Six Best Practices for Creating a Comprehensive Plan

Mitchell Silver, FAICP
Memphis, TN
2.1.17
1. Purpose of a comprehensive plan
2. Be clear on the problems you are solving
3. Setting the framework
4. Understand the value of land
5. Engagement process
6. Adoption and Implementation
Purpose of a comprehensive plan
Role of planning

• **Manage growth and change.** Planning deals with **risk and uncertainty about the future**. Plans for present and future generations. Planning is about place, but also about people.

• Planners shall have **special concern** for the long-term consequences of present actions. There are also **consequences for no action**!

• Have **ONE** comprehensive plan and not many fragmented and diassocated plans.

• When you say **no** to something, you are saying **yes** to something else. What are you saying yes to?
Plan vs. Code

- The **Comprehensive Plan** is a public policy document – a blueprint. It should represent your city’s **vision and values** for the future. **A plan helps local government manage growth or change, decision-making, public improvements and capital investment.**

- The **Development Code** “codifies” part of the vision and values to ensure the future is predictable. The purpose of zoning is to **protect the public health, safety and welfare.**
Be clear on the problems you are solving
21st Century Issues and Challenges

- Graying and browning of America
- Rise of the single person households
- Traditional family is changing
- Aging infrastructure
- Climate change
- Water
- Energy
- Obesity, public health, food security
- Jobs and the economy
- **Equity, Income Inequality**
- **Affordable places, Gentrification**

Triangle land consumption was 3.5 times the population growth
The “Planning Raleigh 2030” Challenge

How will Raleigh manage growth over the next 20 years?

Raleigh must find where to place:

- **120,000 dwellings units (270,000 people)**
- **170,000 jobs (85 million s.f. of non-residential)**
- Land for infrastructure and open space

As of 2010, Raleigh has about:

- **19,000 acres to develop within Raleigh’s jurisdiction**
- 20,000 acres outside our ETJ

- Low density and sprawl was no longer an option!
Selected List of Challenges

- Not everyone believed proactive planning was vital to our competitiveness
- **Had a small town identity. Had to transition from “Mayberry to Metro”**
- Growing fast – 12,000 to 15,000 newcomers a year
- **Would run out land to develop in 20 years. Running out of water.**
- Sprawl was fiscally irresponsible and too expensive to maintain
- **Was not aware demographics shifts and its implications**
- Did not offer housing, transportation and lifestyle choices for new markets
The New Reality in the U.S.

- More diversity and multiculturalism.
- More single mothers. Fewer couples getting married.
- Immigration and migration will continue.
- By 2030, majority of households will be single persons.
- By 2044, no majority race.
### Household Change in the U.S (1960-2025)

<table>
<thead>
<tr>
<th></th>
<th>1960</th>
<th>2000</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with children</td>
<td>48%</td>
<td>33%</td>
<td>28%</td>
</tr>
<tr>
<td>Households without children</td>
<td>52%</td>
<td>67%</td>
<td>72%</td>
</tr>
<tr>
<td>Single person households</td>
<td>13%</td>
<td>26%</td>
<td>28%</td>
</tr>
</tbody>
</table>

Implications of an Aging Population

- Land use patterns and transportation choices will change as millions of aging Americans realize they can no longer drive.

- **600,000 over the age of 70 stop driving every year. Visits to friends will drop by 65%**.

- NIMBYism may grow.

Source: Transportation for America, Center for Neighborhood Technology and Mitchell Silver
Plan for the Generations

Greatest Generation  1901-1924
Silent/Mature Generation  1923-1945
Baby Boom Generation  1946-1964
Generation X  1965-1981
Generation Y  1982-1995
Generation Z  1996-today

Source: Mitchell Silver adapted from various sources  Photos: NYC Parks
Future Consumer Demand

VALUES

NEEDS

ASPIRATIONS/CONSTRAINTS

Future consumer preferences and market demands

Source: James Chung, Reach Advisors
Implications of the Generational Shift

• It’s not just about “What’s Next” but “Who’s next”

• Clash of values - 20th century vs. 21st century

• There will be tension between over the next 10 years as generations transform attitudes and values. Generation X and Y will begin to influence laws and public policy.

• 20th Century belongs to us. 21st Century belongs to them. Let them own it.

