

Efland-Mebane Small Area Plan Implementation Focus Group

MEETING AGENDA

Efland-Cheeks Elementary School Cafeteria
4401 Fuller Road
Efland, NC
Monday, February 2, 2015
6:30 p.m.

1. Welcome and Introductions
2. Review of Resident-Recommended Changes to the Proposed Efland Zoning Overlay Districts – **please review the materials prior to the meeting**
3. Other Matters Members Wish to Discuss
4. Adjournment

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EFLAND-MEBANE SMALL AREA PLAN IMPLEMENTATION FOCUS GROUP

AGENDA ITEM ABSTRACT

Meeting Date: February 2, 2015

SUBJECT: Comprehensive Plan, Unified Development Ordinance, and Zoning Atlas Amendments to Establish Two New Zoning Overlay Districts in the Efland Area

ATTACHMENT(S):

1. Map of Overlay Areas
2. Chart of Proposed Standards and Rationale Distributed at April 7, 2014 Public Information Meeting
3. Chart of Proposed Standards and Resident Input/Suggestions

INFORMATION CONTACT: (919)

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 Craig Benedict, Planning Director, 245-2592

PURPOSE: To review and comment on resident-recommended changes to the proposed amendments to the Comprehensive Plan, Unified Development Ordinance (UDO), and Zoning Atlas to establish two new zoning overlay districts in the Efland area (see Attachment 1 for map).

BACKGROUND: The Efland-Mebane Small Area Plan Implementation Focus Group (EMSAP IFG) last met in August 2012 to discuss amendments necessary to establish two zoning overlay districts in the Efland area. The topic was heard at the November 2012 quarterly public hearing and was denied by the Board of County Commissioners (BOCC) in February 2013 because of disagreements regarding the provision of pedestrian facilities in the area. After the required 1-year waiting period for denied applications, the topic was brought to the February 24, 2014 quarterly public hearing (materials available at: <http://orangecountync.gov/occlerks/140224.pdf>).

As a result of comments made at the 2014 public hearing, the public hearing was continued to September 8, 2014 and a Public Information Meeting was held on April 7, 2014 at Efland Cheeks Elementary School. Materials related to the public information meeting can be viewed at: <http://orangecountync.gov/planning/includes/ProposedEflandZoningOverlayDistrict.asp> and a chart distributed at the meeting is included as Attachment 2. The chart contains the proposed standard pulled from the UDO text amendment along with a brief explanation as to why the standard is being proposed. It was prepared in response to comments that the actual ordinance amendments were confusing to people not well versed in the UDO format. At the conclusion of the public information meeting, Planning staff extended an invitation for people to contact staff if they wished to meet with staff one-on-one or in small groups to better understand the proposed amendments.

Planning staff was contacted by a group of residents in August 2014 and was asked to meet with the group to discuss the proposed standards related to the overlay district. Planning staff met with the resident group eight times from August 2014 through January 2015. During this time, the public hearing was continued to December 1, 2014 and then again to April 7, 2015. A chart showing the resident group's input/suggestions for each proposed standard is included as Attachment 3.

