Place Type Palette Update

Planning Commission
January 8, 2018
What is this project

Vision
Policies & Plans

Implementation
Regulations & Ordinances

Charlotte Place Types

Place Types:
A way to classify land for planning purposes

Describe types and intensities of land use as well as important design characteristics such as building orientation, height and street connectivity

Similar to land use categories (i.e., residential, retail, office, etc.)

Defines the places we want to create

Establishes the rules to create them
Why Place Types?

Current Tools:
Future Land Use Map + Area Plans
Why Place Types?

Key Take-Aways:

- Lack of specific design guidance for large parts of Charlotte
- Not able to keep pace for policy update through area plans citywide
## What a Place Type Will and Will Not Do

<table>
<thead>
<tr>
<th>WILL DO</th>
<th>WON'T DO</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Update policy citywide</td>
<td>• Not starting from scratch</td>
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<tr>
<td>• Provide form and pattern policy</td>
<td>• Not regulatory</td>
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<tr>
<td>• Update the Future Land Use map</td>
<td>• Not the only chapter in the document</td>
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<tr>
<td>• Replace regulatory ties to CCW</td>
<td>• Won't change the market</td>
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<tr>
<td>• Provide link to Zoning Districts</td>
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<tr>
<td>• Provide platform for efficient area plan development</td>
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Place Types Palette

Open Space
- Preserved
- Recreational

Neighborhoods
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3

Sectors
- Business
- Employment
- Campus
- Light Industrial
- Heavy Industrial

Centers
- Community Center
- Regional Center
- Uptown
<table>
<thead>
<tr>
<th>Neighborhood 1</th>
<th>Neighborhood 2</th>
<th>Neighborhood 3</th>
<th>Neighborhood Node</th>
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**Differentiators**

Residential vs. Non-Residential Uses
Building Types
Height
Detached buildings, low-intensity residential area.
  • One principal building per lot
  • Setback and building spacing consistent along a block

Land Use: Low-density residential, institutional

Building Types: Detached house, accessory dwelling unit (ADU), plex house, civic

Avg. Height: 1 – 3 stories

Private open space

On-street, private drive parking
What is in a Place Type?

- Intensity
- Open Space
- Land Use
- Relationship of Bldg to Street
- Height
- Streets
- Parking
- Sidewalks
- Choices
What is in a Place Type?

- Open Space
- Streets
- Relationship of Building to Street
- Sidewalks
- Parking
- Intensity
- Height
- Trees
- Land Use
- Open Space
- Streets
- Relationship of Building to Street
What is in a Place Type?

2. Overview, Summary 15. Connectivity
3. Typical Land Use Mix 16. Pedestrian Network
4. Zoning Districts 17. Parking
5. Building Types 18. Vehicular Access
7. Building Length 20. Sidewalks
8. Building Height 21. Green Zone
10. Orientation 23. Street Furnishings
11. Building Relationship to Local Streets
12. Building Relationship to Arterial Streets
13. Building Coverage and Impervious Surface
NEIGHBORHOOD 1

Overview and Objectives:

GOALS:
- Protect established character.
- Integrate Neighborhood 1 into surrounding Neighborhood Place Types within neighborhoods.

LAND USE:
- Neighborhood 1 is a traditional residential neighborhood.
- The predominant types of open spaces are private yards which help create a sense of privacy.
- Neighborhood parks may also be located in Neighborhood 1.

URBAN DESIGN:
- This place is characterized by a uniform rhythm and pattern which is established by having one principal building per lot.
- Buildings are placed at a consistent distance from the street and from each other.
- Buildings are low-rise and are made up of predominantly detached houses, detached accessory dwelling units, and duplexes, tripleplex, and quadruplex houses.

Transportation:
- The local street network within Neighborhood 1 should be well connected to provide adequate access and help disperse traffic. The network should accommodate pedestrians, bicyclists, and automobiles.
- Arterial streets traversing this place should be designed to allow safe and comfortable bicycle and pedestrian travel between the neighborhood and nearby destinations.

