

ZONING

490 Attachment 1

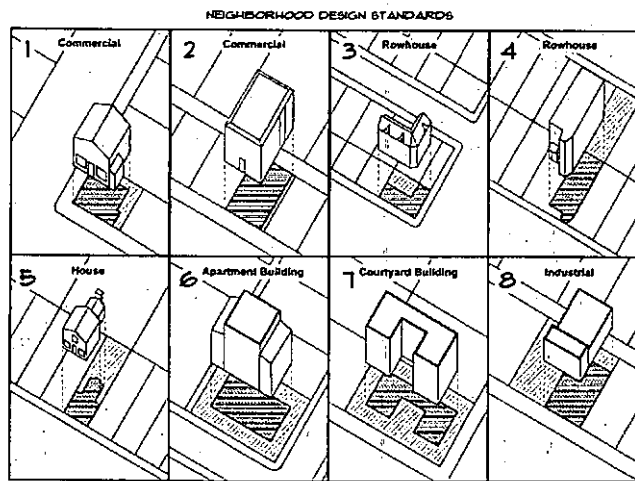
Village of Perry

Appendix I Traditional Neighborhood Design Standards

A. Traditional Neighborhood Design Standards.

- (1) Purpose: The purpose of the Downtown Development District (DDD) is to encourage the development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. The Traditional Neighborhood Design Standards, as shown in Appendix I, are provided as the design criteria for the DDD, not a specific or rigid regulatory requirement. Therefore, applicants are encouraged to follow these standards, but the Planning Board may approve applications that deviate from the standards when the applicant demonstrates that such deviations are consistent with the Comprehensive Plan, result in better site design, are consistent with the intent of the DDD overlay zone, and do not create a threat to public health, safety, and welfare.
- (2) Design Objectives and Goals: Traditional Neighborhood Design is characterized by the following design elements:
 - (a) Neighborhoods or developments which are limited in size and oriented toward pedestrian activity.
 - (b) A variety and diversity of uses — retail, office, and housing.
 - (c) Commercial, residential, and civic buildings are interwoven within the neighborhood and are within close proximity.
 - (d) A network of interconnected streets, blocks, and lots.
 - (e) A coordinated system of mobility and appropriately designed facilities for pedestrians, bicycles, public transit, and automotive vehicles.
 - (f) Well-configured public and private spaces that encourage social activity.
 - (g) Compatibility of buildings and other improvements as determined by their arrangement (size, bulk, massing) and landscaping (whenever possible) to establish a livable and vibrant environment.
 - (h) Buildings which form a consistent, distinct edge and define the border between the public street and the private block interior.
- (3) Various aspects of these design goals are demonstrated by the following building typologies, the use of which is strongly encouraged when designing new construction or expansion of existing buildings:

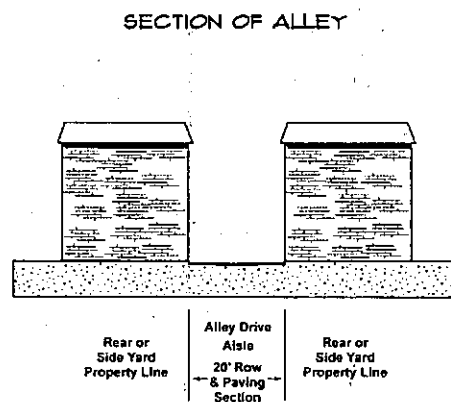
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Wherever possible the provisions of this section shall be interpreted in a manner which is consistent with these design goals.

- (4) Required Development Standards: Traditional Neighborhood Design has specific characteristics which result in a compact, mixed-use, pedestrian-oriented neighborhood. Development shall be consistent with the following objectives and standards:
- (a) Standards for allowable land uses, lot area, coverage, density and yard requirements shall be determined by the DDD zone.
 - (b) Streets/blocks and streetscape Design.