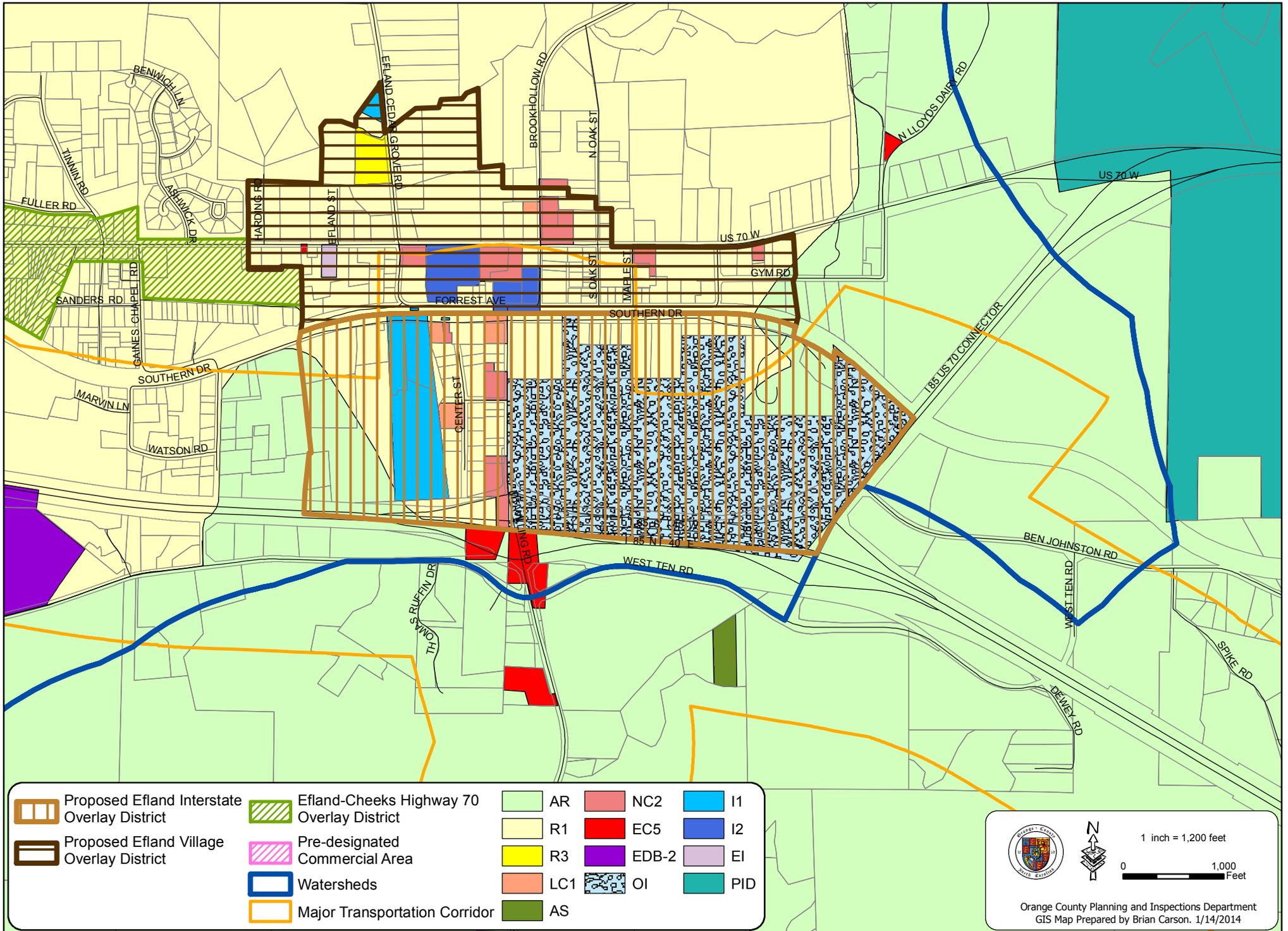
Efland-Mebane Small Area Plan Implementation Focus Group Review

The EMSAP IFG, an advisory board appointed by the BOCC, is being asked to review and weigh in on the resident-recommended changes to the proposed standards associated with the zoning overlay districts. Board members should review the materials prior to the February 2nd meeting and come to the meeting prepared to discuss any areas of concern.

The resident group's input and suggestions are primarily geared toward "softening" language to allow for more flexibility in enforcing the standards (e.g., change "shall" to "should"). Additionally, some suggestions relate to clarifying the standard while in other cases the resident group was not in favor of having a standard at all (for example, prohibiting the use of chain link fencing, regulating the orientation of buildings on sites, or regulating the location of doorways on a building).

Upcoming Schedule

- February 18: Public information meeting to present the resident group's suggestions to interested persons and receive feedback.
- March 4: The Planning Board, an advisory board appointed by the BOCC, is scheduled to make a recommendation on the amendments (the Planning Board makes a recommendation on all proposed amendments to the Unified Development Ordinance).
- April 7: The BOCC is scheduled to receive the Planning Board's recommendation, EMSAP IFG comments, and feedback received at public information meeting and possibly make a decision regarding the amendments.



	Proposed Efland Interstate Overlay District		Efland-Cheeks Highway 70 Overlay District		AR		Pre-designated Commercial Area		NC2		I1
	Proposed Efland Village Overlay District		Pre-designated Commercial Area		R1		EC5		EDB-2		I2
	Watersheds		AR		NC2		I1		EDB-2		EI
	Major Transportation Corridor		R3		EC5		EI		EI		PID
			AR		NC2		I1		EI		
			R1		EC5		I2		EI		
			R3		EDB-2		EI		EI		
			LC1		OI		EI		EI		
			AS		OI		EI		EI		

