

STATION 1

WELCOME TO THE UDO UPDATE OPEN HOUSE!

PURPOSE & PROCESS

Welcome!

The purpose of this workshop is to gain **YOUR INPUT** on proposed **ZONING DISTRICTS** and **REGULATIONS** for the new Unified Development Ordinance (UDO). What you tell us today will help refine the content and guide new development in the Town.

First, place a sticker on the map in the area of Wake Forest that you live or work.

Then, use the provided sticky notes to comment on the posters at each station.

Don't forget to let us know if you have any questions!

STATION 1 - INTRO

You are here! Identify where you live or work in the Town and learn about the UDO project and current zoning districts & future land use.

STATION 2 - HOUSING

Learn about how the UDO connects to the 2022 Housing Affordability Plan, changes housing standards, including affordability & diversity, and the new residential zoning districts.

STATION 3 - COMMUNITY CHARACTER

Provide your input on community character which involves compatibility & placemaking and design standards as well as zoning districts which focus on historic preservation.

STATION 4 - COMMERCIAL & NON-RESIDENTIAL DEVELOPMENT

Review the new development standards that outline building design, site design, and sign usage along with the related zoning districts.

STATION 5 - TRANSPORTATION

Learn about the updated transportation standards, including transit oriented development, pedestrian mobility, and connectivity and the UDO's connection to the Comprehensive Transportation Plan (CTP).

STATION 6 - ENVIRONMENTAL SUSTAINABILITY

Provide feedback on environmental sustainability standards involving open & community space, conservation subdivisions, stormwater & green infrastructure, parking, energy, tree canopy coverage, and landscaping.

WHERE DO YOU LIVE OR WORK?



THE UDO UPDATE PURPOSE & PROCESS

WHAT IS A UNIFIED DEVELOPMENT ORDINANCE (UDO)?

A UDO regulates how land in a community can be divided, assembled, built upon, and used.

Subdivision: Manage how land is split up or assembled and regulate how public improvements and infrastructure are designed and constructed.

Zoning: Manage how land is developed and used, as well as how it regulates things such as parking, lighting, signage, and landscaping.

WFD3: In addition to the UDO, the Town is updating its manual of standards, specifications, and design, which will be referred to as the WFD3. The WFD3 includes the technical engineering and construction requirements for roadway and infrastructure improvements.

HOW DOES IT RELATE TO THE 2022 COMMUNITY PLAN?

The Community Plan is a policy guide that outlines the necessary actions for the Town to take to achieve the community’s vision for its future. It is designed to serve as a foundation for decision-making for staff, elected and appointed officials, developers, residents, and other stakeholders. Despite the comprehensive breadth of the Plan’s vision, goals, objectives, and recommendations, the Plan is not regulatory in nature. Meaning, that the Plan itself does not have the “teeth” needed to require new development and redevelopment in the Town to align with the community’s vision or the goals, objectives, and recommendations articulated the Plan.

The UDO, on the other hand, are the rules that new development and redevelopment must follow, making them an essential tool in Plan implementation. The primary goal of the UDO update is to align the Town’s regulations with the policy direction established by the 2022 Community Plan and other comprehensive plans. The UDO update will also incorporate best practices and improve user-friendliness.

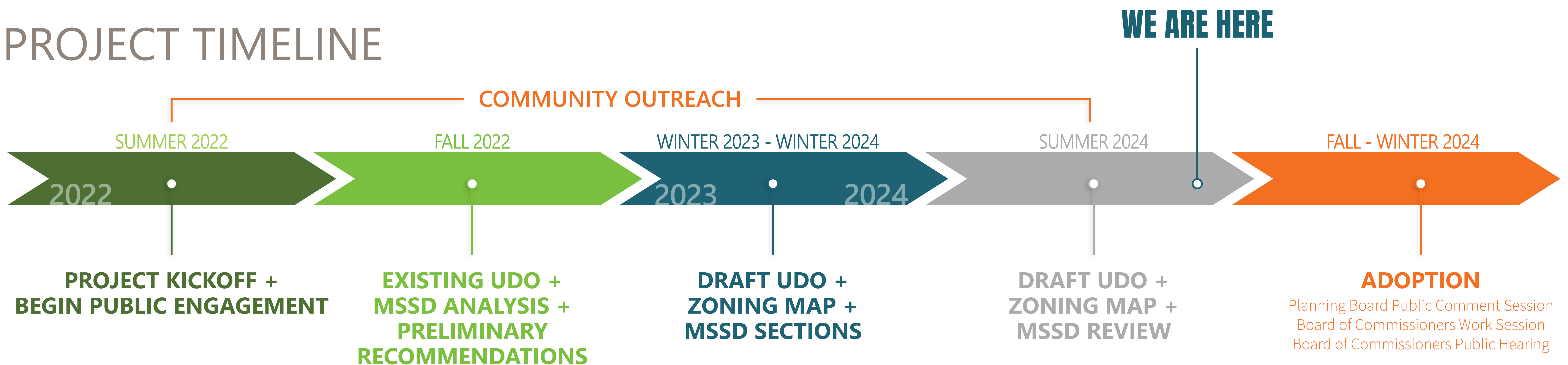
WAKE FOREST

UDO



from *IDEAS* to *IMPLEMENTATION*

PROJECT TIMELINE



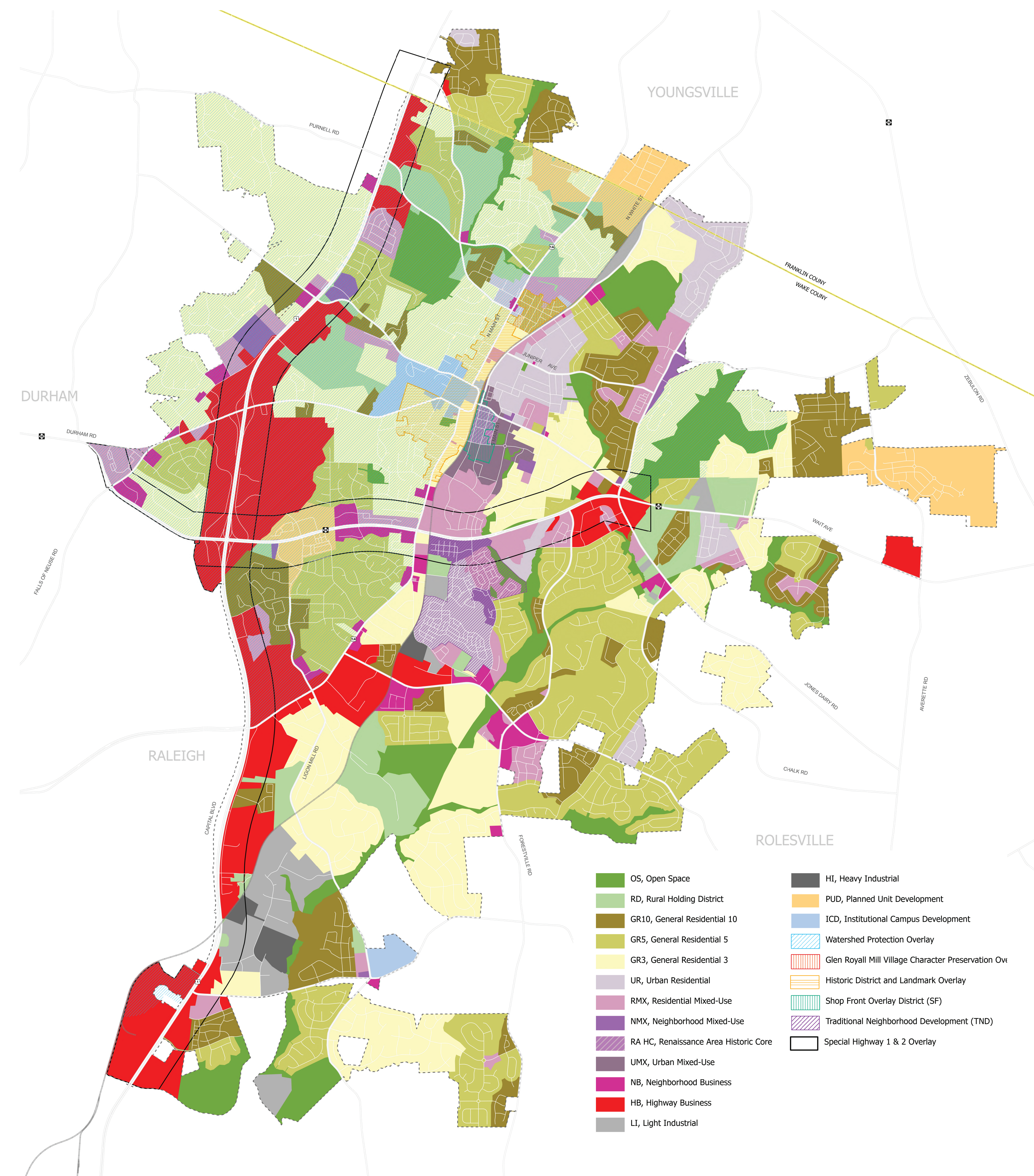
CURRENT ZONING & FUTURE LAND USE

WHY UPDATE ZONING DISTRICTS?

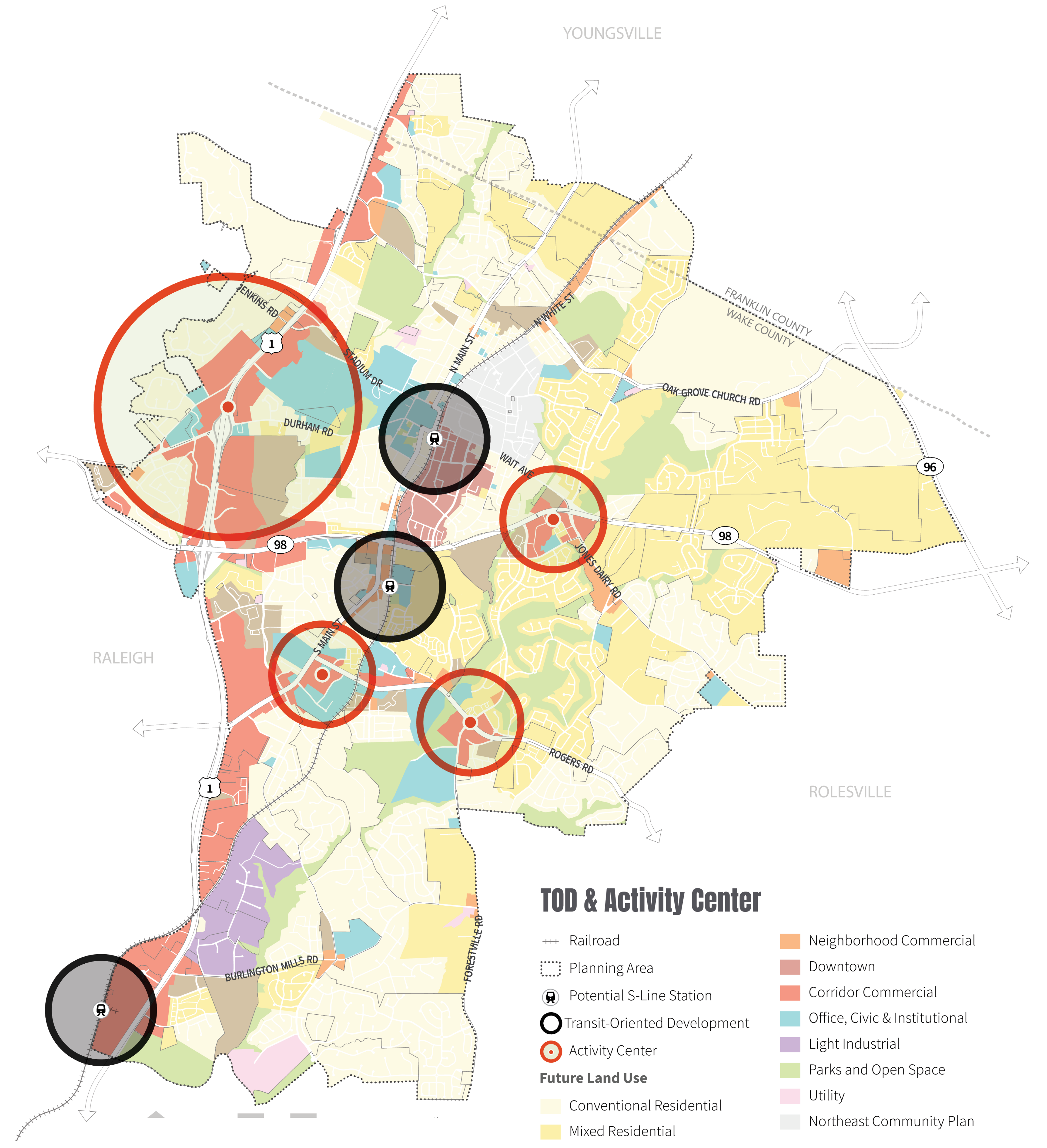
Wake Forest's zoning districts today do not necessarily reflect the type of development envisioned in Town in the Community Plan. To ensure Wake Forest's future land use vision can be realized, changes to existing zoning districts and the establishment of new districts are needed.

At this stage, the proposed zoning map has not yet been developed. The Town is planning to use the feedback received on the zoning districts and uses to inform proposed map amendments, which will be brought to the public for review and refinement later in the process.

CURRENT BASE & OVERLAY DISTRICT MAP

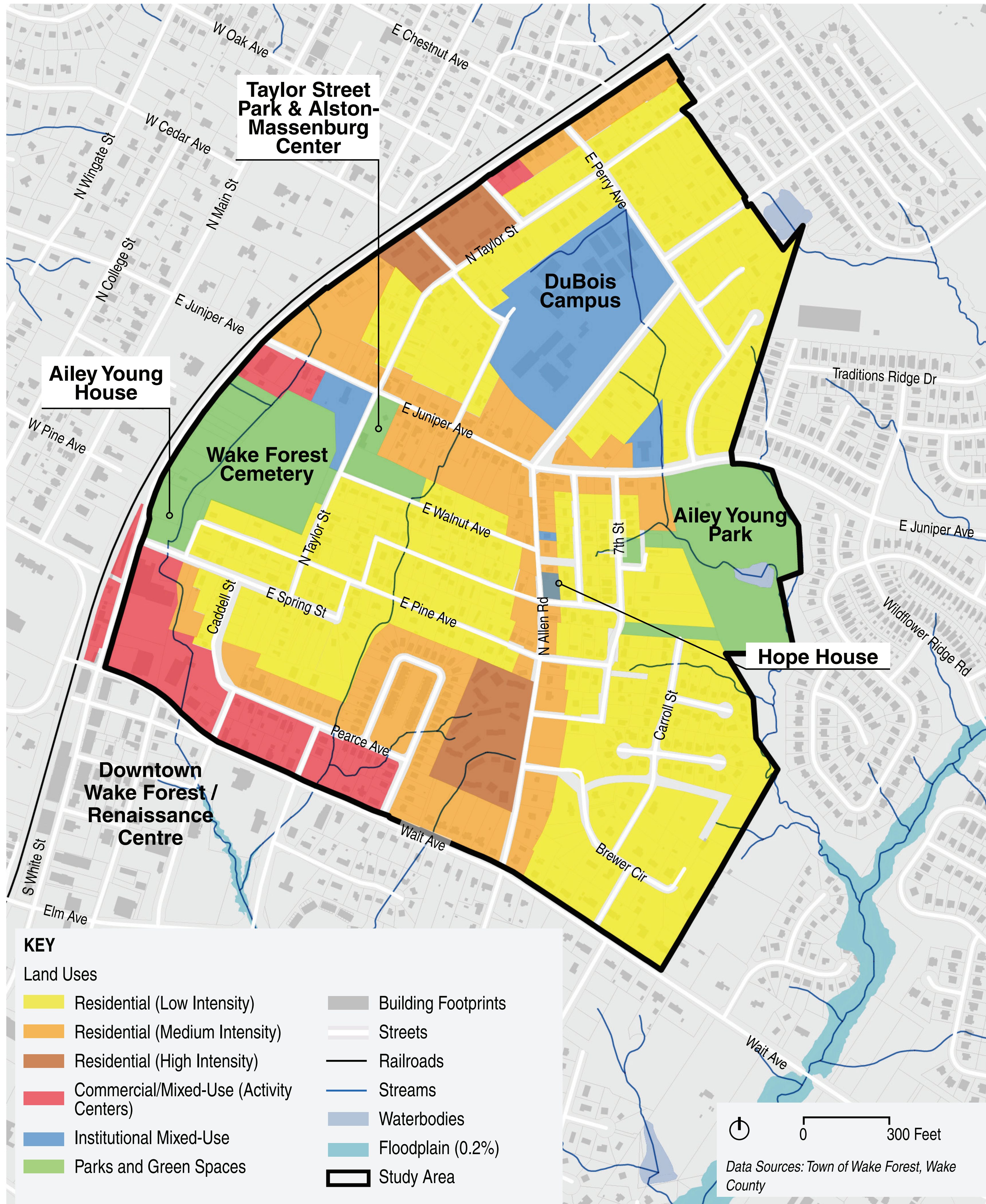


FUTURE LAND USE & TOD/ACTIVITY CENTER OVERLAY MAP

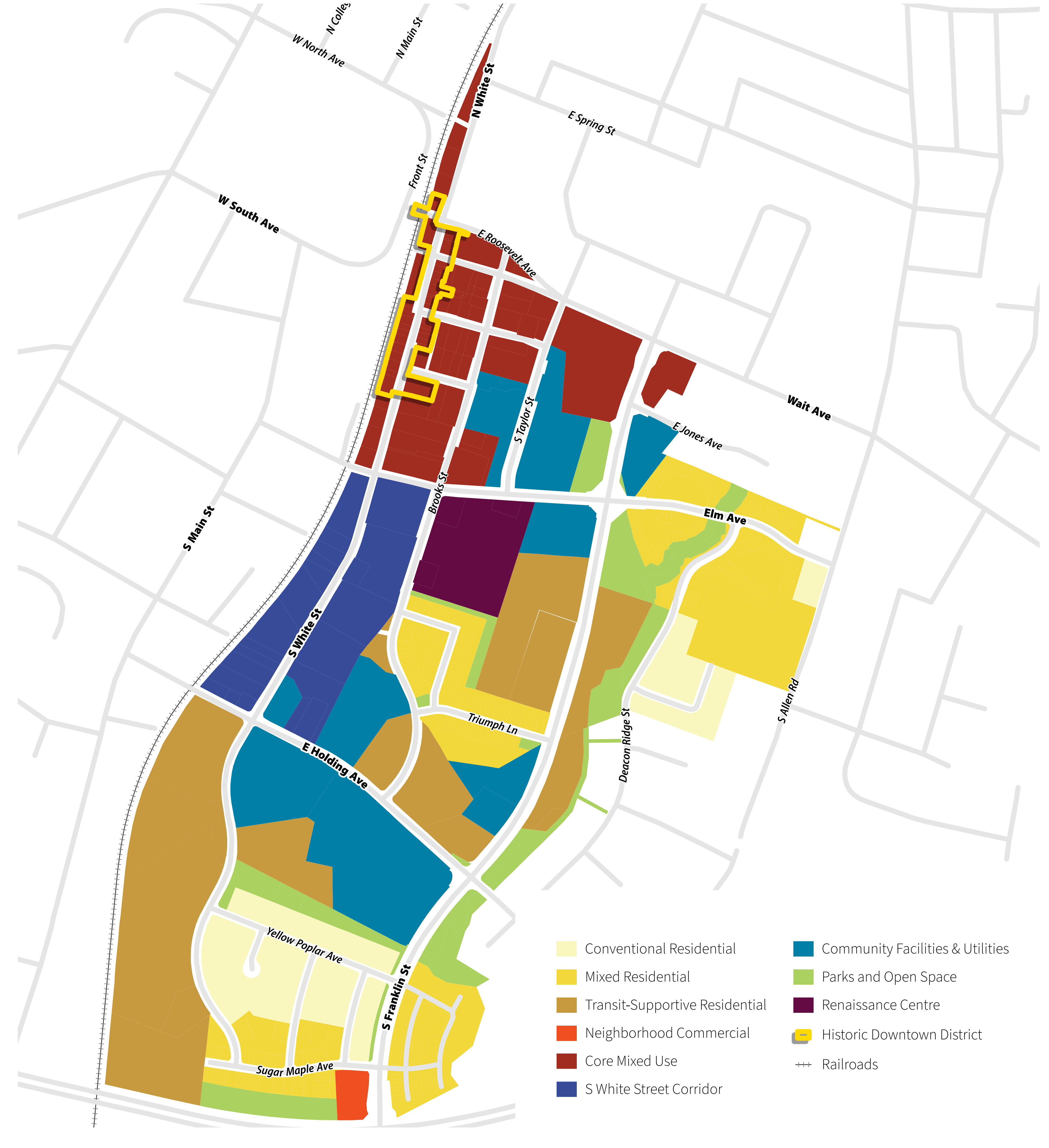


CURRENT ZONING & FUTURE LAND USE

NORTHEAST COMMUNITY PLAN FUTURE LAND USE MAP



COMMUNITY PLAN - DOWNTOWN AREA PLAN



THE UDO CHAPTERS & OPEN HOUSE STATIONS

THE UDO CHAPTERS

Chapter 1: General Provisions:

The first chapter provides an overview of the UDO and its purpose.

Chapter 2: Zoning Districts and Dimensional Standards:

The purpose of this Chapter is to establish the zoning districts of the Town including their purposes, dimensional standards, and allowed encroachments, in order to accomplish the general purposes of this UDO.

Chapter 3: Use Regulations:

The purpose of this Chapter is to establish the allowed principal, accessory, and temporary uses in each zoning district, including how they are regulated (permitted, special use, etc.) and required supplemental standards.

Chapter 4: Lot and Subdivision Standards:

The purpose of this Chapter is to establish criteria for lots and subdivision of real property.

Chapter 5: Building Configuration and Design Standards:

The purpose of these building design standards ensure compatibility with surrounding areas, preserve unique character, create pedestrian-friendly, inspiring places, and promote economic vitality, while encouraging creativity and avoiding obtrusive structures.

Chapter 6: Open and Community Space Standards:

The purpose of this Chapter ensures new developments include accessible community spaces, preserve natural and cultural resources, enhance community character, provide gathering areas, close park service gaps, and expand equity in open/community space.

Chapter 7: Tree Preservation Buffers Landscaping:

This Chapter aims to preserve Wake Forest's character, improve air quality, manage stormwater, mitigate climate change, and minimize off-site impacts like noise, glare, and unsightly views of parking and service areas.

Chapter 8: Fence Wall Retaining Wall and Screening:

The purpose of this Chapter is to regulate the location, design, and maintenance of fences, walls, and berms to allow their use for safety, security, privacy, and screening while preserving Wake Forest's natural topography, maintaining visual harmony, and enhancing community appearance.

Chapter 9: Access and Circulation:

The purpose of this Chapter is to regulate vehicular, transit user, pedestrian, and bicyclist access and mobility.

Chapter 10: Lighting Standards:

The standards set forth in this Chapter are designed to regulate the physical effects of lighting and minimize the negative impact that lighting may have on surrounding properties.

Chapter 11: Utilities Services Impact Fee Standards:

This Chapter establishes the standards for utilities, services, and impact fees to ensure that new developments in Wake Forest are well-integrated with municipal infrastructure and support community resources.

Chapter 12: Natural Resource Protection Standards:

This Chapter covers standards involving erosion and sediment control, flood damage prevention, stormwater management, and watershed protection.

Chapter 13: Sign Standards:

The purpose of this Chapter is to provide a balanced and fair legal framework for design, construction, and placement of signs that preserves the right of free speech and expression.

Chapter 14: Performance and Maintenance:

This Chapter ensures timely completion of required improvements, mitigates development impacts, ensures public infrastructure meets UDO and WFD3 standards, and mandates perpetual maintenance for ongoing quality and performance.

Chapter 15: Nonconformities:

This Chapter aims to align nonconforming properties with current standards, acknowledges property owners' investments, and limits the expansion of nonconforming properties unless it provides significant public benefits.

Chapter 16: Administrative Standards:

The purpose of this Chapter is to establish the application types, review and decision-making processes required to develop land within the jurisdiction of the Town, and the roles of review and decision-making bodies.

Chapter 17: Enforcement:

This Chapter establishes procedures through which the Town seeks to ensure compliance with the provisions of the UDO and obtain corrections for UDO violations. It also sets forth the remedies and penalties that apply to violations of this UDO.

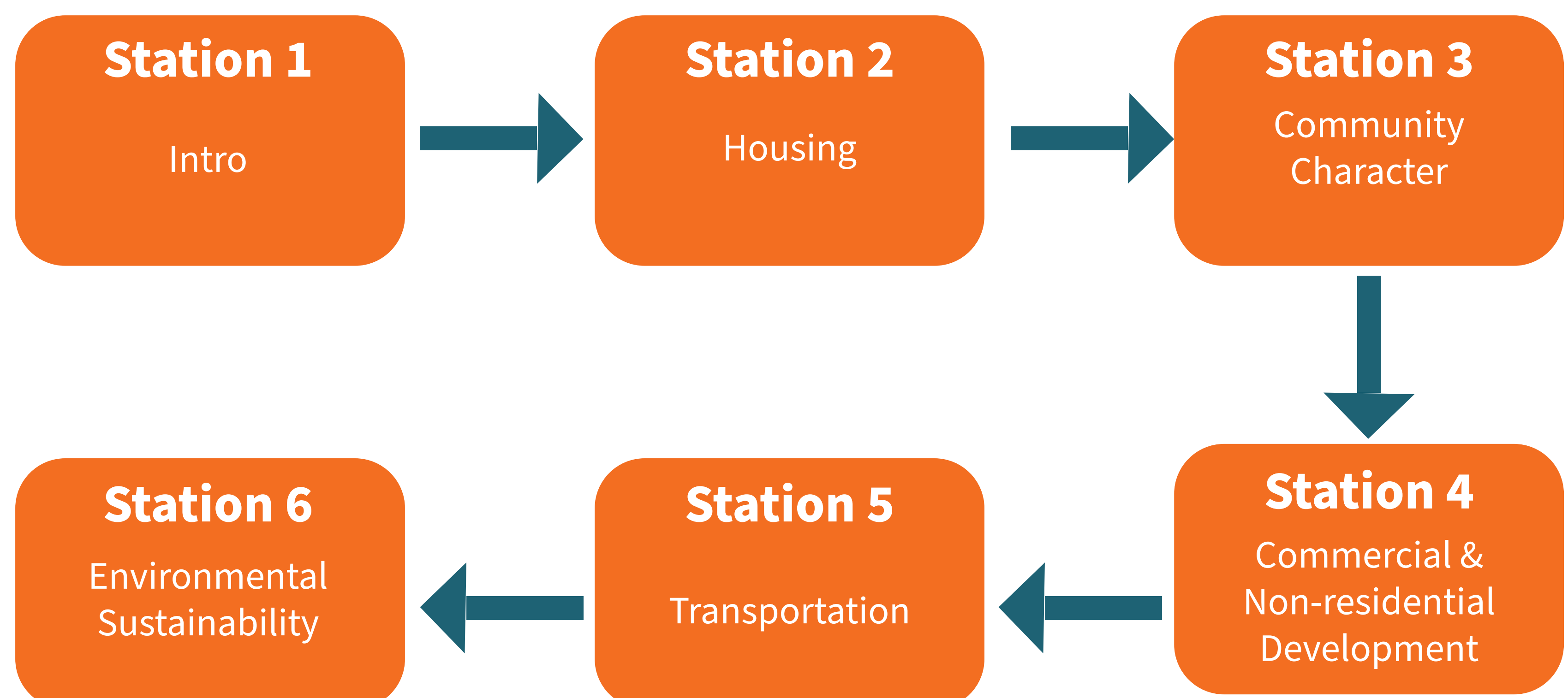
Chapter 18: Definitions:

For the purpose of interpreting this UDO, certain words, concepts, and ideas are defined in this chapter.

