

What does the 2004 UDC say?

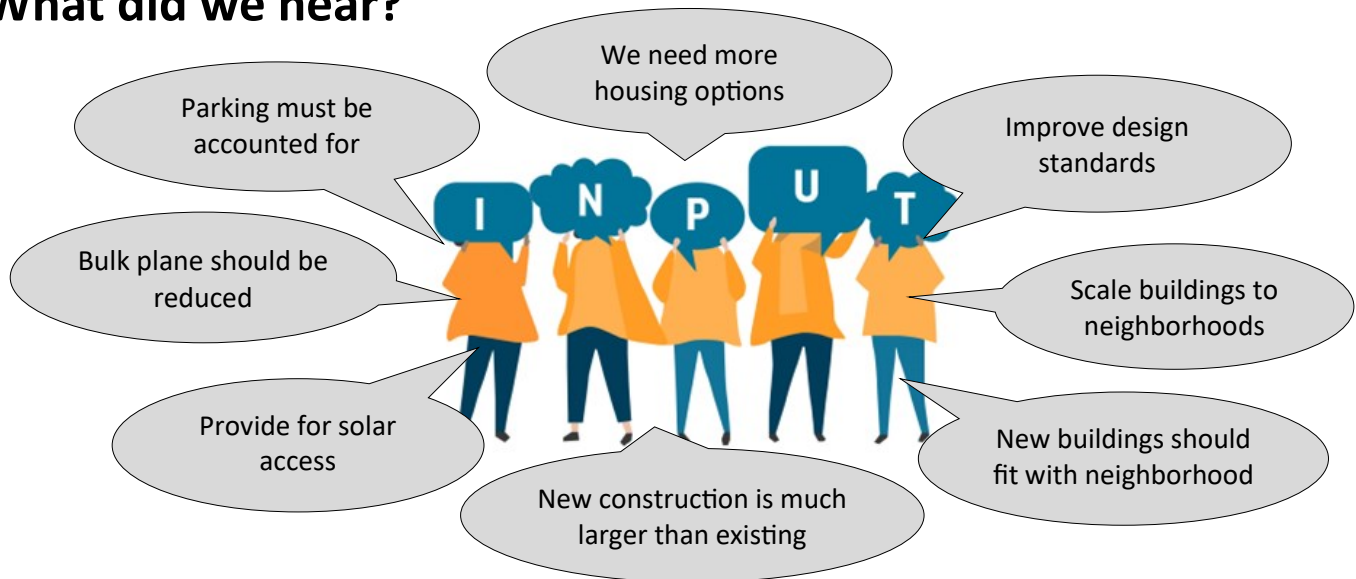
Title 16: Unified Development Code

Limited design standards for new developments and significant redevelopment. They are primarily based on whether vehicular access is granted to the site.

- Minimum lot widths are based on whether the site is accessed from a street or an alley. Access from a street is limited more than from an alley
- Sites that are accessed from a street have additional parking design and location standards
- Bulk plane requirements for residential development of four units and less
- No bulk plane or similar standard for multi-unit developments of five or more units, except for in the Medical zone districts



What did we hear?



What did we discuss?

- Are there alternatives to bulk plane regulations?
- Is a two-tiered approach to bulk plane appropriate?
- How does new development accommodate for solar access of existing development?
- Should street access be prohibited for lots with alley access?
- Do lot coverage requirements, setback requirements, etc. need to be adjusted?
- What other building design requirements can improve the quality and character of housing?



What does CodeNext bring to the table?

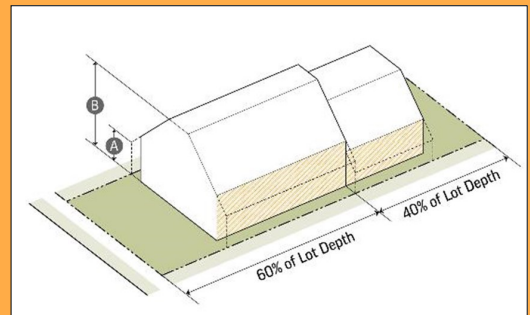
Revised Title 16: Unified Development Code, 2023

- Classifies residential development into four building types based on common characteristics (see multi-unit buildings handout for more info on housing/building types):
 - Detached housing (single family home)
 - Attached housing (townhomes, rowhouses, or paired houses)
 - Multi-unit housing (duplexes, tri-plexes, or quad-plexes)
 - Apartments and mixed-use buildings (neighborhood scaled with a max of 8 dwelling units, moderate scaled with a max of 16 dwelling units, and large scaled developments with no maximum number of dwelling units)
- Updated bulk plane standards replace the existing standards, with no portions being raised
 - Two-tiered bulk plane with lowered rear portion
 - Reduced bulk plane measurement to 15 feet in R-1-C
 - Reduced building heights for all detached houses (R-1, R-2, and MU-R-3 districts), multi-unit houses (R-2 and MU-R-3 districts), and attached houses (R-2 districts)

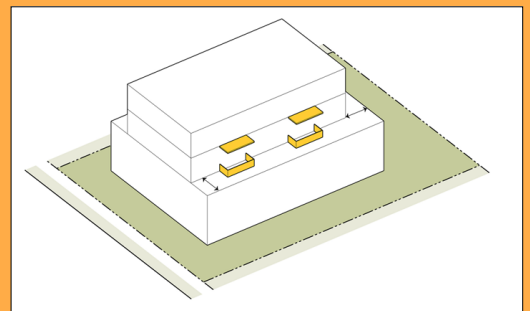
Bulk Plane for One- to Four- Unit Buildings				
		R-1-A & R-1-B	R-1-C	R-2 & MU-R-3
Front 60% of the lot	A	12 feet	15 feet	17 feet
	B	Building Height limits in Table 5-2		
Rear 40% of the lot	A	8 feet	8 feet	10 feet
	B	25 feet	25 feet	25 feet

- New massing and step back approach for multi-unit buildings with five or more units in the R-2 and MU-R-3 districts
 - A ten foot step back is required for all portions of the side and rear of a building above 22 feet from grade
- New Residential Design Standards, including:
 - Requirements for entry features and social spaces (porches, stoops, entry courts, and terraces)
 - Transparency requirements (windows and doors)
 - Façade composition (use building materials, architectural features, and ornamental details to break up wall planes)
- New frontage design standards include:
 - Maximum widths for driveways along the street
 - Requirements that garages are scaled to the width of the lot, and
 - Location requirements for garages that differ depending on the lot having access to an alley or not.

New Massing Standards



Two-tiered bulk plane to replace existing, single-tier, bulk plane standards



The new step-back approach requires the upper floors of multi-unit buildings to be stepped back at least ten feet on all portions of the side and rear sides of a building