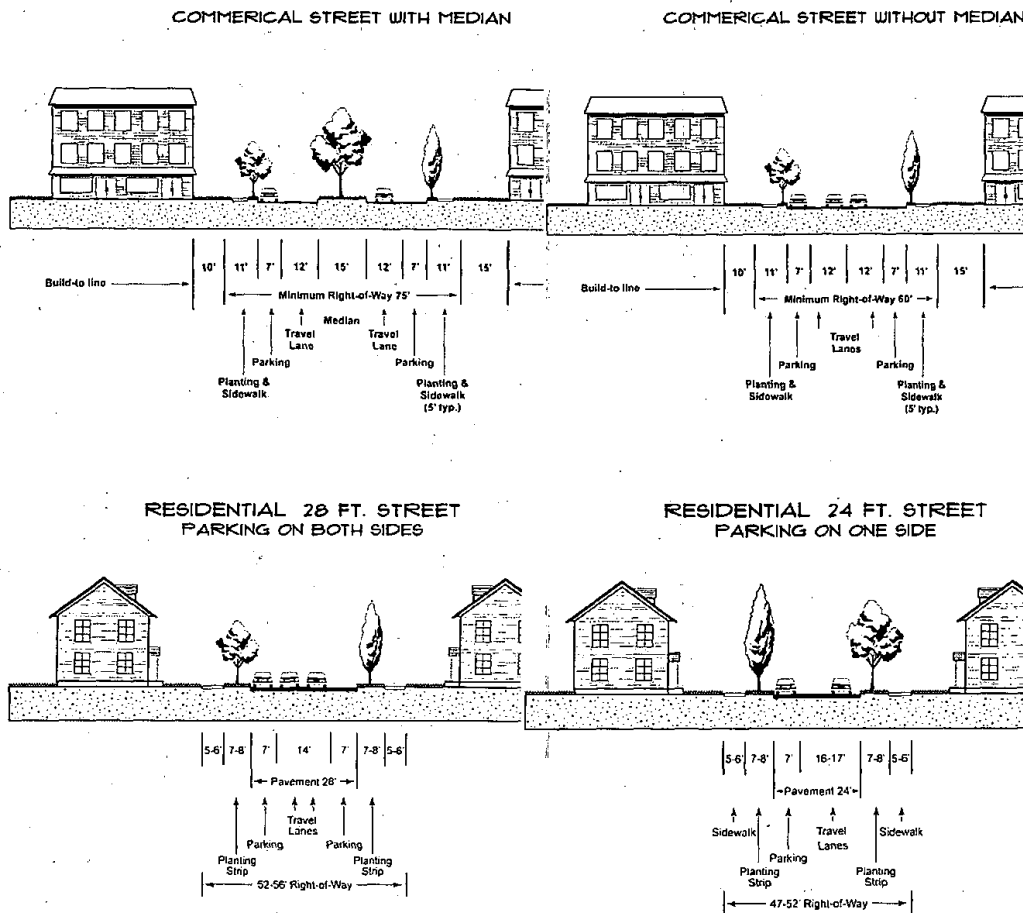
[1] Proposed alleys shall be designed within a twenty-foot maximum right-of-way.



[2] The street design used within the DDD may vary depending on the proposed function of the street, the anticipated adjacent land uses and traffic.

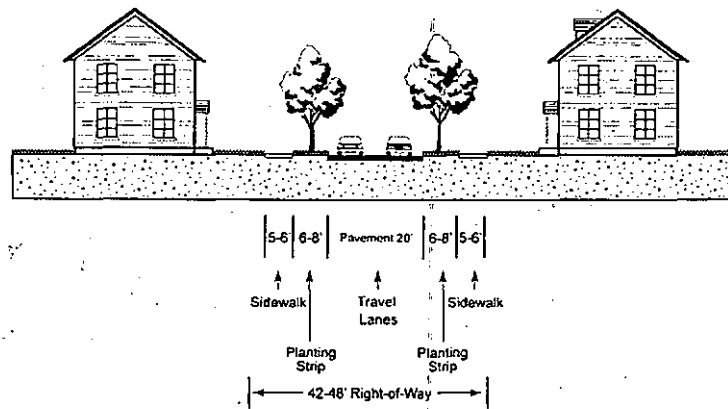
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- [3] Street design shall seek to balance the needs of all users, and streetscape design is critical to this balance. The streetscape shall consist of sidewalks and amenities, such as street trees and street furniture. Providing wide sidewalks, on-street parking and an appealing streetscape encourages pedestrian activity.
- [4] Construction of public streets and walkways must conform to the Village of Perry Standards. However, the Planning Board can approve the overall design of streets, walkways, and on-street parking areas. Therefore, flexibility exists as it relates to the design of these areas. The following are recommended design standards:



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RESIDENTIAL 20 FT. STREET NO ON-STREET PARKING ALLOWED



(c) Vehicular Access.