Source: Mitchell Silver
Setting the framework
Comprehensive Plan
2030 Comp Plan Is Defined by Six Themes

- Economic Prosperity & Equity
- Expanding Housing Choices
- Managing Our Growth
- Coordinating Land Use & Transportation
- Greenprint Raleigh—Sustainable Development
- Growing Successful Neighborhoods & Communities
# Acknowledgements

# Version History

# Introduction and Framework

## 1. Introduction

### 1.1 Purpose of the Comprehensive Plan

### 1.2 How the Comprehensive Plan is to be Used

### 1.3 Organization of the Plan

### 1.4 Civic Engagement Process

## 2. Framework

### 2.1 Planning Context and Key Issues

### 2.2 Growth Forecasts

### 2.3 Vision and Themes

### 2.4 Forming Maps

### 2.5 The Power of Planning

## Elements of the Comprehensive Plan

### A. Land Use

#### A.1 Future Land Uses

#### A.2 City-Wide Growth

#### A.3 Innovation, EJ and USA

#### A.4 Land Use Coordination

#### A.5 Land Use Compatibility

#### A.6 Mixed Use Development

#### A.7 Commercial Districts and Corridors

#### A.8 Neighborhood Conservation and Development

#### A.9 Research and Development/Institutional Land Uses

#### A.10 Retail Land Uses

#### A.11 Industrial Land Uses

#### A.12 Large Site Development

---

# B. Transportation

### B.1 Land Use and Transportation Coordination

### B.2 roadway system and Transportation Demand Management

### B.3 Complete Streets: Hierarchy and Design

### B.4 Public Transportation

### B.5 Pedestrian and Bicycle Circulation

### B.6 Parking Management

### B.7 Transportation Safety Improvements

### B.8 Commercial Truck and Rail Freight

### B.9 Future Transportation Improvements

---

# C. Environmental Protection

### C.1 Energy Security and Climate Change Preparedness

### C.2 Design with Nature

### C.3 Water Quality and Conservation

### C.4 Flood Reduction and Preparedness

### C.5 Tree Canopy Conservation and Growth

### C.6 Wildlife and Habitat Protection and Preservation

### C.7 Material Resource Management

### C.8 Light and Noise Pollution Controls

### C.9 Environmental Education, Awareness and Coordination

---

# D. Economic Development

### D.1 Commercial Corridor Reinvestment

### D.2 Neighborhood Reinvestment

### D.3 Entrepreneurs and Business Development

### D.4 Workforce Training and Access to Employment

### D.5 Economic Development and Land Use

### D.6 Hospitality and Tourism

### D.7 Creative Industries

### D.8 Organizational Structure and Functions

---

# E. Housing

### E.1 Quality and Diversity of Housing

### E.2 Affordable and Workforce Housing
Policy LU 7.5
High Impact Commercial Uses
Ensure that the City’s zoning regulations limit the location and proliferation of fast food restaurants, socially-oriented businesses, late night alcohol beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive noise or otherwise affect the quality of life in nearby residential neighborhoods. (3, 6)

Action LU 7.2
Height and Bulk: Neumann
Review the City’s Zoning Ordinance to differentiate the height and bulk requirements for commercial and residential development based on its location within a designated center.

Policy LU 7.6
Pedestrian-Friendly Development
New commercial developments and redeveloped commercial areas should be pedestrian-friendly. (4, 5, 6)

Action LU 7.1
Zoning Changes to Reduce Land Use Conflicts in Commercial Zones
As part of the update of the zoning regulations, consider text amendments that...

Action LU 7.3
Promoting Commercial Reinforcement
Identify incentives and other economic development tools to promote reinvestment in underperforming commercial corridors.

A.8 Neighborhood Conservation and Development
One of Raleigh’s major assets is its tree-lined, historic residential neighborhoods and streetcar suburbs within and adjacent to downtown Raleigh. The City also has a number of historic districts. The inner-ring suburbs of the 1950s and 1960s are also well-regarded due to their housing stock, mature trees, and connectivity to surrounding areas.
New direction: 60% to 70% of all new growth will be directed to 8 growth centers and 12 multi-modal corridors.

Source: City of Raleigh
Understand the value of land
Strategic planning adds value

• It would take 600-single family homes on a 150-acre subdivision to equal the tax value of the Wells Fargo Capital Center, which sits on 1.2 acres of land.

• Wells Fargo Capital Center in downtown Raleigh has 90 times the tax value per acre than the average suburban acre.