OPEN HOUSE STATIONS

The primary goal of the UDO update is to align the Town's regulations with the steps proposed in the 2022 Community Plan, to enact the necessary actions to realize the community's vision for the future. The UDO Update Open House illustrates this alignment through the open house stations which are organized around key concepts from the 2022 Community Plan, including: Housing, Community Character, Commercial and Non-Residential development, Transportation and Environmental Sustainability.

The arrangement around these themes provides an overview of how the UDO integrates and addresses these key concept from the Community Plan.



HOUSING: HOUSING AFFORDABILITY



Adopted - September 20, 2022

HOUSING AFFORDABILITY PLAN

The availability and cost of housing are growing community concerns identified in public engagement as well as Comprehensive Plan goals. In 2022, the Town adopted the Housing Affordability Plan that sets out action items to address these challenges. Some of the plan recommendations include reducing regulatory barriers to housing and incorporating zoning incentives for development of affordable housing.

State legislation limits the ability of local government to require affordable housing, therefore the UDO proposes zoning bonuses as incentives to encourage the production of affordable dwelling units. The affordability levels targeted by the UDO are for households earning 80% or less and 60% or less of the Area Median Income (AMI), which is currently approximately \$122,300.

AFFORDABLE HOUSING BONUSES

- Increased building height for Cottage Home Court development
- Duplexes allowed within Cottage Home Court development
- Additional dwelling units per building for Multifamily development in the Mixed Use Residential (MUR) District
- Increased building height in the Activity Center Overlay (AC-O) and Neighborhood Business (NB) Districts
- Reduced open space and tree retention areas in the Transit Supportive Residential (TSR) District
- Reduced mix of use requirements in the Transit Oriented Development Overlay (TOD-O) and AC-O Districts
- Increased allowable impervious area in the TOD-O and AC-O Districts
- Impact fee waivers

DEFINING AFFORDABILITY

Housing that has a sale price or rental amount that is within the means of a household that may occupy middle-, moderate-, or low-income housing. In the case of dwelling units for sale, housing that is affordable means housing in which mortgage, amortization, taxes, insurance, and condominium or association fees, if any, constitute no more than 30 percent of such gross annual household income for a household of the size which may occupy the unit in question. In the case of dwelling units for rent, housing that is affordable means housing for which the rent and utilities constitute no more than 30 percent of such gross annual income for a household of the size that may occupy the unit in question.

WHAT'S A PUD?

A Planned Unit Development (PUD) is a type of rezoning that is established to achieve high quality, creative, and innovative land planning and site design that furthers the objectives of the Town, but which cannot be achieved through the strict application of the development and design standards of the UDO. The PUD District provides a process by which customized development and design standards may be approved that meet the needs and character of the site specific features and context of the district. PUDs are a legislative process that require public hearings and action by the Board of Commissioners.

TRANSPORTATION COSTS

Transportation costs are an important part of the affordability equation. Locating housing near retail, services, office, and schools can reduce transportation costs. New zoning districts promote less separation between residential and non-residential uses while protecting residents from industrial and auto-oriented uses. For example:

- NB:** upper story residential proposed
- Downtown (DT):** Higher intensity residential uses proposed
- TOD-O, AC-O and PUD:** Required mix of uses proposed
- MUR:** Small-scale commercial proposed
- GR:** Accessory Commercial Units (ACUs) proposed

THE REZONING PROCESS

Another way to encourage community goals is through the rezoning process. One type of rezoning is Planned Unit Developments (PUD). The UDO proposes to set a menu of standards for PUD applicants to demonstrate:

- 1. Senior Oriented & Accessible** – a minimum of 20% of dwelling units and building/site features are accessible (exterior and interior) to persons with limited mobility.
- 2. Affordability** – a minimum of 20% of dwelling units are affordable to households earning 80% or less of AMI or a minimum of 15% of dwelling units are affordable to households earning 60% or less of AMI.
- 3. Environmental Sustainability** – PUD is designed with consideration given to various methods of site design and building location, architectural design of individual buildings, and landscaping design in order to substantially reduce energy, waste and water consumption; enhance local food systems; or improve onsite stormwater management and water quality.
- 4. Other** – Addresses emerging technologies, implements the Tourism or Community Facilities policies in the Community Plan, or a combination of the objectives above.

HOUSING: HOUSING DIVERSITY

NEW ZONING DISTRICTS

GR

General Residential

The General Residential District is established to accommodate a range of housing types that supports the traditional single-family character and form of Wake Forest's established residential neighborhoods. Infill housing, including single-family detached, duplexes, cottages, townhomes, triplexes, and quadplexes, should complement existing single-family detached housing and provide appropriate transitions that preserve the character of existing neighborhoods including massing, orientation, and scale.

NCR

Northeast Community Residential

The Northeast Community Residential District is established to preserve and protect the special character of the Northeast Neighborhood as identified in the Northeast Community Plan. Defining characteristics of the district include single-story, detached homes with front porches and without street facing attached garages.

MUR

Mixed-Use Residential

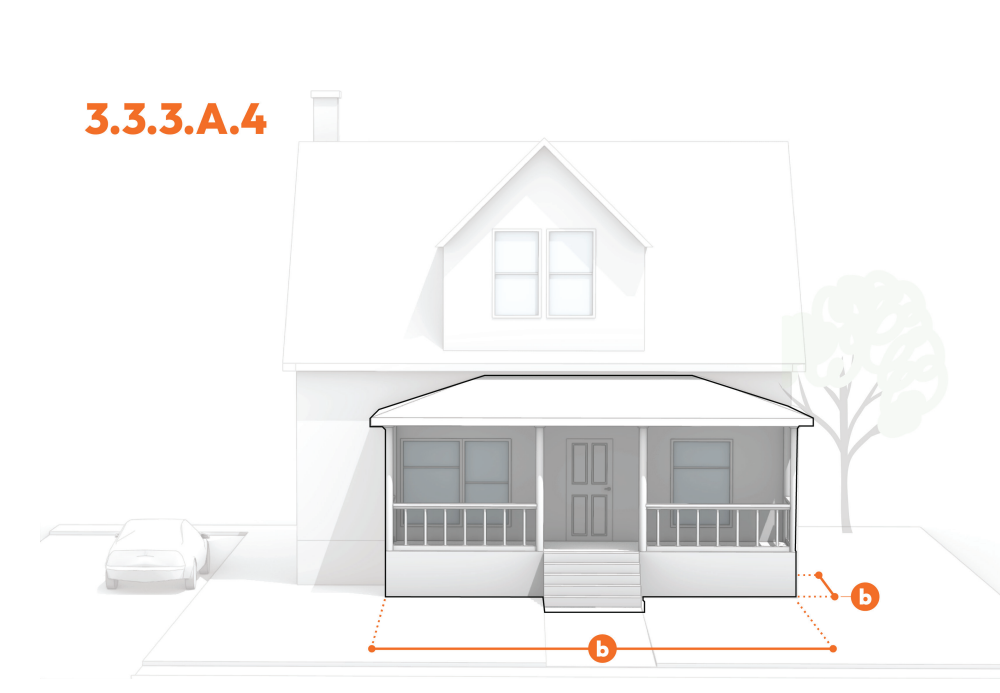
The Mixed-Use Residential District is established to incorporate a broad mix of housing types integrated within neighborhoods. Development in this district is more compact and creates highly walkable neighborhoods. This district also offers limited commercial uses in pedestrian-scaled structures that should be safely and conveniently accessible to nearby residents through the pedestrian and bicycle transportation network. The district should serve as a transition between residential districts and non-residential districts.

TSR

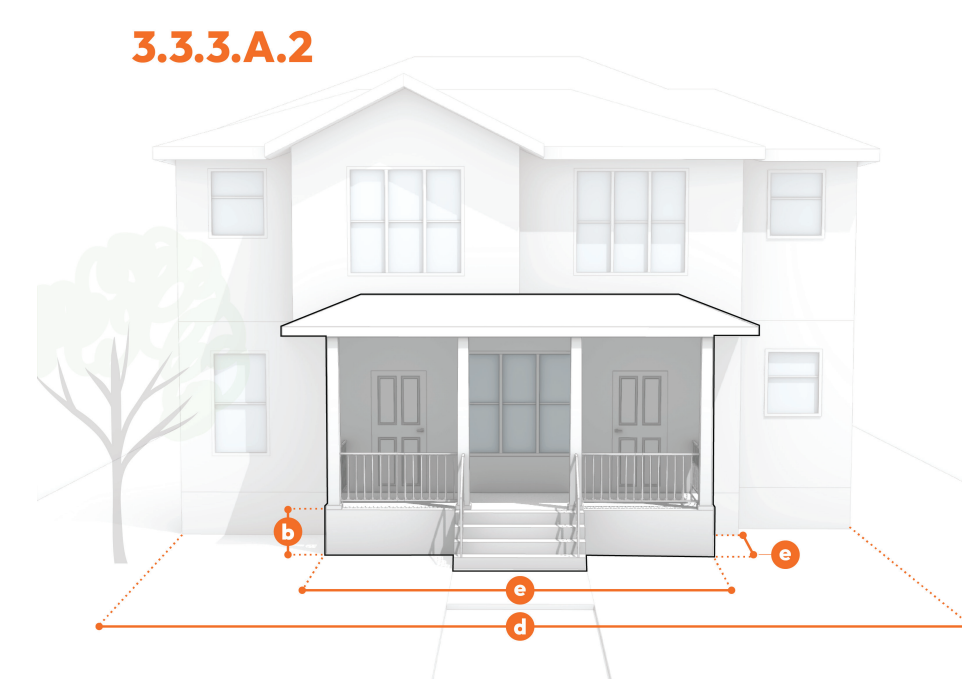
Transit Supportive Residential

The Transit Supportive Residential District is established to accommodate higher intensity residential uses in active, pedestrian friendly environments with proximity to public transportation. Development may include residential and non-residential uses within a single building or development for convenient residential access to amenities, such as commercial, office, and civic uses. Retail and professional office uses should front primary roadways, and residential uses should primarily be located in rear buildings or upper stories. Parking should be located in the rear of buildings to create activated street frontages with enhanced walkability.

HOUSING TYPES



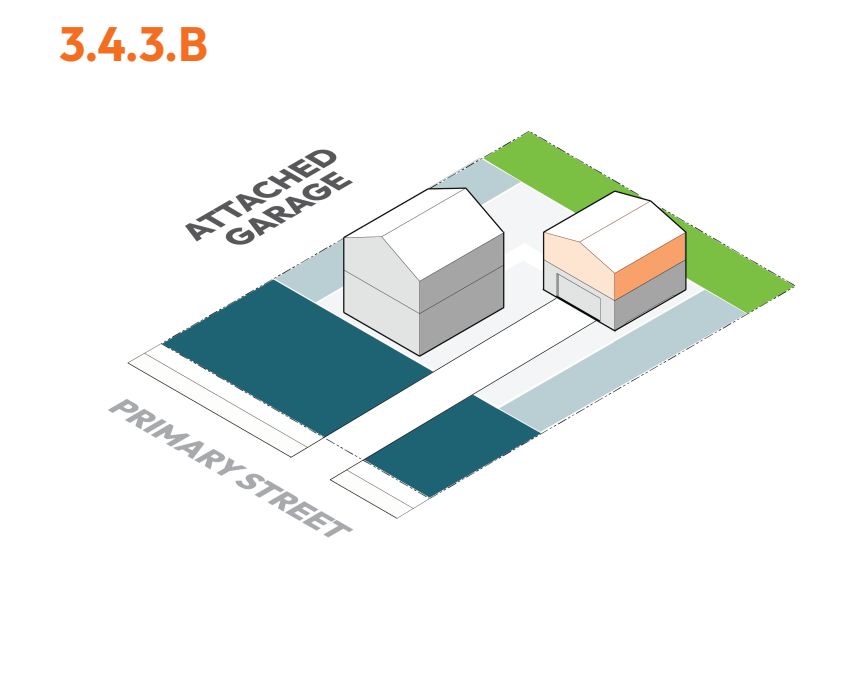
Single Family Detached
GR || NCR || MUR



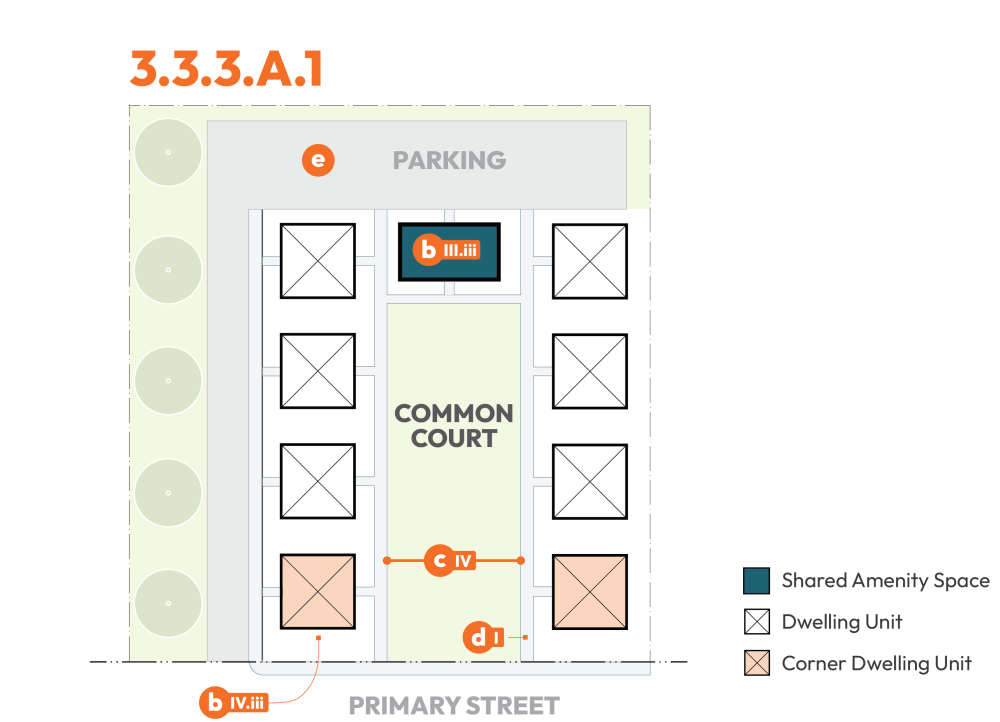
Duplex
GR || NCR || MUR



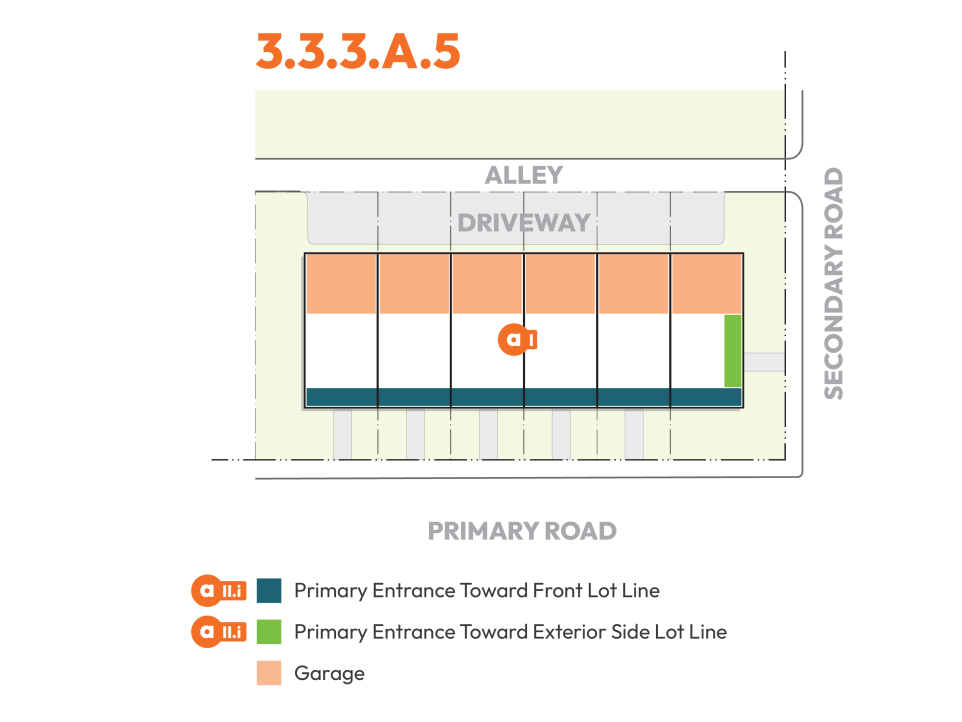
Triplex & Quadplex
GR || MUR



Accessory Dwelling Unit
GR || NCR || MUR



Cottage Home Court
GR || MUR



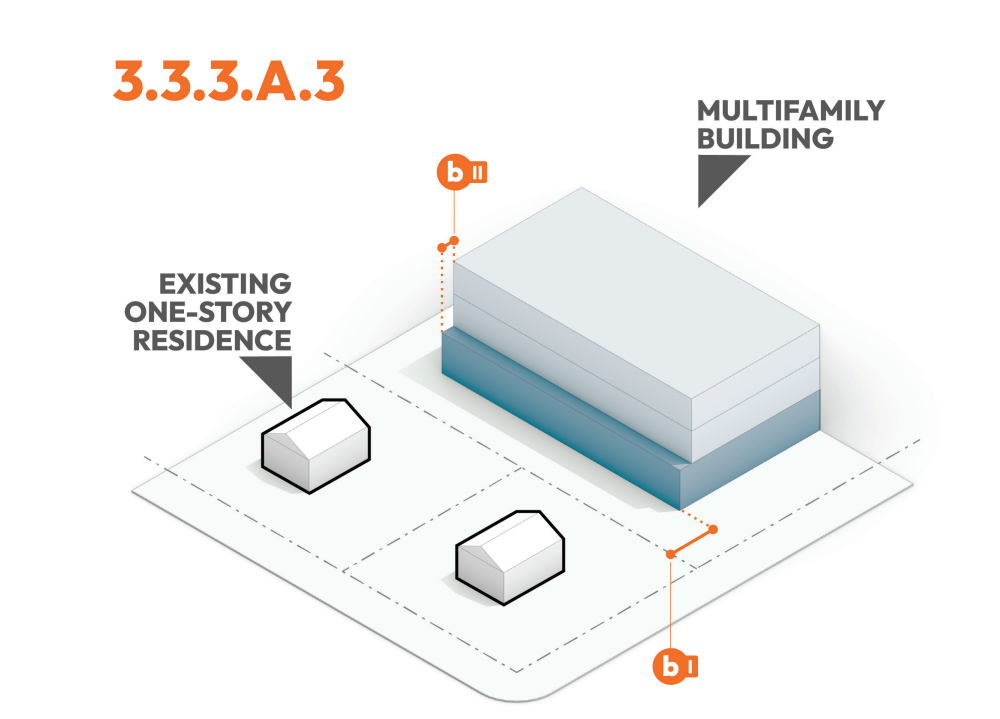
Townhome
GR (C) || MUR || TSR
AC-O || TOD-O



Two Over Two
MUR || TSR || AC-O || TOD-O || DT



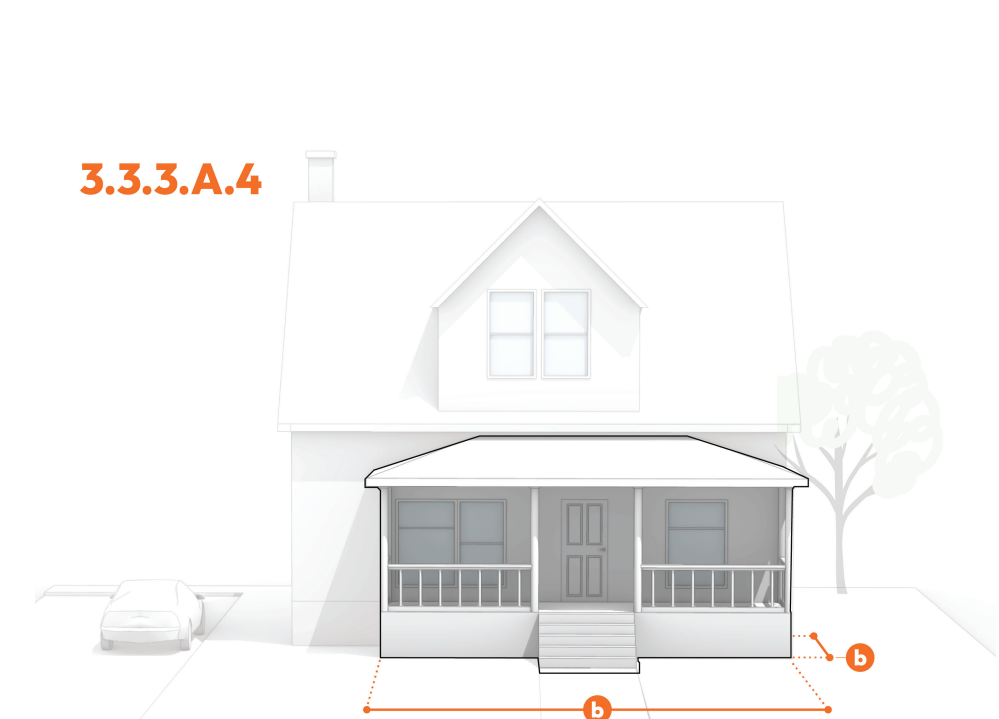
Upper Story Residential
MUR || TSR || AC-O || TOD-O
DT || NB



Multifamily
MUR || TSR || AC-O || TOD-O || DT



Dormitory
CI



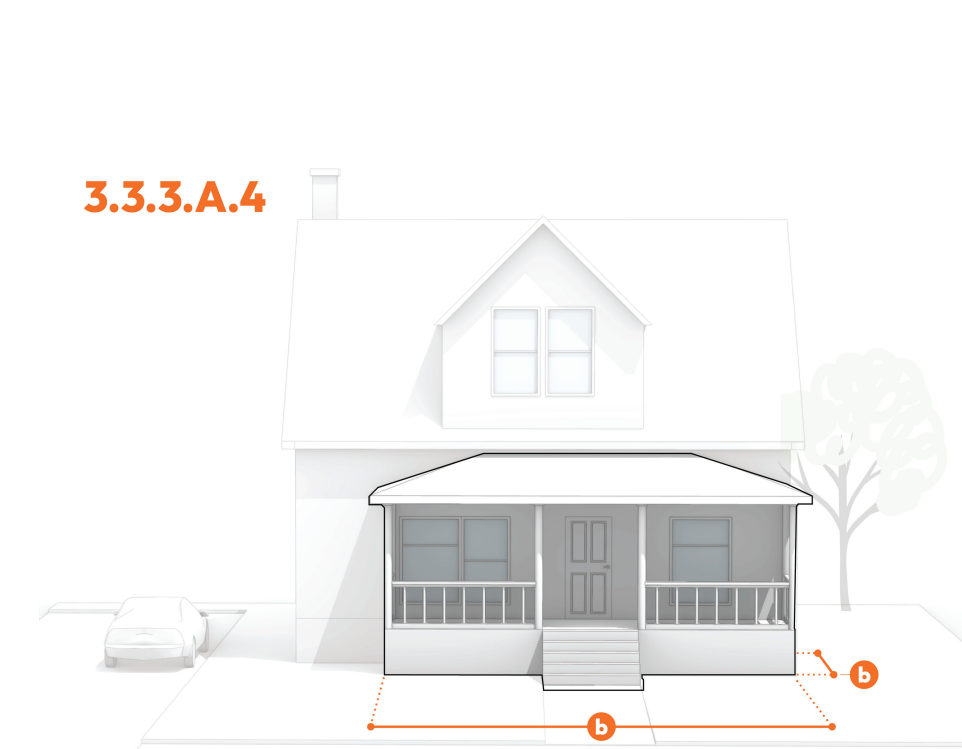
Family Care Home
GR || NCR || MUR



Live-Work
MUR || TSR || AC-O || TOD-O || DT



Manufactured Housing
GR || NCR



Single Room Occupancy
GR



Residential Care Facility
MUR || TSR || CB (C)



Retirement Housing
MUR || TSR || AC-O || TOD-O

COMMUNITY CHARACTER: COMPATIBILITY

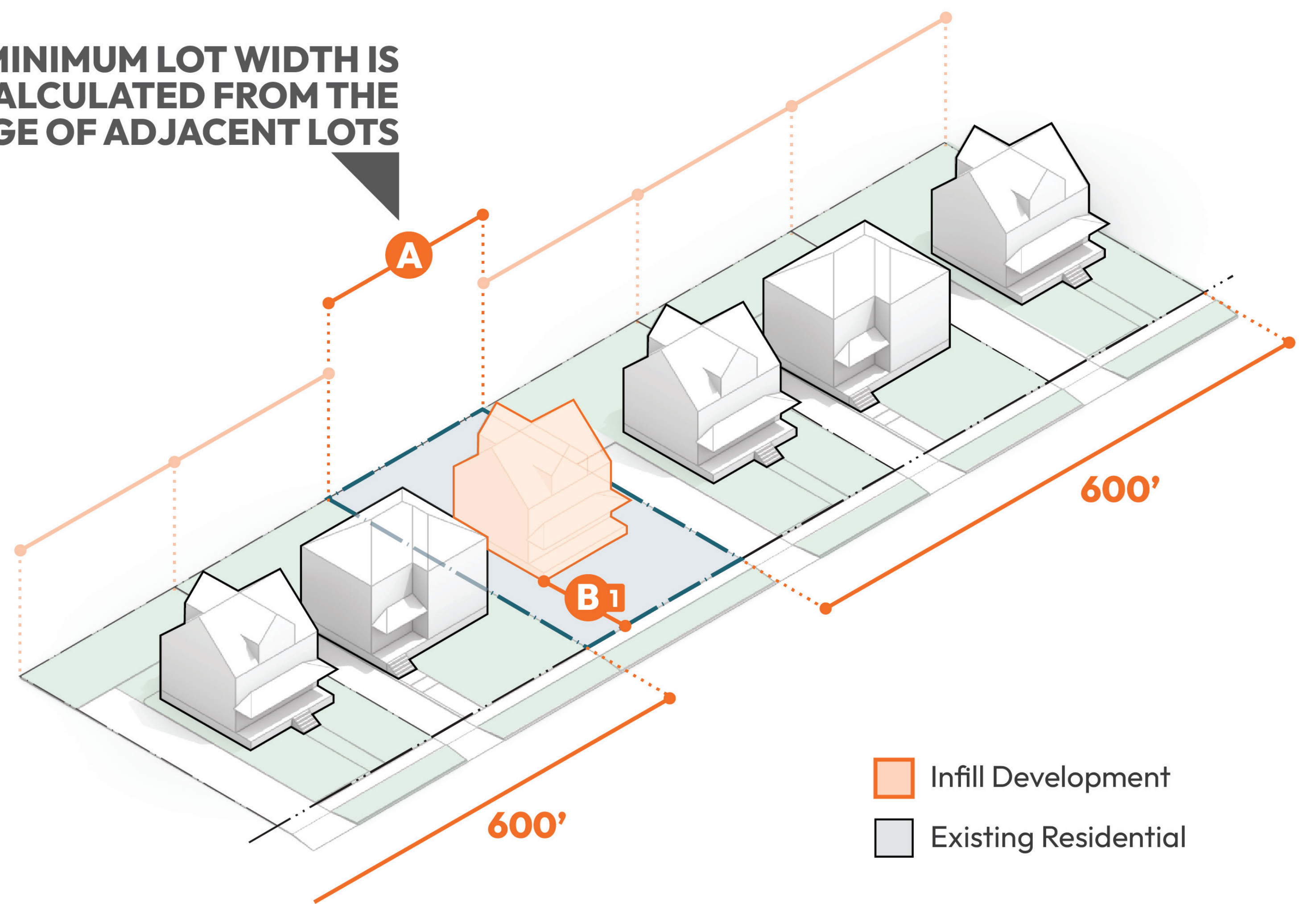
INFILL DEVELOPMENT

Infill development is when a vacant, abandoned, or underutilized property is developed within an area that is largely built out. As identified in the Community Plan, it supports sustainable development by reducing premature outward growth and greenfield development, while promoting land conservation and reinvestment in neighborhoods. Infill fosters efficiency because it utilizes existing infrastructure systems and services for new development. How the new development fits in with the existing surrounding is a common theme within the Community Plan and public input received. Residential infill standards are proposed in the UDO to promote consistent streetscape patterns in existing developed areas.

