Charlotte Place Types & Unified Development Ordinance (UDO)

Mecklenburg County Air Quality Commission
January 22, 2018

CharlotteUDO.org
#CLTUDO
Purpose:

Provide an overview of Place Types/UDO

Agenda

• Background (What & Why)
• What have we done?
• What’s next?
Background
(What + Why)
Charlotte’s growth provides the opportunity to create the kind of city we aspire to be.

Why

Our Growth Planning should reflect a 21st Century City
A renewed sense of urgency about our community aspirations...

- Jobs
- Economic Mobility

- Housing Choice
- Diversity
- Walkable
- Mixed use
- Transportation choices
Land use patterns + Transportation choices = Improved air quality

Table 1: Comparison of Pollution Generated by Various Transportation Modes

<table>
<thead>
<tr>
<th>Transportation Mode</th>
<th>Ozone-Forming Pollution Generated by 10,000 Commuters (lbs/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Occupancy Vehicle</td>
<td>472</td>
</tr>
<tr>
<td>Transit Bus</td>
<td>243</td>
</tr>
<tr>
<td>3-Person Carpool</td>
<td>157</td>
</tr>
<tr>
<td>Light Rail</td>
<td>6*</td>
</tr>
<tr>
<td>Bike/Walk</td>
<td>0</td>
</tr>
</tbody>
</table>

*NOx emissions only

Source: Mecklenburg County Air Quality Commission, Transportation & Land Use Issue Paper, July 2014
What we are trying to achieve

**VISION**  
Refine tools to support our community and economic development vision

**ALIGNED**  
Ordinance(s) that are aligned to work in concert to implement adopted plans and policies

**PREDICTABLE**  
Predictable tools & process with standards that result in better development

**CLEAR**  
Simplify terms and create common language; understandable for all users
How do we achieve this?

Policies and Ordinances that are:

Reflective of our shared community values
  • character and vision

Focused on Placemaking
  • transition from use-based to place-based

User-friendly
  • easy to understand and accessible, with predictable outcomes
How do we achieve this?
Connect our vision to our implementation

Vision
Plans & Policies

- Charlotte Place Types
  Updating our land use policies & vision

Implementation
Regulations & Ordinances

- Unified Development Ordinance
  Updating our zoning and development ordinances

Defines the places we want to create...

Establishes the rules to create them.
Place Types

Simply a way to describe the places we value and want to create
What is a Place Type?

Use-based to Place-based

Land Use
What is a Place Type?

Use-based to Place-based

Land Use + Character & Design
What is a Place Type?

Use-based to Place-based

Land Use + Character & Design = Palette of Place Types
Why Place Types?

Current Tools

Future Land Use Map + Area Plans
Why Place Types?

Key Takeaways:

- Lack of specific design guidance for large parts of Charlotte
- Not able to keep pace for policy update through area plans citywide
# Place Types Palette

## Open Space
- Open Space - Preserved
- Open Space - Recreational

## Neighborhoods
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3

## Centers
- Community Center
- Regional Center
- Uptown

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

## Diagram Description
- The diagram illustrates various place types categorized under Open Space, Neighborhoods, Sectors, and Centers. Each category is represented with corresponding photographs and text labels.
NEIGHBORHOODS

**Neighborhood 1**
Detached buildings, low-intensity residential area.

**Neighborhood 2**
Attached buildings, moderate-intensity residential area.

**Neighborhood 3**
Multi-family, moderate to high intensity residential area.

**Neighborhood Node**
Neighborhood serving, mixed use area.

**Differentiators**
Residential vs. Non-Residential Uses
Building Types
Height
Overview and Objectives:

Working Draft

Map

Typical Mix of Land Uses

Zoning Districts

GOALS:
- Protect established character.
- Integrate Neighborhood 1 into surrounding Neighborhood Place Types in order to better serve the city.

