

Sec. 27-1176 TND Traditional Neighborhood Design District

- (a) **Generally.** The purpose of the TND Traditional Neighborhood Design District is to establish and encourage innovative mixed-use developments as an alternative to typical post World War II suburban, use-segregated developments. The TND District provides the opportunity for a variety of housing choices, mixed uses, and enhanced public services. It also allows for creative land development solutions and improvements to infrastructure. Specifically, the TND District is intended to be used for the creation of developments with walkable neighborhoods, quality open spaces, higher standards of site, building, and landscape design, and to provide greater connectivity for pedestrian and vehicular traffic.

(1) **Basic Concept For This District:**

Because of the unique characteristics of TND, a sub-classification of organizing property and uses is established. The sub-classifications for this chapter are called “Transect Zones” (T-zones). T-Zones help to regulate the creation of the built environment by utilizing land use, density and intensity to create a quality environment by using them as assets rather than regulating them as potential detracts to the development.

(b) **T-Zone definitions For This Chapter:**

T-1 Natural: Land that will permanently remain undeveloped.

T-2 Rural: Large lot, rural and estate areas.

T-3 Sub-Urban: The most natural, least dense, most residential context of a community.

T-4 General Urban: A predominantly residential context, typically the largest zone within a community. It allows for the widest variety of housing choice.

T-5 Urban Center: A denser, mixed-use context, typically located near the center of a Pedestrian Shed or as a corridor along important thoroughfares.

T-6 Urban Core: The most dense, primarily mixed-use business, cultural and entertainment concentration of a region, typically assigned to major crossroads.

D District: Specialized single-use sections of a community, which have a regional scale to them. Examples are hospitals, universities, stadiums or large wholesale markets.

CB & CS Civic Overlay Zones: Sites reserved for Civic Buildings and Civic Open Space.

(c) **Design Manual and Code.**

In the TND District, a wide variety of uses and structures are permitted. To encourage this, the city requires any applicant seeking this zoning classification to submit as a part of the rezoning application, a “Design Manual and Code”. This code will allow for the flexibility necessary to develop a successful TND project. The Design Manual and Code is the foundation to the development and should not be taken lightly. Such code shall

contain a detailed summary of the proposed project, the scope and vision of the project, a detailed analysis of the existing surrounding zoning, a detailed analysis of the existing site and development patterns on the neighborhood, city and regional level. It shall also detail the framework for traffic, utilities, pedestrian sheds, lot types, block patterns, building types, open spaces, phasing, unit count, grading, street standards, landscaping standards, standards for material types and colors, architectural standards, and the overall site master plan layout.

(d) Performance Standards.

Performance Standards shall be governed by the Design Manual and Code. The intent of the district is to allow for a mixture of uses, often adjacent to or very close to each other. Issues of noise, trash and operational hours are to be closely coordinated. Every successful application shall meet the following goals and characteristics of a quality TND plan:

- (1) The plan is successfully based upon a series of neighborhoods of an approximately $\frac{1}{4}$ mile radius, which correlates to a 5 minute walk from center to edge. This encourages walking and interactivity.
- (2) Each neighborhood is to have a discernible center.
- (3) Each neighborhood shall have a variety of dwelling types.
- (4) The provision of civic uses within the neighborhoods shall be encouraged.
- (5) A range of public open spaces shall be provided within each neighborhood.
- (6) The District shall have streets laid out in a connected network, so there are multiple alternate routes to various destinations. The provision of many streets shall allow for the streets to be narrower, and designed to slower speeds. This type of street design is expressly for the safety of pedestrians and bicyclists.
- (7) Buildings shall be placed close to the street, so that streets and squares are defined as “outdoor rooms.”
- (8) The streets shall be utilized for parking. Parking lots and garages shall rarely front the streets, and are typically relegated to the rear of the lot.
- (9) All T-5 and T-6 portions of a TND development shall abut a Class A or B thoroughfare.
- (10) TND projects must include at a minimum 3 out of the 6 T-Zones to be considered for this Zoning Classification. To the most extent practicable, the T-zones must be in succession (T-3, T-4, T-5 etc.). But, in no case may the T-zone skip over more than one zone (example T-2 to T-5).
- (11) All of the commercial components of Live/ Work units are restricted to the ground level.
- (12) A tandem house lot shall have 10% of the rear house visible from the street when viewed looking perpendicular from the street.
- (13) The rear tandem house shall always be addressed off of the abutting street.
- (14) The rear tandem house shall have pedestrian access to the public street.
- (15) The rear tandem house cannot be more than 75 percent of the square footage of the front house.
- (16) Tandem house lots shall be platted as a single lot and may not be split into 2 lots.
- (17) Businesses providing drive up or walk up services such as restaurants must be designed to match the character of the development. In no case shall the drive thru lane or window abut or face a public street.

- (18) Gas Stations and Convenience Stores must be designed to match the character of the development. In no case shall the gas pump canopy abut a public street. Any canopy must be integrally designed and attached to the primary building. All canopy supports must match the primary building material of the primary building.
- (19) Sidewalk sales and display of merchandise may only occur adjacent to storefront businesses in T-zone 5 and 6 where the paved sidewalk is a minimum of 10 feet wide. The merchandise shall only be displayed along the tenant space and up to 5 feet from the building face. No used merchandise may be displayed outside. All merchandise sold outside must be of the same character and nature as the goods sold inside.
- (20) Outdoor eating areas for restaurants and drinking establishments are allowed along the sidewalk in T-zones 5 and 6 where the paved sidewalk is a minimum of 10 feet wide. The merchandise shall only be displayed along the tenant space and up to 5 feet from the building face.
- (21) Outdoor eating areas for restaurants and drinking establishments may not occupy an area greater than 10 percent of the floor area of the adjoining establishment.
- (22) Communication antennas and towers shall comply with the accessory use section 27-1271 or special use permit section 27-1252(32) of the Unified Government zoning code
- (23) All dwelling units within this district must be provided with a basement or with a tornado safe room for the protection of the occupants.

(e) Development Review Board

A Development Review Board will act as the governing body for each TND development and enforce building layout, aesthetics and the Design Manual and Code. The board shall be made up of two members of the City Planning Commission, appointed by the Chairman with the consent of the Commission, one member of the city's planning staff, one member of the city's public works staff, appointed by the Public Works Director, the applicant or his designee and the applicant's architect.

