



ATTACHMENT J:

MODIFICATIONS TO INFILL STANDARDS: BACKGROUND INFORMATION AND SUMMARY OF PROPOSALS

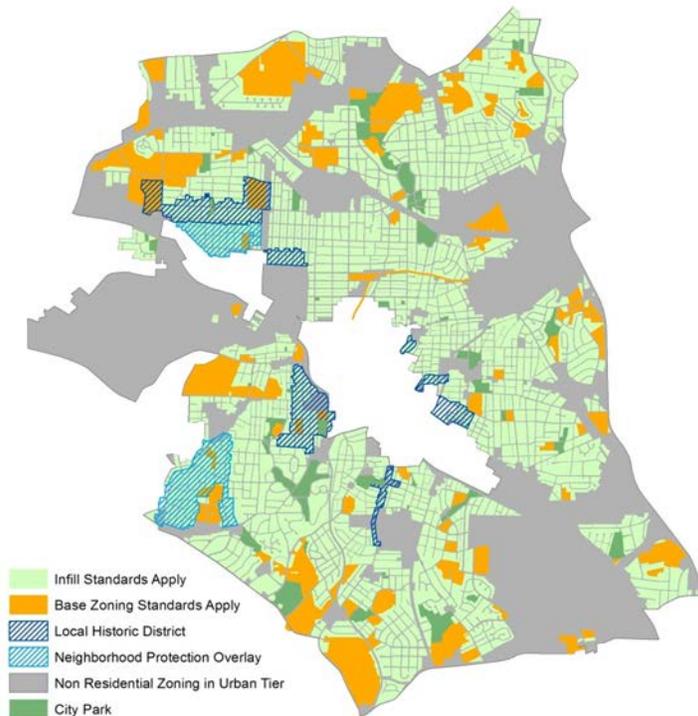
What are the purposes of infill standards?

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.



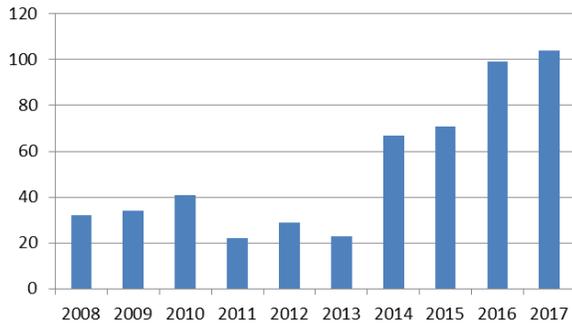
In the Suburban Tier:

- 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.