Source: Kristopher Larson and Mitchell Silver, 2008
Return on Investment

• Downtown high rise residential on 3-acre site pays off its infrastructure in 3 years. The return on infrastructure investment is 35%.

• Suburban multi-family complex on a 30-acre site pays off its infrastructure in 42 years. The return on infrastructure investment is 2%.

Source: Public Interest Projects, Inc.
<table>
<thead>
<tr>
<th></th>
<th>Asheville Wal Mart</th>
<th>Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Consumed (Acres)</td>
<td>34.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Real Estate Taxes/Acre</td>
<td>$ 6,500</td>
<td>$640,000</td>
</tr>
<tr>
<td>Total City Taxes/Acre</td>
<td>$ 50,800</td>
<td>$414,000</td>
</tr>
<tr>
<td>Residents per Acre</td>
<td>0.0</td>
<td>90.0</td>
</tr>
<tr>
<td>Jobs per Acre</td>
<td>5.9</td>
<td>73.7</td>
</tr>
</tbody>
</table>
Annual tax yield per acre: Asheville, North Carolina

- County residential — $1,236*
- City residential — $1,716*
- City commercial — $2,406*
- Asheville Mall — $7,995
- 1-2 story office buildings — $7,059
- 4-story apartments — $18,109
- 4-story mixed-use condos — $44,887
- 6-story mixed-use condos — $250,125

New Urban News; Source: Joe Minicozzi, Public Interest Projects.
*Average values as per Board of Realtors
Leveraged Public Investment
The engagement process
Engaging Generations

- Greatest Generation: Public Meetings, direct mail, votes
- Silent/Chosen/Mature: Public Meetings, direct mail, votes
- Baby Boom: Public Meetings, Social Media, web, votes
- Gen. X: Public & Interactive Meetings, Social Media, web
- Gen. Y: Social media, web, interactive meetings
- Gen. Z: Social media, web, interactive meetings

Sources: Mitchell Silver
PLANNING the City of Raleigh for the Next Generation

The Department of City Planning will be leading the effort to update the City's Comprehensive Plan. Three rounds of large public meetings will be held at different locations across the city in November 2007, March 2008, and November 2008. Roundtable discussions will also be held throughout the process to focus on specific issues and opportunities facing the city. There will be periodic meetings with the City Planning Commission and City Council to provide updates and obtain feedback. A draft Comprehensive Plan is scheduled to be published in October 2008. A final draft plan will be published in January 2009 with City Planning Commission and City Council public hearings to follow. The roundtable discussions and the City Planning Commission and City Council meetings will be open to the public.

1. RESEARCH THE PLAN
   - Collect all citywide plans and policies
   - Conduct an audit of the existing plans and policies
   - Document existing conditions
   - Prepare base maps

2. DEFINE THE PLAN
   - Evaluate data
   - Analyze trends
   - Identify key themes
   - Meet with the public
   - Establish vision framework

3. DEVELOP THE PLAN
   - Incorporate public input
   - Develop policy options and recommendations
   - Develop maps and other illustrations
   - Meet with the public

4. REFINING THE PLAN
   - Release Draft Plan for public comment
   - Meet with the public
   - Incorporate changes

5. ADOPT THE PLAN
   - Public Review Draft
   - City Council and City Planning Commission hold public hearings
   - Adopt and finalize the plan

PLANNING Raleigh 2030
planningraleigh.com
What should Raleigh look like in 2030?

We want your ideas on the city's future.

Fayetteville Street, as seen from the Capitol. The tallest structure at the time was the Citizens National Bank. It was demolished in 1964. The Grand Theatre, at left, burned down in 1928.

FROM NOW TO 2030

Take a drive along the edges of Raleigh. You'll see some of the changes already happening. (Enlarged)

PUBLIC EDITOR 31A
Imagine Raleigh without sprawl
BY BOB GEARY

It seems as though the week's public hearing on Raleigh's draft comprehensive plan, the advice to city leaders from a stream of visitors, hasn't been remarkably unified. Success, experts say, depends on taking the plan seriously. The era of suburban sprawl is ending, and plans must be in place, not just because of high gas prices, but because it is fundamentally unsustainable. As Christopher Leinberger, a fellow at the Brookings Institution in Washington, D.C., put it in a recent talk, the more "divisive suburban" neighborhoods a city allows, the lower the quality of life becomes for everyone living in them. The fastest-growing market now, said Leinberger, is for "walkable urban" places; the kind Raleigh doesn't have, yet needs to create, that are modeled on what cities were before cars took them over.