(f) Permitted Uses and Uses Allowed by Exception:

In the TND District, a wide variety of uses and structures are permitted, from residential to commercial uses permitted by exception that must be approved by the Design Review Board. Structures shall be regulated by T-Zone:

(1) Applicable To All Zones:

a. Retail Uses Allowed by Right:

- 1. Barber and beauty shops.
- 2. Churches.
- 3. Multiple level commercial parking lots.
- 4. Dry cleaning shops, self-service laundry and pick-up stations.
- 5. Financial institutions, health studios and centers.
- 6. Locksmiths, shoe repair shops.

7. Places of assembly for no more than fifty (50) people to be rented out for a period of one week or less.
 8. Printing, arts and handicrafts, tailoring and dressmaking.
 9. Servicing of household appliances and small household equipment normally utilized within the home.
 10. Small animal hospitals and clinics.
 11. Jewelry, housewares, artwork, hobby supplies, gifts, flowers.
 12. Books, paper products, office supplies, cameras.
 13. Sporting goods, music supplies and instruments, bicycles, pets.
 14. Foods and beverages, including consumption on the premises.
 15. Toys, electronic devices, household appliances and furnishings.
 16. Clothing, shoes, pharmaceuticals and eyeglasses.
 17. Custom furniture reupholstery and repair.
 18. Grocery, hardware, department store under 50,000 square feet.
 19. Theaters and Performance Halls with up to 3 screens.
- b. Retail Uses Allowed by Exception:
1. Automotive Accessories.
 2. Schools of a nonacademic nature including vocational and trade schools, training centers.
 3. Taverns and Private Clubs.
 4. Gas Stations and Convenience Stores.
- c. Office Uses Allowed by Right:
1. Offices for the administrative functions of businesses, corporations, governmental agencies, utilities, social and philanthropic organizations.
 2. Offices for the sale of insurance, real estate, securities, and travel services, as well as equipment, products and materials which are located off the premises.
 3. Photographic studios, radio and television studios, hospitals and clinics for treatment of humans, dental laboratories, mortuaries, day care centers, beauty salons.
 4. Offices for the professions such as medicine, law, engineering, architecture, osteopathy, chiropractic and counseling.
 5. Day Care and Pre-schools.

- (2) **Zone T-2:**
 - a. Allowed by Right: Single Family Houses; Accessory Units.
 - b. Allowed by Exception: Inns.
- (3) **Zone T-3:**
 - a. Allowed by Right: Single Family Houses; Accessory Units.
 - b. Allowed by Exception: Inns; Live/Work Units; Work/Live Units; Civic Structures.
- (4) **Zone T-4:**
 - a. Allowed by Right: Single Family Houses; Accessory Units; Duplexes; Tandem Houses; Row Houses; Apartment Buildings; Civic Structures.
 - b. Allowed by Exception: Inns; Live/Work Units; Work/Live Units; Retail Buildings; Office Buildings.
- (5) **Zone T-5:**
 - a. Allowed by Right: Accessory Units; Row Houses; Apartment Buildings; Mixed Use Buildings; Inns; Live/Work Units; Work/Live Units; Civic Structures. Hotels; Office Buildings; Retail Buildings.
 - b. Allowed by Exception: Duplexes; Tandem Houses.
- (6) **Zone T-6:**
 - a. Allowed by Right: Apartment Buildings; Mixed Use Buildings; Inns; Live/Work Units; Work/Live Units; Hotels; Civic Structures; Office Buildings; Retail Buildings;
 - b. Allowed by Exception: Row Houses; Accessory Units, Auditoriums; Arenas; Convention centers Theaters & Commercial Recreation with more than 3 screens.
- (7) **D District:**
 - a. Allowed by Exception: Hospitals, Universities, stadiums or large wholesale markets.
- (8) **CB and CS Civic Overlay Zones:**
 - a. Allowed by Exception: for Civic Buildings and Civic Open Space.
- (g) **Function Intensity Standards.**
 The Intensity of the Uses noted above are governed by T-Zone, lot location, and parking requirements:
 - (1) **Zone T-2:**
 - a. Lodging: The number of bedrooms permitted on each lot for lodging is limited by the parking requirement of Section 27-1176(j) below, up to twelve (12) bedrooms, in addition to the parking requirement of the dwelling.
 - b. Residential: Only one accessory unit shall be allowed per main structure. All accessory units shall have a maximum square footage equal to 50 percent of the main structure's finished space excluding garages and basements.
 - (2) **Zone T-3:**

- a. Lodging: The number of bedrooms permitted on each lot for lodging is limited by the parking requirement of Section 27-1176(j) below, up to twelve (12) bedrooms, in addition to the parking requirement of the dwelling.
- b. Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the parking requirement of Section 27-1176(j) below, in addition to the parking requirement of the dwelling.
- c. Retail: The building area available for retail use is restricted to one block corner location at the first story for each 100 dwelling units and by the parking requirement of Section 27-1176(j) below, in addition to the parking requirement of the dwelling.
- d. Residential: Only one accessory unit shall be allowed per main structure. All accessory units shall have a maximum square footage equal to 50 percent of the main structure's finished space excluding garages and basements.

(3) Zone T-4:

- a. Lodging: The number of bedrooms permitted on each lot for lodging is limited by the parking requirement of Section 27-1176(j) below, up to twelve (12) bedrooms, in addition to the parking requirement of the dwelling.
- b. Office: The building area available for office use on each lot is restricted to the first story of the principal or the ancillary building and by the parking requirement of Section 27-1176(j) below, in addition to the parking requirement of the dwelling.
- c. Retail: The building area available for retail use is restricted to one block corner location at the first story and by the parking requirement of Section 27-1176(j) below, in addition to the parking requirement of the dwelling.
- d. Residential: In order to ensure a diversity of residential opportunities, a minimum of 3 of the Allowed by Right building types must be constructed, not including Accessory Units. Each type must account for at least 10% of the total number of units within this zone only. Only one accessory unit shall be allowed per main structure. All accessory units shall have a maximum square footage equal to 50 percent of the main structure's finished space excluding garages and basements.