Applicability: Residential infill development in the GR, NCR, LH-O and MV-O Districts

Proposed Standards: Front and street side setbacks and minimum lot widths required to match averages of lots on the same side of the street within 600 linear feet.

MINIMUM LOT WIDTH IS CALCULATED FROM THE AVERAGE OF ADJACENT LOTS



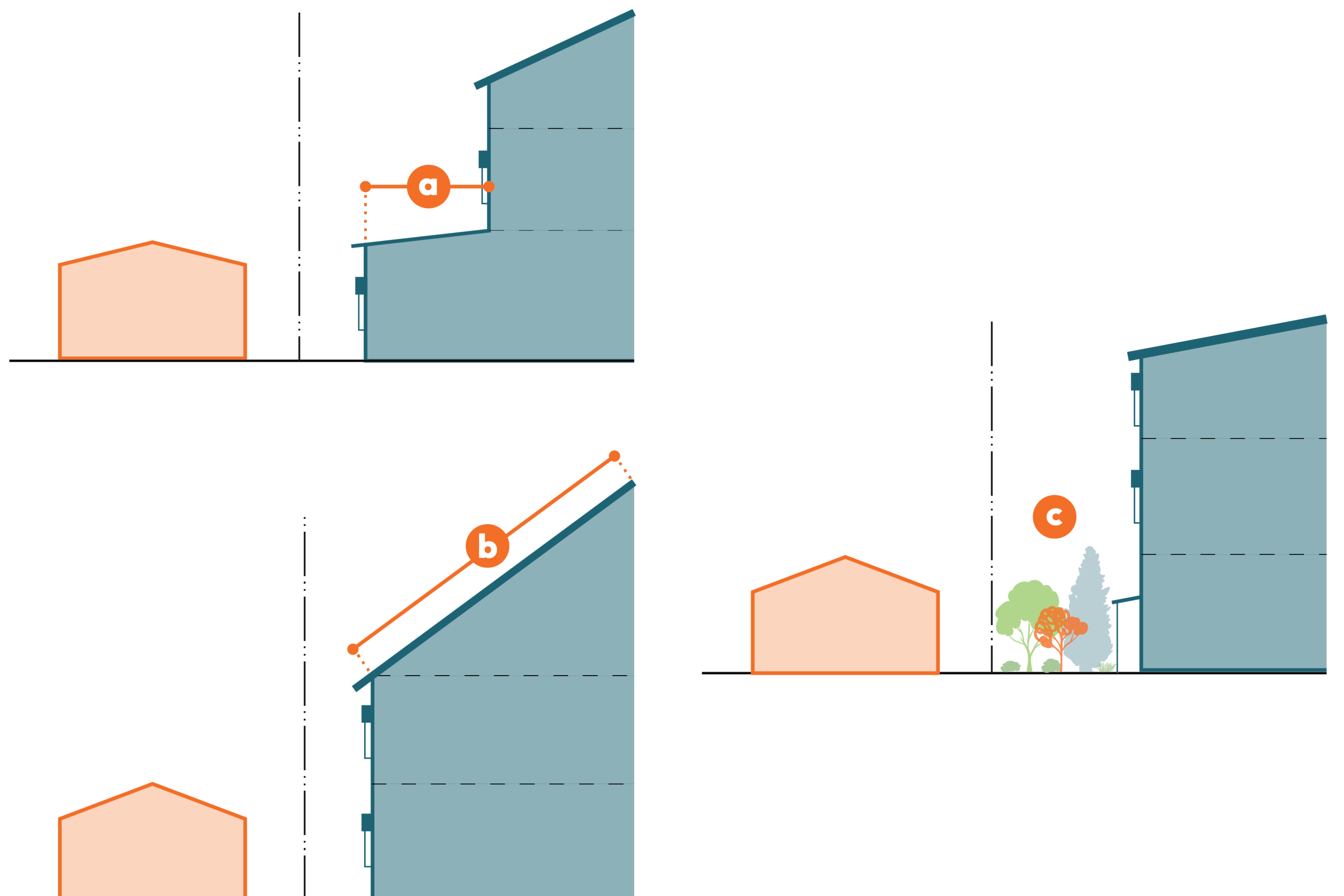
INFILL DEFINED

Development that meets the following qualifiers: 1) a development site less than five acres in area; 2) development on a street that is 80 percent or more built out within 600 linear feet of the subject lot and; 3) development on a lot with existing water mains along the development site frontage or that was platted more than 20 years prior to the adoption of this UDO and not developed.

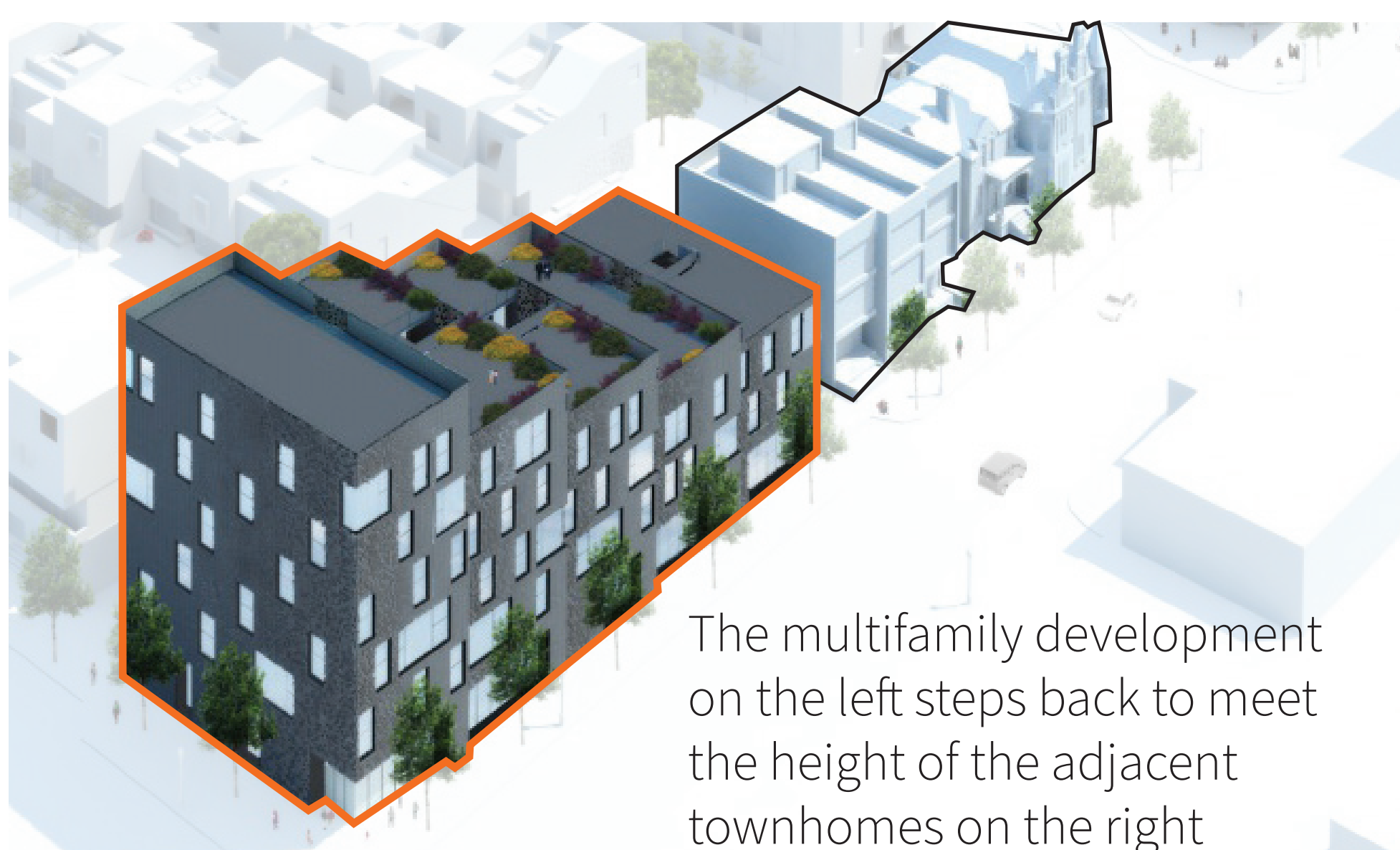
HEIGHT & USE TRANSITIONS

Required height and use transitions are proposed adjacent to areas with established or historic neighborhoods.

- Buildings proposed more than one story greater than adjacent buildings within the NCR District, Historic White Street Downtown Subdistrict, and the Local Historic-Overlay District require height transition provisions to reduce the impact of the additional height (see image to left).
- Except for the Corridor Business (CB) District, buildings four stories or greater in any other district are proposed to require building step backs on upper stories to reduce mass and bulk of the buildings
- Multifamily development proposed within 50 feet of one story Single Family Detached or Duplex uses require building step backs after the first floor
- Townhome developments within the GR and MUR Districts proposed adjacent to existing Single Family Detached uses are proposed to require incorporation of Single Family Detached uses within the development as a transition.



- Applicable Property in: LH-O / NCR Districts, or a building on the State Study List or National Register of Historic Places
- Subject Property



The multifamily development on the left steps back to meet the height of the adjacent townhomes on the right

COMMUNITY CHARACTER: PLACEMAKING & DESIGN

HISTORIC PRESERVATION

LH-O Local Historic Overlay District

The Local Historic Overlay District is established to protect designated local historic landmarks and local historic districts in Wake Forest and to require review of applications for Certificate of Appropriateness and ensure the preservation of the special character of historic properties, buildings, structures, and districts in the community.

MV-O Mill Village Overlay District

The Mill Village Overlay District is established to preserve and protect the historic and unique characteristics of the buildings, structures, and neighborhood contained within the Glen Royall Mill Village National Register Historic District. This includes promoting traditional development patterns and continuity of the streetscape to reduce conflict between new construction and existing development. The overlay district seeks to protect the charm of this neighborhood originally constructed as housing for mill workers.

DT Downtown - Historic White Street Subdistrict

The Downtown – Historic White Street Subdistrict is established to preserve the Downtown Wake Forest National Register Historic District. The subdistrict contains historically significant buildings that contribute to Downtown’s historic character and heritage. The historic character of the buildings and the subdistrict should continue to be preserved by implementing the Secretary of Interior’s Standards for Rehabilitation to renovations. Redevelopment in this area should complement and enhance the character of existing historically significant structures through the setbacks, scale, massing, and materials utilized. A wide variety of commercial and entertainment uses that encourage activity both during the day and in the evening should be supported.

Demolition Requirements

All historic structures within the Wake Forest jurisdiction, regardless of location or district, are evaluated prior to approval for demolition. Historic structures of significance require review by the Historic Preservation Commission (HPC) through the Certificate of Appropriateness (COA) process. Under state law, demolition cannot be denied but can be delayed up to one year. The intent is to allow time to pursue other preservation options. The process also requires materials be available for salvage if demolition occurs.

Historic Preservation Highlights

- Open and Community Space activation credit is granted for preserved and/or restored historic structures.
- Cemeteries are credited as required open space.
- Open space is encouraged to be located adjacent to land in the LH-O District, on the state study list, or National Register of Historic Places.
- Land area that is designated or in the process of becoming designated as a local landmark or is in the process of getting on the state study list or National Register of Historic Places is exempt from the required community space.
- Cemetery protection standards are proposed in the UDO.

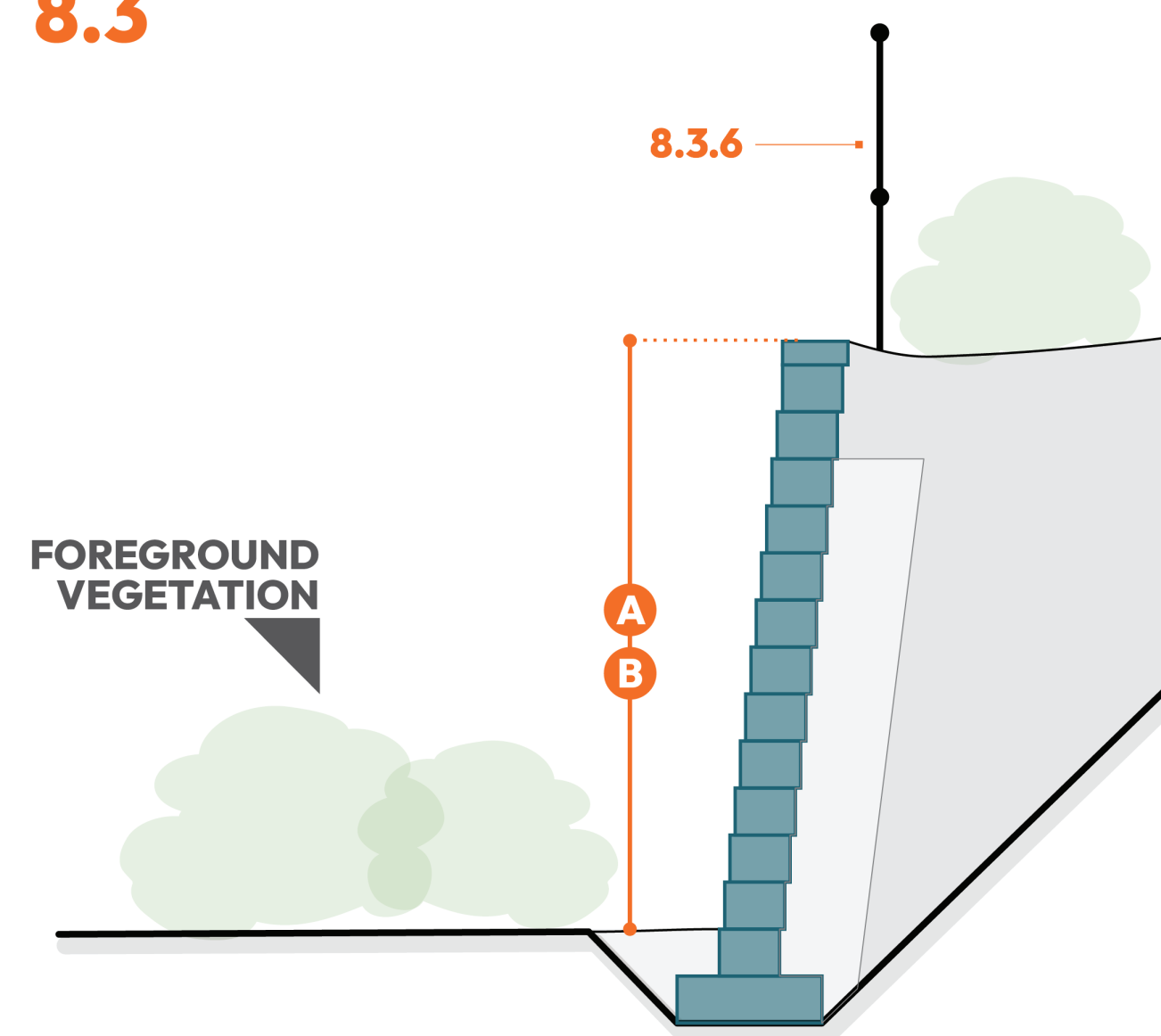
DESIGN

During the Community Plan and UDO engagement, retaining walls have been a frequently mentioned area of concern. The new UDO proposes to include retaining wall standards to reduce the visual impact of retaining walls and encourage development to work with the natural topography of sites. These include maximum wall heights, required terracing and required vegetation.

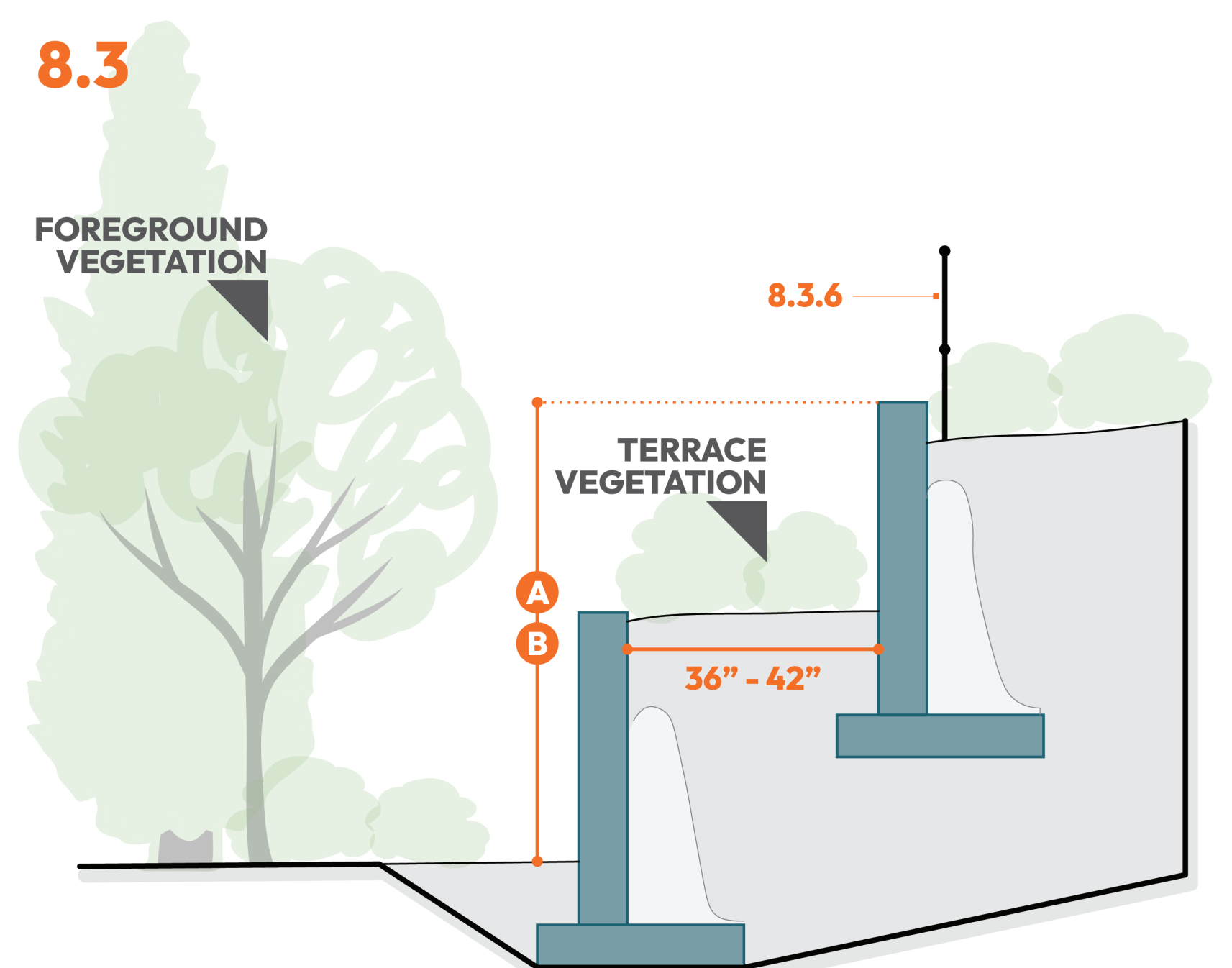
Additionally, areas with naturally steep slopes are encouraged to be preserved as open space, and maximum allowable area of disturbance is proposed.

Building entries are proposed to be required within 5 feet of the vertical grade of the adjacent sidewalk in the public right-of-way or the primary internal drive.

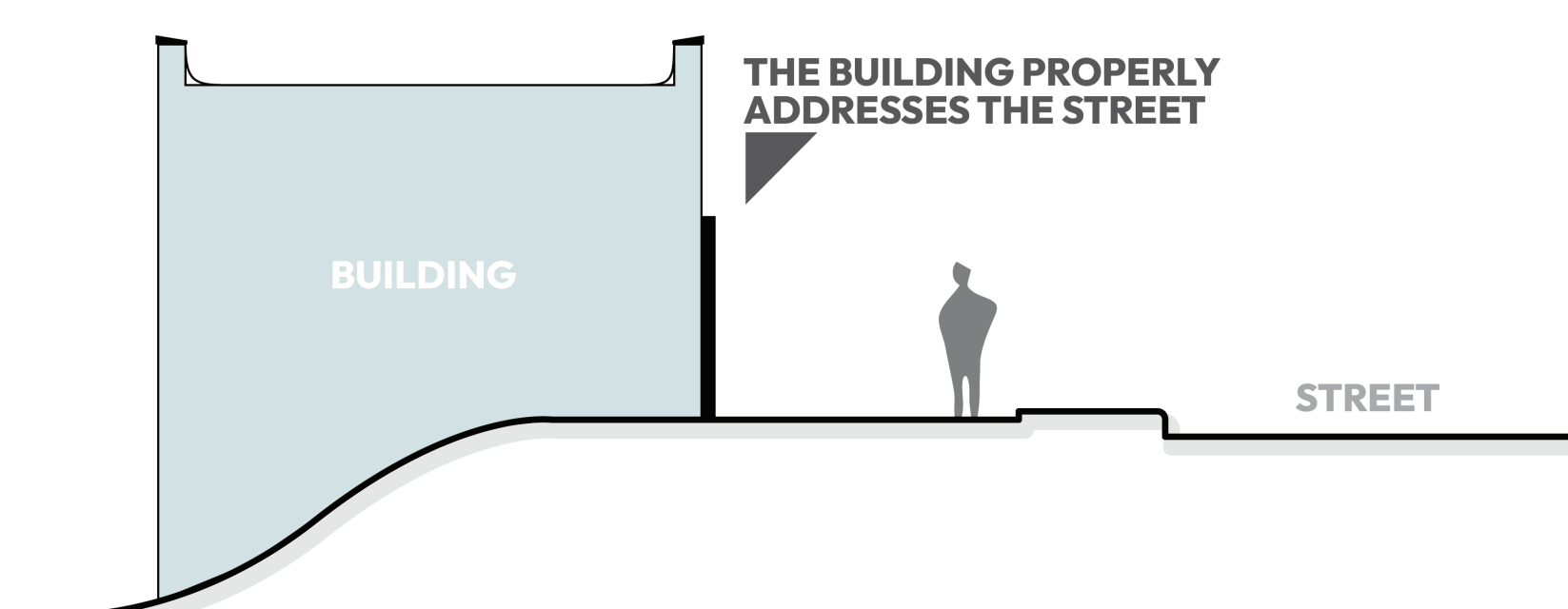
8.3



8.3



5.4.2.A



PUBLIC ART

Public art is of community interest, which is also a recommendation for placemaking within the Community Plan. Public art is highlighted in the UDO through building design wall treatment options, credit for activating open and community space, and a utility box screening option.

COMMERCIAL & NON-RESIDENTIAL DEVELOPMENT: SITE & BUILDING DESIGN

NEW ZONING DISTRICTS

NB Neighborhood Business

The Neighborhood Business District is established to accommodate small and moderate scale, local serving non-residential nodes that provide surrounding residents with convenient access to day-to-day goods and services. Development in this district should be compact and pedestrian oriented, provide multimodal connectivity to surrounding development, and may include vertical mixed-use buildings with ground floor non-residential uses and upper floor.