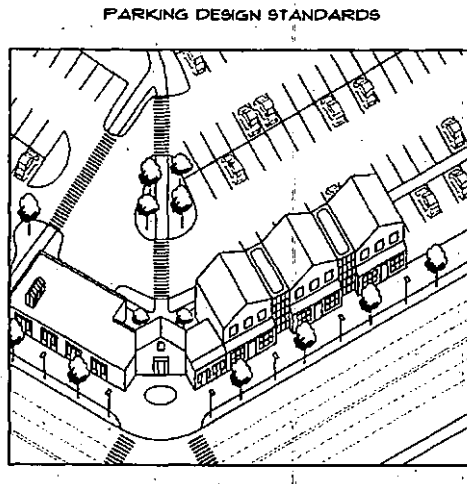
- [1] Access to alleys. Direct vehicular access from a lot to an alley in the district is permitted and preferred. Direct vehicular access from a lot to a street is not permitted, except as provided in this section.
- [2] Exceptions. Direct vehicular access from a lot to street may be permitted by the Planning Board if an alley cannot reasonably be provided or for other demonstrated reasons.
- [3] Joint access driveways. If adjacent lots have direct vehicular access to a street, the Planning Board may require that the access be through a common or joint driveway.

(d) Parking.

- [1] Parking, whenever possible, shall be located at the rear of a building. In the case of corner lots, the front of a building shall mean that facade which faces the most heavily traveled street abutting the property. The Planning Board may consider and allow front field parking if unique circumstances where no other alternative exits, where it promotes better site design, or where in may be necessary for a particular use.
- [2] Exceptions. Direct vehicular access from a lot to street may be permitted by the Planning Board if an alley cannot reasonably be provided or for other demonstrated reasons.
- [3] Joint access driveways. If adjacent lots have direct vehicular access to a street, the Planning Board may require that the access be through a common or joint driveway.

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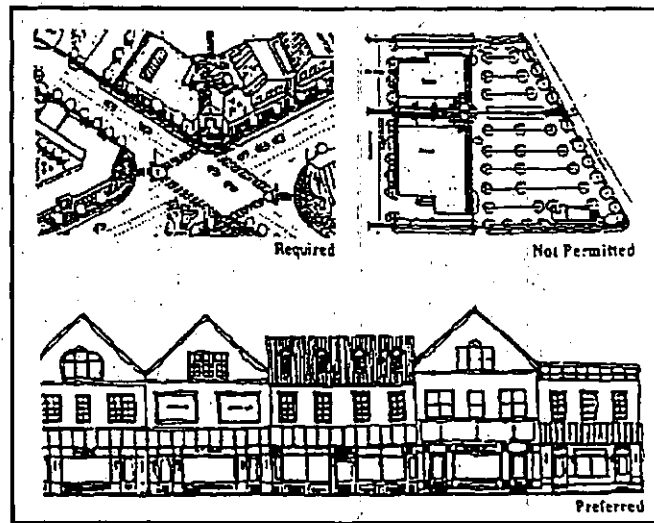
- [4] There is no off-street loading requirement for a building with less than 10,000 square feet of gross building area.
- [5] Parking in alleys is prohibited.



(e) Building Placement.