(4) Zone T-5:

- a. Lodging: The number of bedrooms permitted on each lot for lodging is limited by the parking requirement of Section 27-1176(j) below.
- b. Office: The building area available for office use on each lot is restricted by the parking requirement of Section 27-1176(j) below.
- c. Retail: The building area available for retail use is restricted the parking requirement of Section 27-1176(j) below.
- d. Residential: In order to ensure a diversity of residential opportunities, a minimum of 3 of the Allowed by Right building types must be constructed, not including Accessory Units. Each type must account for at least 10% of the total number of units within this zone only.
- e. Residential: Only one accessory unit shall be allowed per main structure. All accessory units shall have a maximum square footage equal to 50 percent of the main structure's finished space excluding garages and basements.

(5) Zone T-6:

- a. Lodging: The number of bedrooms permitted on each lot for lodging is limited by the parking requirement of Section 27-1176(j) below.
- b. Office: The building area available for office use on each lot is restricted by the parking requirement of Section 27-1176(j) below.
- c. Retail: The building area available for retail use is restricted the parking requirement of Section 27-1176(j) below
- d. Residential: Only one accessory unit shall be allowed per main structure. All accessory units shall have a maximum square footage equal to 50 percent of the main structure's finished space excluding garages and basements.

(h) District Size.

All parcels zoned TND shall contain a minimum of eighty (80) acres of land; except that the City Planning Commission and Unified Government Board of Commissioners may waive this requirement if the proposed tract abuts an existing TND zone and will connect by a public street stub and continue the existing pattern of TND.

(i) Height and Area Standards.

At a minimum all buildings and structures in the proposed code shall incorporate the following minimum standards:

(1) Height:

- a. Zones T-2 & T-3: Not more than two (2 1/2) stories.
- b. Zone T-4: Not more than three (3) stories.
- c. Zone T-5: Not more than four (4) stories and not less than two (2) stories.
- d. Zone T-6: Not more than eight (8) stories and not less than two (2) stories.
- e. Zone D: Not more than four (4) stories.
- e. Zone CB: No Height limitation.

(2) Setbacks From Property Lines:

Setbacks vary by T Zone and Frontage Type, and are measured from the public right of way. Frontage Types are illustrated in the Definitions.

a. **Front Yard:**

1. **Zone T-2:**

- i. Front Yard: Not less than fifty (50) feet to the building wall.

2. **Zone T-3:**

- 1. Common Lawn: Not less than ten (10) feet and not more than twenty (20) feet to the building wall.
- 2. Front Yard: Not less than ten (10) feet and not more than twenty-five (25) feet to the building wall.

3. **Zone T-4:**

- i. Common Lawn: Not less than zero (0) feet and not more than ten (10) feet to the building wall.
- ii. Front Yard: Not less than zero (0) feet and not more than fifteen (15) feet to the building wall.

- iii. Dooryard: Not less than eight (8) and not more than twenty (20) feet to the building wall. A courtyard wall may extend to the public right of way.
- iv. Terrace/Light Court: Not less than eight (8) and not more than twenty (20) feet to the building wall. A courtyard wall may extend to the public right of way.
- v. Forecourt: Not less than ten (10) feet and not more than thirty-five (35) feet to the courtyard façade of the building. The foreground façade of the building is to have a setback of not less than zero (0) feet and not more than ten (10) feet.
- vi. Doorway: Not more than zero (0) feet.

4. Zone T-5:

- i. Common Lawn: Not less than zero (0) feet and not more than ten (10) feet to the building wall.
- ii. Dooryard: Not less than eight (8) and not more than twenty (20) feet to the building wall. A courtyard wall may extend to the public right of way.
- iii. Terrace/Light Court: Not less than eight (8) and not more than twenty (20) feet to the building wall. A courtyard wall may extend to the public right of way.
- iv. Forecourt: Not less than ten (10) feet and not more than thirty-five (35) feet to the courtyard façade of the building. The foreground façade of the building is to have a setback of not less than zero (0) feet and not more than ten (10) feet.
- v. Doorway: Not more than zero (0) feet.
- vi. Storefront: Not more than zero (0) feet.
- vii. Gallery: Not more than zero (0) feet.
- viii. Arcade: Not more than zero (0) feet.

5. Zone T-6:

- i. Dooryard: Not less than eight (8) and not more than twenty (20) feet to the building wall. A courtyard wall may extend to the public right of way.
- ii. Forecourt: Not less than ten (10) feet and not more than thirty-five (35) feet to the courtyard façade of the building. The foreground façade of the building is to have a setback of not less than zero (0) feet and not more than ten (10) feet.
- iii. Doorway: Not more than zero (0) feet.
- iv. Storefront: Not more than zero (0) feet.
- v. Gallery: Not more than zero (0) feet.
- vi. Arcade: Not more than zero (0) feet.

6. Zone CB: No Setback limitation. or by Special Review

7. Zone D: By Special Review.

b. Side Yard, interior.

1. **Zone T-2:** Not less than fifty (50) feet to the building wall.
2. **Zone T-3:** Not less than five (5) feet to the building wall.
3. **Zone T-4:** Not less than zero (0) and not more than ten (10) feet to the building wall.
4. **Zone T-5:** Not less than zero (0) and not more than ten (10) feet to the building wall.
5. **Zone T-6:** Not less than zero (0) and not more than ten (10) feet to the building wall.
6. **Zone CB:** No Setback limitation. or by special review
7. **Zone D:** By Special Review.

c. Side Yard, corner.

1. **Zone T-2:** Not less than fifty (50) feet to the building wall or to match that of the existing side street.
2. **Zone T-3:** Not less than five (5) feet to the building wall or to match that of the existing side street.
3. **Zone T-4:** Not less than zero (0) and not more than ten (10) feet to the building wall or to match that of the existing side street.
4. **Zone T-5:** Not less than zero (0) and not more than ten (10) feet to the building wall or to match that of the existing side street
5. **Zone T-6:** Not less than zero (0) and not more than ten (10) feet to the building wall or to match that of the existing side street.
6. **Zone CB:** No Setback limitation.
7. **Zone D:** By Special Review.

d. Rear Yard.