Such places are far more complicated to build and manage than the suburbs, Leinberger said. But done right, these areas improve as they grow. They have more cultural diversity and housing options—and with mixed-use developments, the chance for people to save money by owning fewer cars, or none. If Raleigh fails to create them, Leinberger warned, "You will be left in the 20th century.

The question for Raleigh is where these walkable urban places should be.

Leinberger’s analysis and the other experts' ideas with the basic goal of the comprehensive plan to curb sprawl and guide development into denser areas. However, Raleigh Planning Director Mitch Silver, who will present a revised draft of the comprehensive plan at a joint public hearing of the City Council and Planning Commission Thursday, doesn't think the highway and rail-train locations conflict. He says Raleigh will grow fast enough over the 20-year span of the comprehensive plan for both to develop succcessfully.

Silver argues that given the number of strip malls in Raleigh, the city must encourage their redevelopment, using "very robust" bus service and a new zoning code for highway spaces. But Silver is aware of the question, and posed throughfares and skinny or missing sidewalks, he added.

Simon Atkinson, a professor at the University of Texas School of Architecture, shook his head. "The suburban model is dead. It was not a functional model. It is a place where people build the whole idea of a "quiet place"—a place where people believe the "greenest" place to be.

At the time of rapid suburban development, people said, "This is the kind of stability and belonging that existed—before urban renewal. But in the Hill district of Pittsburgh where her parents grew up.

It was a relatively poor, predominantly African-American community of row houses, storefronts and apartments. There were no high-rise buildings, nothing fancy. But it was a place where people believed "whatever problems you have . . . you can get together and solve them."

Studies show that in such neighborhoods, the incidence of mental illness even for the poorest people is less than it is for the well-off who live in the world. However, people say, "This is the kind of stability and belonging that existed—before urban renewal cut through it—In the Hill district of Pittsburgh where her parents grew up.

It was a relatively poor, predominantly African-American community of row houses, storefronts and apartments. There were no high-rise buildings, nothing fancy. But it was a place where people believed "whatever problems you have . . . you can get together and solve them."

In contrast, the walkable urban places that the planners describe are typically located on a grid of city streets, not highway thoroughfares. They feature sidewalks, storefronts, public plazas and parks that help to offset the mass of high-density housing developments. They usually
What will Raleigh look like in 2030 and how will the plan affect me?

While it may not be obvious how the Plan affects the average person, it will touch every resident of Raleigh by shaping how the City grows and develops. Below are 10 predictions derived from how the Plan identifies and addresses the challenges and opportunities of the City’s future growth.

1. Raleigh’s population should be approximately 400,000 (about the size of Charlotte or Baltimore today).
2. Raleigh will emerge as the central city in the Triangle metropolitan region.
3. More places like North Hills will be created. The Comprehensive Plan lists six such centers in addition to Downtown Raleigh.
4. Downtown Raleigh will emerge as a major transportation hub for rail along the east coast.
5. The size of the downtown will grow in size southward toward I-40 with new office buildings, residential buildings, shops, parks and entertainment venues.
6. Raleigh will have public transit such as high-speed rail, commuter rail, streetcars, bus and express bus routes that connect the entire city and region. Getting around the region without a car will be much easier.
7. Raleigh will have more affordable housing options accessible to transit corridors and new transit areas.
8. Raleigh will have sufficient water capacity to handle future growth.
9. Pedestrian and bike-friendly networks will be more prevalent in subdivisions, neighborhoods and along key thoroughfares.
10. Spreading development patterns will occur.
11. Growth in downtown and in other centers and corridors around the City will help keep taxes stable.
12. Green building design and sustainable planning will become standard practice.
13. Water conservation will become part of our everyday lifestyle.
14. The City’s vision for the future will be more predictable.
15. The City will hold itself accountable by updating the public on the plan’s progress annually.
16. The comprehensive plan establishes a framework for a growing economy that will maintain jobs, protect assets in homes while sustaining the outstanding quality of life.
17. The number of people per household will get smaller, the average square footage of a housing unit will get smaller, the average age of a Raleigh resident will be older and the City will be more ethnically and racially diverse.
18. More neighborhoods will be protected through Historic Preservation, Neighborhood Conservation or other tools.
19. There will be more arts and cultural districts and amenities for the public to enjoy.
20. Raleigh and the surrounding jurisdictions will break the bad habit of Atlanta-style development patterns and work together as a region.
Implementation
How to implement a Plan

Comprehensive Plan

- Policy Guidance, City Actions
- Public and/or Private Investment
- Development Code
- Capital, Equity or Incentives
Focus on implementation!