CB Corridor Business

The Corridor Business District is established to accommodate larger scale non-residential uses that serve Wake Forest residents as well as the surrounding region. This district should be located at highly visible and accessible locations along major roadways to facilitate convenient access and minimize traffic congestion while supporting multimodal transportation options through internal and external site connections.

DT Downtown

The Downtown District is established to accommodate the sensitive continuation of historic White Street and intensification of development in the surrounding area. Recognizing the varying character of the Downtown, subdistricts are established to accomplish specific objectives, such as historic preservation and residential transitions with the overall goal to further enhance walkability and streetscape vibrancy and to offer Downtown living choices that support area businesses.

IND Industrial

The Industrial District is established to accommodate facilities involved in the manufacturing, processing, storage, and distribution of goods and materials; telecommunication facilities; research centers; life sciences facilities; and flex spaces that support employment opportunities. Development in the IND district should feature large-scale, typically single-story buildings that produce minimal outdoor activity and are concentrated in campus-style industrial parks located near major roadways.

CI Civic & Institutional

The Civic and Institutional District is established to accommodate larger scale public or semi-public uses, municipal facilities, educational facilities, and noncommercial places of assembly. This district should be located near residential uses to serve the community while also ensuring sufficient vehicular and pedestrian access is provided.

AC-O Activity Center Overlay

The Activity Center Overlay District is established to accommodate unique focal points of the community where residents gather, socialize, live, work, and shop. Activity centers should include a wide variety of uses in a pedestrian-scaled environment that enhances quality of life, fosters creative placemaking, and provides living experiences unique to Wake Forest. It is the intent and purpose of this district to protect areas for commercial development and the generation of property tax revenue from the encroachment of nontaxable bodies including non-commercial places of assembly as defined in this UDO.

TOD-O Transit Oriented Development Overlay

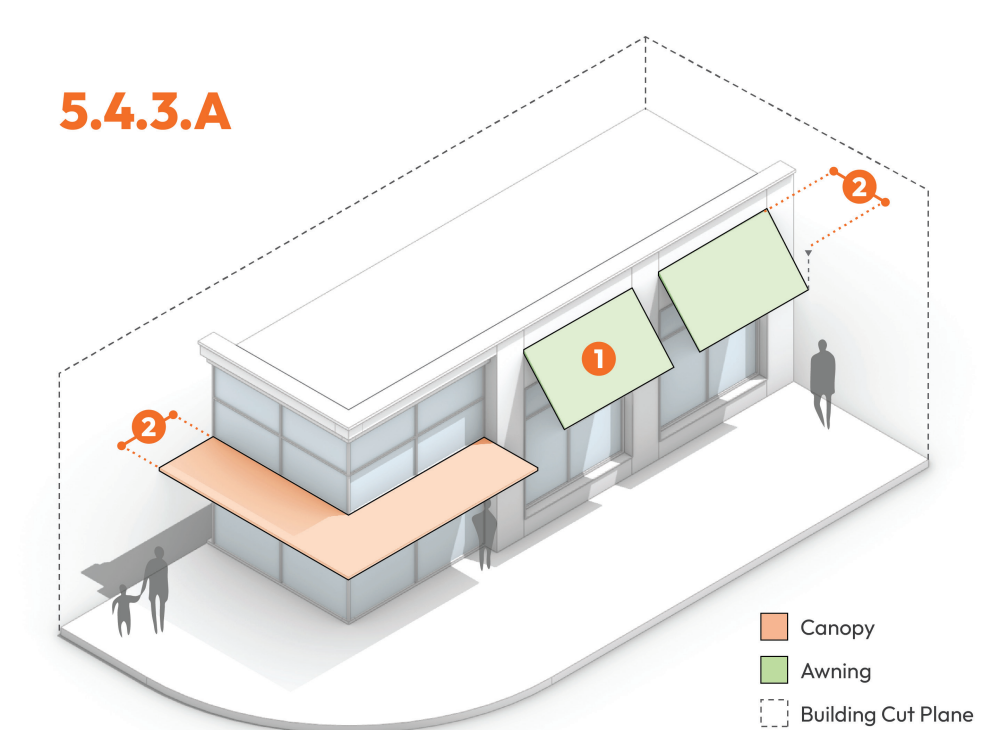
The Transit Oriented Development Overlay District is established to accommodate higher density residential development and greater mix of uses in proximity to transit stations in order to increase access to transit services; promote walkable, active environments; and support multimodal transportation. Recognizing the unique character of transit-oriented areas throughout Wake Forest, subdistricts are established to adequately address topics such as historic preservation, residential transitions, and environmental conditions. It is the intent and purpose of this district to protect areas for commercial development and the generation of property tax revenue from the encroachment of nontaxable bodies including non-commercial places of assembly as defined in this UDO.

BUILDING & SITE DESIGN

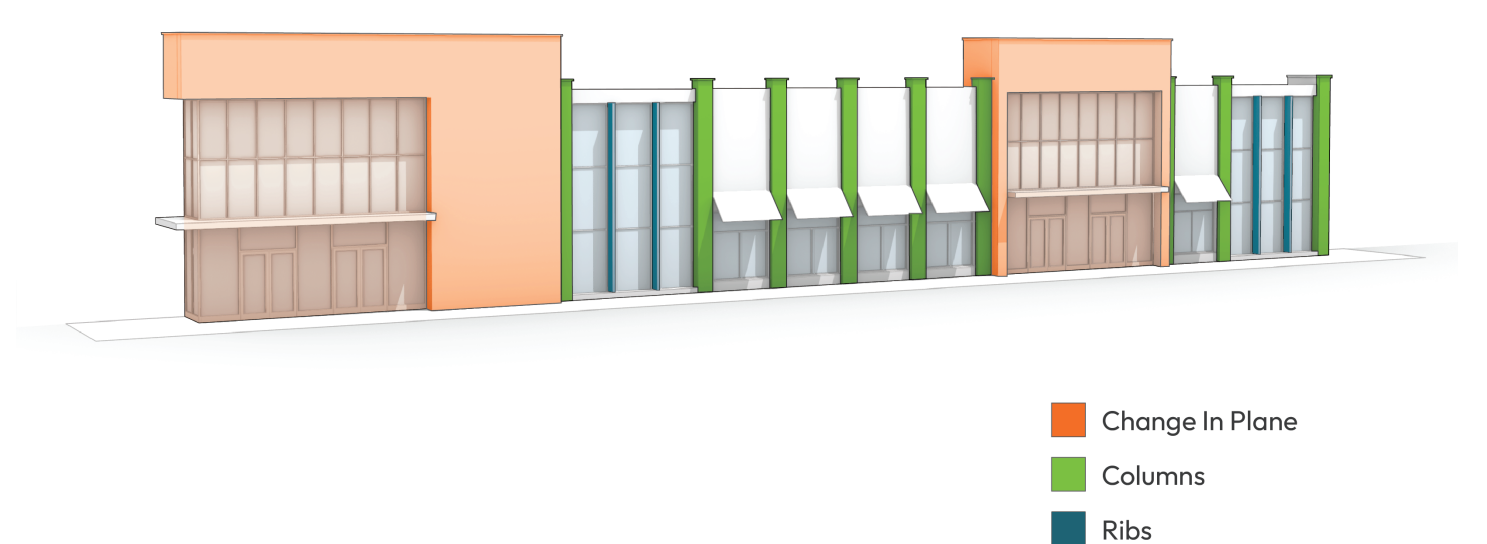
Building Design

The UDO proposes to continue to require strong design standards through the use of:

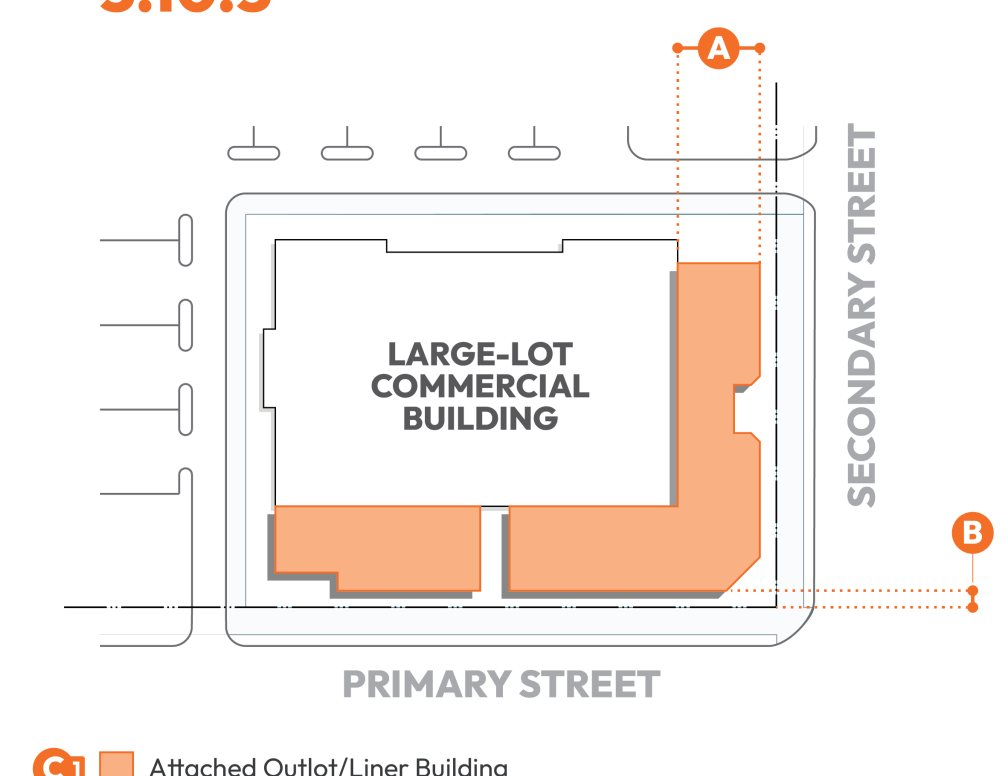
- High quality building materials
- Inviting window glazing
- Entryway design
- Façade design and articulation
- Roof design standards
- Outlot and liner buildings of large retail sites



5.5.2.B



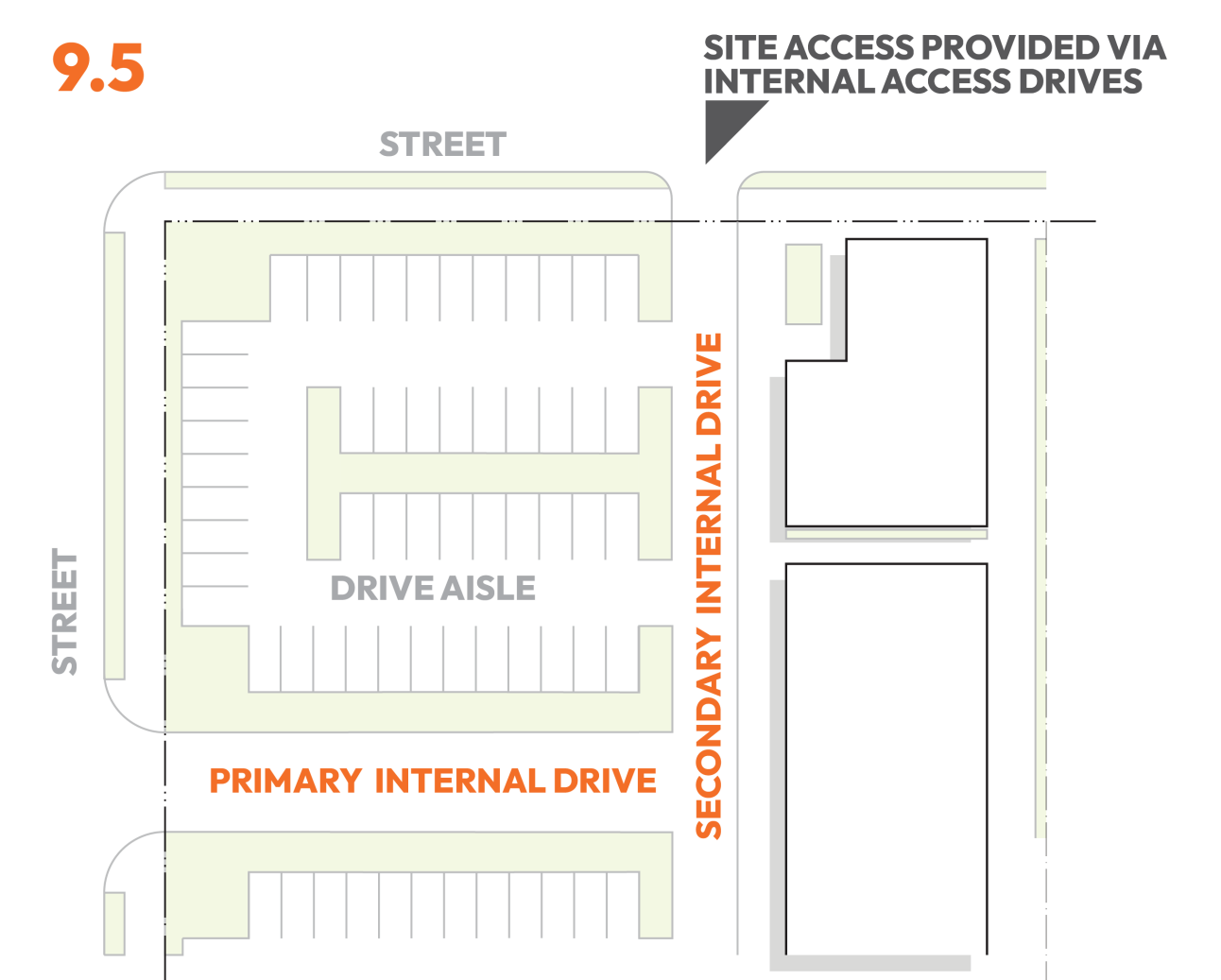
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Site Design

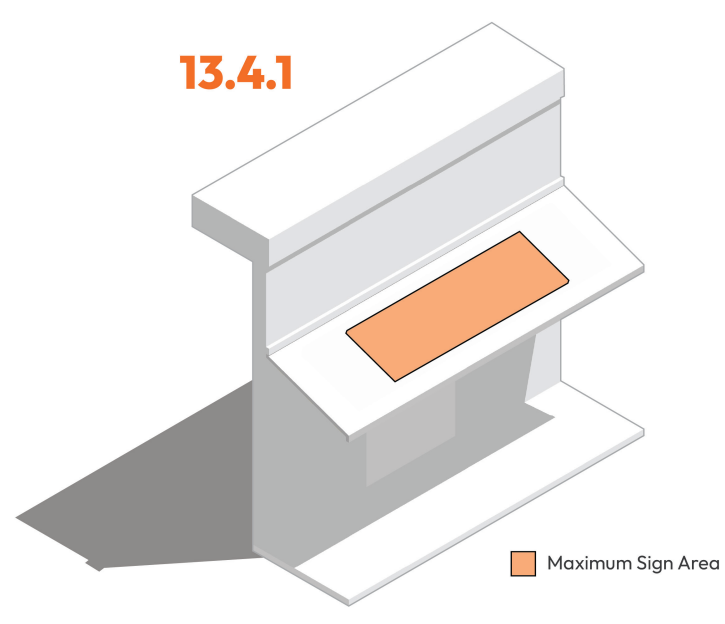
The UDO proposes to include pedestrian focused design standards through the use of:

- Maximum building setbacks for the NB, DT, AC-O, and TOD-O districts to create an activated and pedestrian oriented environment
- New internal drive standards for parking lots
- Pedestrian scaled lighting

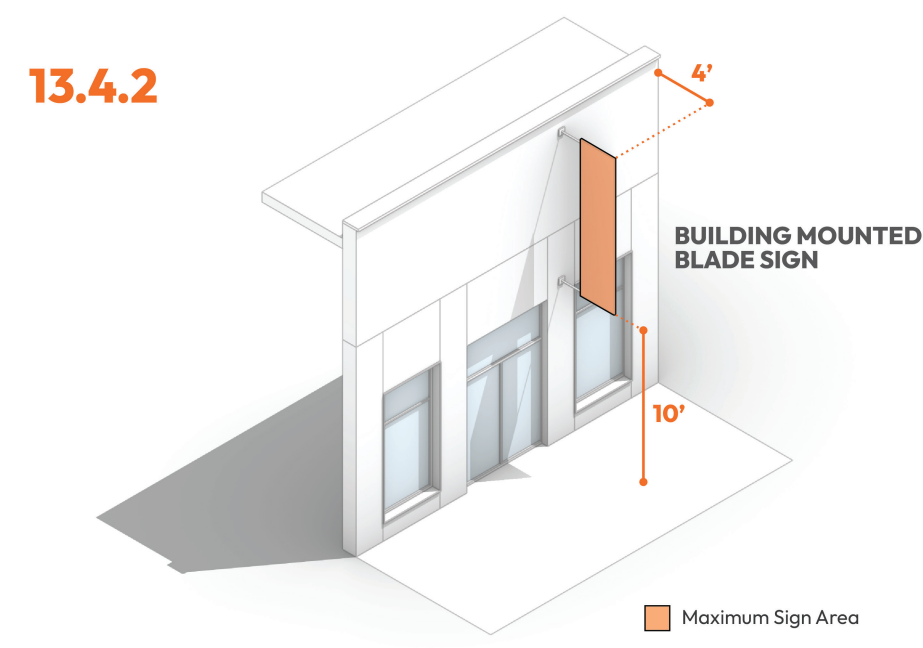


COMMERCIAL & NON-RESIDENTIAL DEVELOPMENT: SIGNS

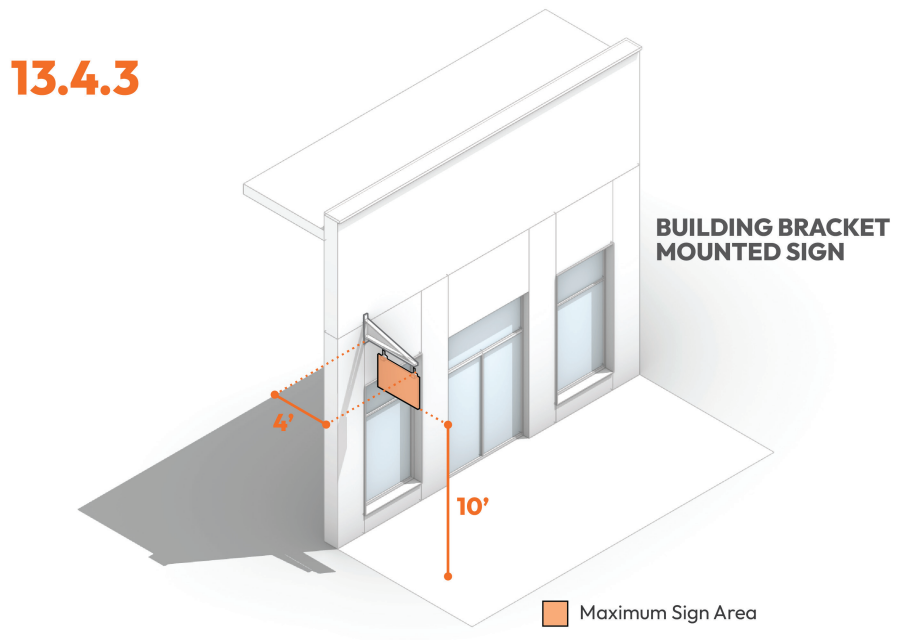
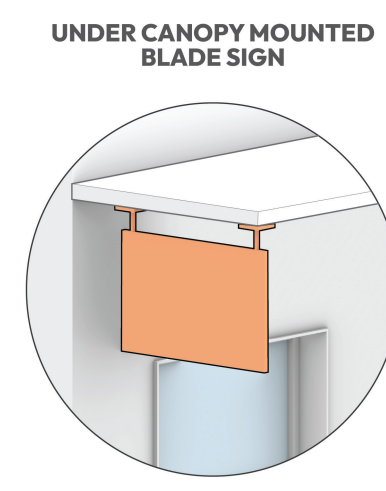
PERMANENT BUILDING SIGNS



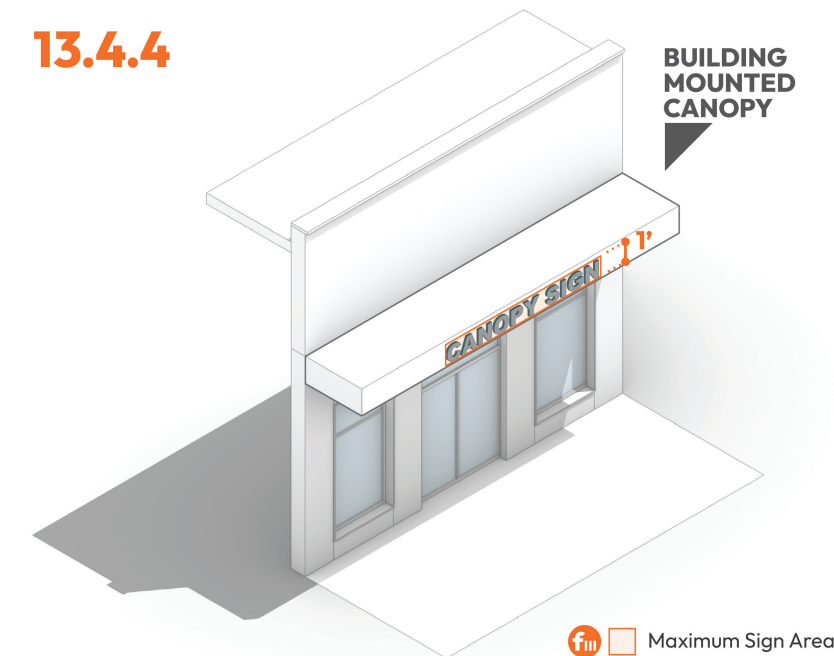
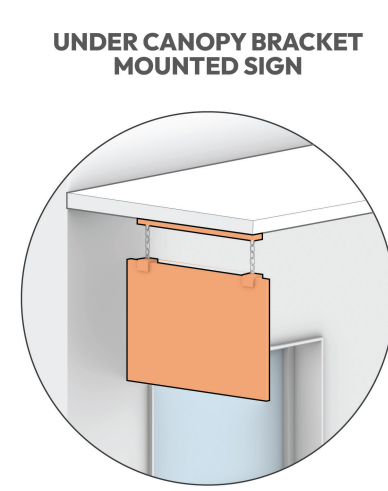
Awning Sign



