

WHAT
CAN
UDO



Charlotte Place Types and Unified Development Ordinance



Place Type Palette Update

Planning Commission
January 8, 2018



Charlotte Place Types and
Unified Development Ordinance

What is this project

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.)

Vision

Policies & Plans

Charlotte Place Types



**Defines the places
we want to create**

Implementation

Regulations & Ordinances

Unified Development Ordinance

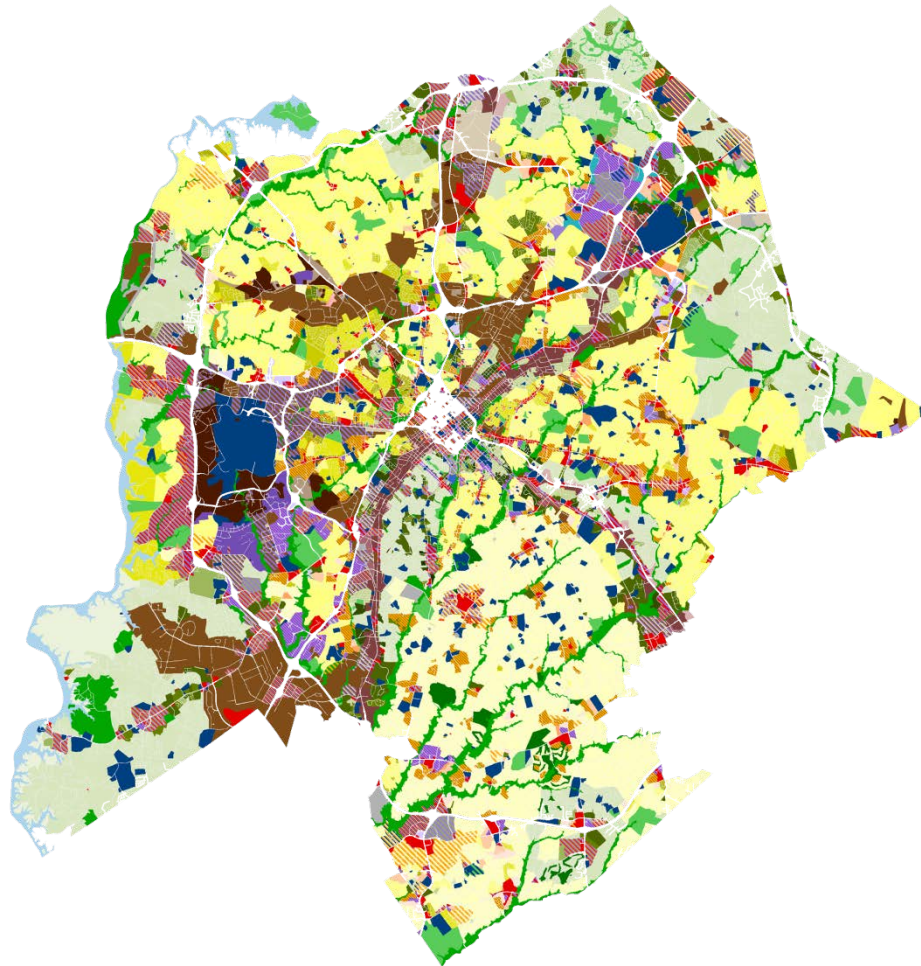


**Establishes the
rules to create them**

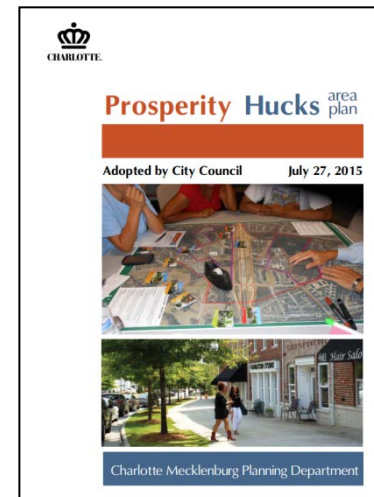
