

**FORSYTH COUNTY**  
**BOARD OF COMMISSIONERS**

**MEETING DATE:** \_\_\_\_\_ **AGENDA ITEM NUMBER:** \_\_\_\_\_

**SUBJECT:-**

Request for Public Hearing on zoning text amendment regarding parking requirements for single family homes in the RSQ Zoning

**COUNTY MANAGER'S RECOMMENDATION OR COMMENTS:-**

**SUMMARY OF INFORMATION:-**

Zoning text amendment proposed by the City-County Planning Board to amend Chapter B Section 2-1.2 "Residential Zoning District" parking requirements for single family homes in the RSQ Zoning District (UDO-77).

After consideration, the Planning Board recommended approval of the rezoning petition.

**ATTACHMENTS:-**     YES         NO

**SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**ACTION REQUEST FORM**

**DATE:** November 16, 2001  
**TO:** The Honorable Mayor and Board of Aldermen  
**FROM:** A. Paul Norby, AICP, Director of Planning

**BOARD ACTION REQUEST:**

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**SUMMARY OF INFORMATION:**

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**PLANNING BOARD ACTION:**

**MOTION ON PETITION:** APPROVAL  
**FOR:** UNANIMOUS  
**AGAINST:** NONE  
**SITE PLAN ACTION:** NOT REQUIRED

## **STAFF REPORT**

**DOCKET #:** UDO-77

**STAFF:** Glenn Simmons

### **REMAND REQUEST FROM BOARD OF ALDERMEN**

On September 24, 2001 the Board of Aldermen remanded this UDO amendment to the City-County Planning Board for further consideration and recommendation. The Aldermen's specific concern was the possibility that under UDO provisions the RSQ district permits lots to be as narrow as forty feet. In this context, off street parking in the front part of lots which might otherwise be less of a concern in other single family districts requiring wider lot widths may be problematic in the RSQ district. Generally, multiple automobiles parked in the fronts of houses on narrow lots, it is feared, may present a cluttered, unkempt appearance. The following staff revision to the previous staff recommendation attempts to address this issue.

### **REQUEST**

The original request by City-County Planning Board and Inspections Division staffs was to clarify and revise Chapter B, Section 2-1.2(J)(3)(a) of the UDO to eliminate supplementary vehicular parking requirements for single family dwellings located within the RSQ (Residential Single Family Quadraplex) zoning district. Said revisions would hereby allow vehicular parking to be permitted in the fronts of single family residences in the RSQ district and further eliminate associated landscape and setback requirements. This would eliminate a disincentive to construct single family dwellings in the RSQ District, since there are no prohibitions for parking in the front of single family homes in other districts in which they are allowed.

### **BACKGROUND**

Section 2-1.2(J)(3)(a) of the UDO currently requires all parking within the RSQ zoning district be located to the side or rear of the principal structure unless some physical hardship as determined by Planning staff prevents such location. The section also states that all parking must be five feet off the property line, with the intervening area landscaped to the type I buffer standards. The current request is made after hearing of the difficulties of moving a single family unit onto a site within an RSQ district. In that case, a driveway is proposed along one side of the house, with the required off-street parking space proposed to be located at the stub end of the driveway. Because the lot is fairly narrow, the parking space lies within the five-foot setback required in the UDO.

### **ANALYSIS**

The provision for parking to the rear in RSQ, along with the setback and buffering requirements, were included in the RSQ District regulations to recognize the potential use of older, often larger single family structures for conversion to duplex, triplex, or quadraplex purposes. In case of such a conversion, the greater number of units and potential families could result in a substantial increase in the number of automobiles stored on the site. The supplementary parking provisions were included in the UDO to guard against such properties being overrun with automobiles; these provisions would allow the parking of cars on the site, but in a manner which would

minimize the disruption to the residential appearance of the subject property and the surrounding neighborhood.

The supplementary provisions for parking in RSQ in the UDO were to address the situation of intensification of the land use (i.e., conversion of a single family structure to two or more units), but were not intended to require single family uses to go to extraordinary lengths for off-street parking. The problem of intensification of use and greater number of automobiles is not present with single family uses. In addition, there was not the intent to treat single family uses in the RSQ District differently for purposes of parking from single family uses located in other zoning districts.