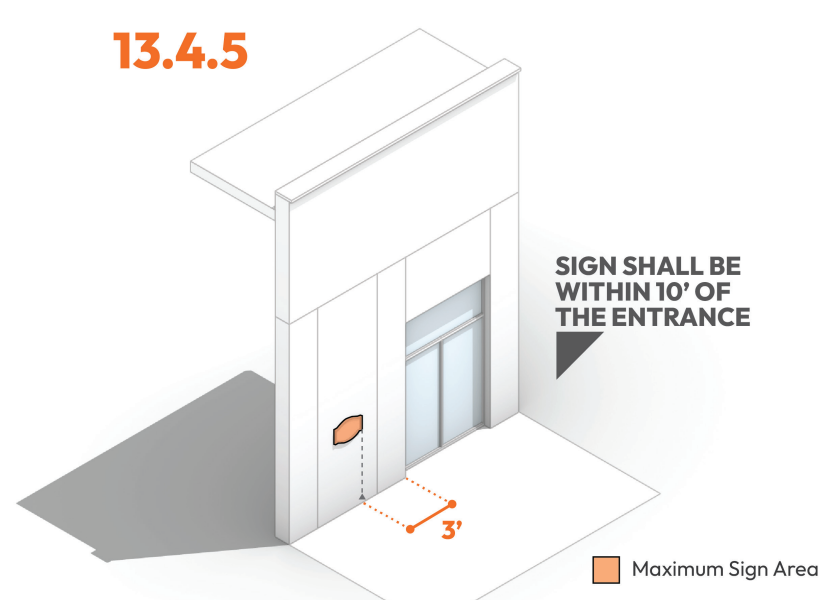
Blade Sign



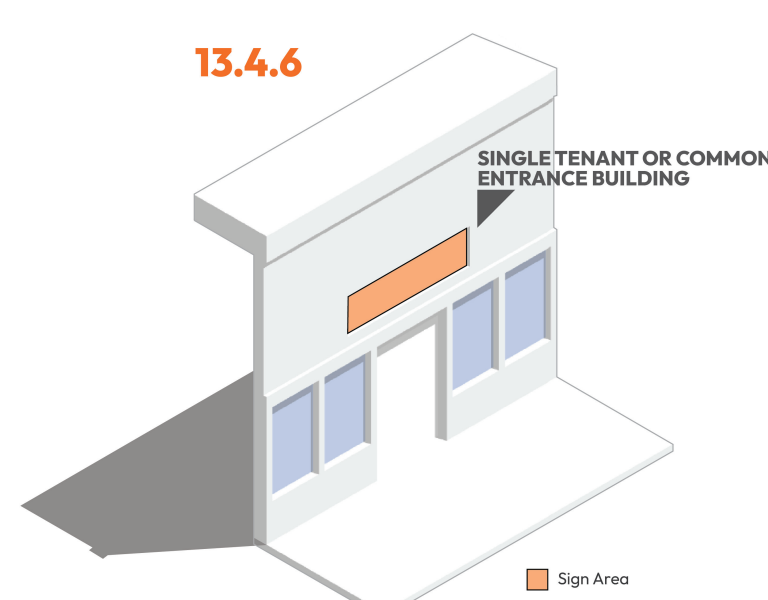
Bracket-Mounted Sign



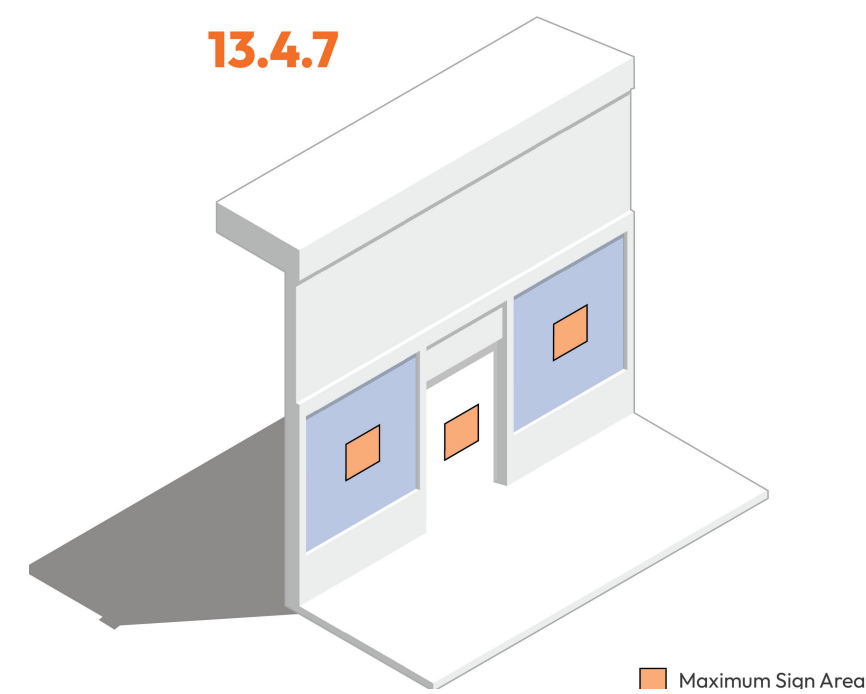
Canopy Sign



Plaque Sign

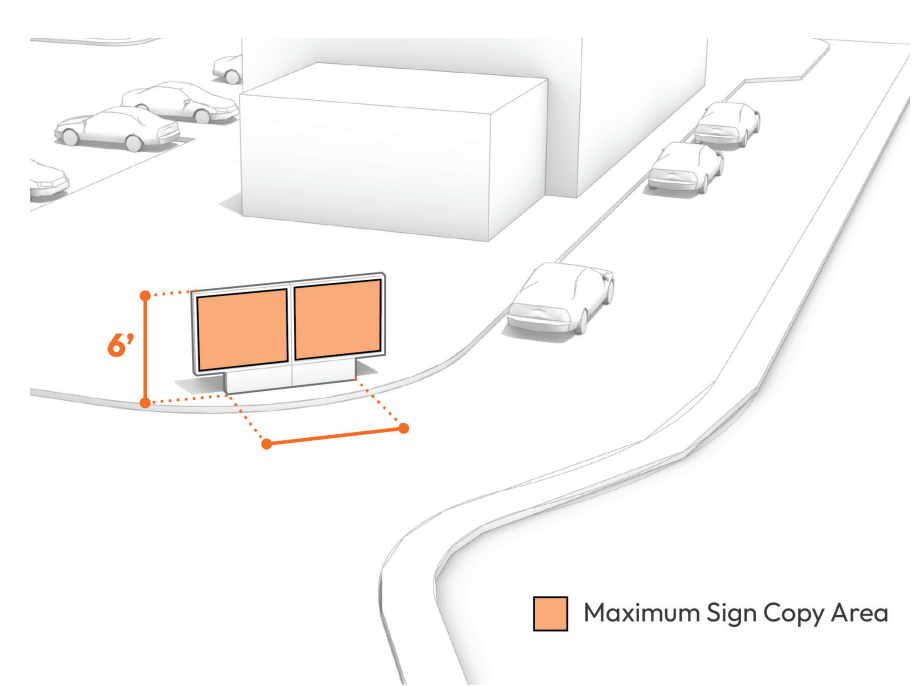


Wall Sign



Window Sign

PERMANENT GROUND SIGNS



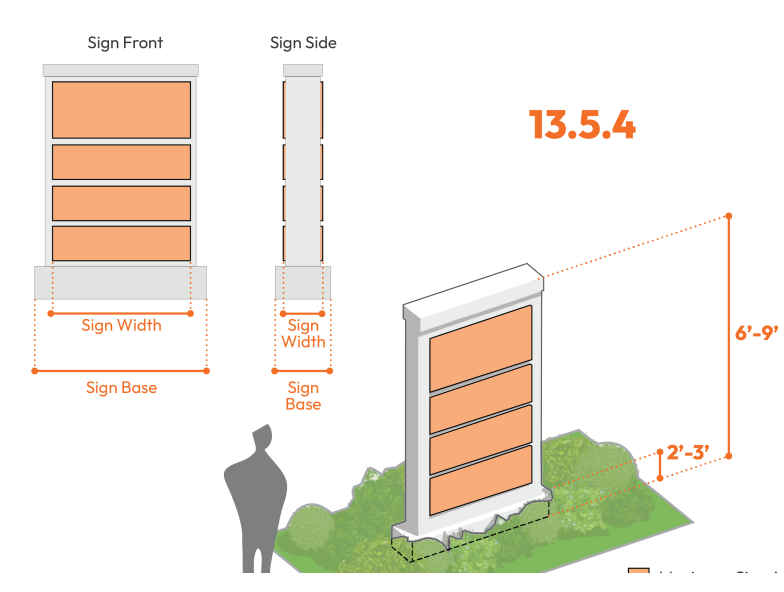
Drive-Through Sign



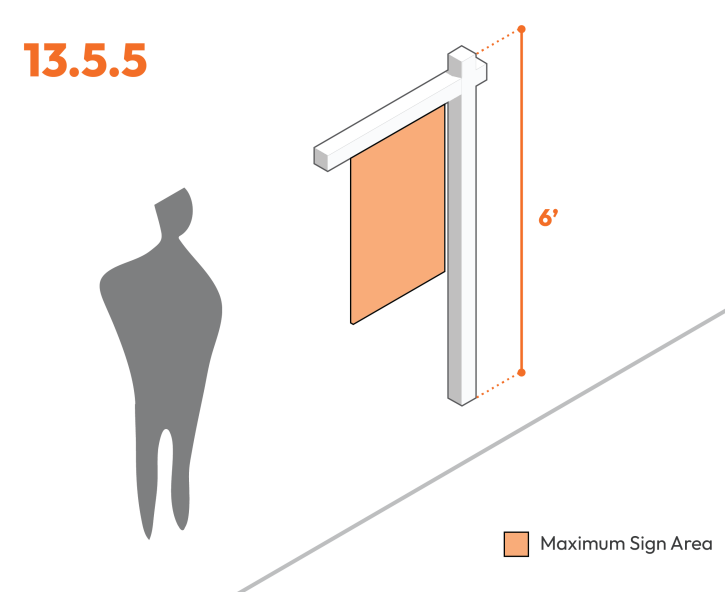
Internal Circulation Sign



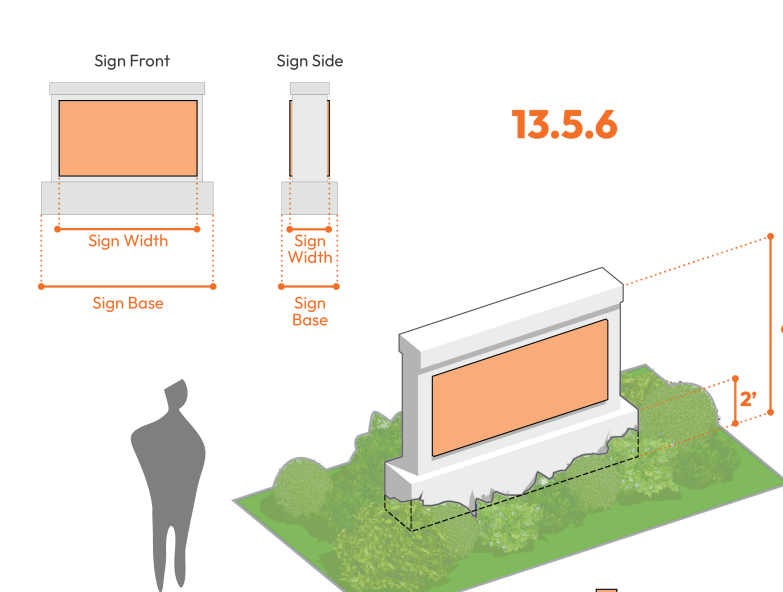
Interpretive Marker Sign



Monument Sign

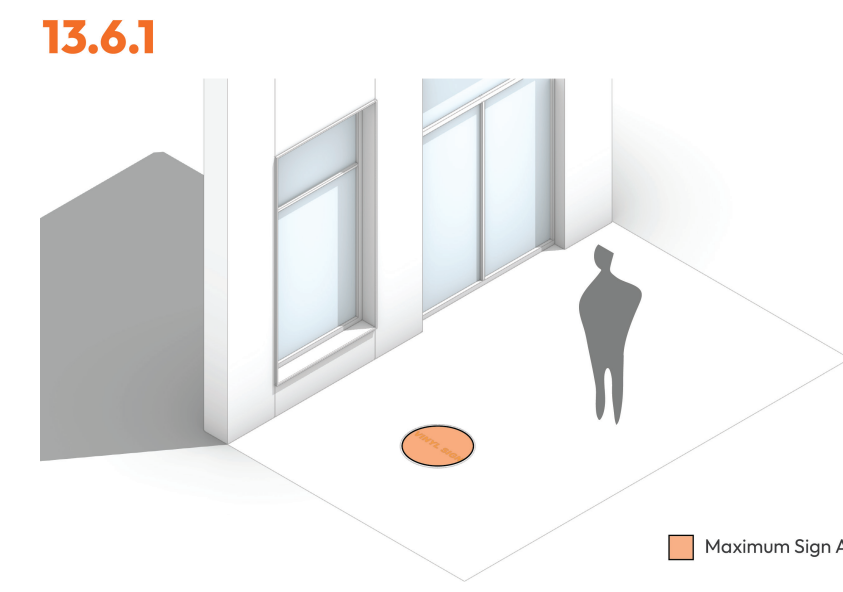


Post Sign

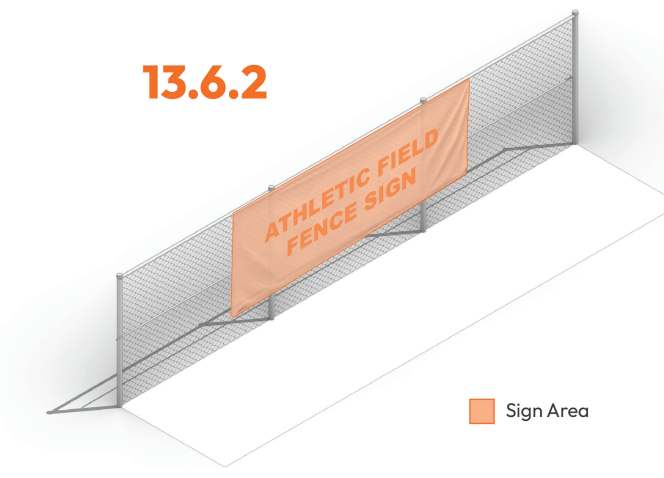


Residential Entry Sign

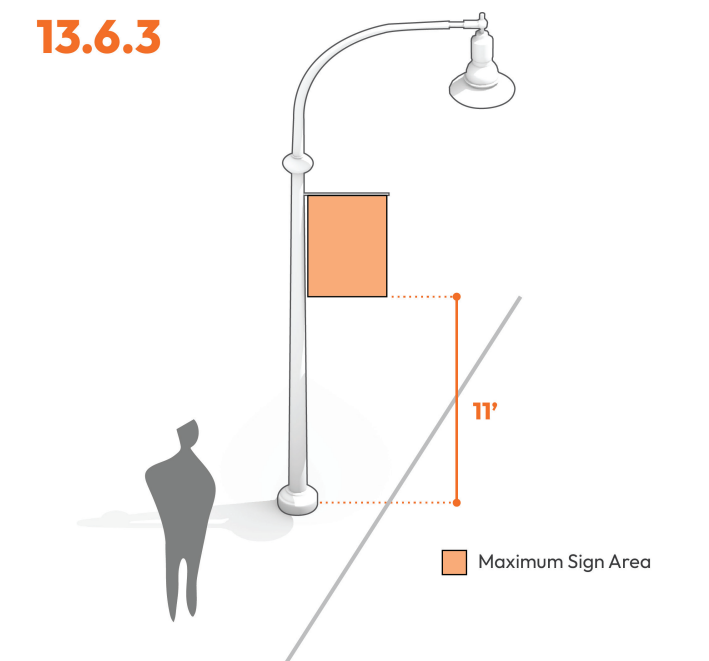
TEMPORARY ATTACHED SIGNS



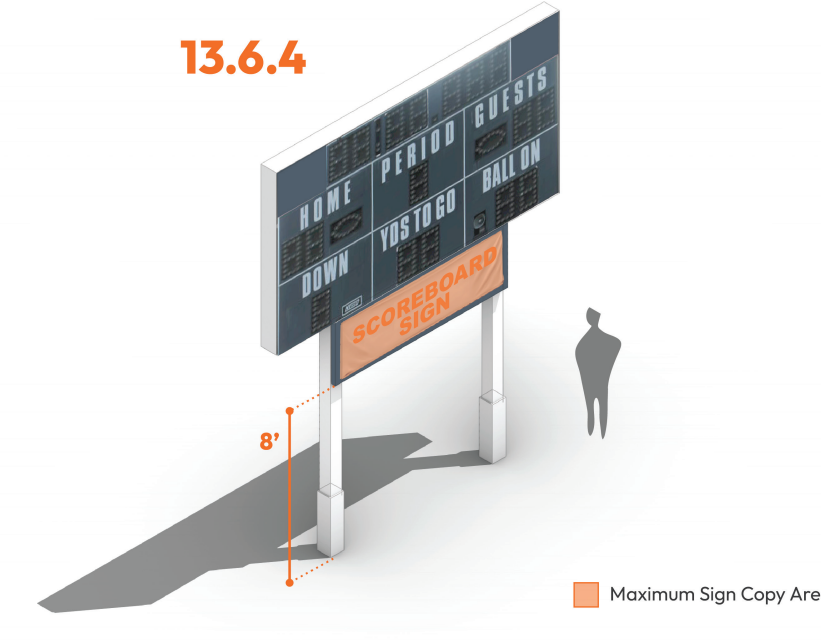
Applied Vinyl Sign



Athletic Field Fence Sign



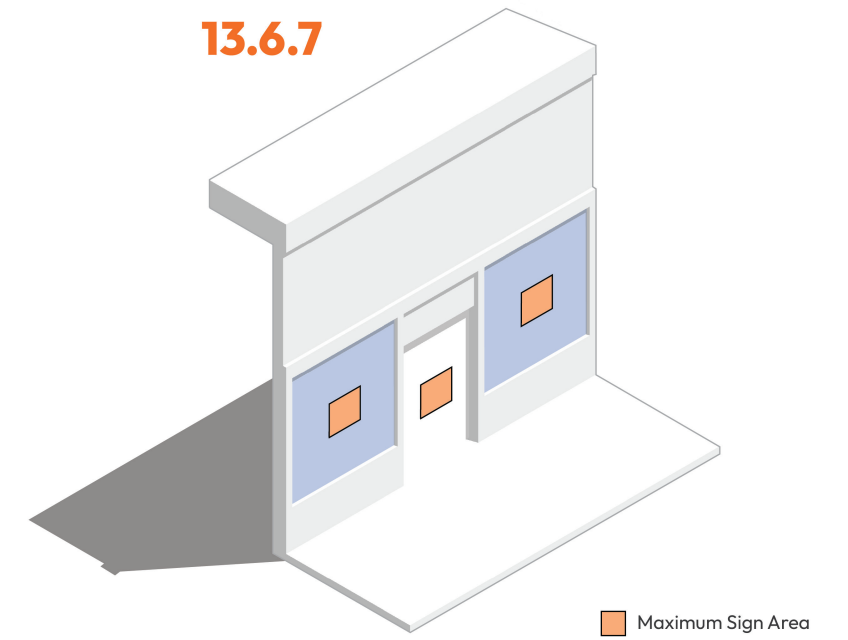
Light Pole Banner Sign



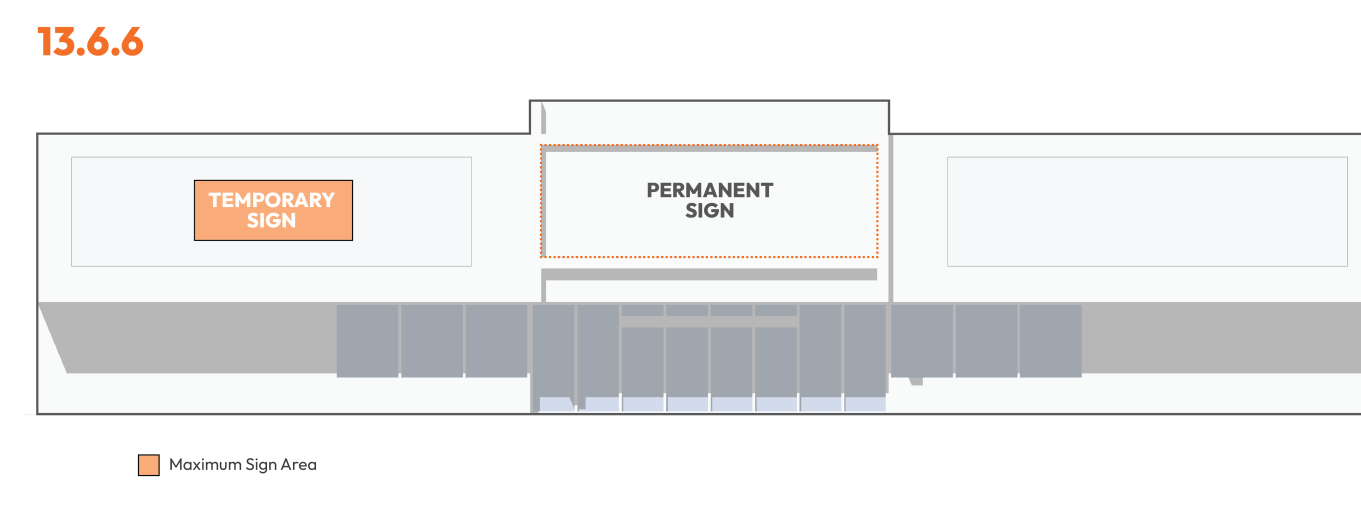
Scoreboard Sign



Sock Sign

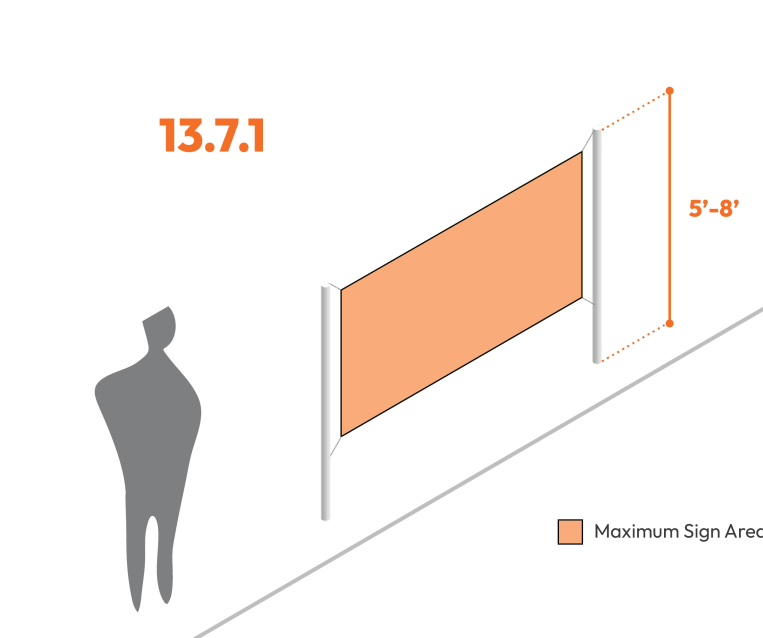


Window Sign

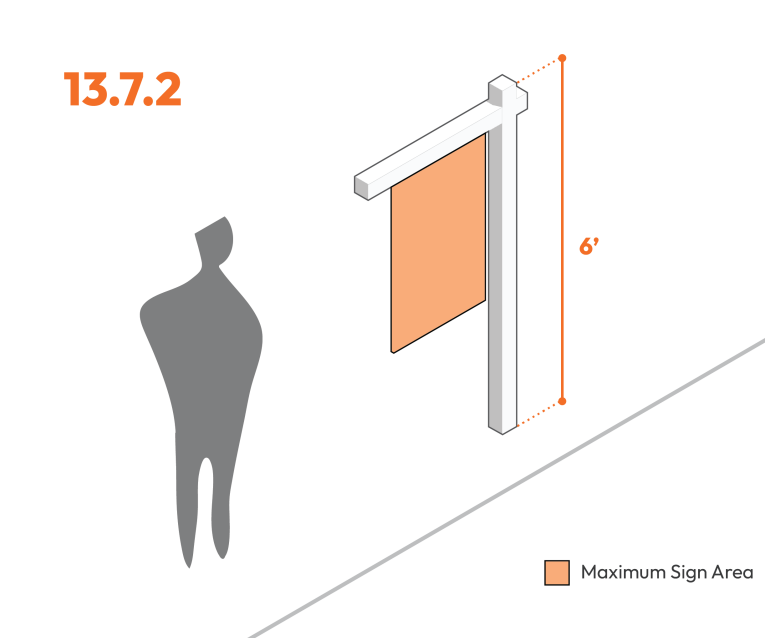


Wall Mounted Banner Sign

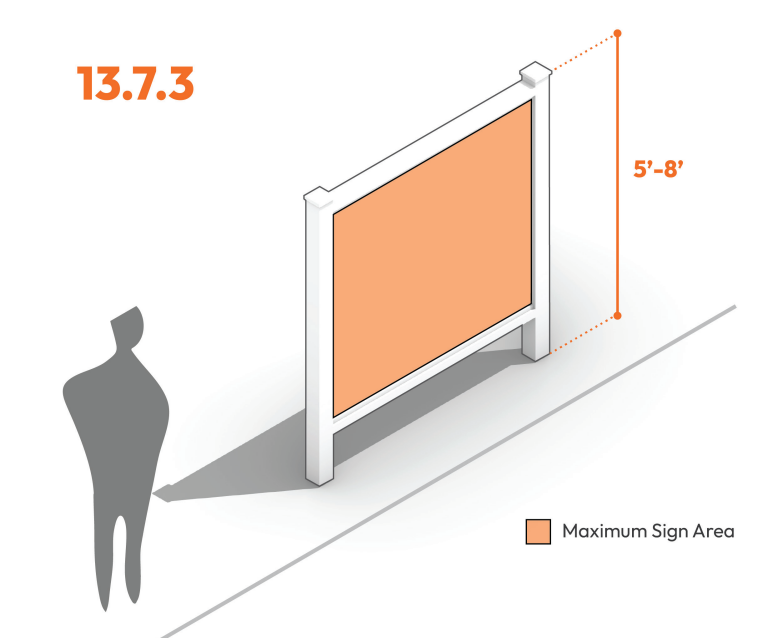
TEMPORARY FREESTANDING SIGNS



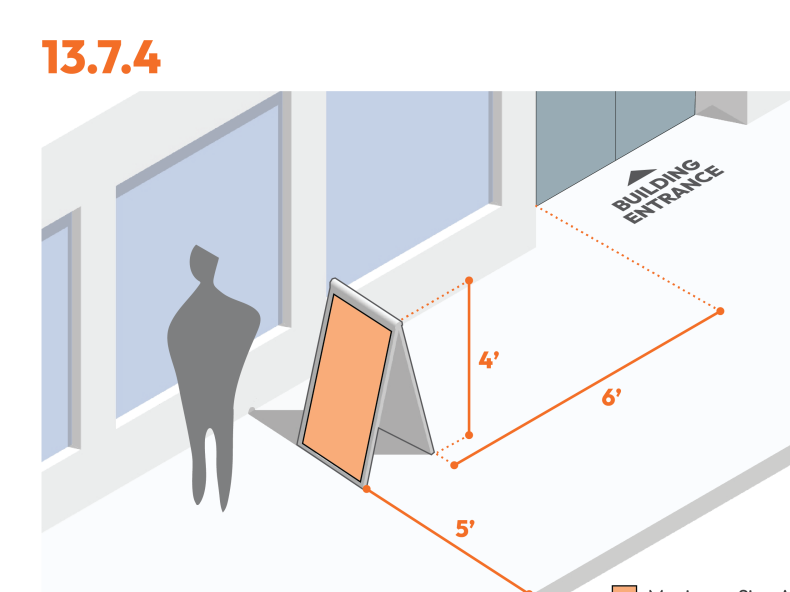
Ground Mounted Banner Sign



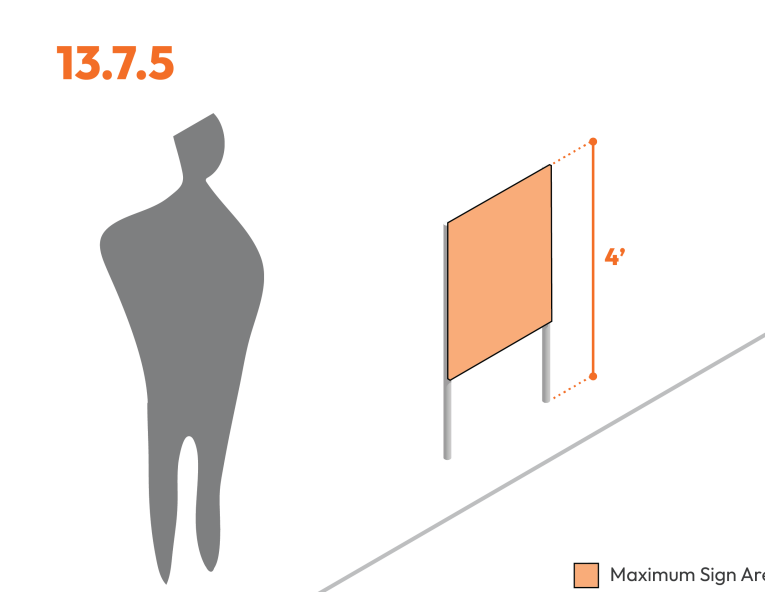
Post Sign



Post & Panel Sign



Sidewalk Sign



Yard Sign

SIGN REGULATION

The primary objectives of the sign regulation updates are to:

- Eliminate content-specific sign standards to comply with case law.
- Add state exemptions.
- Increase the types of sign styles and districts where they are permitted.
- Add a Temporary Sign Plan option for Public & Institutional Uses and allow digital sign copy in the CI District.

The UDO propose to continue to prohibit off-premise signs (except as required under state law), wind-blown signs, pole/pylon signs, flashing signs, roof signs, and signs hindering safety.

TRANSPORTATION: PEDESTRIAN & TRANSIT FACILITIES

Addressing transportation and traffic is of high interest to the community. Emphasis on multi-modal transportation options is a key part of the UDO update.

GREENWAYS

The planned greenway network is established in the Comprehensive Transportation Plan (CTP). Under the UDO, development occurring on sites identified with greenway in the CTP are required to construct those portions of the greenway and dedicate easements to the Town for future maintenance. The new UDO proposes to also require installation of amenities, such as signage, benches, and trees along the required greenway segments.