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 and separation from the street. 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 predominately detached houses, detached accessory dwelling units, and duplexes, triplexes, and quadruplex houses.

TRANSPORTATION:
- The local street network within Neighborhood 1 should be well connected in order 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.

A. TYPICAL MIX OF LAND USES:
- 80% Residential
- 10% Non-Residential
- 10% Open Space

B. 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 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 quadplexes (C5) may be located on corner lots.
- Non-residential buildings, for civic and institutional uses are
  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 FRONTAGE:
- The length of residential buildings will vary, but are typically
  relatively consistent along a block.
- The length of nonresidential 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 helps
  create a human scale in the 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 entries 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 30%.

L. OPEN SPACE AND YARDS:
- Private yards comprise much of the open space areas.
- Trees planted within yards significantly contribute toward the City’s 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 a 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.
Vehicular Access
- 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).
- Alleys 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. XX, for conditions that require/allow other Local Street Types).
- Target speeds should be low (maximum 25 mph on internal streets, XX 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 outdoor environment, and reduces the street cross section.
- In most areas of Neighborhood 1, a grassed or vegetated planting strip is appropriate.
- In areas of Neighborhood 1 that are more suburban or 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 lower.
- Design of the bicycle facility varies (see general provisions, p. XX, 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.
Vision & Implementation
What are we proposing?

**Vision**

**Plans & Policies**

- **The Way We Grow**
  Vision + Principles + Growth Framework
- **The Places We Create**
  Place Types
- **Area Plans**
  Area specific plans & polices

**Implementation**

**Regulations & Ordinances**

Unified Development Ordinance

Defines the places we want to create...

Establishes the rules to create them.
What is the connection?

Vision
Policies & Plans

Place Types: A New Framework for Growth & Development
Area Plans
Parcel specific Future Land Use

Policy Guidance for Growth & Development

Implementation
Regulations & Ordinances

Zoning Ordinance
Floodplain Regulations (Chapter 9)
Erosion Control (Chapter 17)
Post-Construction Stormwater (Chapter 18)
Streets & Sidewalks (Chapter 19)
Subdivision (Chapter 20)
Tree (Chapter 21)
Driveway/Access Regulations

Unified Development Ordinance
What Have We Done?
Community/Neighborhoods
UDO Advisory Committee
Planning Commission
Transportation & Planning Committee of the City Council
Interdepartmental Technical Staff Team
Charlotte Department of Transportation
Engineering & Property Management
Housing & Neighborhood Services
Economic Development
Mecklenburg County
Who is Involved?

Community & Neighborhood Meetings
5 Community Workshops
30+ Neighborhood Meetings
1,900+ Registered Contacts

Dedicated UDO Website
What have we done?

• Draft Place Type Palette
• Unified Development Ordinance Technical Outline
• Identify Ordinance Issues and Priorities (Technical review & Advisory Committee)
What’s Next?
Do we have to do this all at once?
Priorities
Interim updates to our ordinances

Transit Oriented Development

Update the TOD Zoning District to support our expectations for development

- Incorporate the recommendations of the Planning Commission
- Will serve as an example/model for other zoning districts in the UDO
Priorities

Interim updates to our ordinances

Affordable Housing

As part of the development of a Comprehensive Housing Strategy (Housing & Neighborhood Services):

• Review & revise the Voluntary Mixed Income Housing Program (ordinance)

• Consider expedited development review process for affordable housing projects (process)

• Review & revise the Housing Locational Policy to incentivize affordable housing in urban areas as a tool to mitigate displacement (policy)
What’s Next 2018

**Place Types**
- Public Engagement & Outreach (Ongoing & March 2018 Events)
- Draft Place Type Policy Document (August 2018)
- Council Adoption (January 2019)

**Unified Development Ordinance**
- Advance work on ordinance priorities (TOD draft by Feb. 2018)
- First Draft UDO (Full draft by Dec. 2018)
- Council Adoption (Summer 2020)
Questions