1. **Zone T-2:** Not less than fifty (50) feet to the building wall.
2. **Zone T-3:** Not less than five (5) feet to the building wall.
3. **Zone T-4:** Not less than five (5) feet to the building wall.
4. **Zone T-5:** Not less than five (5) feet to the building wall.
5. **Zone T-6:** Not less than zero (0) feet to the building wall. Or match setback of existing residential T-Zone
6. **Zone CB:** No Setback limitation.
7. **Zone D:** By Special Review.

e. Rear Yard With Alley:

Applicable to all Zones: Must be Zero (0) feet or Eight (8) feet

- f. For Parking and Other Paved Areas:** Not less than twenty-five (25) feet from any public right of way and not less than six (6) feet from any property line.

(3) Lot Size and Area.

- a. Lot Size: *Lot Sizes vary by T Zone.*
 1. **Zone T-2:** Minimum 20 acres average per dwelling unit.

2. **Zone T-3:** A mixture of lot widths is required in order to achieve residential diversity. The provision of small, medium and large lot widths shall be achieved as follows:
 - i. Small Lots, from 25 to 45 feet wide: Provide between twenty-five (25) percent and fifty (50) percent of the total number of lots.
 - ii. Medium Lots, from 45 feet to 60 feet wide: Provide between twenty-five (25) percent and fifty (50) percent of the total number of lots.
 - iii. Large Lots, over 60 feet wide: Provide between fifteen (15) and thirty-five (35) percent of the total number of lots.
3. **Zone T-4:** Minimum 16 feet minimum unit width for attached housing, 25 feet width for detached housing.
4. **Zone T-5:** No minimum lot size. Frontages are limited to no greater than sixty (60) feet in width.
5. **Zone T-6:** No minimum.
6. **Zone CB:** No lot size regulation.
7. **Zone D:** By Special Review of the Development Review Board.

(4) **Minimum Floor Area:**

The TND District has no Minimum Floor Area requirements.

(5) **Minimum Thoroughfare Landscaping and Buffering Setbacks.**

The TND District thoroughfare landscaping and buffering setbacks shall comply with landscaping and screening section of this chapter.

(j) **Parking Standards:**

Parking Standards are a component of the Design Manual and Code, and shall be illustrated as such. Parking Standards also vary by T Zone. Office and retail space may utilize the on-street parking adjacent to the lot frontage as part of the parking requirement.

- (1) **Zone T-2:** Two (2) off-street parking spaces shall be provided for each dwelling unit. One (1) off-street parking space shall be provided for each lodging bedroom.
- (2) **Zone T-3:** Two (2) off-street parking spaces shall be provided for each dwelling unit. One (1) off-street parking space shall be provided for each lodging bedroom. Two (2) parking spaces per one thousand (1,000) square feet of office space shall be required. Two (2) spaces per one thousand (1,000) square feet of retail space shall be required.
- (3) **Zone T-4:** One (1) off-street parking space shall be provided for each dwelling unit. One (1) off-street parking space shall be provided for each lodging bedroom. Two (2) parking spaces per one thousand (1,000) square feet of office space shall be required. Two (2) spaces per one thousand (1,000) square feet of retail space shall be required.
- (4) **Zone T-5:** One (1) off-street parking space shall be provided for each dwelling unit. One (1) off-street parking space shall be provided for each lodging bedroom. Two (2) parking spaces per one thousand (1,000) square

feet of office space shall be required. Two (2) spaces per one thousand (1,000) square feet of retail space shall be required.

- (5) **Zone T-6:** There is no parking requirement for dwelling units, lodging units, office space or retail space.
- (6) **Zone CB:** No parking regulation.
- (7) **Zone D:** By the Development Review Board.

(8) **Shared Parking Standard:**

The parking requirement may be further reduced by the following factors, when sharing uses on a particular lot:

- a. **Residential & Office:** The combined requirement may be reduced by a factor of 0.75
- b. **Residential & Retail:** The combined requirement may be reduced by a factor of 0.9
- c. **Office & Retail:** The combined requirement may be reduced by a factor of 0.75
- d. **Lodging & Residential:** The combined requirement may be reduced by a factor of 0.9
- e. **Lodging & Office:** The combined requirement may be reduced by a factor of 0.8
- f. **Lodging & Retail:** The combined requirement may be reduced by a factor of 0.9

(k) **Signs.**

Signs shall be regulated by the Design Manual and Code, with a sub-section on Signs. Commercial use units shall be permitted one (1) wall sign and one (1) blade sign. The size and look of the sign shall be governed by the Sign chapter of the Unified Government Zoning Code. The applicant or Development Review Board may create more restrictive regulation. Less restrictive regulation may only be approved by the Unified Government Board of Commissioners through a separate Special Use Permit.

(l) **Roadway Standards.**

All roadways shall be governed by the Street Standards portion of the Design Manual and Code, which govern the specific design of every roadway in the District, including the provision of on-street parking. In general, roadways are to be designed for slower design speeds, to ensure the safety of pedestrians, bicyclists, and motorists. This entails narrower lane widths, the provision of on-street parking on all roadway types, and small curb radii at intersections. A variety of roadway types is encouraged, and block perimeters should be small.

Specific Roadways Standards are noted in the Appendix A of this chapter: TND Roadway Design Criteria

(m) **Block Sizes.**

All blocks shall have the following maximum block perimeters, measured as the sum of lot frontage lines.

- (1) **Zone T-3:** 3,000 feet maximum.
- (2) **Zone T-4:** 1,800 feet maximum.
- (3) **Zone T-5:** 2,000 feet maximum.

(4) **Zone T-6:** 2,000 feet maximum.

(n) **Landscaping and Screening.**

All landscaping shall be governed by the Landscape Standards portion of the Design Manual and Code, which list plant species instructions and locational criteria, and their application in the various T Zones. A reasonable amount of landscaping is required with emphasis on softening the visual impact of parking areas and enhancing the overall appearance. Trees are required in the public right of way along streets, at a minimum of one (1) shade tree every forty (40) feet, except where a park exists. In situations where the rear property of a detached single family home abuts a public street, thoroughfare, or an existing detached single family subdivision zoned R-1 or R-1(B), buffering shall be put in place to soften the impact of the development and protect future property owners from traffic sound and headlight glare. Exception to this buffering requirement can be waved by the Planning Director if the proposed detached single family homes abut an existing detached single family subdivision zoned R-1 or R-1(B) and the proposed lot sizes are within 10% of the existing lot sizes. The necessary buffering can be accomplished by one or a combination of these ways:

- (1) Establish a 22-foot landscape easement for a 3-foot berm and a row evergreen tree every forty (40) feet.
- (2) Establish a 16-foot landscape easement for a 2-foot berm and a row of evergreen trees every thirty (30) feet.
- (3) Establish a 10-foot landscape easement for a 6-foot solid wood fence or masonry wall and a row a row of evergreen trees every thirty (30) feet.
- (4) The applicant submits a thoroughfare landscape plan that adequately addresses softening the development, buffering traffic sound, headlight glare, and identifies how the landscaping would be maintained and who is responsible for that maintenance.
- (5) Each home shall have 11-15 front yard plantings with shrubs lining the front façade and walk. At least two trees in addition to the street trees shall be included.