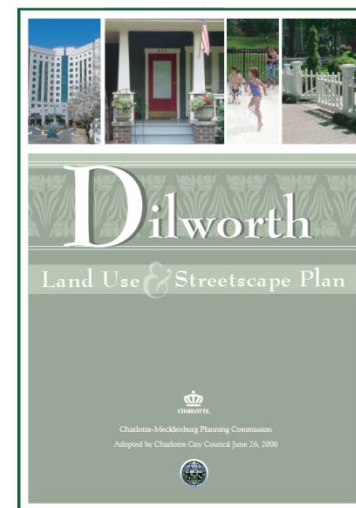
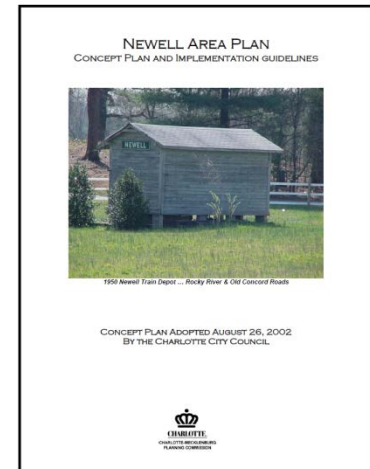
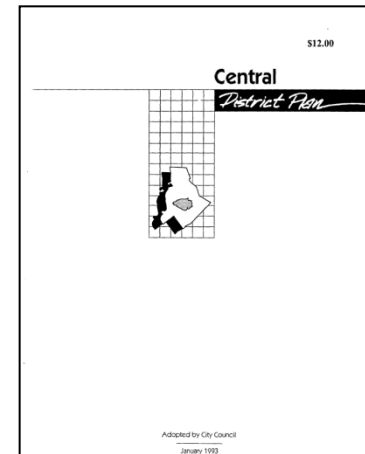


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Current Tools: Future Land Use Map + Area Plans

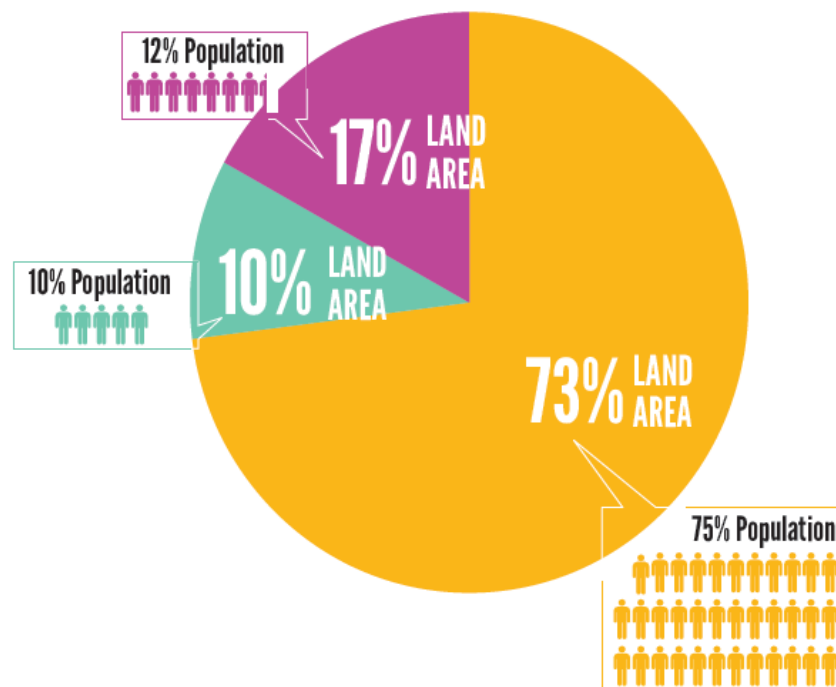
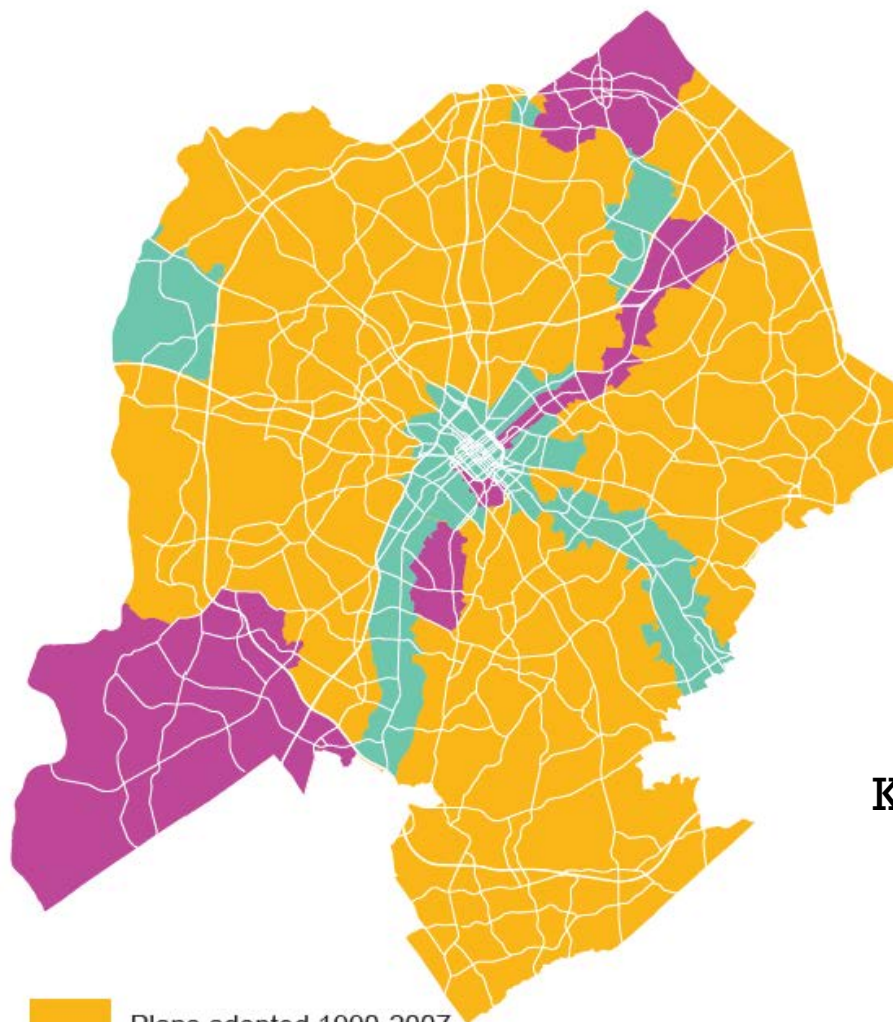