Typical Mix of Land Uses:

- 80% Residential
- 10% Non-Residential
- 10% Open Space

Zoning Districts:

This place has a range of zoning districts that acknowledge the diverse character of the neighborhoods in Charlotte. Neighborhoods established in the first half of 20th Century are generally considered more urban and will have zoning district that requires smaller yards and shallower building spacing. Neighborhoods established in late 20th Century are generally considered more suburban in character and will have zoning districts that require larger yards. In historic districts, tearing down contributing structures is always discouraged.

Specific Zoning Districts will be developed for this Place Type and included here.
C. BUILDING TYPES:
- A variety of building types provides a range of housing choices and is critical to accommodating our community's diverse population.
- Primary building types are detached houses (C1) and duplexes (C2).
- Lots in Neighborhood 1 may also have accessory dwelling units (C3) and detached garages (C4) in the rear yard.
- Triplexes and quadruplexes (C5) may be located on corners.
- Non-residential buildings for civic and institutional uses typically located on arterial streets, on corners, and at the edges of neighborhoods.

D. BUILDING SIZE:
- Building sizes throughout Neighborhood 1 are typically of a residential scale to maintain the character of a traditional residential neighborhood.
- Residential buildings will vary in size.
- Nonresidential buildings are typically less than 10,000 square feet. The sizes of civic and institutional buildings vary based on context and accessibility.

E. BUILDING LENGTH ALONG THE STREET FRONT:
- The length of residential buildings will vary, but are typically relatively consistent along a block.
- The length of non-residential buildings should be similar to the size of residential buildings to maintain the character of the neighborhood.

F. BUILDING HEIGHT:
- Buildings in Neighborhood 1 are typically low rise which create a human scale in this place.
- Typical height is under 3 stories in Neighborhood 1.
- Appropriate height transition is important for maintaining the character of a neighborhood and can be addressed by maintaining similar roof height to adjacent buildings.

G. YARDS:
- Yards help define the uniform rhythm and pattern.
- The size of front (G1) and side yards (G2) vary across neighborhoods.
- The front yard establishes the front setback and should be consistent along a street.
- The front yard is semi-private open space for a residential property.
- Side yards establish relatively consistent spacing of buildings along a street.
H. ORIENTATION:
- Consistent orientation along a street front helps create a strong public realm.
- Principal buildings are oriented toward the street.
- Multi-unit buildings on corner lots are encouraged to have entrances that front on both streets.
- Buildings should not be oriented toward a driveway or alley.
- In some cases, an internal street network may be established and enable reverse orientation to the Arterial Street.

I. BUILDING RELATIONSHIP TO LOCAL STREETS:
- Most buildings in Neighborhood 1 are located along Local Streets.
- The setback along Local Streets varies between neighborhoods, but is typically between 24-48.

J. BUILDING RELATIONSHIP TO ARTERIAL STREETS:
- Residences on Arterial Streets should be set further from the street to reduce noise or other traffic impacts.

K. BUILDING COVERAGE AND IMPERVIOUS SURFACE:
- Low to moderate building and impervious coverage helps ensure Neighborhood 1 has plenty of open space which is important for multiple environmental and recreational purposes.
- Total impervious surface should make up less than half of Neighborhood 1 lots, typically less than 50%.

L. OPEN SPACE AND YARDS:
- Private yards comprise much of the open space areas.
- Trees planted within yards significantly contribute toward the tree canopy.
- Neighborhood parks, common open spaces, and greenways should also be located within Neighborhood 1.

M. CONNECTIVITY:
- A connected street network increases accessibility throughout the neighborhood to homes and services. Generally, shorter blocks enable more route choices and promote walkability.
- Block lengths are typically 400’-600’ in urban (infill) locations.
- Block lengths are typically 600’-800’ in suburban (or greenfield) locations.