1 inch = 1,200 feet

 0 1,000 Feet

 Orange County Planning and Inspections Department

 GIS Map Prepared by Brian Carson, 1/14/2014

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
1.	4.5.3 (B)(1)	The minimum side and rear setback shall be with width of the required buffer in 6.6.3(B) or the setback required in Article 3 or Section 6.2.8, whichever is less, except as provided in (a).	Section 6.6.3(B) pertains to Landscaping & Buffering requirements, which are being lessened from the existing regulations that apply in this area. This will make the smaller parcels found in the area more developable and also will lead to a more “urban village” style of development than in found in areas of the county that do not have water & sewer services.
2.	4.5.3(B)(1)(a)	(Referenced in standard above) For parcels subject to the setback and yard requirements in Section 4.7.4, the requirements of said Section shall apply.	Section 4.7.4 pertains to the Major Transportation Corridor (MTC) Overlay District (which is the areas along the interstates in Orange County). The MTC is present in some of the geographic area covered by the proposed Efland Interstate overlay district. In those cases where there is overlap, the requirements of the MTC will apply.
3.	4.5.3(B)(2)	Where applicable, the front yard setback shall be measured from any future right-of-way as designated on the Orange County Thoroughfare <u>Comprehensive Transportation</u> Plan.	The language in the standard will be updated as shown with the strikethrough/underline text. At this time, the County does not have a Comprehensive Transportation Plan that designates future right-of-way needs but anticipates developing one in the future in order to serve future roadway/transportation needs. If a parcel in the proposed overlay district area is affected by the future plan, it makes good planning and development sense to have buildings setback appropriately from anticipated future roads. Doing so both minimizes the chance that a building would have to be removed due to the need for a new road and ensures buildings are setback far enough from any future roads so that you don't end up with a situation of having a building immediately adjacent to the roadway right-of-way line and no longer having a front yard for that parcel.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
4.	6.6.3(A)(1) (A) is “Circulation and Connectivity”	All site planning for property east of Mount Willing Road shall take into account the need for a connecting roadway between Mount Willing Road and the Interstate 85/U.S. Highway 70 Connector.	The described roadway is depicted on the adopted Access Management Plan for the area (which was done as one of the implementing measures of the small area plan in addition to being good planning practice to designate future access needs in advance of development). Existing Section 2.5.3(V) of the UDO (dealing with site plan requirements) already requires compliance with adopted access management plans. This proposed standard is included in the language for the interstate overlay district so that users are immediately aware of the requirement.
5.	6.6.3 (A)(2)	All site planning west of Mount Willing Road shall take into account: (a) A possible re-alignment of Efland-Cedar Grove Road under the existing railroad track to connect to Mount Willing Road, as described in the adopted Efland-Mebane Small Area Plan. (b) The need for a connecting roadway between Mount Willing Road and Buckhorn Road, as depicted on the Efland-Buckhorn-Mebane Access Management Plan, adopted November 11, 2011.	The small area plan calls for future re-alignment of Efland-Cedar Grove Road under the railroad track in order to both improve traffic flow and safety in the area by minimizing the number of at-grade railroad crossings and to attempt to ensure that emergency vehicles are not held up at the rail crossing when trains are going by. Although this project is likely far in the future (due to the Department of Transportation [DOT] process to get projects programmed and funded), it is good planning practice to anticipate future needs for road right-of-way when development projects are proposed and to work with developers to ensure that both future needs are met and that future anticipated projects disrupt development as little as possible. Standard (a) achieves this idea. The explanation for proposed standard (b) is the same as the explanation for 6.6.3(A)(1) immediately above (“Easy Reference Number” 4).

Efland Interstate Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
6.	6.6.3 (A)(3)	In order to manage access on public streets, a site shall be permitted no more than one entrance/exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement.	<p>A limit on the number of access points on a roadway helps to maintain traffic flow and capacity on roadways. Capacity is affected when there are many turn movements because traffic must slow down to achieve the turn movements.</p> <p>Additionally, current DOT practice for driveway permits will likely limit all but the largest projects to one access point. Lastly, this is also a requirement in the UDO for properties in the Economic Development Districts because it is good planning practice.</p>
7.	6.6.3 (A)(4)	Intra-site accessibility shall be provided. Vehicles shall not be required to enter the public street in order to move from one area to another on the same site.	<p>This standard is proposed in order to ensure projects do not use the public roadway as the only access to move from one area of the site to another area. This is good site planning practice because it helps to maintain traffic flow on public roadways.</p> <p>Additionally, this is also a requirement in the UDO for properties in the Economic Development Districts because it is good planning practice.</p>
8.	6.6.3 (A)(5)	On all corner lots, no vehicular openings shall be located closer than 60 feet from the point of intersection of the street right-of-way lines.	This proposed standard helps to maintain traffic safety and flow near intersections. Additionally, current DOT practice for securing driveway permits also requires this distance, for the stated reasons.
9.	6.6.3 (A)(6)	Entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width	This proposed standard ensures that driveway points are delineated which avoids situations of the entire street frontage being used to pull into and out of a property, which can result in safety hazards. It helps to improve traffic flow and safety on the roadway. Additionally, current DOT practice for securing driveway permits also requires these widths, for the stated reasons.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
10.	6.6.3 (A)(7)	Exits for parking facilities containing more than 36 parking spaces shall contain holding lanes for left-turning and right-turning traffic unless the Planning Director determines that due to the physical features of a site, holding lanes would be unsafe and should not be required.	This proposed standard provides an area for vehicle queuing/"stacking" for vehicles waiting to exit a site. The purpose is to improve traffic flow and safety.