(o) **Building Materials.**

All building materials and their use shall be governed by the Architecture Standards portion of the Design Manual and Code, which list specific material instructions and usage criteria. High quality masonry building materials approved for this district are Stone, Brick, Cast Stone and Stucco. Synthetic stone, such as pre-manufactured fiberglass, cultured stone, or glass-fiber reinforced concrete is permitted, provided that it is identical in appearance and of equal or greater durability to natural stone. These masonry materials shall be required on 65% of the sum total of all building façades, except single family houses, which shall have 25% of the sum total of all facades. All accessory units and garages shall be constructed from the same materials as the main structure. Stucco in a TND development shall mean traditional stucco or gypsum concrete/plaster materials with smooth sand finish. Cement board siding may be used to fulfill the masonry requirement but the percentage of masonry becomes 100% excluding trim unless otherwise approved by the Development Review Board. Exterior Insulation and Finish Systems (EIFS) or pre-manufactured panels are not permitted. These provisions are intended to ensure a longer-lasting, sustainable appeal of the TND neighborhoods.

(p) **Planned Zoning.**

All rezoning cases are reviewed relative to likely impacts of the proposed use on neighboring property and on the community in general. It is recognized that the manner in which a building is designed and located on a site, the visual perception of the project by nearby property owners, and the way that vehicular traffic and surface water are handled are important to the public welfare but yet may vary widely within the framework of these regulations and standards. Many such critical issues can be resolved in the public interest at the time of rezoning by use of the planned zoning process. This process involves submittal and approval of development plans at the time of zoning, a practice which may enhance neighborhood relationships and minimize traffic and other impacts on the public in general. This is a planned zoning district. Following zoning approval, all final plans are approved by the Development Review Board. If the Development Review Board is not able to reach a unanimous recommendation on a final plan, then the issue will be presented to the Planning Commission for final review following the criteria for final plan submission set out in Section 27-1048.

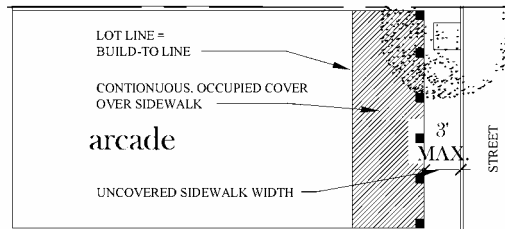
(1) **Procedures**

- a. **Development Master Plan Approval.** During the rezoning process for each TND District the applicant and the City Planning Commission shall have an agreed upon "Plan of Record." The adoption of this plan is concurrent with the adoption of the rezoning. If at any time the Plan of Record for the project is significantly changed by more than 5%, the phase containing that change must be reheard as a revised Plan of Record by the City Planning Commission and the Unified Government Board of Commissioners. The applicant must disclose the reasons for the change of plan and prove that the change is still within the general spirit and intent of the Traditional Neighborhood Design district and would not adversely affect surrounding property owners or the city as a whole. Following adoption of the revised Plan of Record, final plans will be approved by the Development Review Board.
- b. **Building Approval Procedure.** Following the approval of the TND District, structures within the district are subject to approval of the Development Review Board before the structure can proceed to the building permit review process. City staff and Development Review Board shall work expeditiously to ensure that construction will proceed in a timely manner.

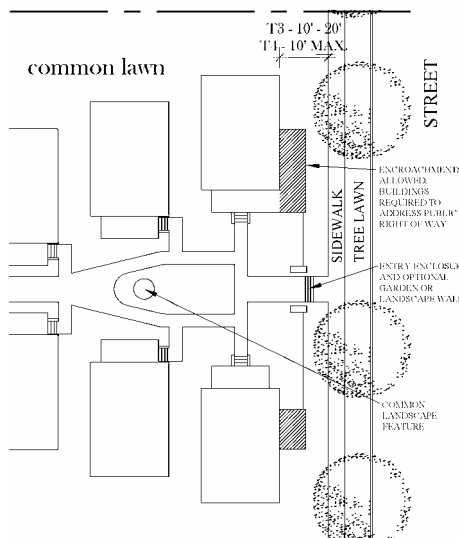
(q) **Definitions for this Section:**

- (1) **Accessory Units:** A dwelling unit that is located over a garage on the same lot or premises as the main structure (dwelling unit also known as granny flats). Such units can be attached or detached from the main structure, and are typically located towards the rear of the lot.
- (2) **Alley:** very low capacity roadway with two-way yield operation along the rear of properties providing common access for parking, service areas, and accessory units as well as utility easements.

- (3) **Apartment Building:** A structure with more than two dwelling units on one lot.
- (4) **Arcade:** A frontage wherein the façade is a colonnade that overlaps the sidewalk, while the façade at sidewalk remains the frontage line. This type is conventional for retail use, with other uses in the occupied space above the colonnade.

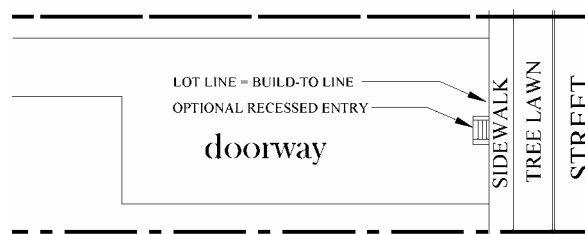


- (5) **Avenue:** medium capacity roadway with intensive pedestrian use appropriate as the main street of the commercial or mixed use zone.
- (6) **Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.
- (7) **Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit and municipal parking.
- (8) **Civic Space:** an open area dedicated for public use.
- (9) **Civic Structure:** a building designed specifically for a civic function.
- (10) **Common Lawn:** A frontage wherein a group of buildings share a common lawn. The frontage has a visual relation to the street and to the buildings across the lawn.