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Why Place Types?



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



Charlotte Place Types and
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What a Place Type Will and Will Not Do



WILL DO

- Update policy citywide
- Provide form and pattern policy
- Update the Future Land Use map
- Replace regulatory ties to CCW
- Provide link to Zoning Districts
- Provide platform for efficient area plan development



WON'T DO

- Not starting from scratch
- Not regulatory
- Not the only chapter in the document
- Won't change the market



Charlotte Place Types and
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Place Types Palette



Open Space

Neighborhoods

Sectors

Centers

Open Space -
Preserved

Neighborhood 1

Business

Community
Center

Neighborhood 2

Employment

Neighborhood 3

Campus

Regional
Center

Open Space -
Recreational

Neighborhood
Node

Light Industrial

Uptown

Heavy Industrial



NEIGHBORHOOD

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



Neighborhoods: **Neighborhood 1**

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

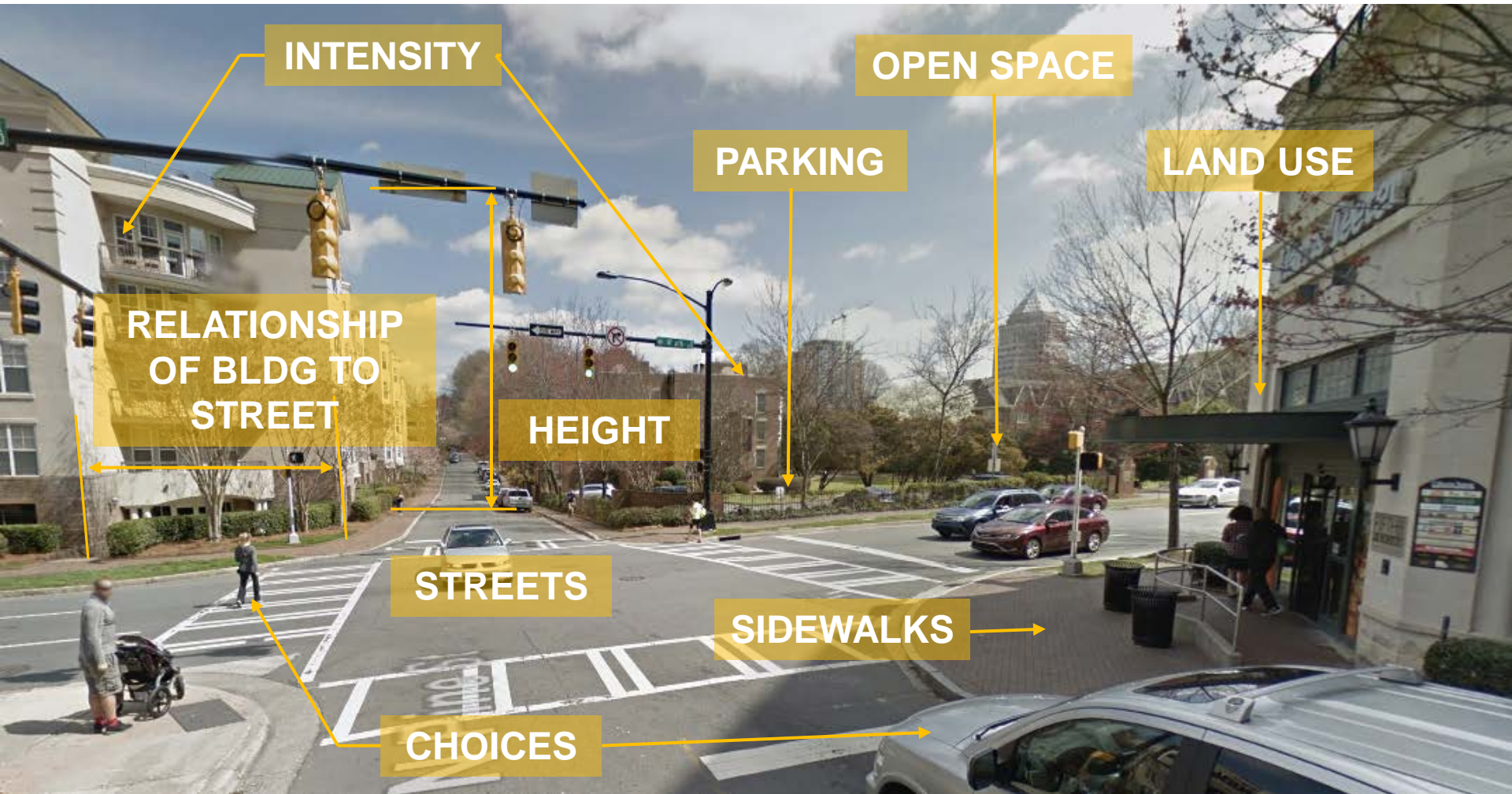
On-street, private drive parking



What is in a Place Type?