N. PEDESTRIAN NETWORK:
- The pedestrian and bicycle networks provide safe, comfortable transportation and recreation choices for residents that connect homes and destinations.
- Sidewalks should be installed not only in new neighborhoods, but in older neighborhoods without sidewalks.
Working Draft

Typical Streetscape Section

- Bicycle facilities on local streets can typically be accommodated with shared lanes, sometimes marked with sharrows.
- Arterial streets will ideally have dedicated bicycle facilities because of greater vehicular volumes and speeds.

O. Parking:
- Parking should be located to the side or rear of the primary structure.
- On-street parking is provided along medium and wide local streets, but is atypical on arterial streets in Neighborhood 1.

P. Vehicular Access:
- Shared driveways with individual garages reduce the number of driveways and related conflicts for pedestrians and bicyclists (encouraged, particularly for urban locations; critical for multi-unit buildings).
- Alyways provide access and parking for residents and reduce driveways along the street (critical with narrow local streets except within very large lot development, encouraged with medium and wide local streets).

Q. Streets:
- Neighborhood 1 consists mainly of local streets, typically the medium local residential type (see general provisions, p. XXX for conditions that require/allow other local types).
- Target speeds should be low (maximum 20 mph on internal streets, 25 mph on arterial streets).

R. Sidewalks:
- Sidewalks enable safe access throughout the neighborhood.
- Should be a minimum of 6' wide (unobstructed) on arterial streets.
- Should be a minimum of 5' wide (unobstructed) on local streets.
- Connections should be provided between the sidewalk and residences.

S. Green Zone:
- The Green Zone is typically no less than 8' wide to accommodate shade trees, grass, and/or landscape elements. It provides separation between pedestrians and vehicles, helps calm traffic, provides an attractive public realm, contributes to the City’s health and environmental benefits, and serves as a buffer between streets and uses.
- In most areas of Neighborhood 1, a grassed or vegetated planting strip is appropriate.
- In areas of Neighborhood 1 that are more urban and transitioning or adjacent to neighborhood nodes, a landscaped amenity area is encouraged in lieu of a planting strip.

T. Bicycle Facilities:
- Dedicated bike facilities are expected on arterial streets due to higher speeds and volumes.
- Shared lanes are typical on internal local streets, since speeds and volumes are much lower.
- Design of the bicycle facility varies (see general provisions, p. XXX, for factors influencing bike facilities).

U. Street Furnishings:
- Street furnishings should be located in the Green Zone to keep the sidewalk unobstructed.
- Bus stops located in or near neighborhoods should be accessible via a sidewalk and ideally include a shelter, benches, and/or trash receptacles.

Green Zone
Parking
Bicycle Facilities
Street Furnishings
Streets
Sidewalks
E. BUILDING LENGTH ALONG THE STREET FRONTAGE:
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Place Types: A Framework For Growth

Document Outline

1. OUR CHARLOTTE | Past, Present + Future
   Charlotte’s Evolution
   Charlotte Today
   Charlotte’s Future

2. THE WAY WE GROW | Principles + Policies Shaping Our ‘Livable’ City
   Vision + Principles
   Existing Growth Framework
   Proposed Growth Framework

3. THE PLACES WE CREATE
   Place Types Defined
   General Provisions
   The Place Types Palette (and Place Type Sheets)
   The Place Types Map (Completed and adopted in Phase 2, mapping)

4. MAKING IT HAPPEN | Our Vision Realized
   Using this Framework
   Relationship to the Unified Development Ordinance
   Future Planning Efforts
APPENDIX

Development of the Framework + Maps
   Overview of process to develop the Framework
   How CCW, GDPs, and Area/District Plans were incorporated
   Growth Concept and Place Type mapping methodology

Amendments to the Framework + Map
   How to amend + update this Framework, place type palette, and map(s)

Adopted Area Plans(Identified in Phase 2, mapping)

Future Area Plans (Identified in Phase 2, mapping)

Background Information
   Socioeconomic data and analysis
   Example zoning case studies– how place types inform zoning decisions
   Modeling growth - how place types inform where growth should occur

Glossary of Terms