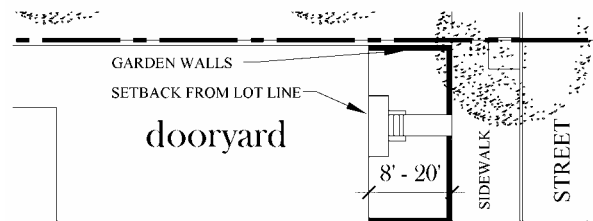


- (11) **Courtyard:** low to very low capacity divided roadway with a landscaped median to provide direct local access along a dead-end alignment.

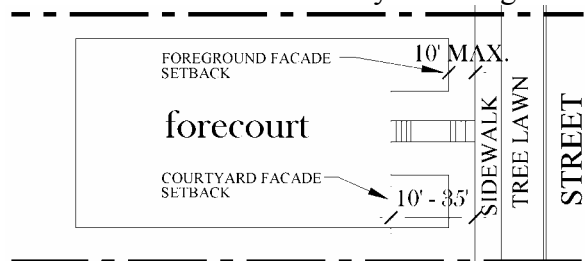
- (12) **Design Manual and Code:** A manual used as a tool for the applicant to present their vision for the TND development. The Manual is accepted as the code for the development and is used as a guide for the Development Review Board to assure that the original design, continuity and theme is carried through the marketing and building process.
- (13) **Development Review Board:** This board will act as the governing body for the TND development and enforce building layout, aesthetics and the Design Manual and Code. (See Section 27-1176(e).)
- (14) **Doorway:** A frontage wherein the façade is aligned with the sidewalk and the entry is a door flush with the façade, or recessed into the façade. This type is similar to storefront frontages, except that they are primarily used for residential entries.



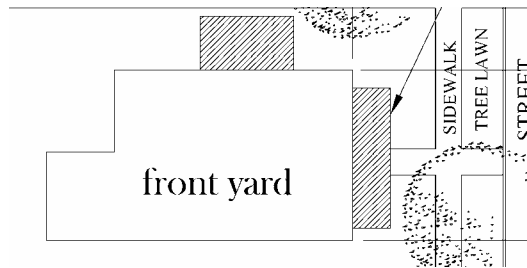
- (15) **Dooryard:** A frontage wherein the façade is set back from the frontage line by an at-grade courtyard. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The dooryard is suitable to conversion for outdoor dining.



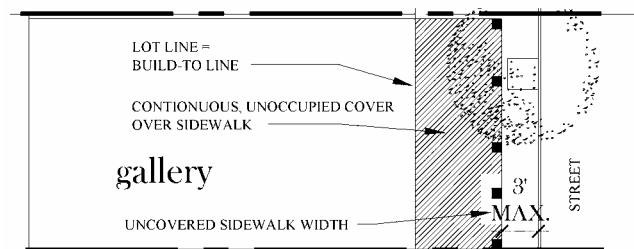
- (16) **Duplex:** Two dwelling units on one lot, attached by a common wall.
- (17) **Forecourt:** A frontage wherein a portion of the façade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalk.



- (18) **Front Yard:** A frontage wherein the façade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line is optional.



- (19) **Frontage Line:** The front property line and/or right-of-way line of a building lot.
- (20) **Frontage road:** low to very low capacity roadway parallel to a thruway to provide access to abutting property.
- (21) **Gallery:** A frontage wherein the façade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use.

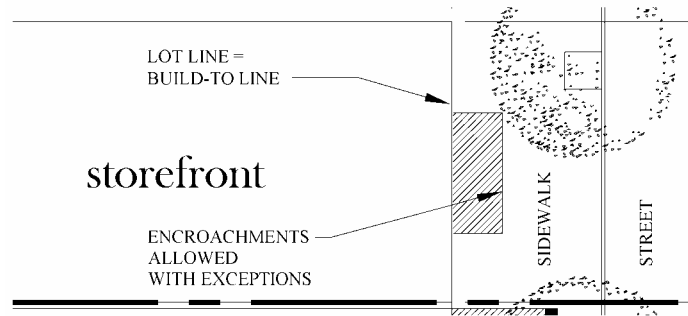


- (22) **Hotel:** A lodging structure that has unlimited bedrooms.
- (23) **Inn:** A lodging structure that contains up to 12 bedrooms.
- (24) **Lane:** low to very low capacity roadway with two-way yield operation to provide direct access to abutting land. Yield operation means the street widths are such that when cars traveling opposite directions meet one driver must yield to allow passage.
- (25) **Live/Work Unit:** A dwelling unit that contains, to a limited extent, a commercial component. A Live/Work Unit is a fee-simple unit on its own lot with the commercial component limited to the ground level.
- (26) **Lodging:** premises available for daily and weekly renting of bedrooms.
- (27) **Masonry:** Durable, long-lasting materials such as Stone, Brick, Cast Stone, Stucco, Synthetic Stone, Cultured Stone, and, Glass-Fiber Reinforced Concrete.
- (28) **Mixed Use:** Development in such a way that combines retail/commercial and/or service uses with residential or office use in the same building or on the same site in one (1) of the following ways:

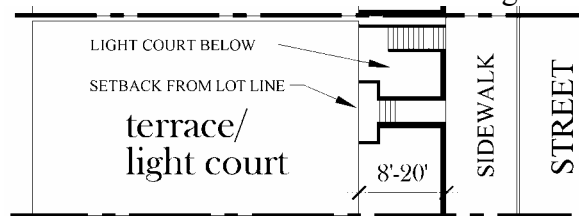
- a. Vertical Mixed Use. A single structure with the above floors used for residential or office use and a portion of the ground floor for retail/commercial or service uses.
- b. Horizontal Mixed Use – Attached. A single structure which provides retail/commercial or service use in the portion fronting the public or private street with attached residential or office uses behind.
- c. Horizontal Mixed Use – Detached. Two (2) or more structures on one (1) site which provide retail/commercial or service uses in the structure(s) fronting the public or private street, and residential or office uses in separate structure(s) behind or to the side.