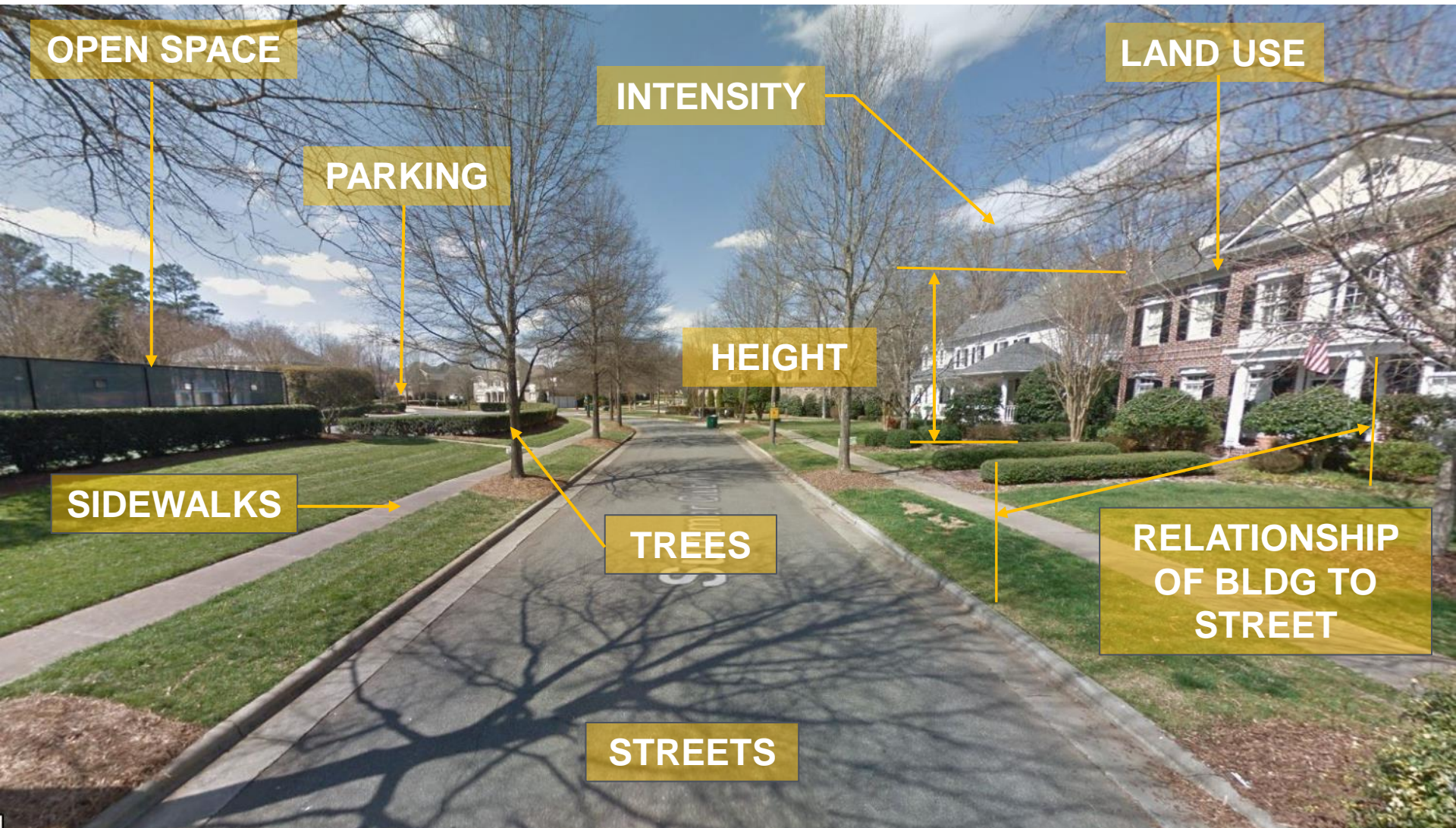
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What is in a Place Type?





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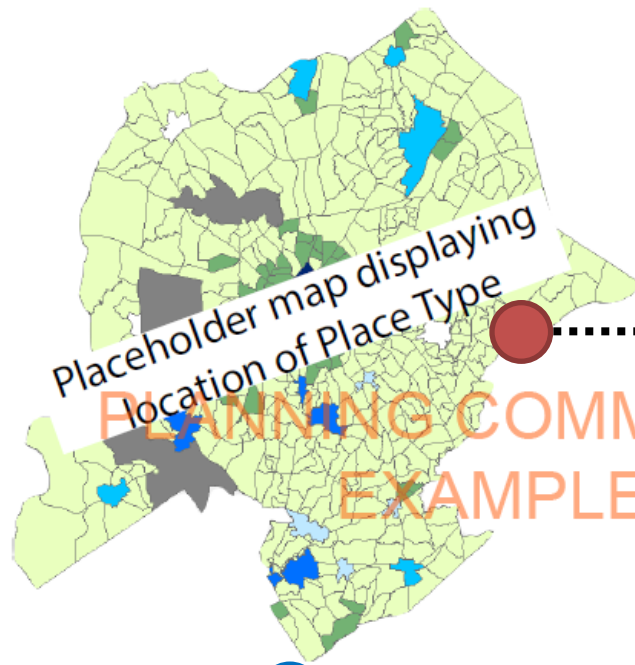
What is in a Place Type?

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

NEIGHBORHOOD 1

Working Draft

___ % OF CHARLOTTE IS CATEGORIZED AS NEIGHBORHOOD 1



GOALS:

- Protect established character.
- Integrate Neighborhood 1 into surrounding Neighborhood Place Types to develop complete neighborhoods.

LAND USE:

- Neighborhood 1 is a traditional residential neighborhood.
- The predominant types of open spaces are private yards which helps create a sense of privacy that is unique to this Place Type. 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 duplex, triplex, 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.