Efland Interstate Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
11.	6.6.3 (A)(8)	<p><u>Shared Access</u></p> <p>(a) In order to manage access on Mount Willing Road, developments subject to this Section, fronting on Mount Willing Road, and located contiguous to one another shall provide shared access.</p> <p>(i) Owners of contiguous parcels subject to this Section shall execute reciprocal easement agreements between the separate property owners and have the same recorded in the Office of the Orange County Register of Deeds prior to the issuance of a Zoning Compliance Permit. The easement agreement shall be sufficient to allow for the development of a private service road or driveway to channel access from Mount Willing Road to each property. Figure 6.6.2.A.3 shows an example of the shared access.</p> <p>(ii) Developments subject to this Section, fronting on Mount Willing Road, and not contiguous to other similarly situated development shall be required to designate stub outs to adjoining properties on the site plan so that shared access can be developed if and when the adjacent property is developed in either a manner which subjects it to this Section or if individual curb cut for a single-family detached residential land use is deemed to be a traffic safety hazard by the County and NCDOT.</p>	<p>The purpose of these requirements is to eventually provide a service/frontage road to serve properties along Mt. Willing Road. Doing so will minimize the number of access points on Mt. Willing Road, which helps to preserve roadway capacity and has a positive effect on traffic flow and safety. The Figure referenced in (i) is part of the existing Efland-Cheeks Overlay District section and is:</p> <div data-bbox="1165 641 1890 1120" style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Figure 6.6.2.A.3: Shared Access</p> <p style="text-align: center;">Non-residential Developments Within Pre-defined Commercial Areas of Highway 70</p> </div> <p>The technique being suggested here (easements as parcels are developed or redeveloped) is a way to achieve better traffic management facilities (such as frontage roads) in areas that are already developed and/or where insufficient roadways exist to serve traffic volumes.</p>

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
12.	6.6.3 (A)(9)	All driveway entrances must have an approved NCDOT driveway permit and must be paved to NCDOT standards from the edge of the existing roadway pavement to the existing right-of-way limit on the interior of the property.	This is an existing DOT requirement and is included in an attempt to be comprehensive about what the development requirements in the area are.
13.	6.6.3 (A)(10)	<p><u>Pedestrian Circulation</u></p> <p>(a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall provide pedestrian walkways to outparcels and also within any large parking areas.</p> <p>(b) For the purposes of this subsection, a large project is defined as one located on 5 or more acres or proposing more than 50,000 square feet of building area. A large parking area is one containing parking for 100 or more vehicles.</p>	This standard ensures that larger projects provide pedestrian walkways so that pedestrians can safely traverse a large parking area or safely walk between the various portions of a large development such as a shopping center or apartment complex.