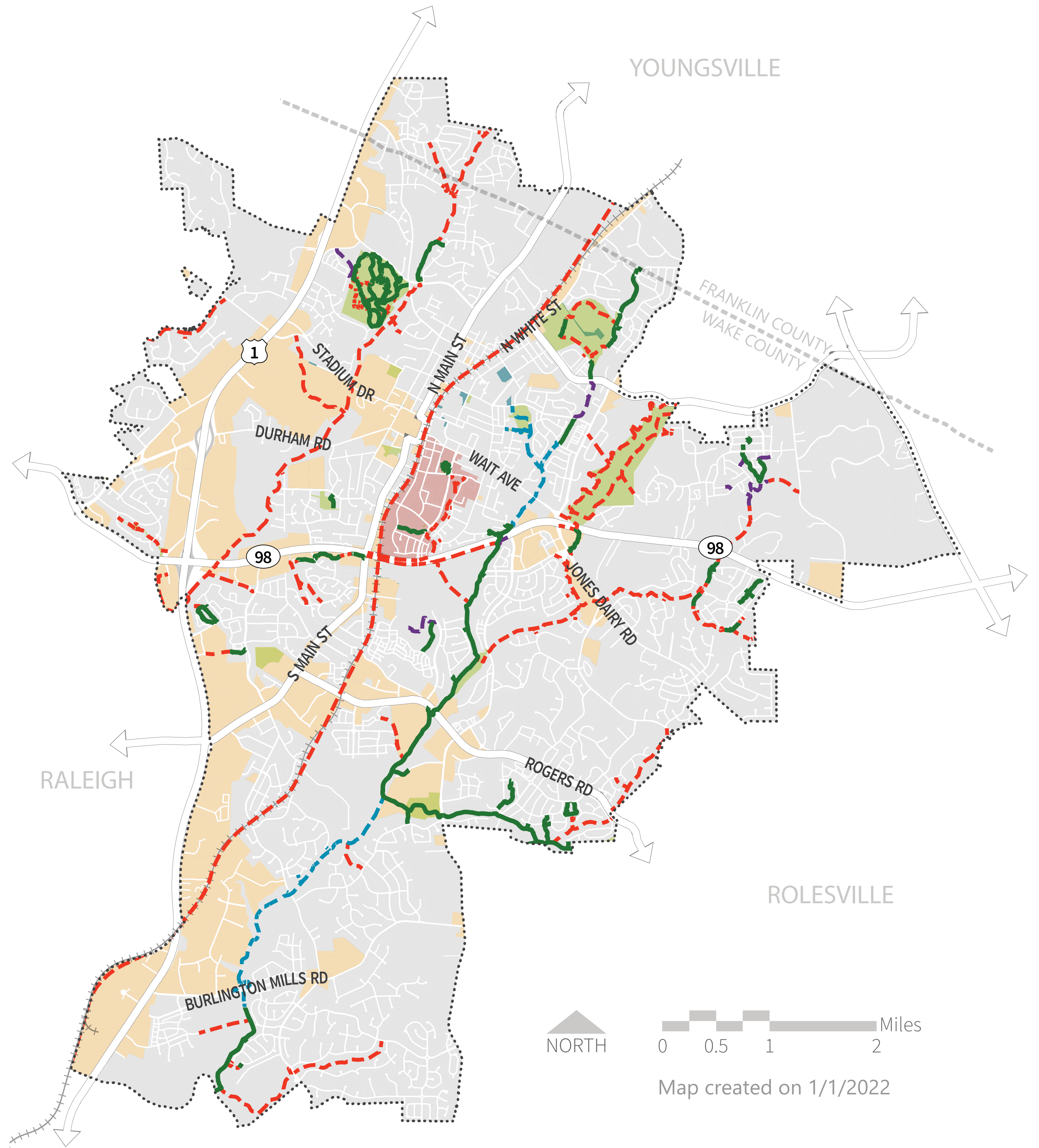
TRANSIT ORIENTED DEVELOPMENT

The proposed zoning districts allow for a mix of uses and targeted density around current and future transit areas and activity centers. This type of land use pattern increases the ability for non-automobile trips by concentrating destinations together and improves the pedestrian experience. The Transit Oriented Development Overlay, Activity Center Overlay, and Downtown zoning districts propose compact development with buildings pulled close to the street, increased building heights and a range of allowable uses.

To encourage ridership of both existing and future transit service in Wake Forest, the UDO proposes transit stop improvement requirements for developments with 100 or more dwelling units or 100,000 square feet or more of non-residential space.

WALKABILITY

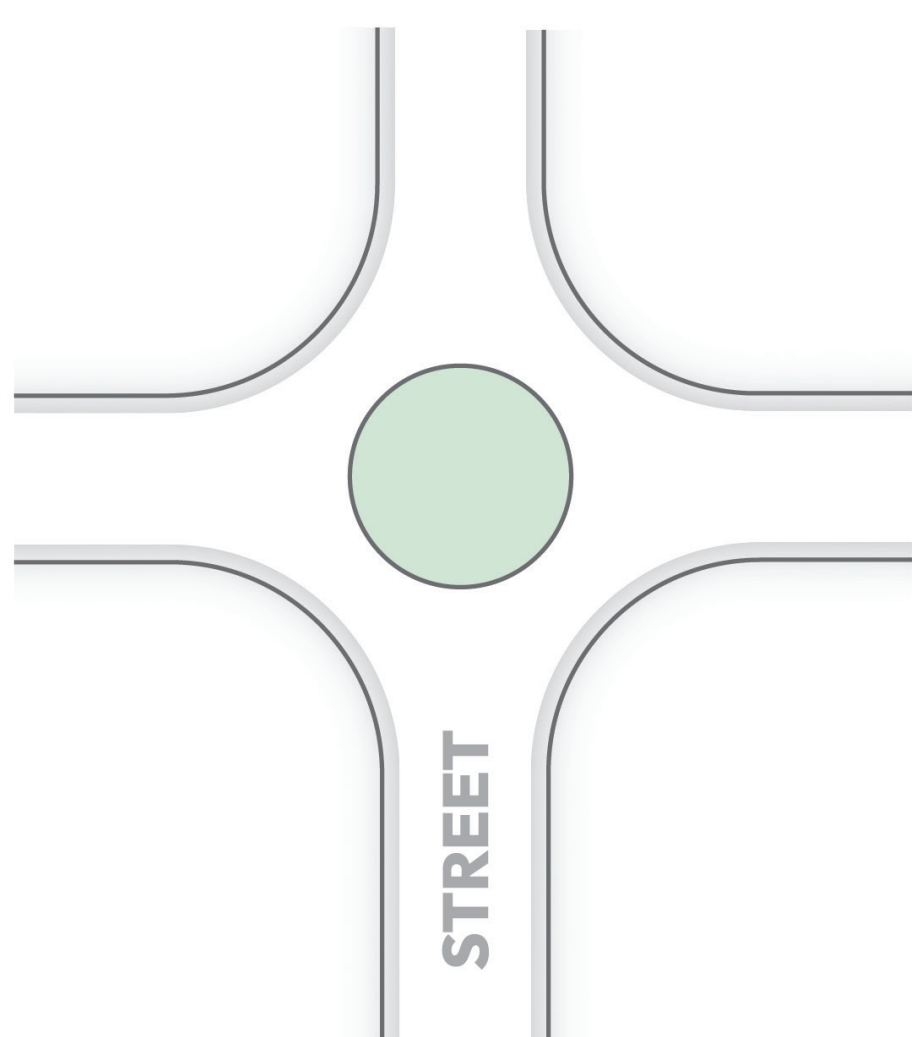
Walkability is one of the most significant characteristics of a livable community and is important for people of all ages. From improving physical, mental and emotional health to reducing environmental impacts, the benefits of walkability are numerous. Research identifies five “Ds” of walkability: Density, Diversity of Land Uses, Design, Destination Accessibility (proximity to common destinations), and Distance to Transit. Many of these factors are promoted through the proposed zoning districts. The design of pedestrian infrastructure is incorporated through implementation of the CTP, which identifies required sidewalk and multiuse path locations and widths. The new UDO proposes traffic calming techniques be evaluated in new street design to reduce speeding and improve safety for all users.



GREENWAYS

- Planning Area
- Railroad
- Existing Greenway
- Greenway Under Construction
- Greenway in Capital Improvement Plan
- Proposed Greenway
- Public Park
- Downtown
- Shopping & Employment Area
- Community Facility

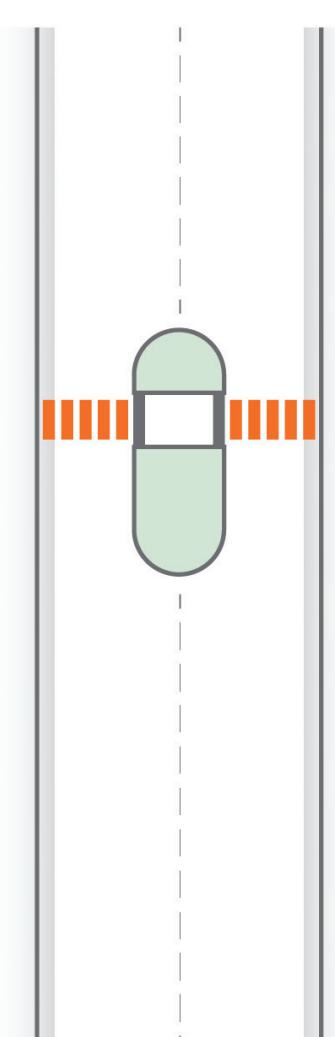
ROUNDBABOUTS



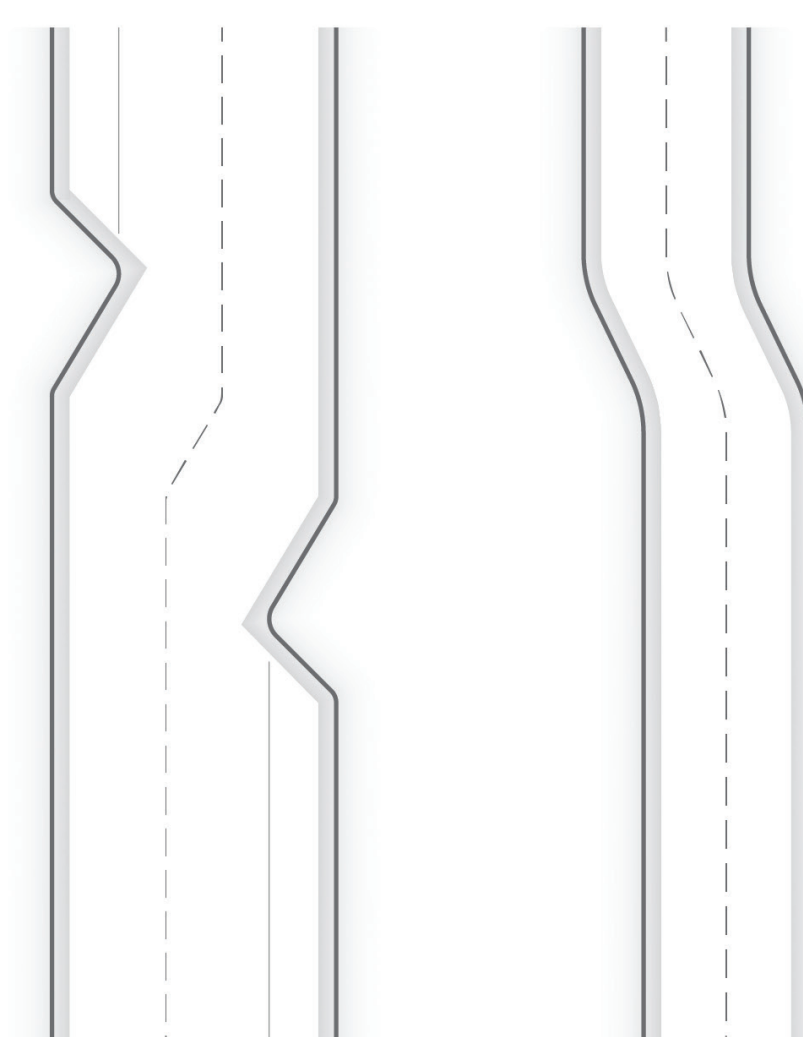
TRAFFIC CIRCLES



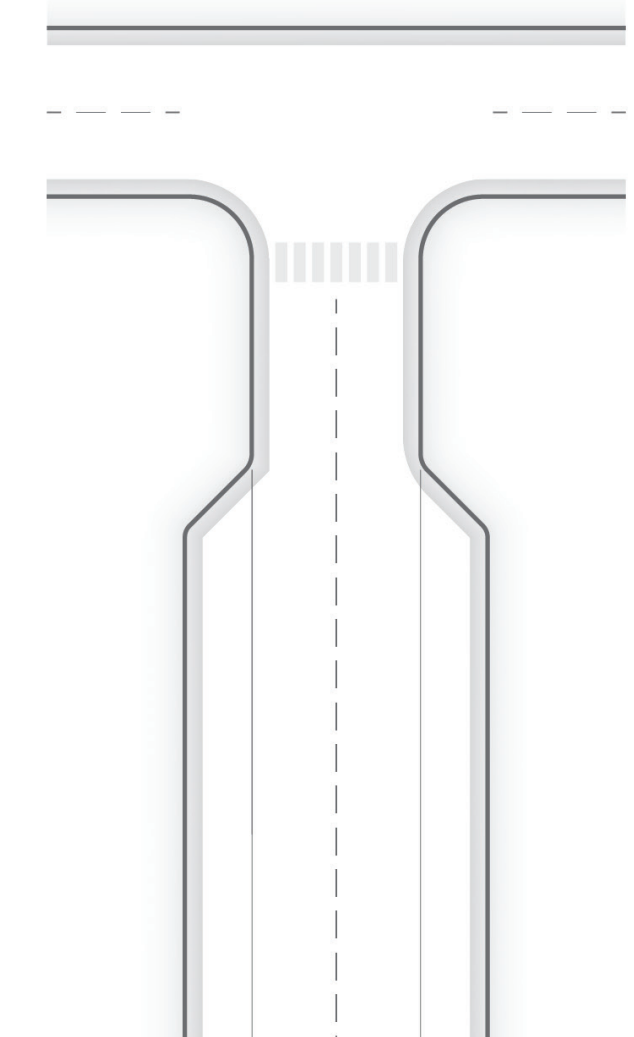
PEDESTRIAN REFUGE ISLANDS



CHICANES



CURB EXTENSIONS / BUMP OUTS



TRANSPORTATION: INFRASTRUCTURE

TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS & TRANSPORTATION IMPACT ANALYSIS

The UDO sets the authority to implement the requirements of the Comprehensive Transportation Plan (CTP) as it relates to improvements along the frontages of specific sites proposed for development, including road widening, sidewalks, multiuse paths, and greenways.

Developments of a certain size are also required to analyze their impact on the transportation system, called a Transportation Impact Analysis or TIA. Information from the TIA is used to determine if additional improvements are needed to mitigate impacts.

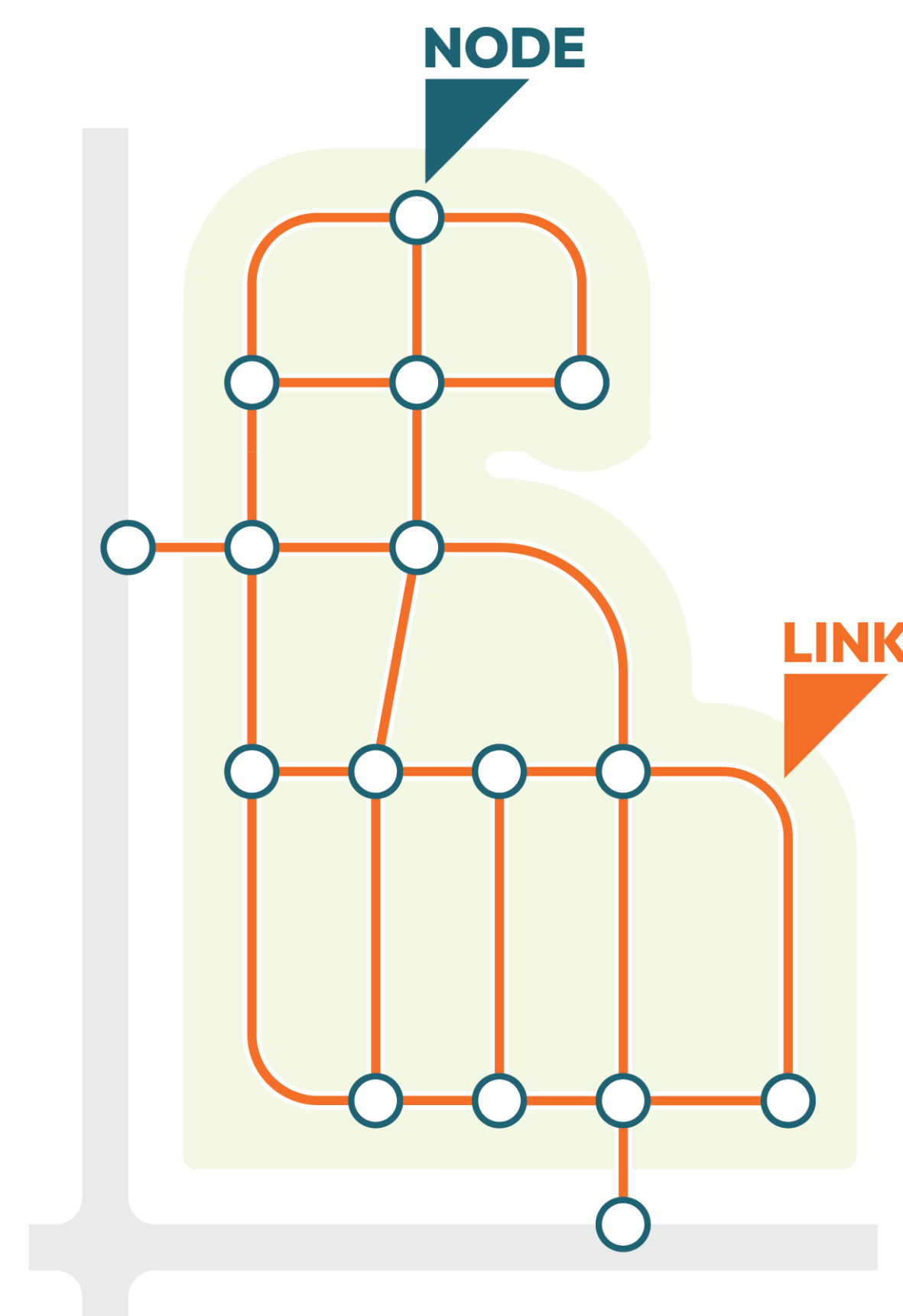
TIA Thresholds

- The development is projected to generate 100 or more vehicle trips in any one-hour period
- The development includes 100 or more residential dwelling units
- The development is projected to generate 1000 or more vehicle trips daily
- The development is located within one quarter mile of a Comprehensive Transportation Plan (CTP) Hotspot and is projected to generate 50 or more vehicle trips in any one-hour period
- Additional phases or changes to existing development bring the development above one of the aforementioned thresholds

CONNECTIVITY

Connected transportation networks allow for efficient and resilient mobility systems. The UDO proposes multiple connectivity standards:

- Connectivity index to reduce dead-end streets
- Block length standards to promote consistent block patterns
- Street connections between developments
- Parking lot connections to reduce driveways onto busy streets
- Internal access drive design to incorporate street features into parking lots, such as sidewalk and trees
- Pedestrian connectivity within and between sites
- Reducing sidewalk gaps
- Access to adjacent greenways