Overview and Objectives:

Map

Typical Mix of Land Uses

Zoning Districts

A. TYPICAL MIX OF LAND USE:



80%
Residential



10%
Non-Residential



10%
Open Space

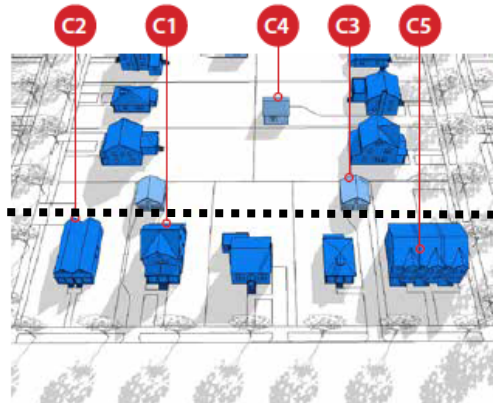
B. ZONING DISTRICTS:

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 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 quadraplexes (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.

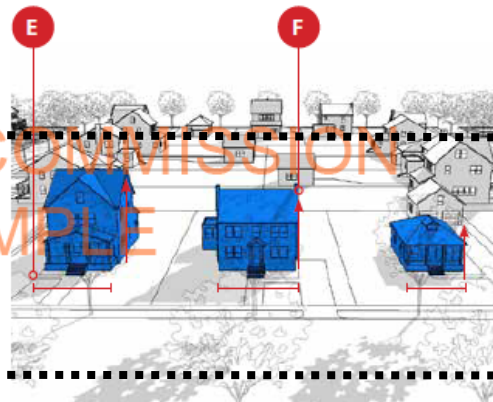


Working Draft

Building Types

D. BUILDING SIZE:

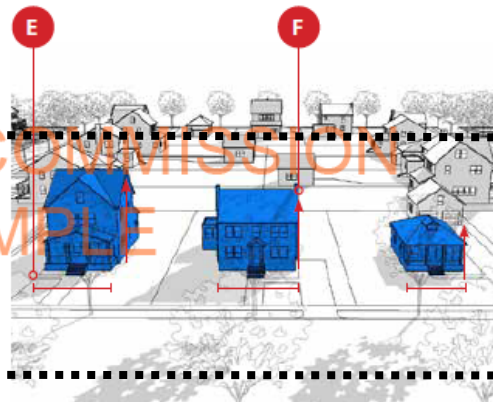
- Building sizes throughout Neighborhood 1 are typically of a residential scale to maintain the character of a traditional residential neighborhood.
- Residential buildings will vary in size.
- Nonresidential buildings are typically less than 10,000 square feet. The sizes of civic and institutional buildings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



Building Size

E. BUILDING LENGTH ALONG THE STREET FRONT

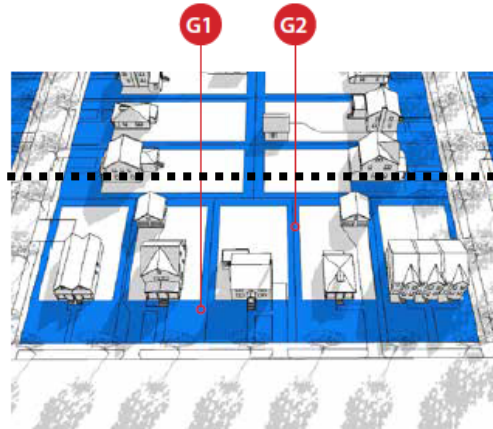
- The length of residential buildings will vary, but are typically relatively consistent along a block.
- The length of non-residential buildings should be similar to the size of residential buildings to maintain the character of the neighborhood.



Building Length

F. BUILDING HEIGHT:

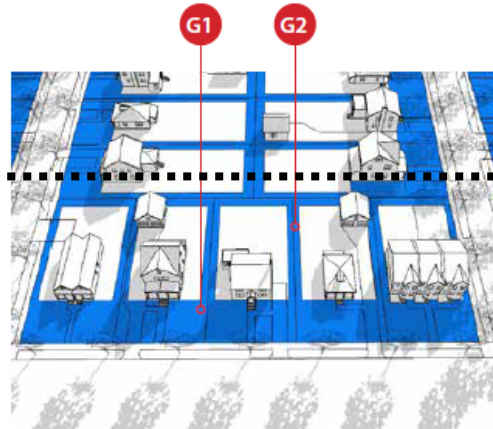
- Buildings in Neighborhood 1 are typically low rise which create a human scale in this place.
- Typical height is under 3 stories in Neighborhood 1.
- Appropriate height transition is important for maintaining the character of a neighborhood and can be addressed by maintaining similar roof height to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



