located in medians or perimeter buffer areas wherever possible. Landscaping improvements should not conflict with the location of poles.
- (c) Lighting should be provided to highlight entrances, art, terraces, and special landscape features; however fixtures should be concealed to prevent glare.
- (d) The maximum height of parking lot poles is thirty (30) feet, measured from grade. The maximum height of poles within plaza and other pedestrian areas is twenty (20) feet, also measured from grade. The use of shorter height poles than the maximums listed above shall be encouraged provided illumination levels meet all intensity and safety requirements.
- (e) Parking area light fixtures should be designed with a concealed/recessed light source that shields light downward and confines light spread within a site's boundaries and does not adversely impact any adjoining residential areas.
- (f) Provide separate pedestrian scale lighting for walkways in mixed-use and non-residential areas.
- (g) Street lighting design shall meet the current edition of the minimum standards developed by the Illumination Engineering Society.
- (h) See Chapter 365, Streets and Sidewalks.

(6) Storage, loading, and service areas

- (a) Loading docks, storage, and service areas shall be located away from any public street in areas of low visibility such as the rear of buildings.
- (b) Loading docks and service areas shall be combined to the extent feasible between multiple sites.
- (c) Service entrances shall be clearly marked with signs to discourage the use of main entrances for deliveries.

D. Buffers, street trees, and landscaping standards. See Article XIII, General Requirements.

E. Stormwater management. The design and development in the TND Zone shall minimize off-site stormwater runoff, promote on-site filtration, and minimize the discharge of pollutants to ground and surface water. Natural topography and existing land cover should be maintained/protected to the maximum extent practicable. All development shall meet the following requirements:

- (1) Untreated, direct stormwater discharges to wetlands or surface waters are not allowed.
- (2) Erosion and sediment controls must be implemented to remove eighty (80) percent of the average annual load of total suspended solids.
- (3) Areas for snow storage should be provided unless the applicant provides an acceptable snow removal plan.
- (4) Redevelopment stormwater management systems should improve existing conditions and meet standards to the extent practicable.
- (5) All treatment systems or Best Management Practices (BMPs) must have operation and maintenance plans to ensure that systems function as designed.

F. Open space and recreation. See § 440-154, Open Space and Recreation.

**§ 440-129. Additional regulations.**

Additional regulations may apply including, but not limited to:

- A. Building standards, see Chapter 102, Building Standards;
- B. Impact fees, see Chapter 175, Impact Fees (community service); § 330-9, Sewer impact and connection fees; and § 425-10, Impact fees (water);

- C. Floodplain, see Chapter 212, Floodplain Regulations;
- D. Manufactured homes, see Chapter 250, Manufactured Homes, and Chapter 255, Manufactured Home Licenses;
- E. Building permits and certificates of occupancy, see Chapter 292, Permits and Approvals;
- F. Portable storage units, see Chapter 297, Portable Storage Units;
- G. Property maintenance, see Chapter 305, Property Maintenance;
- H. Sewers, see Chapter 330, Sewers;
- I. Source water, see Chapter 350, Source Water Protection;
- J. Standard specifications, see Chapter 357, Standard Specifications for Utility Construction Projects and Subdivision Pavement Design;
- K. Streets and sidewalks, see Chapter 365, Streets and Sidewalks;
- L. Recreational vehicles, see Chapter 417, Recreational Vehicles;
- M. Water, see Chapter 425, Water.

**§ 440-130 to 440-135 Reserved**