CONNECTIVITY INDEX CALCULATION

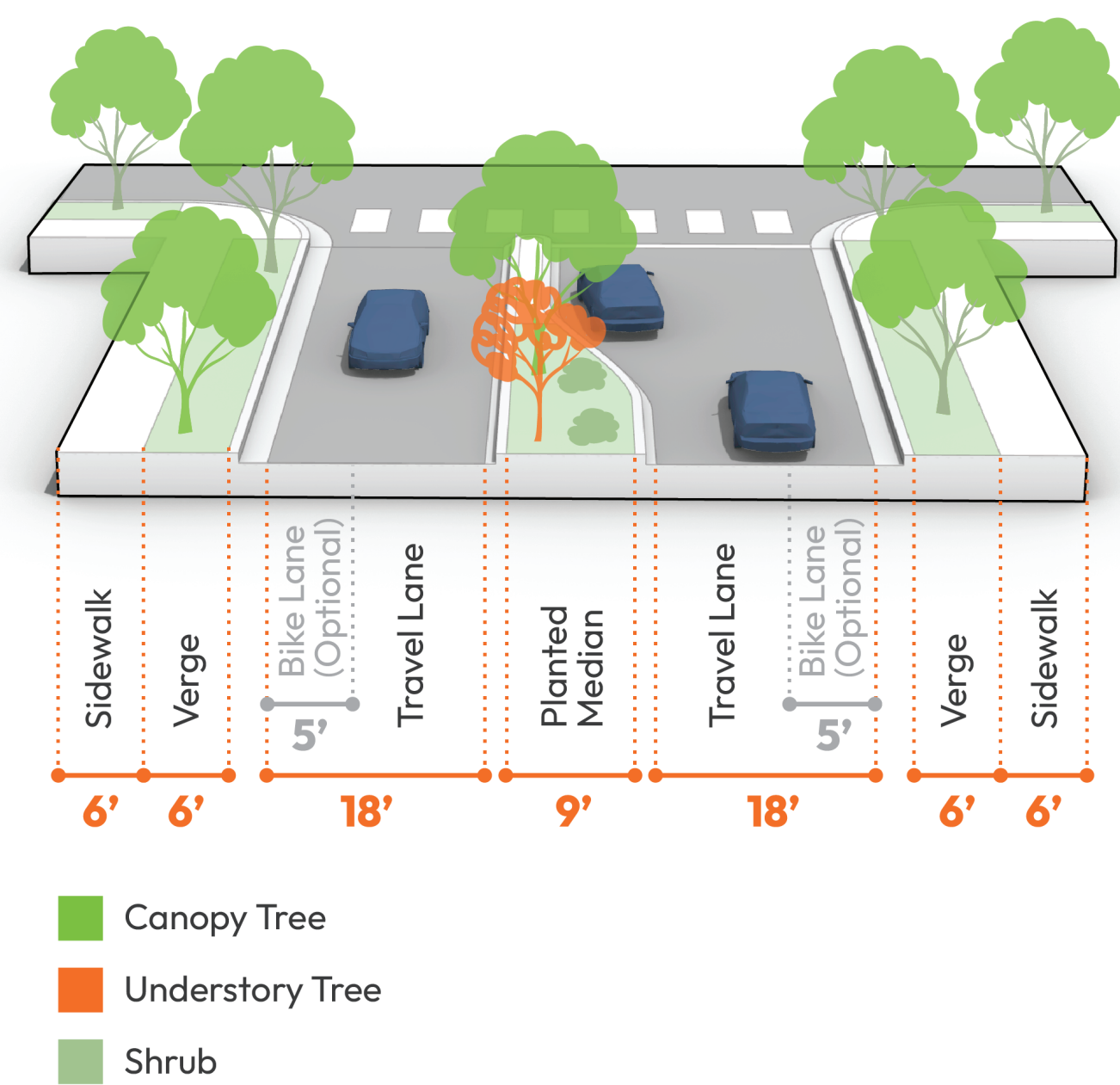
Links: 24

Nodes: 16

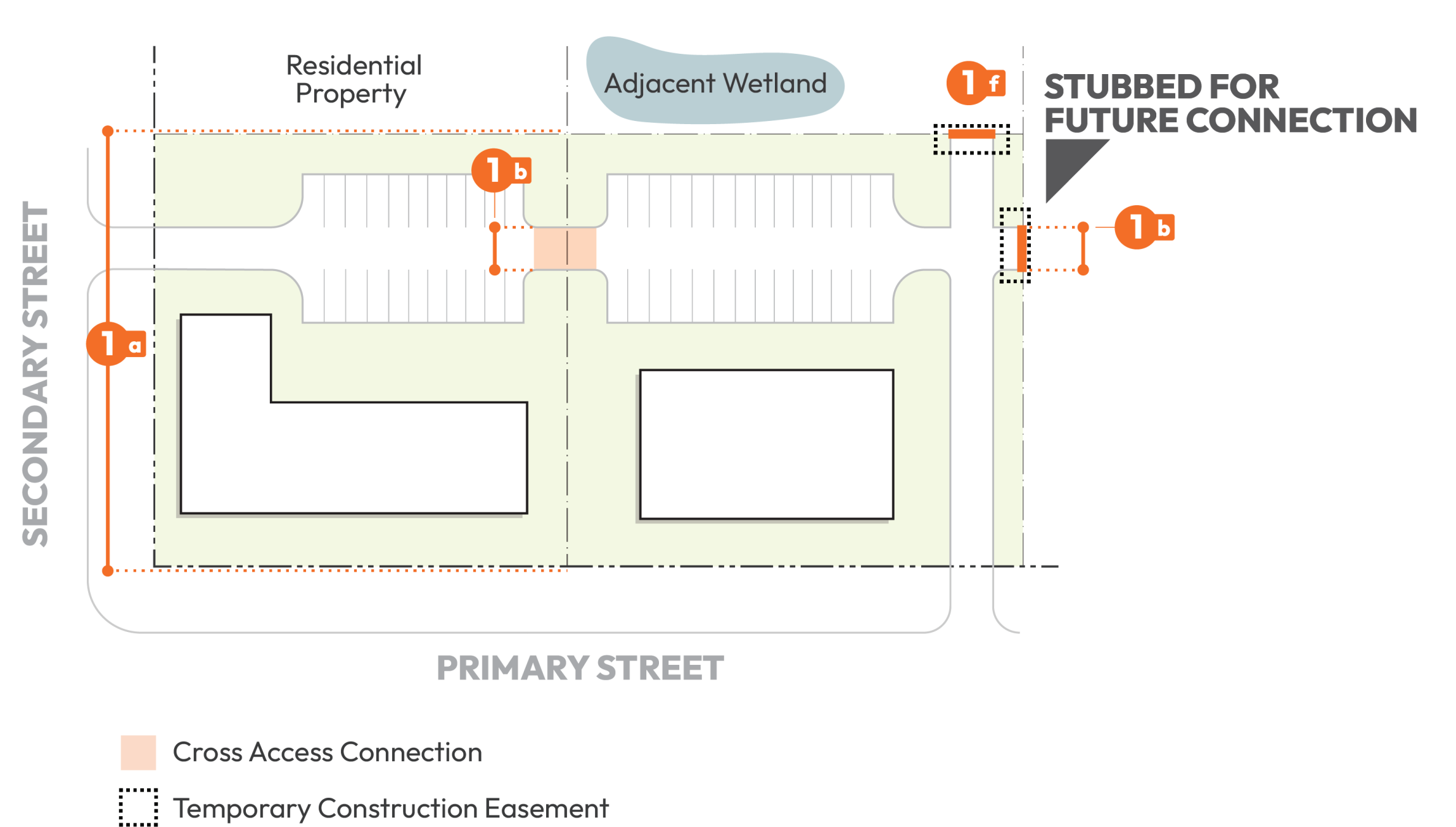
Connectivity Index: $24 / 16 = 1.5$

9.5.4.A

Primary Internal Drive within Parking Lot

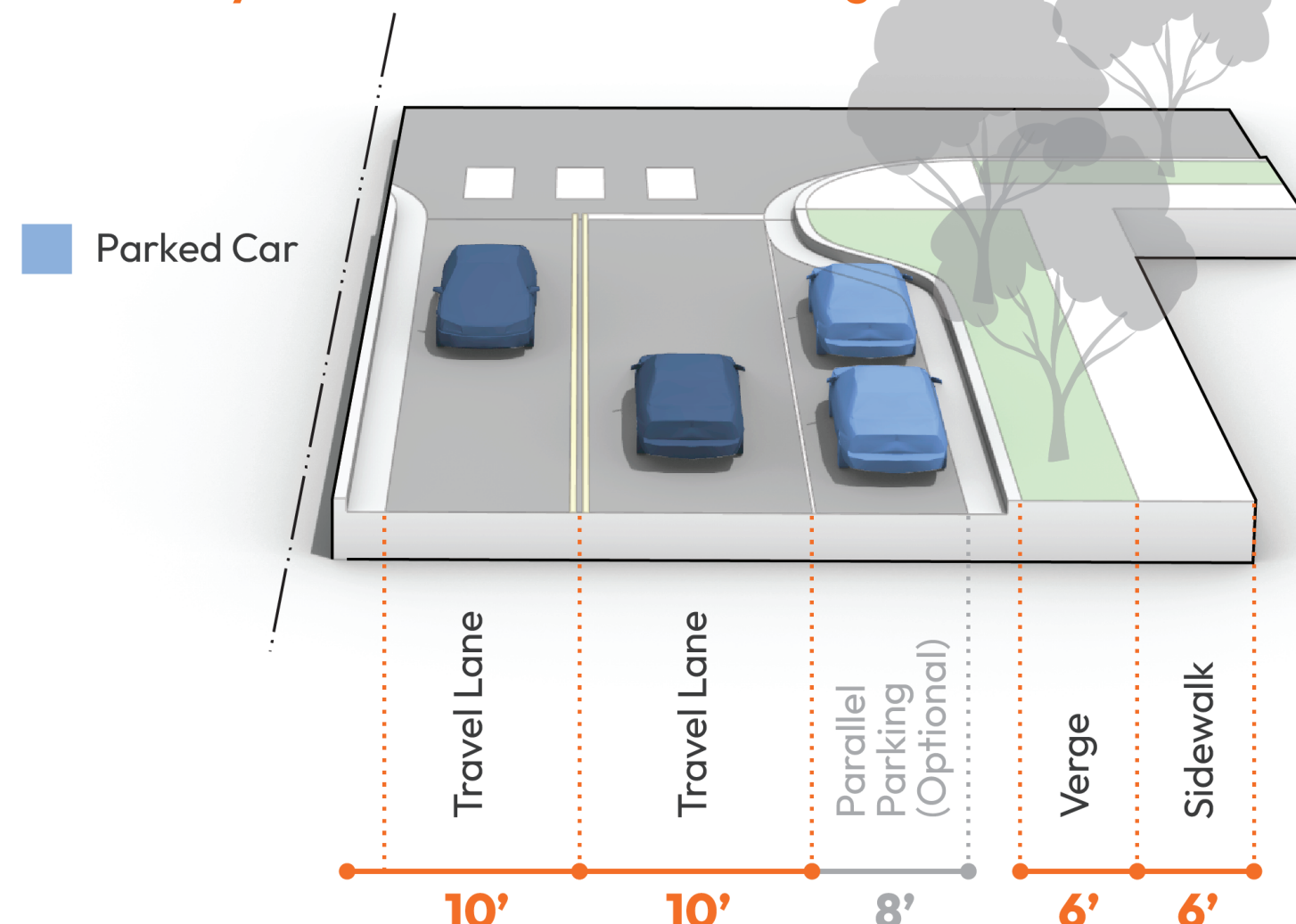


9.6.6.D

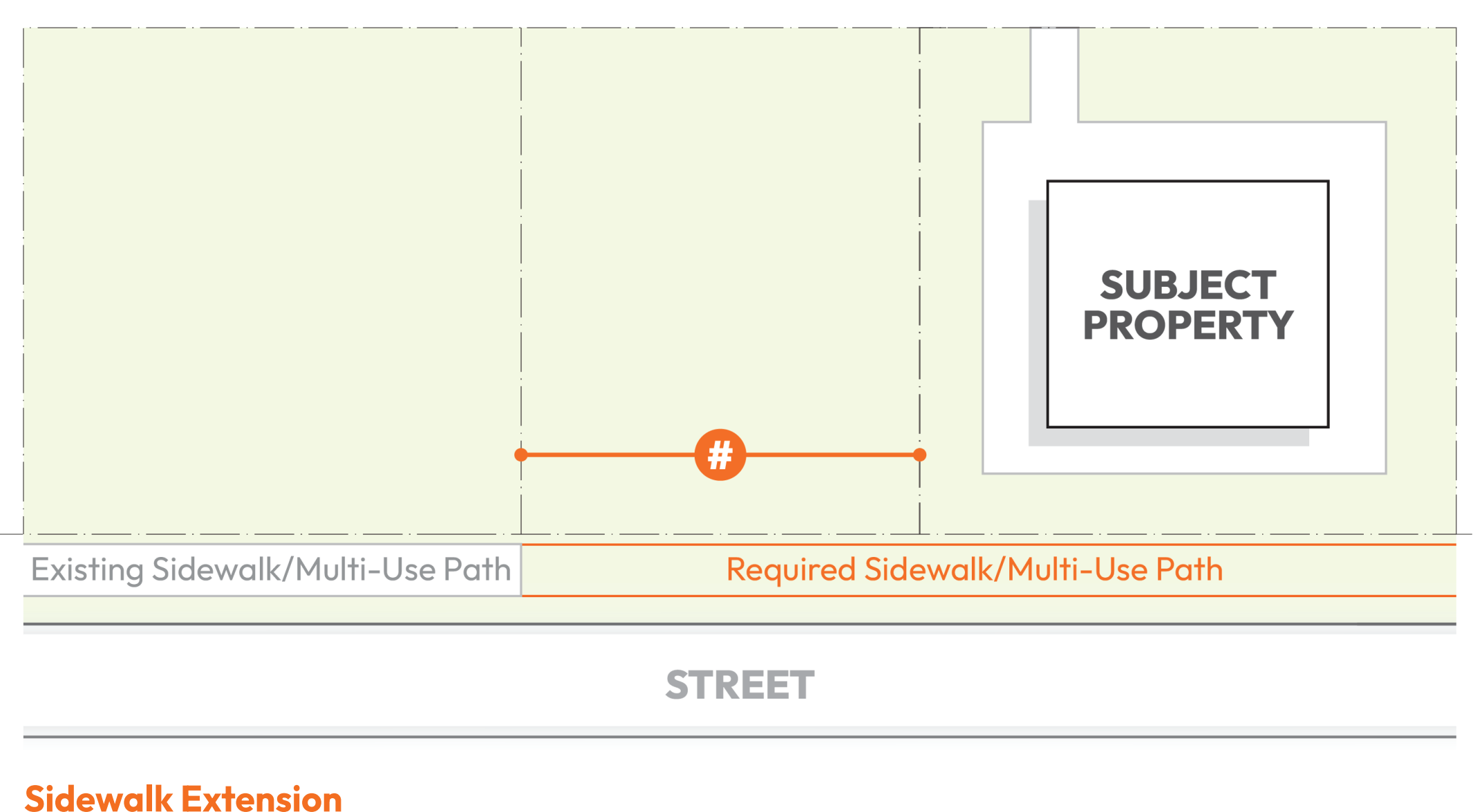


9.5.4.B

Secondary Internal Drive within Parking Lot



9.12.1.B.1



ENVIRONMENTAL SUSTAINABILITY: OPEN SPACE & CONSERVATION SUBDIVISION

OPEN & COMMUNITY SPACE

Open Space

Open space consists of environmentally sensitive or significant areas; cemeteries; areas adjacent to recognized historic sites; greenways; farmland; and natural or revegetated areas.

Community Space

Community space consists of accessible, publicly or semi-publicly owned or designated areas within a community that are designed and intended to foster social interaction, recreation, and community engagement. It may include but is not limited to parks, plazas, green spaces, community gardens, playgrounds, and other similar facilities.

The combined open and community space requirements proposed are greater than current requirements. Additionally, they are proposed to be required for both residential and non-residential development.

An activation component is incorporated to create spaces that act as amenities and focal points. Examples include seating, recreational equipment, supplemental planting, public art, and bike amenities.

Required Open Space Amount	
District	Minimum Required Open Space Percent of Development Site
GR	20%
NCR; MUR; TSR; CI; NB; CB; IND	15%
DT	0%
AC-O	10%
TOD-O	5%
OS	45%

Required Community Space Amount	
District	Required Community Space Percent of Development Site
GR; NCR; MUR; TSR; NB; CB	5%
DT	2%
TOD-O; AC-O; CI	10%
IND; OS	0%

CONSERVATION SUBDIVISION

Conservation subdivision is a design approach that provides flexibility to promote environmentally sensitive and efficient uses of land by concentrating the developed area to a portion of the site. This clustering of structures on less environmentally sensitive land reduces the amount of disturbed land area and infrastructure, including paved surfaces and utilities, necessary to serve the development allowing for a larger amount of preserved natural area.

The conservation design standard is proposed to be allowed in any residential subdivision or any residential portions of mixed use subdivisions. It is proposed to be required for all residential subdivisions in the Falls Lake Protected and Smith Creek Critical subdistricts of the WP-O District. A conservation subdivision requires a minimum of **50% of the total gross area** to be set aside as conservation area.

In return for greater open space, the development has reduced activation element requirements (described above), reduced lot area, lot width, and setback requirements, and Townhomes are allowed administratively instead of through the Conditional Zoning process required in the General Residential (GR) District.

- Primary Conservation Area (e.g., Tree Canopies, Streams, Creeks, Trails/Greenways, and Community Open Space)
- Secondary Conservation Area (Includes Tree Canopy)
- Trails/Greenways
- Residential Lot



**A MINIMUM OF 50% OF THE
TOTAL GROSS AREA SHALL
BE CONSERVATION AREA**

ENVIRONMENTAL SUSTAINABILITY: STORMWATER & ENERGY

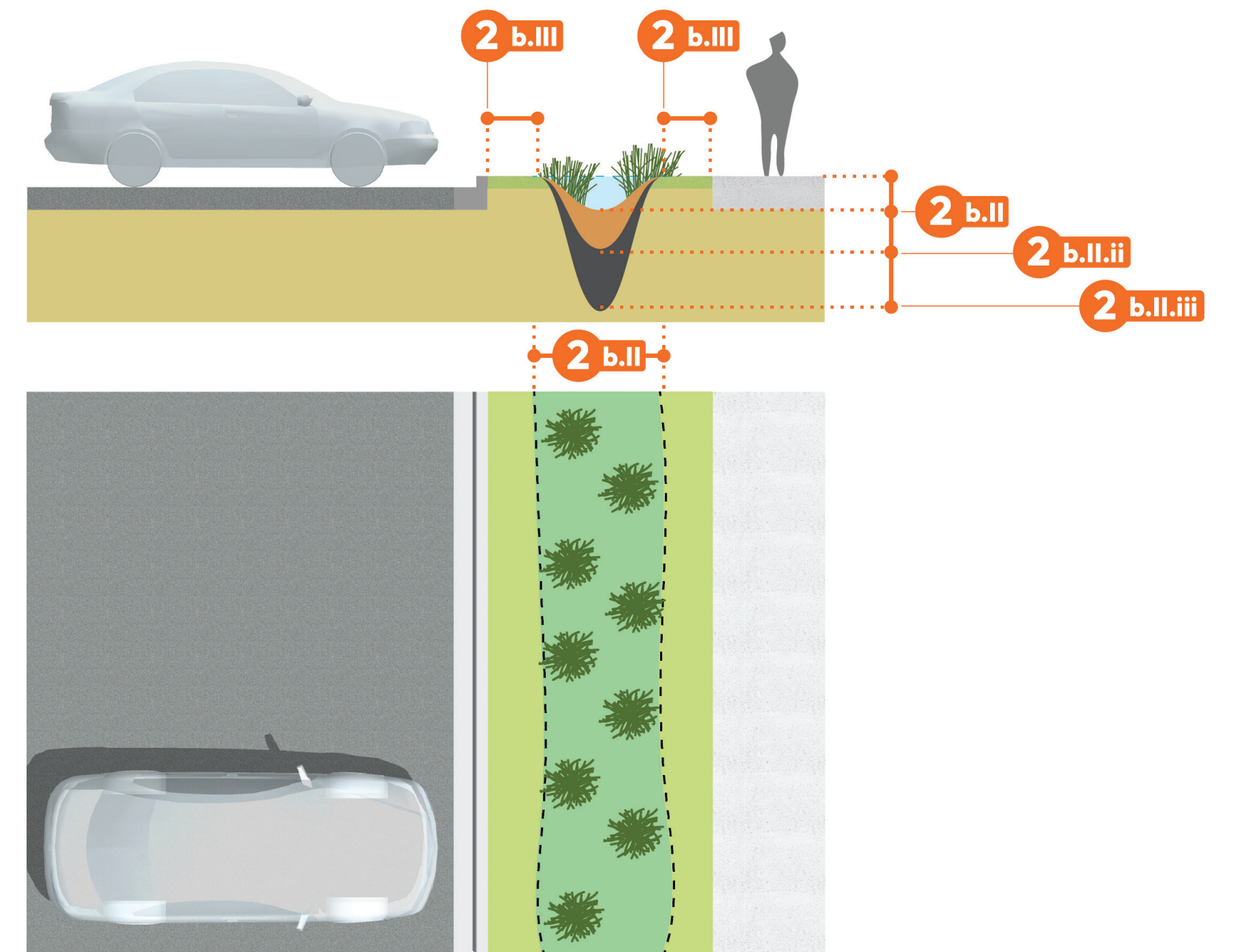
STORMWATER & GREEN INFRASTRUCTURE

What's Green Infrastructure?

Practices that contribute to managing, treating, and reducing stormwater runoff from a development as close as possible to the runoff's source, by preserving natural landscape features and/or by mimicking natural processes through installation and maintenance of structurally engineered devices (such as bioretention cells, bioswales, permeable paving/pavers, green roofs, stormwater street trees, and cisterns). In addition to contributing to stormwater management, GSI practices can enhance site aesthetics, improve air quality, reduce urban heat island impacts, provide shading, create wildlife habitat, reduce energy consumption, reduce infrastructure costs, and increase property values.

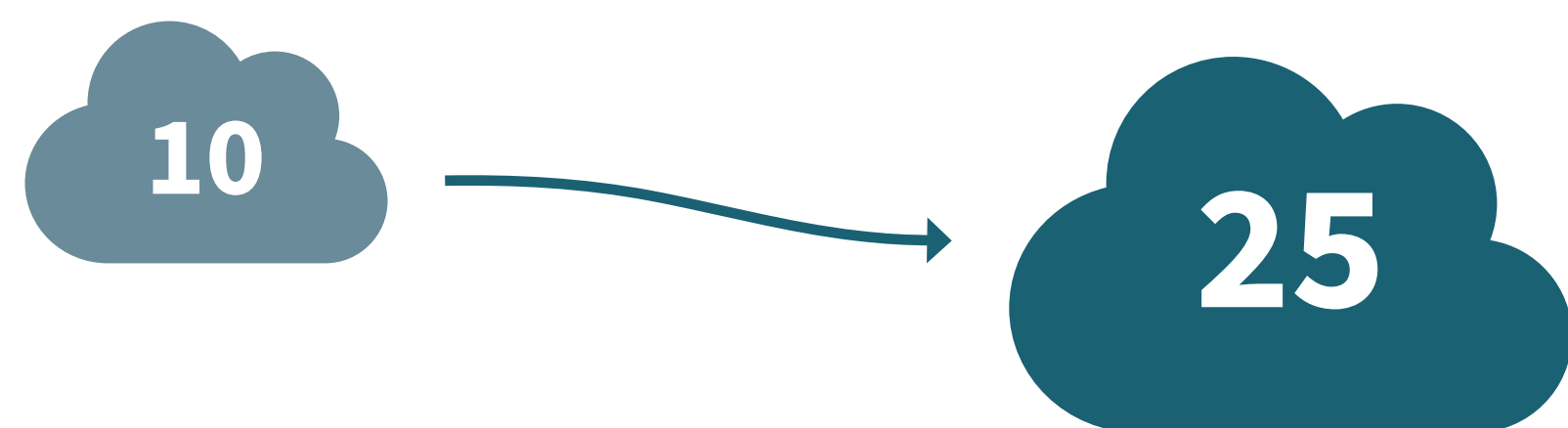
Use of green infrastructure is promoted in the proposed UDO as:

- An alternative to the standard parking lot landscaping requirements
- A justification for exceeding the maximum allowable parking spaces
- Open and community space improvement option
- New nutrient management requirements (further described to the right) are commonly treated with green infrastructure.



Stormwater Volume

The proposed stormwater management requirements enhance the stormwater volume standards from protecting against the 10-year storm event to the 25-year storm event.

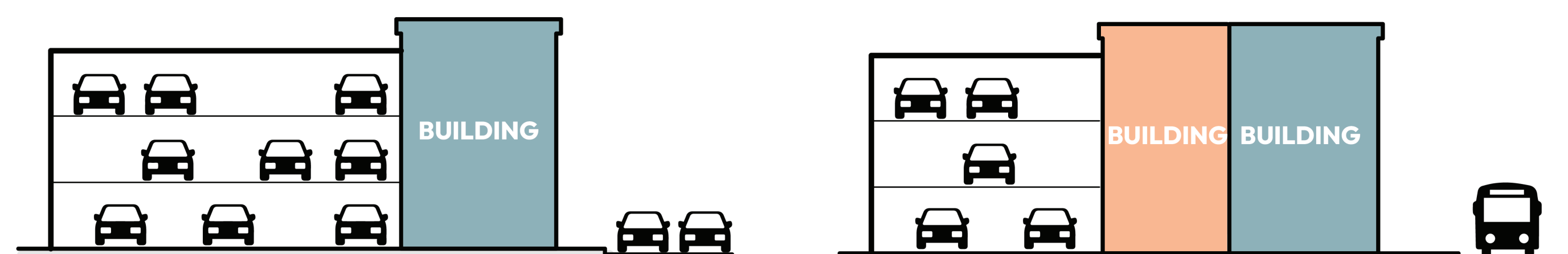


Stormwater Quality

Stormwater management requirements include standards for dealing with stormwater volume and stormwater quality. One of the major contributors to poor water quality are excess nitrogen and phosphorus, which also contribute to harmful algal blooms that negatively impact aquatic life. State law has changed to require that these nutrients be treated. While the current UDO requires nutrient management for the Falls Lake watershed, the new UDO proposes these requirements Town-wide.

MAXIMUM PARKING

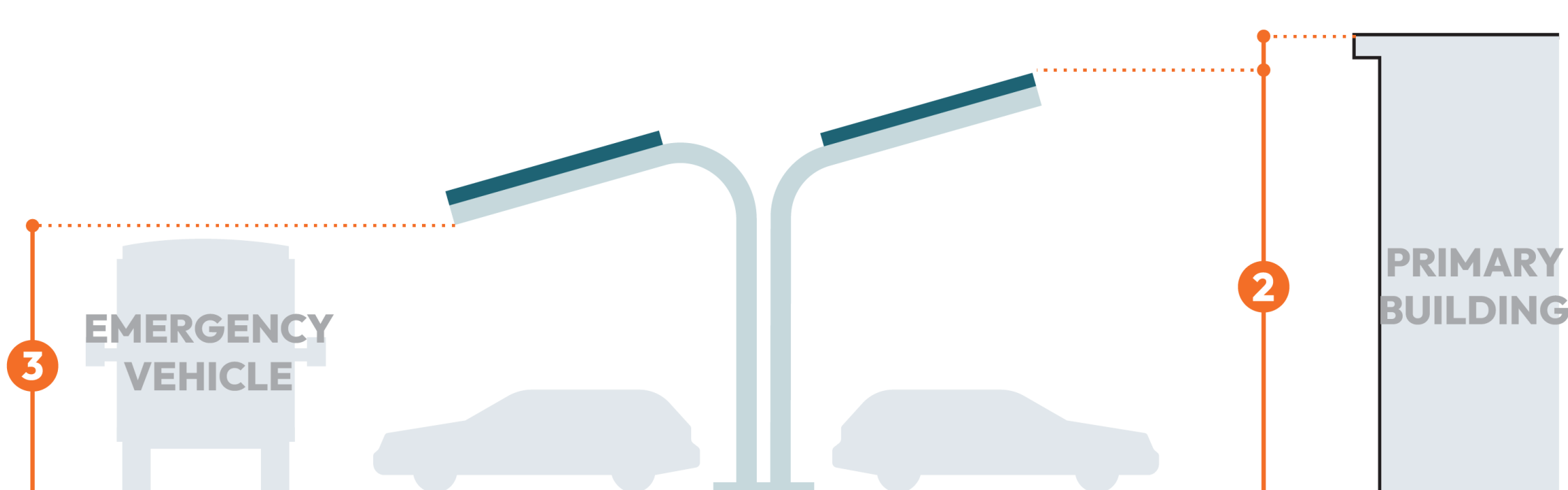
Traditionally, development ordinances have required a minimum amount of parking spaces. This often leads to excessive amounts of impervious pavement and reinforces car dependency. The UDO proposes to set a maximum number of parking spaces for non-residential and multifamily uses to reduce often underutilized parking, increase the portion of sites devoted to buildings and open space, and promote other forms of transportation. Minimum parking is still required for residential uses.



ENERGY

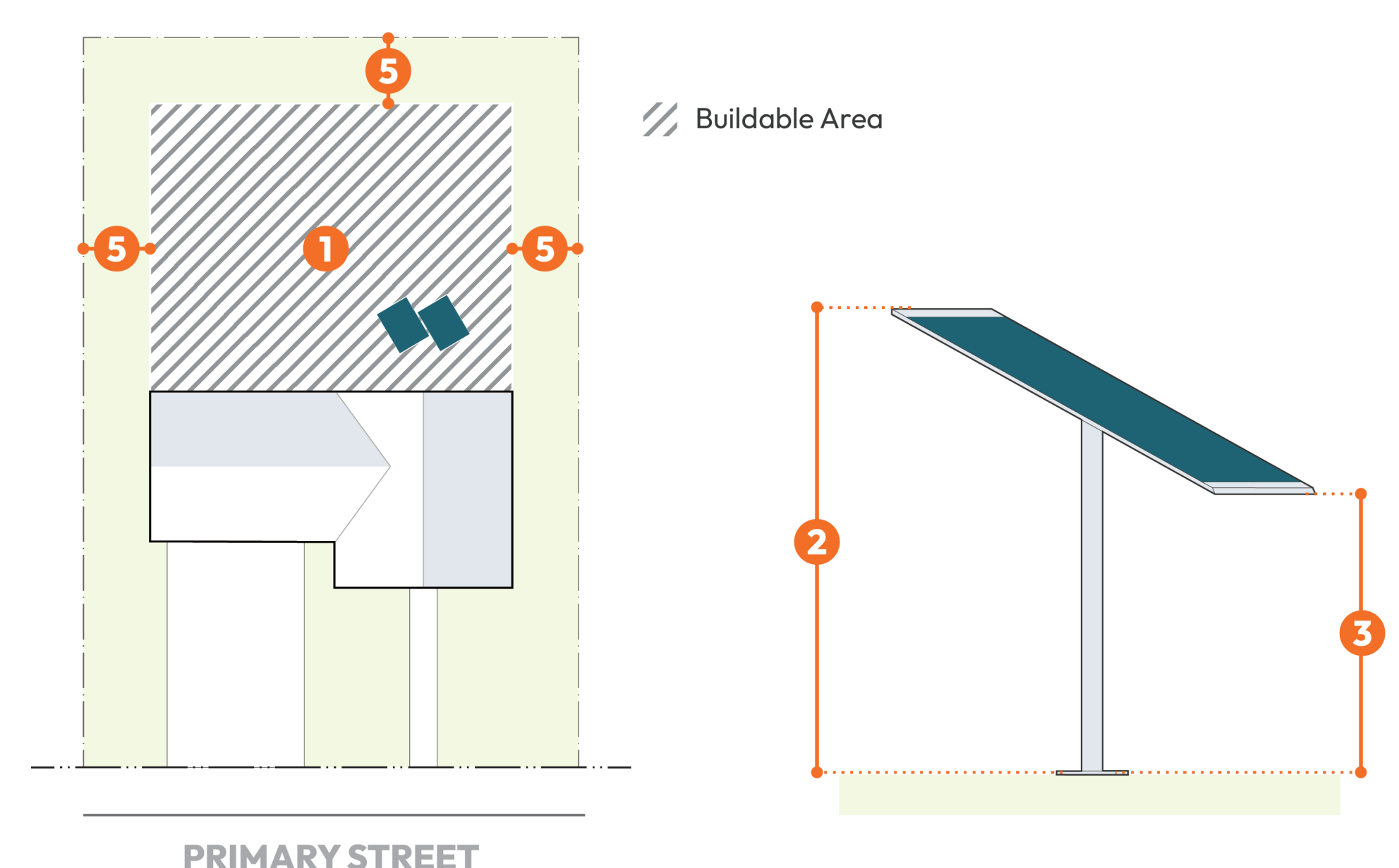
Electric Vehicle Charging

As sales of electric vehicles (EVs) increase and the State sets goals on increasing the number of EV registrations and reducing greenhouse gases, it's important to add to the electric vehicle charging network. The UDO proposes that parking lots with 40 or more parking spaces provide a minimum of 5% of spaces equipped with charging stations. This also allows for more EV ownership opportunities for those who rent homes.