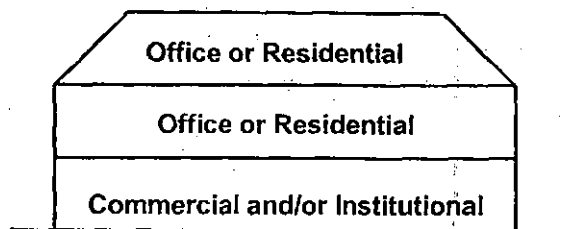
- [1] In Traditional Neighborhood Design buildings are used to form a distinct street edge and define the border between the public space and the private space of the individual lot. This promotes active streets and provides visual interest to the pedestrians. To achieve this objective, new buildings in the DDD zone should aim to have a zero set back from the street right-of-way, but set-backs from the street line are allowed to accommodate use and to avoid uniformity. For purposes of this subsection, the term “building” includes tenant or patron spaces outside the building which are defined by permanent structural elements such as walls or fences.
- [2] New buildings shall be designed to cover at least 80% of the lot frontage. If the remaining portion of the frontage is not required for vehicular or pedestrian access to the lot, a decorative enclosure wall or gate shall be installed along the remaining frontage. The enclosure wall or gate design shall be approved by the Planning Board or staff and shall be designed in a manner which meets the purposes and design goals of this section.

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(f) Building Design and Use.

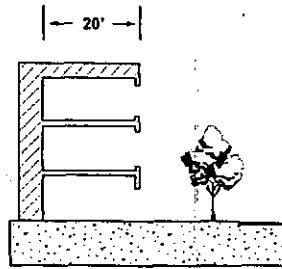
- [1] Buildings shall relate to and be oriented towards the street and surrounding buildings.
- [2] The main entrance of a building or other structure must face the street and be clearly articulated through the use of architectural detailing. Secondary rear or side entrances may also be permitted. Front entrances may not be closed off in favor of rear entrance.
- [3] Residential, office, and institutional uses may be located above the first floor of a commercial building. Residential are prohibited from the first floor, except in the case of new townhouse and new multi-family development.



- [4] Service areas (loading docks, shipping/receiving) and utility service connections (whenever possible) shall be located at the back of the building.
- [5] The first and second floors of all buildings shall have a habitable space within the first 20 feet of building depth fronting the street.

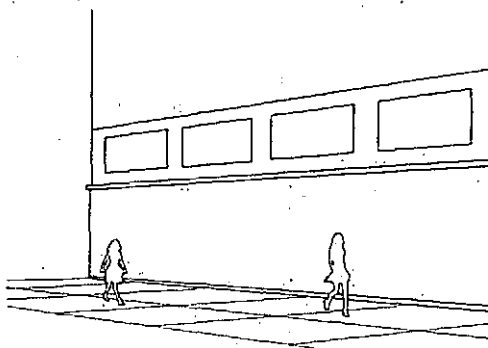
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COMMERCIAL BUILDING CROSS-SECTION

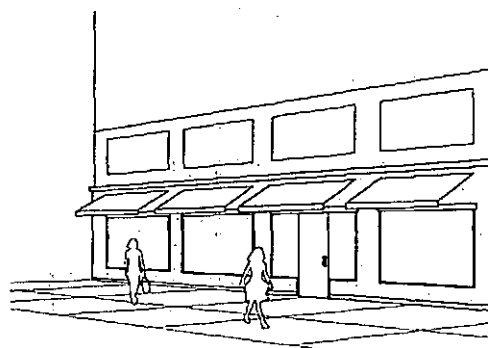


- [6] Fenestration requirements should be met with the installation of clear glass that is sufficiently transparent to provide views into the interior of buildings.
- [7] Blank walls or roof planes longer than 30 feet shall be avoided.

SOLID WALL LOCATION ALONG STREET/SIDEWALKS



Discouraged



Preferred

(g) Additional Requirements.

- [1] Commercial properties shall be screened from adjacent residential properties by plantings, an enclosure wall, or fence (whenever possible).
- [2] Refuse receptacles shall be located at least 10 feet from adjacent residential zones or property and shall be located at the back of buildings.
- [3] Merchandise may be displayed on the sidewalk, if a minimum five-foot pedestrian right-of-way remains unobstructed.
- [4] Outdoor dining shall be permitted in any yard area and on the sidewalk area if a minimum five-foot pedestrian right-of-way remains unobstructed on the sidewalk. All outdoor dining areas shall be enclosed with an ornamental fence no more than three feet high. Other forms of enclosures may be considered and approved by the Planning Board or staff.