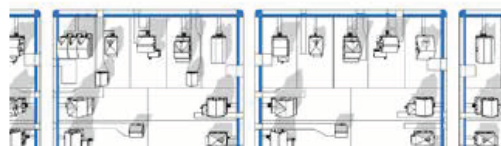
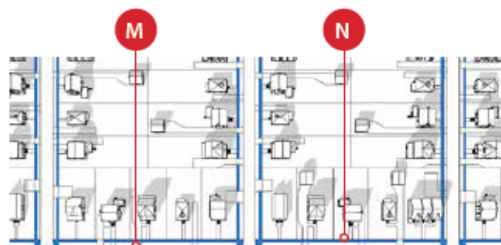
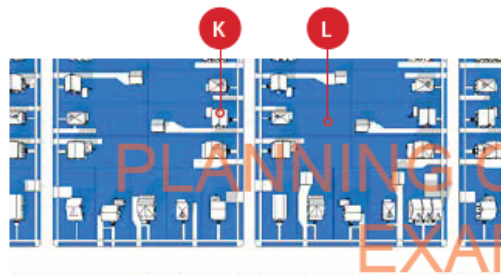
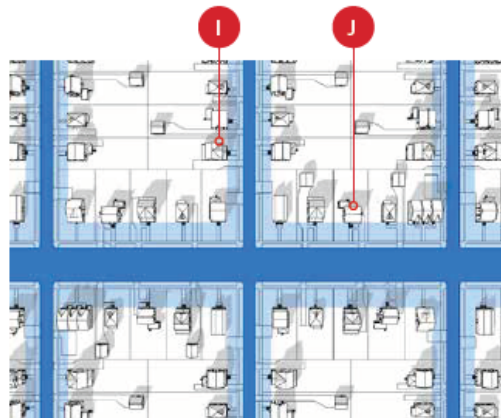
Building Height

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.



Yards



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 help 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 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

Orientation

Relationship of Bldg to Local Streets

Relationship of Bldg to Arterial Streets

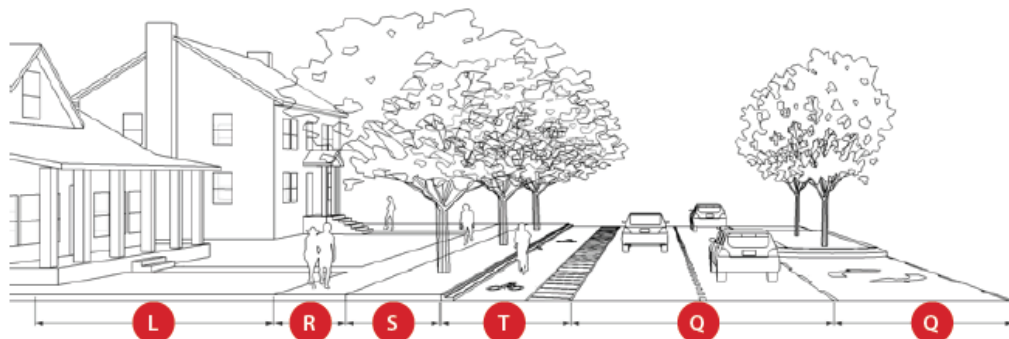
Bldg Coverage and Impervious Surface

Open Space and Yards

Connectivity

Pedestrian Network

TYPICAL STREETSCAPE SECTION



NEIGHBORHOOD 1

Working Draft

- 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 residences 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 20 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 hardscape elements. It provides separation between pedestrians and vehicles, helps calm traffic, provides an attractive public realm, contributes to the City's healthy tree canopy, and shades the streets and users.
- 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 hardscaped 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 traffic volumes should be low.
- 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.