Accessory Solar Uses

Rooftop, canopy, and ground mounted solar system standards are proposed in the UDO.



ENVIRONMENTAL SUSTAINABILITY: TREE PROTECTION & LANDSCAPING

TREE CANOPY COVERAGE

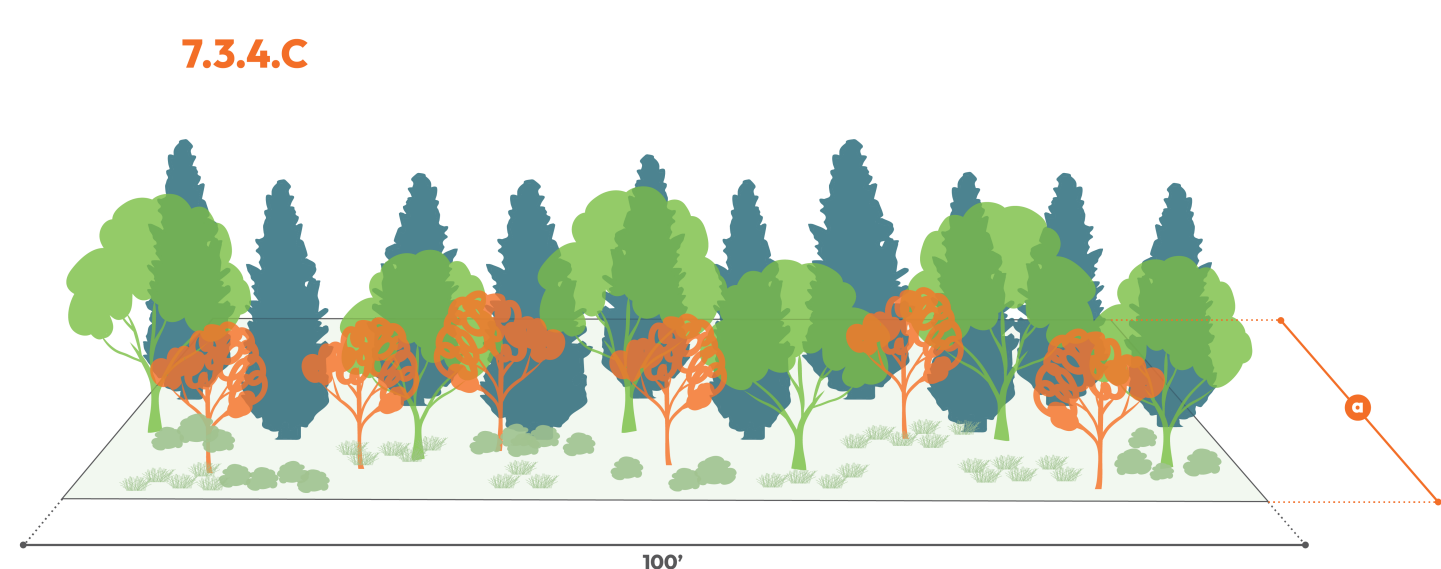
Tree preservation is a high priority identified by the Community Plan and public input. New tree canopy standards are proposed to encourage preservation of existing trees over replacement. See the table to the right for proposed canopy coverage requirements. The Town does not have statutory authority to prohibit removal of trees; therefore, standards focus on approaches that aim to incentivize tree preservation.

Required Tree Canopy Coverage					
District	Required Community Space Percent of Development Site	Additional Tree Canopy Coverage Required Beyond Base Requirement			
		If 25%-75% of base requirement met by retained trees		If less than 25% of base requirement met by retained trees	
GR	20%	3%	23% Total	6%	26% Total
NCR; MUR; TSR; CI; NB; CB; IND	15%	3%	18% Total	6%	21% Total
DT	0%	0%		0%	
AC-O	1%	2%	12% Total	5%	15% Total
TOD-O	5%	2%	7% Total	5%	10% Total
OS	45%	0%	45% Total	0%	45% Total

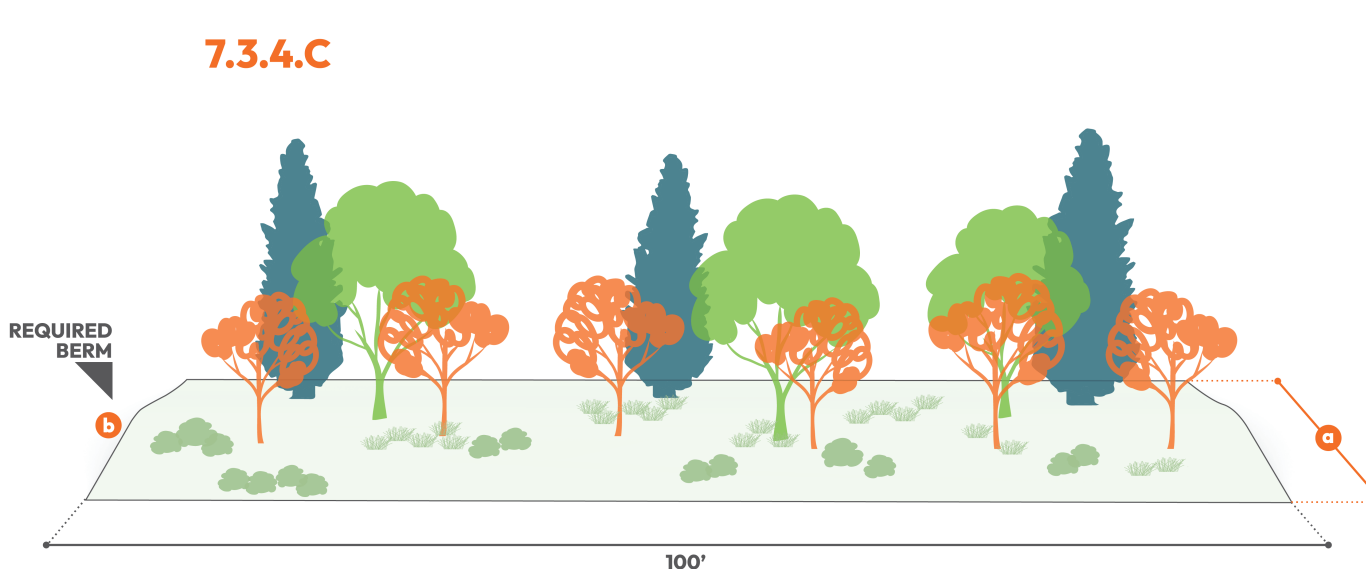
Notes
 [1] Calculation of canopy coverage shall be based on site area exclusive of public right-of-way dedication, existing natural surface waters, and existing easements.
 [2] For sites with no existing tree canopy or existing tree canopy below the base requirement percentage, the required provision of canopy shall meet the base requirement.

LANDSCAPE BUFFERS

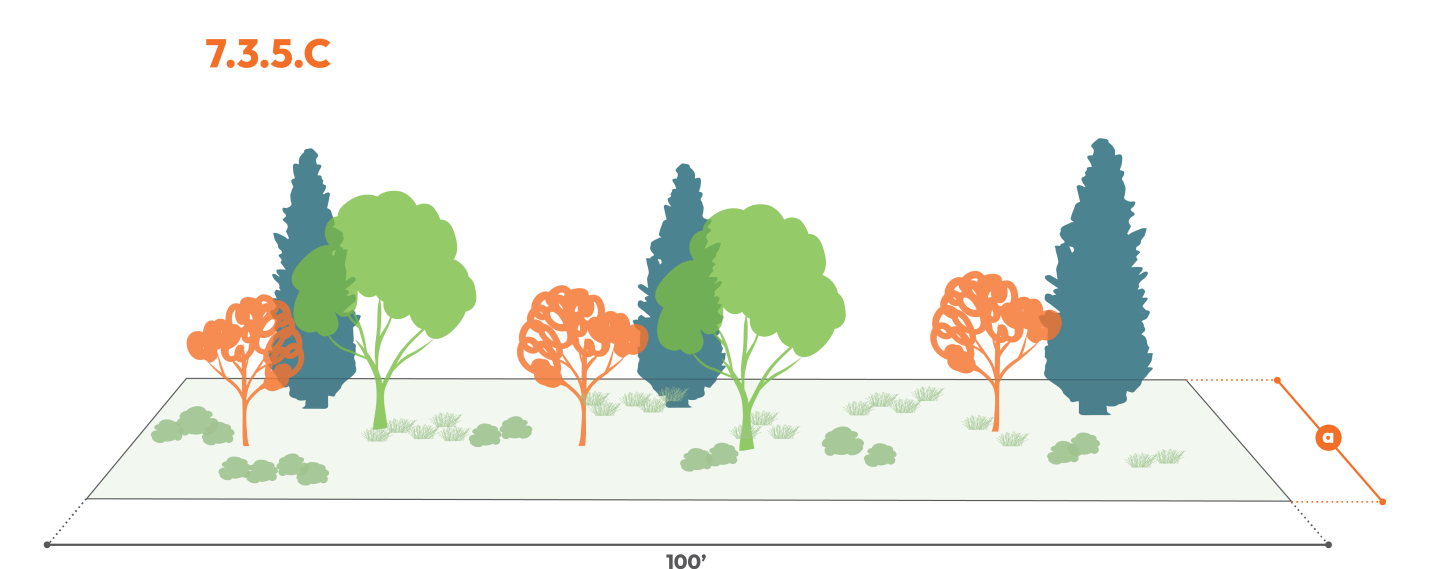
Landscape buffers along the perimeter of properties and along street frontages provide visual delineation and screening between developments. Different levels of buffering are appropriate for different uses and contexts. Buffers consist of various elements – width; fences, walls, or berms, and landscaping.



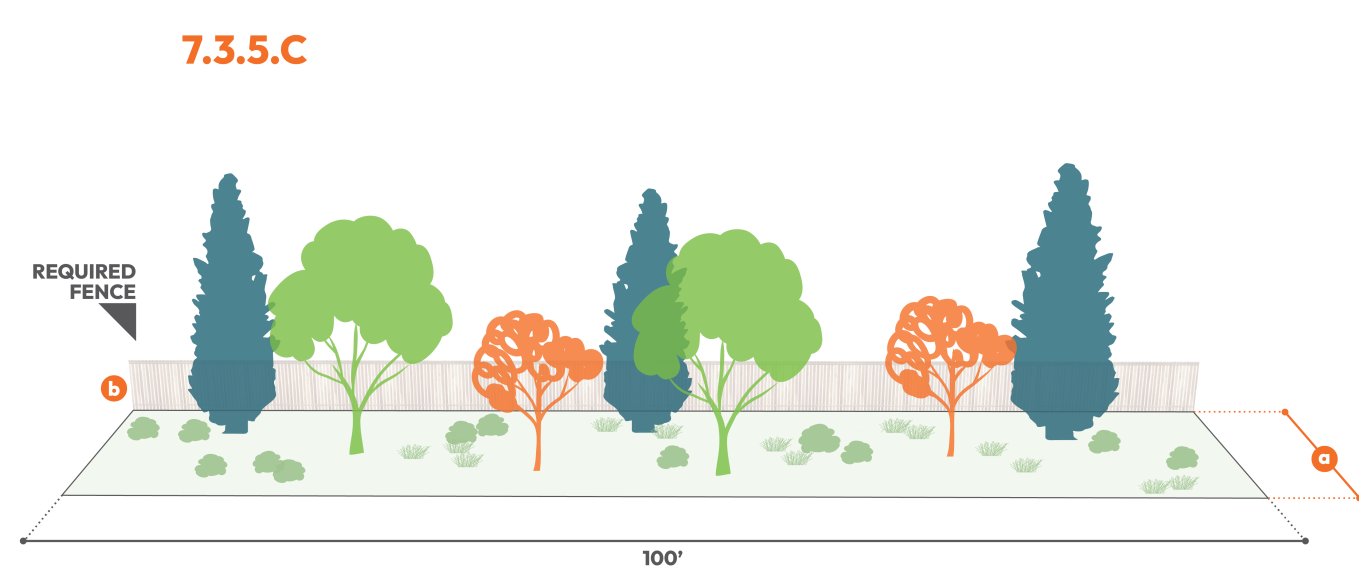
50' Type A - Option 1



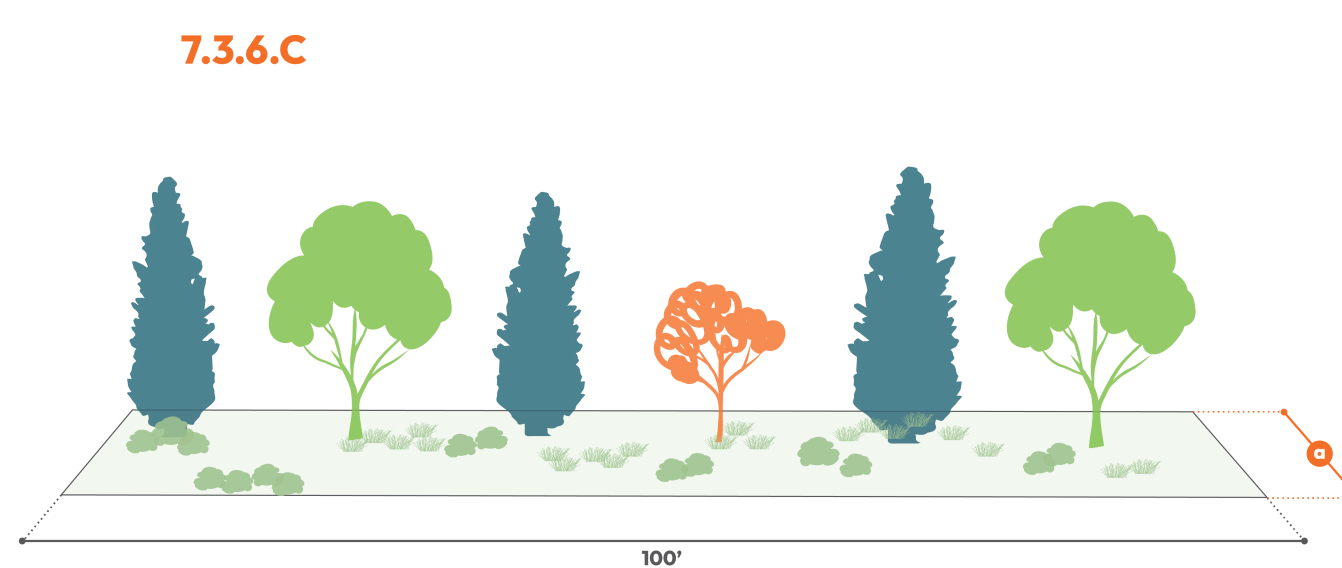
30' Type A - Option 2



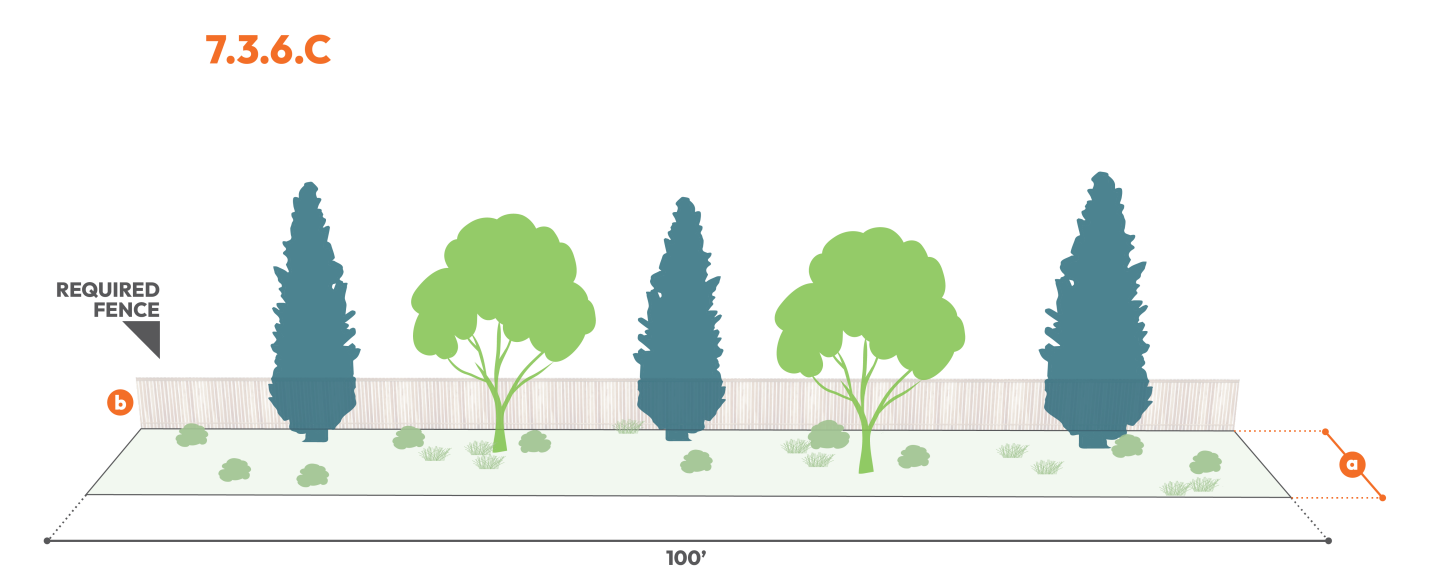
30' Type B - Option 1



20' Type B - Option 2

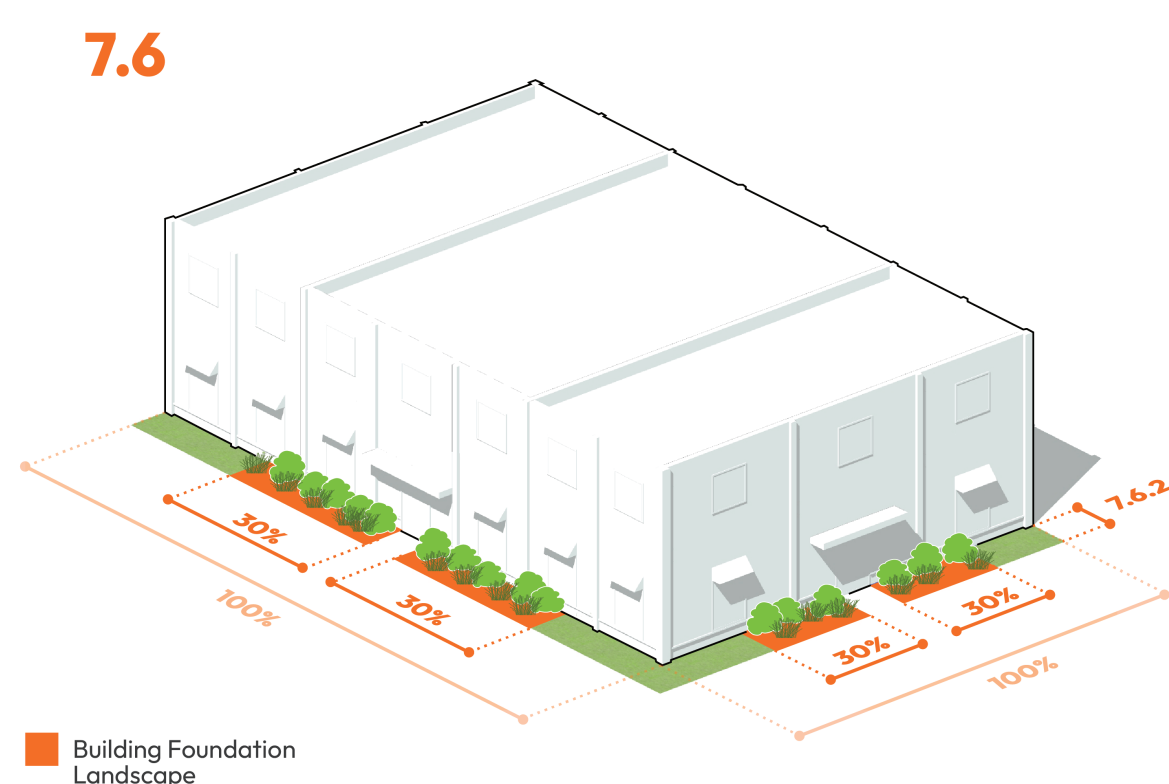


20' Type C - Option 1



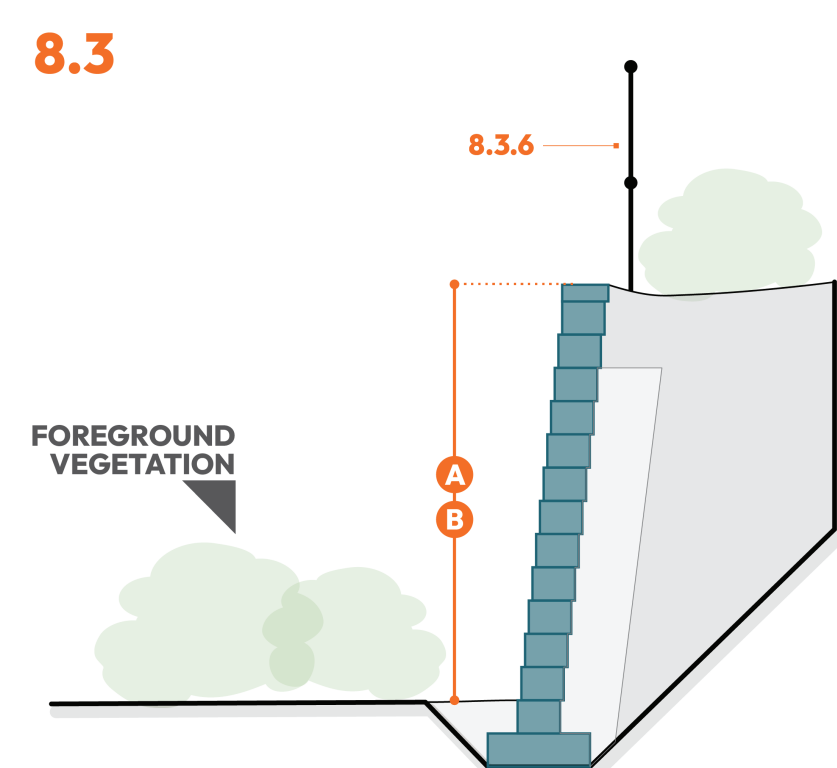
15' Type C - Option 2

SITE LANDSCAPING



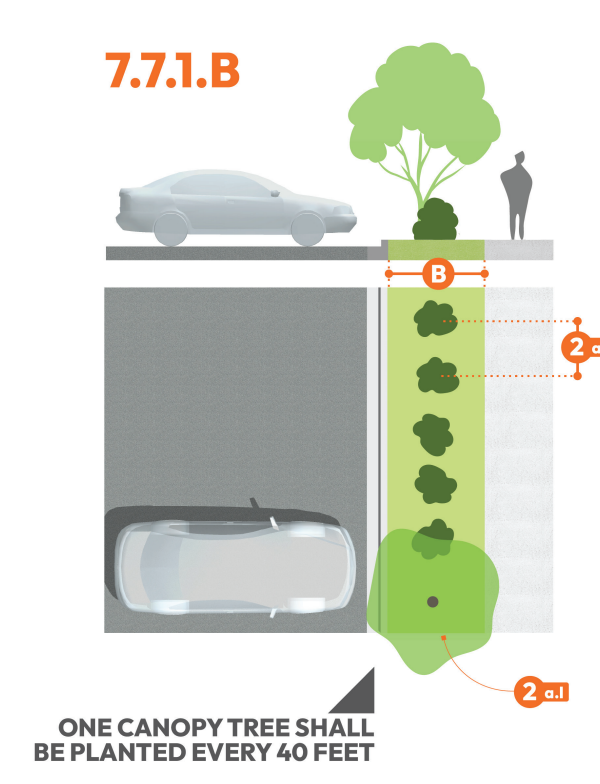
Foundation Landscape

Landscaping at the foundation area of buildings softens the hardscape, adds visual interest, and is an opportunity to incorporate native plants. The UDO proposes new foundation planting requirements for parts of the building facing a street or parking area.



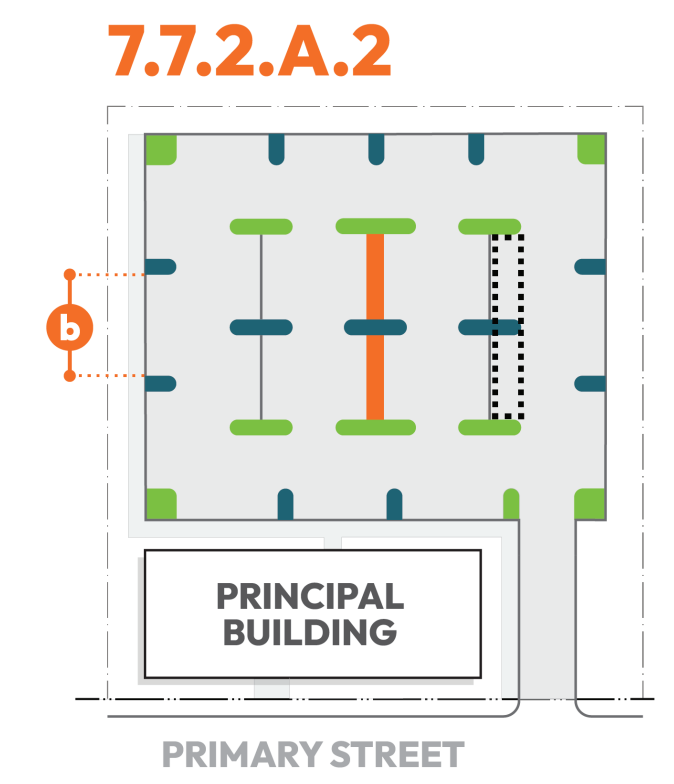
Retaining Wall Landscape

Required landscaping is proposed in front of retaining walls as well as in terraced steps of retaining walls to reduce the visual impact and massing.



Perimeter Parking

Enhanced perimeter landscaping for parking areas is proposed to include shrubs or ornamental grasses and trees. This provides screening between parking areas and streets or adjacent properties and improves the pedestrian environment.



Interior Parking

Enhanced interior landscaping for parking areas is proposed to provide shade within parking areas, break up large expanses of parking area pavement, and improve the overall parking lot appearance. The new UDO proposes an increased number of islands, medians and end caps, with more required for parking in front of and to the side of buildings.