- Policy recommendations
- Action items
- Development code
- Design Guidelines or standards
- Incentives
- Special assessment districts
- Tax increment financing
- Capital improvement program
- Bonds or General Fund
- Referenda (sales tax, property tax)
- Public Private Partnerships
- Grants
New Implementation Team

- **Moving from plan to action**
- Oversee Comprehensive Plan implementation
- Ensures consistency with other department plans
- Creates a matrix for all plan recommendations
- **Cost estimates in area plans and/or studies**
- **Annual reports to City Council about progress**
- Identify funding options
- Capital Improvement Program, GIS mapping
<table>
<thead>
<tr>
<th>Number</th>
<th>Action</th>
<th>Responsible Agency</th>
<th>Time Frame</th>
<th>Action Type</th>
<th>Priority Level</th>
<th>Capital Funds Needed (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action T 4.10</td>
<td>Local Financing for Transit</td>
<td>DCP, DOF, ASD, CMO</td>
<td>Mid-term</td>
<td>Program/ organization</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Action T 4.11</td>
<td>Bench and Shelter Standards</td>
<td>PW</td>
<td>Mid-term</td>
<td>Systems/ support</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 4.12</td>
<td>Bench and Shelter Siting</td>
<td>PW</td>
<td>Mid-term</td>
<td>Coordination/ outreach</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 4.13</td>
<td>Transit Stop Design</td>
<td>PW</td>
<td>Short-term</td>
<td>Program/ organization</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>B.5 Pedestrian and Bicycle Circulation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action T 5.1</td>
<td>Sidewalk Inventory</td>
<td>PW</td>
<td>Mid-term</td>
<td>Study/ plan</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.2</td>
<td>Updating Sidewalk Standards</td>
<td>DCP, CAO, PW</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.3</td>
<td>Sidewalk Requirements</td>
<td>DCP, CAO, PW</td>
<td>Short-term</td>
<td>Development regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.4</td>
<td>Sidewalk Funding</td>
<td>PW</td>
<td>Short-term</td>
<td>Program/ organization</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.5</td>
<td>Trail and Path Width</td>
<td>P&amp;R</td>
<td>On-going</td>
<td>Systems/ support</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.6</td>
<td>Bicycle Plan Implementation</td>
<td>PW</td>
<td>On-going</td>
<td>Systems/ support</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.7</td>
<td>Reserved</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action T 5.8</td>
<td>Pedestrian and Bicycle Facilities in Development Regulations</td>
<td>DCP, CAO, PW</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.9</td>
<td>Personal Motorized Modes</td>
<td>PW, P&amp;R</td>
<td>Long-term</td>
<td>Study/ plan</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.10</td>
<td>Pedestrian Crossing Standards</td>
<td>DCP, CAO, PW</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.11</td>
<td>Crosswalk Safety</td>
<td>PW</td>
<td>Long-term</td>
<td>Systems/ support</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.12</td>
<td>Pedestrian Signals</td>
<td>PW</td>
<td>On-going</td>
<td>Systems/ support</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.13</td>
<td>Pedestrian Plan</td>
<td>PW</td>
<td>Short-term</td>
<td>Study/ plan</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Action T 5.14</td>
<td>Railroad Greenway Trails</td>
<td>P&amp;R, DCP</td>
<td>Mid-term</td>
<td>Systems/ support</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td><strong>B.6 Parking Management</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action T 6.1</td>
<td>Large Surface Lots</td>
<td>DCP, CAO</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 6.2</td>
<td>Shopping Center Park and Ride</td>
<td>DCP, CAO, PW</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 6.3</td>
<td>Parking Study Implementation</td>
<td>DCP, CAO</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 6.4</td>
<td>Criteria for Changing On-Street Parking Regulations</td>
<td>PW</td>
<td>Mid-term</td>
<td>Program/ organization</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 6.5</td>
<td>Parking Lot Landscaping</td>
<td>DCP, CAO</td>
<td>Short-term</td>
<td>Development Regulations</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>B.7 Transportation Safety Improvements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Action T 7.1</td>
<td>Street Lighting</td>
<td>PW</td>
<td>On-going</td>
<td>Systems/ support</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Action T 7.2</td>
<td>Crash Analysis</td>
<td>PW</td>
<td>Mid-term</td>
<td>Systems/ support</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>
Annual Progress Reports