Green Zone

Parking

Bicycle Facilities

Vehicular Access

Street Furnishings

Streets

Sidewalks

E. BUILDING LENGTH ALONG THE STREET FRONTAGE:

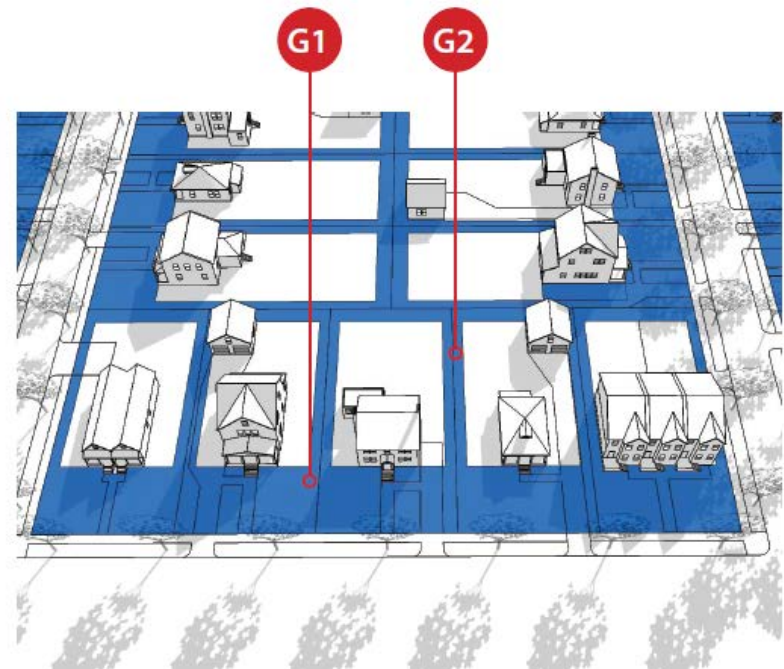
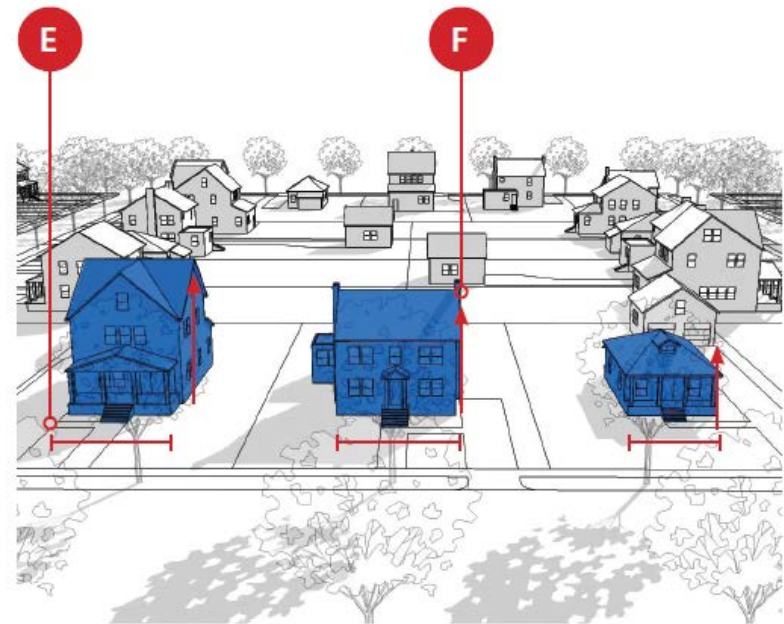
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Charlotte Place Types and
Unified Development Ordinance

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)

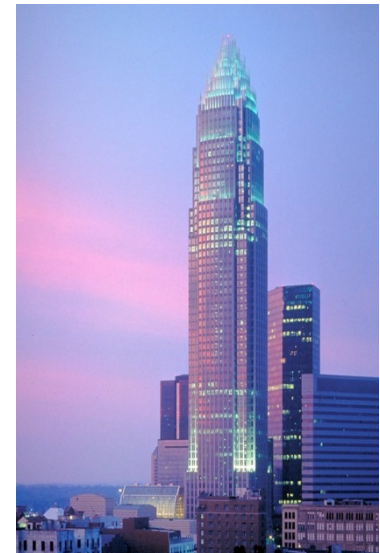
The Place Types Map (Completed and adopted in Phase 2, mapping)

4. MAKING IT HAPPEN | Our Vision Realized

Using this Framework

Relationship to the Unified Development Ordinance

Future Planning Efforts





Charlotte Place Types and
Unified Development Ordinance

Place Types: Growth Framework Document Outline

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