Efland Interstate Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
14.	6.6.3 (B)(1) (B) is “Landscaping and Buffering”	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (1) There shall be a minimum ten feet wide vegetative buffer along all rights-of-ways comprised of vegetation that complements surrounding plantings and which includes trees planted in accordance with Section 6.8 where possible.	The buffering requirements in Section 6.8 can be difficult or impossible to achieve on the smaller sized lots that exist in the Efland area. This standard is a lessening of existing requirements in order to make development easier and more in keeping with an “urban village” atmosphere. Since most of the County’s jurisdiction consists of parcels of property measured in acres, not square feet, and is intended to remain rural in character, the current regulations are tailored to larger parcels and ensuring a rural character. In areas of the county where water and sewer service is available, or expected to become available, the development regulations must be tailored to the smaller sized lots that are normally a result of urban services (such as water and sewer systems) being provided.
15.	6.6.3 (B)(2)	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (2) There shall be a minimum 15 feet wide vegetative buffer along all common property lines separating non-residential and residential land uses. The required plantings shall be in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.	Same explanation as for “Easy Reference Number” 14 immediately above.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
16.	6.6.3 (B)(3)	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet. Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.	Same explanation as for “Easy Reference Number” 14 above.
17.	6.6.3 (B)(4)	The provisions of this subsection do not waive the buffer requirements found in Section 6.6.5 (Major Transportation Corridor).	For properties subject to the MTC, the buffer requirements for the MTC continue to apply. For informational purposes, the required buffer width along the interstates is 100 feet with limited breaks allowed. Buffers can be comprised of existing wooded areas or plantings, depending on the conditions of a specific site.
18.	6.6.3 (C)(1) “Architectural Design Standards”	In addition to the requirements in Section 6.5 (Architectural Design Standards), the national prototype architectural styles of chain businesses shall be altered as necessary to complement the surrounding area.	The standards in Section 6.5 are requirements that all development projects must meet. The requirement that chain businesses alter their basic prototype architectural style is a measure to help protect the unique character of Efland and ensure it does not end up looking like “Anyplace, U.S.A.” This idea is directly from the Efland-Mebane Small Area Plan.
19.	6.6.3 (C)(2)	Drive-through facilities on non-residential uses are allowable in this area.	This standard is included to make it clear that drive-throughs on non-residential development are allowable in the Efland Interstate overlay district. It is included because drive-throughs are prohibited in the Efland Village overlay district.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
20.	4.6.3 (B)(1)	In lieu of the front setback required in Article 3, the minimum front yard setback for properties fronting on U.S. Highway 70 shall be 30-feet.	Because a variety of zoning districts could be applied along Highway 70, and the various zoning districts have differing front setback requirements, this standard will allow all parcels along Highway 70 to adhere to the same setback (30-feet). A standard such as this is considered to be a good design principle so that the street frontage has a more cohesive look and “feel.” Setbacks are one of the defining factors that affect the appearance of an area and affect people’s perceptions of how “relatable” an area is.
21.	4.6.3 (B)(2)	In lieu of the front setback required in Article 3, the front yard setback for parcels located in the overlay district but not fronting on U.S. Highway 70 shall be in keeping with the front setback provided by adjacent uses.	Because a variety of zoning districts could be applied in the village overlay district and the zoning districts have differing front setback requirements, this standard would require that new development adhere to the setbacks of adjacent existing uses. A standard such as this is considered to be a good design principle so that the street frontage has a more cohesive look and “feel.” Setbacks are one of the defining factors that affect the appearance of an area and affect people’s perceptions of how “relatable” an area is.
22.	4.6.3 (B)(3)	The minimum side and rear setback shall be the width of the required Land Use Buffer (Section 6.8.6) or the setback required in Article 3, whichever is less, but in no case shall be less than 10-feet.	This proposed standard allows the side and rear property line setbacks to match the buffer required on a parcel, so long as a 10-foot minimum is maintained. This is a lessening from the existing regulations that apply in this area. This standard will make the smaller parcels found in the area more developable and also will lead to a more village style of development than is found in areas of the county that do not have water & sewer services.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
23.	4.6.3 (B)(4)	Where applicable, the front yard setback shall be measured from any future right-of-way as designated on the Orange County Comprehensive Transportation Plan.	At this time, the County does not have a Comprehensive Transportation Plan but anticipates developing one in the future in order to serve future roadway/transportation needs. If a parcel in the proposed overlay district area is affected by the future plan, it makes good planning and development sense to have buildings setback appropriately from anticipated future roads. This both minimizes the chance that a building would have to be removed due to the need for a new road and ensures buildings are setback far enough from any future roads so that you don't end up with a situation of having a building immediately adjacent to the roadway right-of-way line and no longer having a front yard for that parcel.
24.	4.6.3 (B)(5)	Although a portion of the Efland Village Overlay District is within the Major Transportation Corridor (MTC) Overlay District, the requirements of the MTC do not apply. The parcels are included in the MTC only because they fall within the prescribed distance criteria but do not fall under any existing requirements pertaining to the MTC.	This information allows users of the UDO to understand that they do not have to research the requirements of the MTC because no parcels in the proposed village overlay district fall under the requirements of the MTC, even though they are shown as being part of the MTC on the Zoning Atlas.
25.	4.6.3 (B)(6)	If Building Height Limitation modifications are pursued in accordance with Section 6.2.2(A), in no case shall building height exceed 40 feet.	Section 6.2.2(A) potentially allows buildings up to 75-feet in height in the County's jurisdiction if additional setbacks are provided. Because buildings this tall exceed most people's idea of a "village" atmosphere, this proposed standard caps building heights at 40 feet, which normally translates to a building up to 3 stories in height.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
26.	4.6.3(C)(1)	No fences shall be permitted in the front yard of lots, other than those used for single-family detached residential purposes, unless a demonstrated need can be shown.	This is an aesthetic design principle that would disallow fences in the front yard of new development (except single-family residential) unless an applicant can demonstrate that their project needs a fence in the front yard. The idea behind the design principle is that “wall-to-wall” front yard fences (e.g., if many parcels on a street has one) tend to visually lead to the feeling of walled-off compounds, which is generally not the idea of a village-like atmosphere.
27.	4.6.3(C)(2)	Chain link or similar fencing shall not be permitted for uses other than single-family detached residential.	The idea behind this proposed standard deals with the aesthetics of chain link fencing, especially if it were to be used by many parcels on a given street. The standard would apply only to new development and single-family residential uses (both new and existing) <u>would</u> be able to use chain link fencing.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
28.	6.6.4 (A)(1) “Circulation and Connectivity”	<p><u>Shared Access for Properties Fronting on U.S. Highway 70</u></p> <p>(a) In order to manage access on U.S. Highway 70, developments subject to this Section, fronting on U.S. Highway 70, and located contiguous to one another shall provide shared access.</p> <p>(i) Owners of contiguous parcels subject to this Section shall execute reciprocal easement agreements between the separate property owners and have the same recorded in the Office of the Orange County Register of Deeds prior to the issuance of a Zoning Compliance Permit. The easement agreement shall be sufficient to allow for the development of a private service road or driveway to channel access from Mount Willing Road U.S. Highway 70¹ to each property. Figure 6.6.2.A.3 shows an example of the shared access.</p> <p>(ii) Developments subject to this Section, fronting on U.S. Highway 70, and not contiguous to other similarly situated development shall be required to designate stub outs to adjoining properties on the site plan so that shared access can be developed if and when the adjacent property is developed in either a manner which subjects it to this Section or if individual curb cut for a single-family detached residential land use is deemed to be a traffic safety hazard by the County and NCDOT.</p>	See “Easy Reference Number” 11 for explanation and diagram.