- (29) **Office Building:** A structure consisting of only office uses.
- (30) **Open Space:** An area or tract of land that is set aside and left natural or pristinely manicured for the enjoyment of the public. These areas should be accessible both physically and visually to residences of the community. Such land shall be owned and maintained by the developer, owner, or property owners association.
- (31) **Outdoor Room:** An open space that is framed by buildings, fences, walls, landscaping or berms in order to create the feel of a private open space.
- (32) **Parkway:** low to medium capacity divided roadway with a landscaped center median appropriate as the main street of the commercial or mixed use zone.
- (33) **Pedestrian Shed:** An area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius, or 1,320 feet. Pedestrian Sheds should be conceived as oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T-5 Transect Zone in the future.
- (34) **Plan Of Record:** The plan that is accepted by the City Planning Commission and Unified Government Board of Commissioners as a part of the TND rezoning process. This plan shows the general shapes and forms of buildings, building materials, building locations, landscaping, open space and all other details of the plan. (See Section 27-1176(d))
- (35) **Public Square:** a configuration where the perimeter streets are all one way providing counter-clock-wise circulation, with a landscaped center median.
- (36) **Retail Building:** A structure consisting of only retail uses.
- (37) **Route:** low to medium capacity roadway that connects different parts of the TND but does not provide direct access or parking to abutting land.

- (38) **Row House:** One dwelling unit attached by a common wall to another dwelling unit. A Row House is generally a fee simple unit, from ground to roof, with no units above or below.
- (39) **Single Family House:** One dwelling unit on its own lot, detached from other adjoining lots.
- (40) **Storefront:** A frontage wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.



- (41) **Street:** low capacity roadway to provide direct local access to abutting land. Street may have either two-way or one-way operation.
- (42) **T-Zone:** A geographical cross-section, used to identify the level of urban character and intensity of a Traditional Neighborhood Design project.
- (43) **Tandem Houses:** Two detached single family dwelling units that share one platted lot. One unit is typically located towards the front of the lot, while, the other unit is typically located to the rear of the lot.
- (44) **Terrace or Light Court:** A frontage wherein the façade is set back from the frontage line by an elevated terrace or sunken light court. The sunken court can potentially access an additional unit below-grade. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable to conversion for outdoor dining.



- (45) **Thruway:** medium to high capacity roadway that bisects or borders the TND and is part of the larger collector-arterial network of the City.
- (46) **Use-Segregated Development:** A method of development wherein different types of uses are separated and sorted by type, size, and setback from property lines.

- (47) **Walkable Neighborhoods:** Neighborhoods that are designed to allow residents the ability and reason to walk around the neighborhood for goods, services, and social interaction.
- (48) **Work/Live Unit:** A dwelling unit that contains a commercial component. A Work/Live Unit is a fee-simple unit on its own lot with the commercial component anywhere within the unit.

Appendix A

TND Roadway Design Criteria

| Type | Thruway | Frontage Road | Avenue | Parkway | Public Square | Route | Street | Lane | Courtyard | Alley |
|--|---|---|---|---|--|---|-----------------------------------|--|--|--|
| Design Speed | see comment | 20 | 30 | 30 | 20 | 35 | 25 | 20 | 20 | 10 |
| Maximum ADT | see comment | 400 | 7,000 | 7,000 | 7,000 | 7,000 | 800 | 400 | 400 | 200 |
| T-zones applicable to | All zones | T3, T4 | T3, T4, T5, T6, & District | T3, T4, T5, T6, & District | T3, T4, T5, T6, & District | T1 & T2 | T3, T4, T5, T6, & District | T3, T4, T5, T6, & District | T3, T4, T5, T6, & District | T3, T4, T5, T6 |
| Number of lanes | see comment | 1 lane, one-way, see comment | 2 or more, see comment | 2 | 1 or 2 | 2 | 2 or 1 for one-way | 1 lane two-way operation | 1 lane each way divided by median, see comment | 1 lane two-way operation |
| Intersection spacing min/max | 1/3 mile minimum for controlled intersection. Shorter allowed for right-in right-out. Public square, courtyard, alley and lane cannot intersect thruway | 220/660' | 300/660' | illustration | illustration | 125/660' | 125/660' | 125/660' | 125/660' | 125/660' |
| Dead end alignment | see comment | not allowed | not allowed | not allowed | not allowed | not allowed | allowed, 600' max | not allowed | allowed, 150' max | not allowed |
| Driveway access | none | allowed | limited | limited | not allowed | allowed | allowed | allowed | allowed | allowed |
| On-street Parking | see comment | parallel or head in | parallel or head in | parallel or head in | parallel or head in | not allowed | parallel or head in sheet note 2 | parallel only sheet note 2 | parallel or head in | head in only parking in garage driveway ² |
| Pedestrian facilities | see comment | 8' min. conc sidewalk access side only | 10' min. conc sidewalk, both sides | 8' min. conc sidewalk, both sides | 5' in T3, 8' elsewhere. Required on outside only | use bicycle path | 5' min. conc sidewalk, both sides | 5' min. conc sidewalk, both sides | 5' min. conc sidewalk, both sides | no separate facility |
| Curb to sidewalk clearance (parkway width) | see comment | 3' min. Sheet note 1. | 3' min. Sheet note 1. | 3' min. Sheet note 1. | 3' min. Sheet note 1. | 8' min. maximum so as not to discourage use of trail. | 3' min. Sheet note 1. | 3' min. | 3' min. | not applicable |
| Bicycle facilities | see comment | shared | 4' bike lane exclusive of gutter or 10' separated path, concrete or | 4' bike lane exclusive of gutter or 10' separated path, concrete or | 4' bike lane exclusive of gutter | 12' conc or asphalt separated path | shared | shared | shared | shared |
| Roadside drainage | see comment | stand-up curb and gutter | stand-up curb and gutter | stand-up curb and gutter, may be pitched to drain to one side only | stand-up curb and gutter, may be pitched to drain to one side only | open swale | stand-up curb and gutter | stand-up curb and gutter | stand-up curb and gutter, may be pitched to drain to one side only | none - graded like sidewalk, or center swale with inlets |
| Lane widths to face of curb, sheet note 3 | see comment | 11 | 13 | 13 | 18 single lane or 12 multilane | 11 | 11 | 16 | 11, 20 at turn around | Single lane @ 12', see comment |
| Parking parallel to curb | see comment | 8' | 8' | 8' | 8 | not allowed | 7' | 7' | 7' | not allowed |
| Parking headin | see comment | angled 45°, 16' | angled 45°, 18' | angled 45°, 18' | angled 45°, 18' | not allowed | angled 45°, 18' | not allowed | angled 45°, 18' | at 90°, 19' deep |
| Curb Return Radius | see comment | 10 | 20 | 20 | | 25 | 10 | 10, see comment | 10, see comment | 10, 25 at alley intersections or bends in alley |
| Comment | Design of thruway not governed by this regulation. Traffic study will be required to establish cross-section. | Median separation from through lanes At least KK suggests 22 but no more than 35' | median at least 22 feet not more than 60 | | | | | 1. Curb return 20' when intersecting a one way street or a street with no parking on near side | 1. Median at least 22' but not more than 60'. 2. Curb return 20' when intersecting a one way street or a street with no parking on near side | Lane width modified to provide passing opportunities consisting of 20' x 40' paved area to occur at least each 300' or once on every reach that is not visible from 2 intersections with higher capacity roadways. |