- Review annually for emerging issues
- Policies or actions implemented
- Policies or actions to be added or removed
- Update plan every five years
Right Rules, Right Places

Next generation coding
Rethink purpose of codes
Meet demands of future markets
Article 2.4. Additional Housing Patterns

Sec. 2.4.1. Cottage Court

A. Description
A cottage court is a group of small houses centered around a common open space or courtyard. The cottage court limits the scale of each house, providing an opportunity for more affordable units. The central court enhances the character of the area through the provision of consolidated open space. Cottage courts are built on infill sites in established residential neighborhoods or in new neighborhoods. Residents may share common facilities such as open space, parking and storage areas.

B. Districts Allowed In
R-10, RX, OX, MX, CK

C. Building Types Allowed
Detached house, attached house

D. Site Dimensions
D1 Area (min)
D2 Width (min)
D3 Depth (min)
D4 Dwelling units per min site area (max)
D5 Lot area per dwelling unit (min)
D6 Dwelling units per project (max)
D7 Building footprint (max)
D8 Detached accessory structure footprint (max)

E. Internal Courtyard
E1 Area (min)
E2 Width (min)
E3 Additional area per unit (min)
Sec. 2.4.2. Backyard Cottage

A. Description
A backyard cottage is a small self-contained dwelling unit located on the same lot as a detached house but is physically separated from the main house. Backyard cottages typically include a living room, sleeping area, kitchen, and bathroom and have a lockable entrance door. A backyard cottage may be located above garage.

B. Districts Allowed In
R-1, R-2, R-4, R-6, R-10, R-15, NX, CX.

C. Building Types
A backyard cottage is allowed on a lot associated with a detached house provided the lot is at least 4,000 square feet in size.

D. Lot Specifications

<table>
<thead>
<tr>
<th>LOT SIZE</th>
<th>&gt;40,000 sf</th>
<th>39,999 sf</th>
<th>19,999 sf</th>
<th>9,999 sf</th>
<th>5,999 sf</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1 Area (min)</td>
<td>40,000 sf</td>
<td>20,000 sf</td>
<td>10,000 sf</td>
<td>6,000 sf</td>
<td>4,000 sf</td>
</tr>
<tr>
<td>D2 Depth (min)</td>
<td>150'</td>
<td>130'</td>
<td>150'</td>
<td>120'</td>
<td>100'</td>
</tr>
<tr>
<td>D3 Dwellings units per lot (max)</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>D4 Additional on-site parking</td>
<td>1 space</td>
<td>1 space</td>
<td>1 space</td>
<td>1 space</td>
<td>1 space</td>
</tr>
<tr>
<td>D5 Living area (max)</td>
<td>800 sf</td>
<td>800 sf</td>
<td>700 sf</td>
<td>590 sf</td>
<td>450 sf</td>
</tr>
</tbody>
</table>

E. Building Setbacks

<table>
<thead>
<tr>
<th>Setback</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>E1 From primary street (min)</td>
<td>Must be located to the rear of the house</td>
</tr>
<tr>
<td>E2 From side street (min)</td>
<td>20'</td>
</tr>
<tr>
<td>E3 From side lot line (min)</td>
<td>10'</td>
</tr>
<tr>
<td>E4 From rear lot line (min)</td>
<td>10'</td>
</tr>
<tr>
<td>E5 From alley (min)</td>
<td>4' or 20'</td>
</tr>
<tr>
<td>E6 Building separation (min)</td>
<td>35'</td>
</tr>
</tbody>
</table>

F. Height

<table>
<thead>
<tr>
<th>Height</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1 Overall height (max)</td>
<td>25'</td>
</tr>
<tr>
<td>F2 Wall plate height (max)</td>
<td>15'</td>
</tr>
</tbody>
</table>

G. Vehicular Access

From alley or street when no improved alley present.
• Ensure everyone understands the purpose of a comprehensive plan
• Make sure you know the problems you are solving
• Have a vision, communicate your values and set a framework
• You must understand the value of land
• Have a diverse, creative and inclusive engagement process
• Implementation is the most important part of the plan