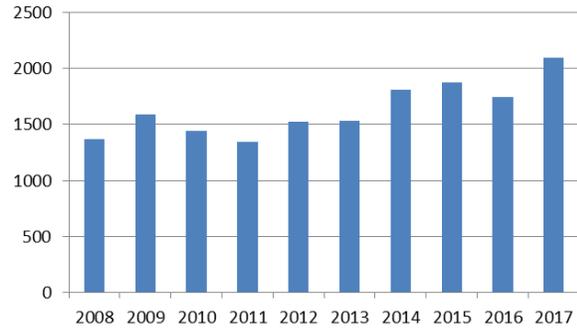
Recent Trends

- 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



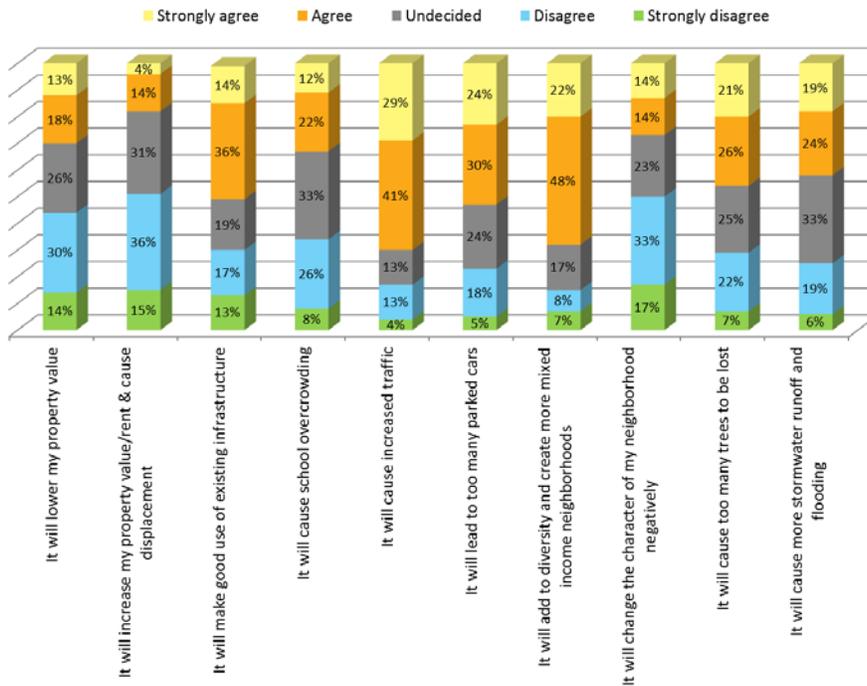
Summary of Existing Zoning Regulations

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 smaller of the average width of adjacent lots fronting the same block face, or the median of the lots along the same block face.
- **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 must be the smaller of the base zoning district height, or no more than 14 feet taller than an adjacent structure, except those that are more than 25 feet from the adjacent structure.
- **Landscaping.** Within 150 feet of the subject lot, maintain the pattern of street yard trees and maintain the existing variety and species.
- **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.

**Summary of Survey Results
 Summer 2018**

Question: To better understand the impacts of expanding housing choices, please rate how you feel about allowing more housing types in your neighborhood (see chart).



This question does not ask specifically about infill standards, but broad array of issues that relate to typical infill development (and development in general, for that matter). Overall, respondents appeared to hold a wide variety of opinions about the impact of expanding housing choices.

For details refer to Attachment C.

November 2018-January 2019

This survey asked respondents to comment on specific proposals regarding infill standards via “Right direction”, “Wrong direction”, or “Don’t Know/Uncertain”. Questions included applying the standards to RU districts in the Suburban Tier, requiring an additional tree planting or preservation, driveway width limitation, removal of the minimum lot width requirements, and adjustments to height limitations.

In all instances, responses were over 55% for “Right direction”, with some responses rating over 70%.

For details refer to Attachment E.

Additional 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.
- Storm water runoff is a current concern and experience for many neighborhoods. Most residential areas were developed at a time with only storm sewers to handle run-off, due to the age of the neighborhoods.
- 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, including property is in a historic district, is a manufactured housing unit, or is adopted for the purposes of safety codes or the flood insurance protection. A neighborhood protection overlay, alone, cannot mandate design/aesthetic standards.
- Several comments have advocated for the elimination of residential parking requirements in the Urban Tier. The issues of over-parking have been addressed incrementally (see below). 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.
 - Current infill standards do not require parking if the parking conflicts with placement of the structure due to the required street yard.

Summary of Proposed Revisions to Existing Regulations

- Expanded applicability to RU districts in the Suburban Tier.
- Removal of lot width requirements. Maintaining these would make proposed lot width reductions moot in most instances.
- Revised height limit to the highest primary structure along the block face and opposing block face, with an ability to seek additional height with through approval of a special use permit.
- Removed subjective and discretionary landscaping requirements and added a specific tree protection or planting requirement similar to the Old West Durham NPO.

- Revised vehicular use area (parking and driveway) standards to allow only 12-foot driveway widths, with limited exceptions, consistent with the Old West Durham and Tuscaloosa-Lakewood NPOs.
- Deleted a secondary context area, and thus applying the block face context area throughout.
- Added a new maximum building coverage requirement of 40%. This is informed by current data on residential building coverage, per lot, in the Urban Tier, and historical Durham zoning ordinances that maintained maximum building coverages for each zoning district.

Differences from the November Proposed Revisions

The following changes have been incorporated into the revised draft as a result of feedback from the community.

- Added text clarifying street yard applicability regarding flag lots.
- Added a Maximum Building Coverage requirement of 40%, exempting small structures and allowing for additional coverage with a special use permit.
- Revised height limitations, which would utilize the same and opposing block face context area and allow the height to be that of the tallest existing structure, with certain exceptions.

The revised height limitations were in response to comments regarding the ultimate effectiveness of the current standards. The new maximum building coverage was adapted from older Durham zoning ordinances as an attempt to further limit the size and bulk of infill sites and address stormwater runoff concerns, with the proposed maximum based upon current building coverage data and the intent to allow for existing houses to expand.