



ATTACHMENT 7:

MODIFICATIONS TO INFILL STANDARDS: PROPOSED CONCEPT AND BACKGROUND INFORMATION

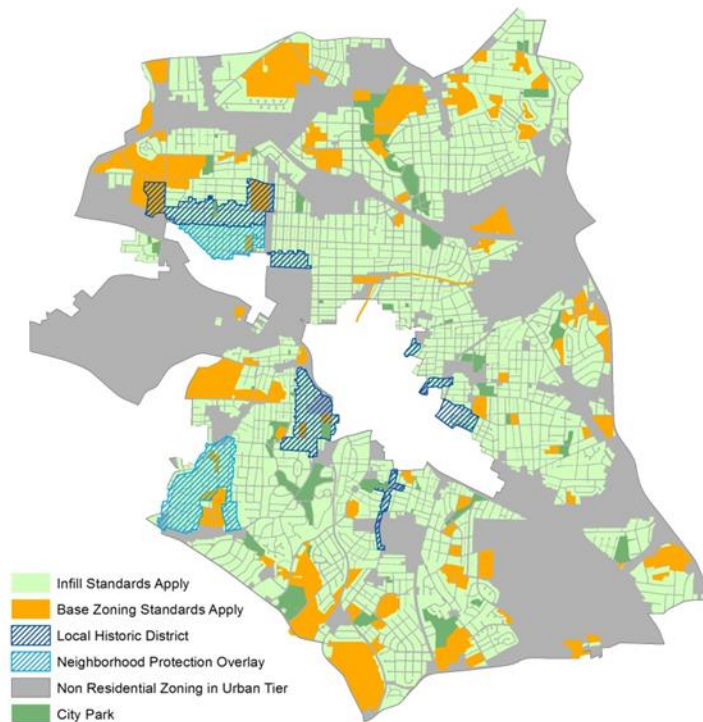
What are the purposes of Infill Standards?

Infill development standards are intended to preserve the basic feel of a street by allowing new development that complements existing construction by respecting existing design elements that help define the public space (rhythm, setbacks, bulk, height).

Where do Infill Standards Apply?

In the Urban Tier:

- Applies to new construction or to modifications of existing residential buildings located on sites less than 4 acres in a residential district.
 - Infill development standards apply to a majority of the Urban Tier. See map.



In the Suburban Tier:

- Applies to multifamily development located on sites less than 4 acres that are surrounded on all sides by single-family residential development.
- Much less prevalent.

Existing Urban Infill Standards in Summary

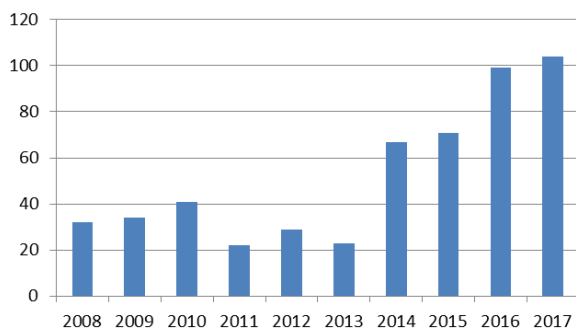
If a standard is not explicitly called out in Section 6.8 Infill Development, the base zoning regulation applies.

- **Lot Width.** Minimum lot width is the average width of adjacent lots fronting the same linear block
- **Street Yard.** The building may be placed anywhere between the smallest and the largest street yards on the block face (but not less than 5 feet from the edge of the ROW)
- **Building Width.** New construction is limited to a width no more than 25% greater than the average building width for the block face.
- **Height.** The building can be no more than 14 feet taller than an adjacent structure, except those that are more than 25 feet from the adjacent structure.
- **Main Entrance.** Structures other than single family and two family structures, must have a main entrance that faces the street (or one of the streets in the instances of a corner lot).
- **Garages.** If there's an alley, all vehicles should access the property via the alley; if a garage faces the street, a single garage entrance cannot be more than 22 ft. wide.
- **Parking/Driveways.** On-site parking should be placed to the rear of the structure or should conform to the predominant location of parking along the block.

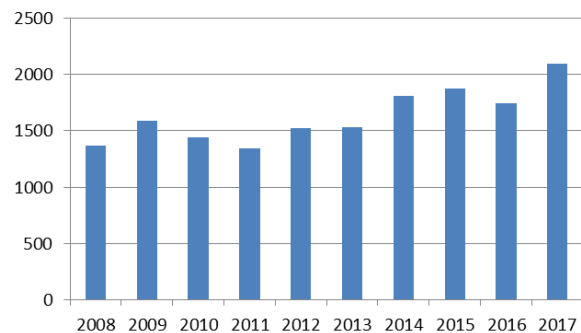
Recent Development Trends

- Over the last decade, the general trend has been an increase in both the number of new homes built and the average size of those homes in the Urban Tier.
- These numbers do not account for large renovations to existing homes.

New Houses in Urban Tier by Year



Average Size of New Houses in Urban Tier



Considerations

- Some concerns have been raised that the scale of new development is out of proportion with the existing character of the neighborhood, despite following the infill standards. Issues that Planning has heard most commonly (anecdotally, not based on survey data) are:

- Bulk and height of new structures;
 - Driveways and parking pads lead to large areas of impervious surface (a majority of the Urban Tier does not have impervious surface limitations because it does not fall within a Watershed Protection Overlay); and
 - Tree preservation.
- Design/Aesthetic Standards are generally not allowed.
 - The NC General Assembly has passed legislation that prohibits the regulation of building design elements for single-family and two-family homes, including exterior building color, style/cladding materials, style/material of roofs and porches, exterior nonstructural architectural ornamentation, location or styling of windows and doors (including garage doors), location of room and the interior layout of rooms.
 - There are some exceptions, like if the property is in a local or National Register historic district, is a manufactured housing unit, or is adopted for the purposes of safety codes or the flood insurance protection.
- Several comments have advocated for the elimination of residential parking requirements in the Urban Tier. The issues of over-parking have addressed incrementally (see below), and that the complete elimination of parking is an issue that needs more thorough analysis to be coupled with the upcoming Comprehensive Plan effort.
 - Current standards require that each housing unit accommodate two parking spaces. Exceptions include affordable housing dwellings, which do not require any parking in the Urban or Compact Neighborhood Tiers.
 - Current standards allow one of the required spaces to be accommodated on the street, so long as there is enough unimpeded space.
 - The next round of Omnibus text amendments will attempt to address situations in which Infill Standards make it difficult to accommodate parking on on-site.

Summary of Proposed Concept: Modifications to Infill Standards

- Review height allowances and how height is measured.
- Review tree requirements to determine reasonable requirements for additional plantings.
 - Review parking and parking area requirements to consider additional parking reductions and reduced parking area requirements.
- Explore exceptions to lot width standards to accommodate other proposed concepts (such as small houses/small lots).