¹ Correct cut-and-paste error.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
29.	6.6.4 (A)(2)	In order to manage access on public streets, a site shall be permitted no more than one entrance and exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement.	See "Easy Reference Number" 6 for explanation.
30.	6.6.4 (A)(3)	Intra-site accessibility shall be provided. Vehicles shall not be required to enter the public street in order to move from one area to another on the same site.	See "Easy Reference Number" 7 for explanation.
31.	6.6.4 (A)(4)	On all corner lots, no vehicular openings shall be located closer than 60 feet from the point of intersection of the street right-of-way lines.	See "Easy Reference Number" 8 for explanation.
32.	6.6.4 (A)(5)	Entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width.	See "Easy Reference Number" 9 for explanation.
33.	6.6.4 (A)(6)	Exits for parking facilities containing more than 36 parking spaces shall contain holding lanes for left-turning and right-turning traffic unless the Planning Director determines that due to the physical features of a site, holding lanes would be unsafe and should not be required.	See "Easy Reference Number" 10 for explanation.
34.	6.6.4 (A)(7)	All driveway entrances must have an approved NCDOT driveway permit and must be paved to NCDOT standards from the edge of the existing roadway pavement to the existing right-of-way limit on the interior of the property.	See "Easy Reference Number" 12 for explanation.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
35.	6.6.4 (A)(8)	<p><u>Pedestrian Circulation</u> (a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall provide pedestrian walkways to outparcels and also within any large parking areas. (b) For the purposes of this subsection, a large project is defined as one located on 2 or more acres or proposing more than 15,000 square feet of building area. A large parking area is one containing parking for 50 or more vehicles.</p>	<p>See “Easy Reference Number” 13 for explanation.</p> <p><u>Note:</u> The addition of this standard in the Efland Village overlay district is the only change from the version of the amendments that were presented at the November 2012 quarterly public hearing. It was added in response to a comment made at the November 2012 hearing.</p>
36.	6.6.4 (B)(1) “Outdoor Storage of Materials Prohibited”	All outside storage of materials on lots other than those used for single-family detached residential purposes is prohibited.	This standard is to address aesthetic concerns about outdoor storage of materials in a “village” area where lots are smaller and, therefore, buildings are closer together.
37.	6.6.4 (B)(2)	This prohibition includes the storage of goods or materials which are not an integral part of the use of the property and which are not obviously for sale.	This standard attempts to make clearer that outdoor storage is not allowed unless the materials are an integral part of the use of the property or they are for sale. So, for instance, a garden center <u>could</u> store/display plants and bags of fertilizer, or mounds of compost.
38.	6.6.4 (B)(3)	This prohibition does not include the storage of materials where the primary use of the property includes the outside display of goods for sale such as automobiles, boats, mobile homes, etc., and the materials stored outside are for sale.	This standard explicitly allows the outdoor display of merchandise on uses such as in the case of a car dealership or used car lot.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
39.	6.6.4 (C)(1) “Landscaping and Buffering”	<p>In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply:</p> <p>(1) There shall be a minimum ten feet wide vegetative buffer along all rights-of-ways comprised of vegetation that complements surrounding plantings and which includes trees planted in accordance with Section 6.8 where possible.</p> <p>(a) Parcels fronting on U.S. Highway 70 shall provide buffer plantings in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.</p>	<p>See “Easy Reference Number” 14 for explanation.</p> <p><u>Note:</u> Buffer Yard Type A is a 20-foot wide planted strip (there are 4 different options for specific plant materials). See Table 6.8.6.F in the UDO for additional information. This is a lessening of the type of buffer currently required along Highway 70. The type of buffer required depends on the zoning of the subject property but the proposed lessening of the required buffer reflects the proposed standardized setback requirement for properties along Highway 70 (see “easy Reference Number” 20) and is more in keeping with a village atmosphere than current requirements reflect.</p>
40.	6.6.4 (C)(2)	<p>In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply:</p> <p>(2) There shall be a minimum 15 feet wide vegetative buffer along all common property lines separating uses subject to the requirements of this overlay district and single family detached residential land uses. The required plantings shall be in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.</p>	<p>See “Easy Reference Number” 14 for explanation.</p>