- Sheet notes
- T4 and higher may use 10' minimum conc sidewalk with zero curb to walk clearance and 5x5 tree planters at maximum 40' spacing
 - In T3 zone tree planters may be placed in the parking lane
 - Minimum total pavement width shall be 20' on any roadway except alleys.
 - Parkways intersections shall be tee intersections for

Appendix B

The Transect & T-Zones



ILLUSTRATION BY EUSEBIO AZCUE

What is the Transect?

A transect is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all of the other physical elements of the human habitat.

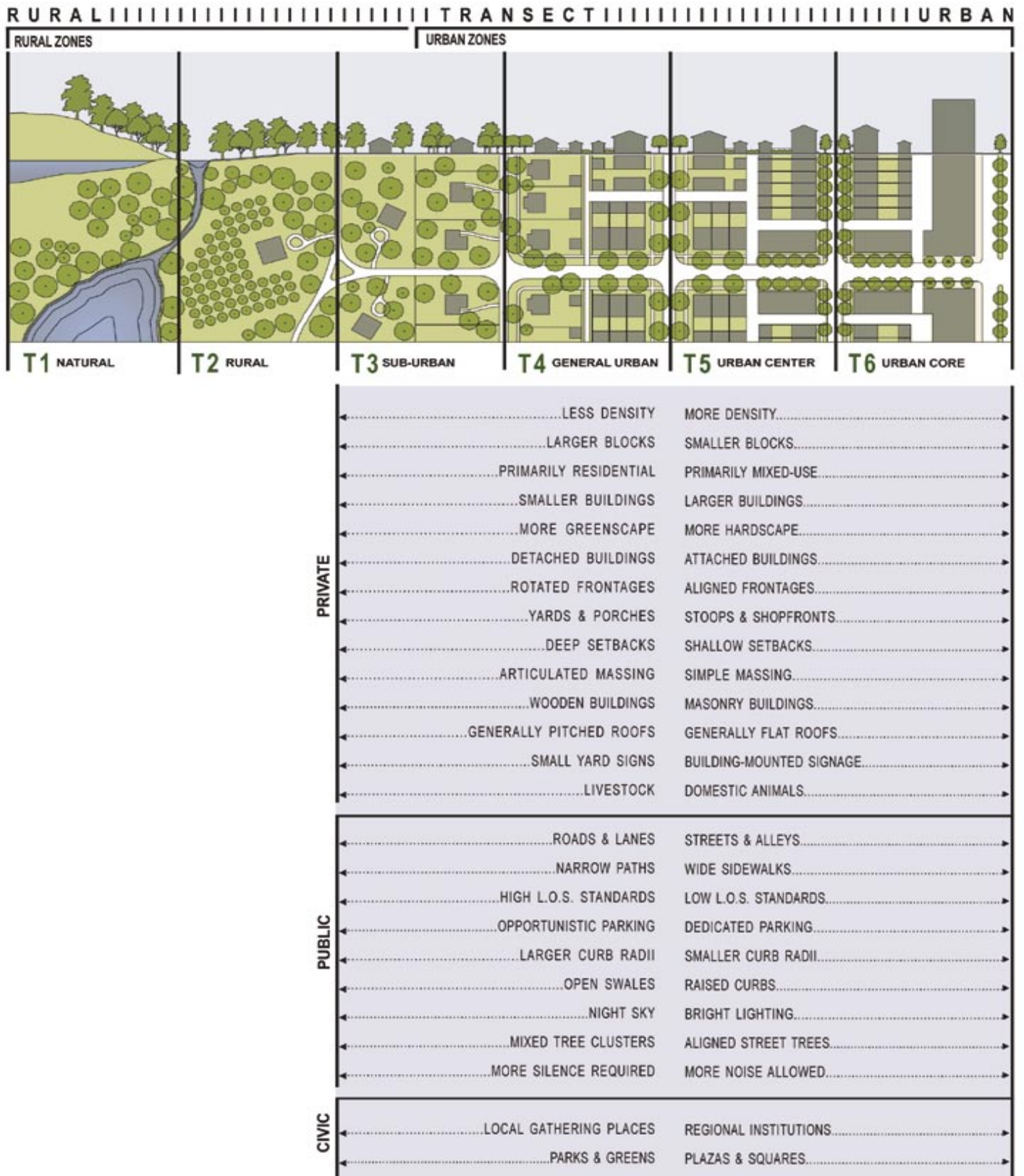
One of the key concepts of transect planning is the idea of creating what are called immersive environments. Successful immersive environments are based, in part, on the selection and arrangement of all the components that together comprise a particular type of environment. Each environment, or transect zone, is comprised of elements that keep it true to its locational character. Through a complete understanding of the transect, planners are able to specify different urban intensities that look and feel appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local vernacular traditions, most elements of the human habitat can be similarly appropriated in such a way that they contribute to, rather than detract from, the immersive character of a given environment.

In transect planning, the essential task is to find the main qualities of immersive environments. Once these are discovered, transect planning principles are applied to rectify the inappropriate intermixing of rural and urban elements. Finding the proper balance between natural and human-made environments results in higher-quality places at every point of the spectrum and puts an end to creating sprawl conditions.

Courtesy of Duany Plater-Zyberk & Co., 2005

Appendix C

T-Zone geographical cross-section example



Courtesy of Duany Plater-Zyberk & Co., 2005

Appendix D

The TND Standards and their relation to each other