In keeping with the purpose of the RSQ District, Planning staff recommends that Section 2-1.2(J)(3)(a) be revised to eliminate the supplementary parking requirement for single family residential properties **with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way.** By eliminating the side or rear yard only parking requirement for single family residences, staff believes that the basic intent of the RSQ District to minimize the detrimental effect of larger areas of off street parking associated with greater densities of development within the RSQ District will be retained.

### **RECOMMENDATION**

Staff recommends **APPROVAL**.

Glenn Simmons presented the staff report.

### **PUBLIC HEARING**

FOR: None

AGAINST: None

### **WORK SESSION**

During discussion by the Planning Board, the following points were made:

1. Kerry Avant expressed concern that parking would be restricted in the RSQ District and not in other residential districts. Paul noted that there currently is no parking permitted in the front of structures in RSQ District and the purpose of this text amendment is to allow more flexibility.
2. Where do people living in these houses put their cars now? On the street or behind the houses.

MOTION: Philip Doyle moved approval of the zoning text amendment.

SECOND: Kerry Avant

VOTE:

FOR: Avant, Bost, Clark, Doyle, King, Norwood, Powell, Schroeder, Snelgrove

AGAINST: None

EXCUSED: None

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A. Paul Norby, AICP  
Director of Planning

**UDO-77**  
**AN ORDINANCE AMENDING**  
**CHAPTER B OF THE**  
***UNIFIED DEVELOPMENT ORDINANCES***  
**PERTAINING TO SUPPLEMENTARY REQUIREMENTS**  
**FOR PARKING IN THE RSQ DISTRICT**

Be it ordained by the Board of Commissioners of Forsyth County, North Carolina that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B, Section 2-1.2(J)(3)(a) is revised by adding the following sentence to the end of the paragraph: "The provisions of this section shall not apply to single family dwellings with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way."

Section 2. This ordinance shall be effective upon adoption.

**UDO-77**  
**AN ORDINANCE AMENDING**  
**CHAPTER B OF THE**  
***UNIFIED DEVELOPMENT ORDINANCES***  
**PERTAINING TO SUPPLEMENTARY REQUIREMENTS**  
**FOR PARKING IN THE RSQ DISTRICT**

Be it ordained by the Board of Aldermen of the City of Winston-Salem, North Carolina that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B, Section 2-1.2(J)(3)(a) is revised by adding the following sentence to the end of the paragraph: "The provisions of this section shall not apply to single family dwellings with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way."

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**CHAPTER B OF THE**  
***UNIFIED DEVELOPMENT ORDINANCES***  
**PERTAINING TO SUPPLEMENTARY REQUIREMENTS**  
**FOR PARKING IN THE RSQ DISTRICT**

Be it ordained by the Board of Aldermen of the Town of Kernersville, North Carolina that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B, Section 2-1.2(J)(3)(a) is revised by adding the following sentence to the end of the paragraph: "The provisions of this section shall not apply to single family dwellings with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way."

Section 2. This ordinance shall be effective upon adoption.

**UDO-77**  
**AN ORDINANCE AMENDING**  
**CHAPTER B OF THE**  
***UNIFIED DEVELOPMENT ORDINANCES***  
**PERTAINING TO SUPPLEMENTARY REQUIREMENTS**  
**FOR PARKING IN THE RSQ DISTRICT**

Be it ordained by the Village Council of the Village of Clemmons, North Carolina that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B, Section 2-1.2(J)(3)(a) is revised by adding the following sentence to the end of the paragraph: "The provisions of this section shall not apply to single family dwellings with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way."

Section 2. This ordinance shall be effective upon adoption.

**UDO-77**  
**AN ORDINANCE AMENDING**  
**CHAPTER B OF THE**  
***UNIFIED DEVELOPMENT ORDINANCES***  
**PERTAINING TO SUPPLEMENTARY REQUIREMENTS**  
**FOR PARKING IN THE RSQ DISTRICT**

Be it ordained by the Town Council of the Town of Lewisville, North Carolina that the *Unified Development Ordinances* is hereby amended as follows:

Section 1. Chapter B, Section 2-1.2(J)(3)(a) is revised by adding the following sentence to the end of the paragraph: "The provisions of this section shall not apply to single family dwellings with lot widths sixty (60) feet wide or greater at the building line. Lots less than sixty (60) feet wide at the building line shall be permitted only one driveway connection to the street with a maximum driveway width of twelve (12) feet measured at the right-of-way."

Section 2. This ordinance shall be effective upon adoption.