Efland Village Overlay District

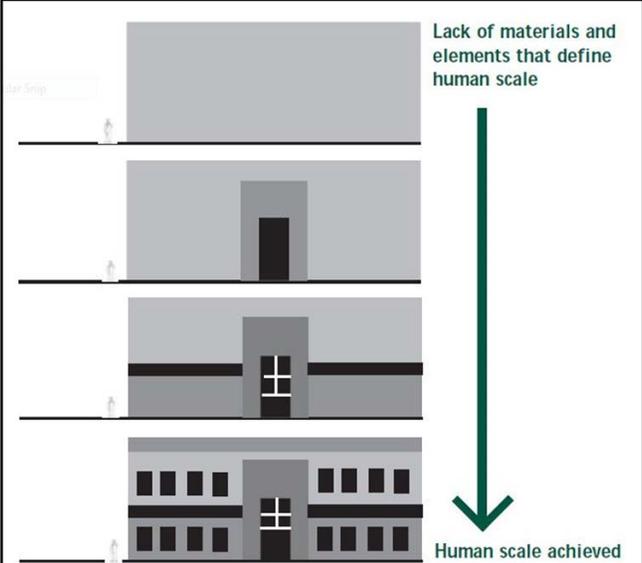
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
41.	6.6.4 (C)(3)	<p>In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply:</p> <p>(3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet. Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.</p>	See "Easy Reference Number" 14 for explanation.
42.	6.6.4 (C)(4)	<p>Although portions of the Efland Village Overlay District are also within the Major Transportation Corridor Overlay District, the buffer requirements found in Section 6.6.5 (Major Transportation Corridor) do not apply since said section applies only to properties that abut the interstate.</p>	This information is required so that users of the UDO will know that they do not have to consult the MTC requirements for projects proposed in the Efland Village Overlay District.
43.	6.6.4 (D)(1) "Parking Lot Design"	<p>Up to 15% of the required parking spaces may be located in the front yard. The remainder of the required parking spaces shall be located at the side or rear of the structure.</p>	This standard addresses the aesthetic concern of having a "sea of asphalt" at the front (street-side) of a building. The location of parking areas greatly affects the look and feel of an area. This standard is included in order to achieve a village atmosphere.
44.	6.6.4 (D)(2)	<p>Shared parking areas shall be encouraged for contiguous non-residential land uses, in accordance with Section 6.9 of this Ordinance.</p>	This standard attempts to encourage shared parking among contiguous uses, if they meet the requirements of Section 6.9 of the UDO (which addresses distance requirements and peak usage time). The idea is to both limit the amount of impervious surface in the area and address the visual impacts that parking areas can cause in urban/suburban areas.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
45.	6.6.4 (D)(3)	Parking areas with spaces in excess of 110% of the minimum parking spaces required, per Section 6.9 of this Ordinance, shall not be permitted.	This standard puts a cap on the number of parking spaces a use may provide. It is an attempt to both limit the amount of impervious surface in the area and address the visual impacts that parking areas can cause in urban/suburban areas.
46.	6.6.4 (D)(4)	Interior landscaping of the parking lots shall be provided in accordance with Section 6.8 of this Ordinance.	This standard is included to direct users of the UDO to another existing, relevant section of the UDO that pertains to landscaping of parking areas.
47.	6.6.4 (E)(1) "Signage"	Signage shall conform to all requirements within Section 6.12 of this Ordinance.	This standard directs users to an existing, relevant section of the UDO that regulates signage.
48.	6.6.4 (E)(2)	Only monument style signs that do not exceed six feet in height are permitted within the Efland Village Overlay District <u>unless the sign is considered a wall or window sign.</u>	<p>This standard addresses concerns about the visual impacts signs can have on an area, especially in urban/suburban areas. The <u>underlined text</u> was not part of the public hearing materials but is suggested to be added to make it clear that businesses can still have wall or window signs. The 6-foot height limit is an existing limit on these types of signs.</p> <p>The idea is to ensure that the Efland Village overlay district is provided with the type of signage many people associate with a village atmosphere.</p> <p>See the UDO "Definitions" section ("Signs") for definitions and visuals of the various types of signs.</p>
49.	6.6.4 (E)(3)	Pole signs are not permitted.	This standard addresses concerns about the visual impacts signs can have on an area, especially in urban/suburban areas. The idea is to ensure that the Efland Village overlay district is provided with the type of signage many people associate with a village atmosphere.

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
50.	6.6.4 (F)(1) “Architectural Design Standards”	<p>In addition to the requirements in Section 6.5 (Architectural Design Standards), the following design standards shall apply:</p> <p><u>(1) Corporate Franchise Architecture</u></p> <p>(a) Under no circumstances shall modern corporate franchise building design be permitted.</p> <p>(b) Franchise or 'chain' businesses desiring to locate in the Efland Village Overlay District shall be required to design the building in accordance with these guidelines.</p> <p>(c) For purposes of this Sub-Section, "modern corporate franchise building design" means a building design that is trademarked, branded, or easily identified with a particular chain or corporation and is ubiquitous in nature.</p>	<p>The standards in Section 6.5 are requirements that all development projects must meet. Disallowing corporate franchise building design in the Efland Village overlay district is a measure to help protect the unique character of Efland and ensure it does not end up looking like “Anyplace, U.S.A.” This idea is directly from the Efland-Mebane Small Area Plan.</p> <p>This standard does not mean that chains cannot locate in the Efland Village overlay district area; it means that chains wishing to do so must locate in a building designed to blend with the area. There are many examples across the country of chain businesses locating in buildings designed to complement the area in which they are located instead of the businesses’ typical building design.</p>
51.	6.6.4 (F)(2)	The principal building shall be oriented facing towards the fronting street.	This standard implements a good design principle of having the front of a building actually face the street (as opposed to facing sideways or backwards, which is sometimes done to face the parking lot instead of the community in which the building is located). Orientation of buildings is a factor in the “look and feel” of an area and affects how people relate to an area.
52.	6.6.4 (F)(3)(a) (Building Access)	A functional doorway for public or direct-entry access into a building shall be provided from the fronting street.	<p>This standard implements a good design principle of having a functional doorway facing the street. Design details such as this are a factor in the “look and feel” of an area and affect how people relate to an area.</p> <p>The standard does not prohibit a building from having additional entrances facing elsewhere (such as towards a parking lot).</p>

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
53.	6.6.4 (F)(3)(b)	Additional entrances to a building may be provided.	The standard makes it clear that a building can have more entrances that face elsewhere (such as towards a parking lot).
54.	6.6.4 (F)(4)(a)	Buildings shall be designed to contribute to a human scale. Large expanses of blank walls shall be avoided and fenestration (the arrangement, proportioning, and design of windows and doors in a building) shall be provided in such a way that a building is relatable to humans and does not overpower the area.	<p>The design principle of human scale is an important aspect of urban design and affects how people relate to a building and area. The following diagram illustrates the concept of human scale:</p> <p style="text-align: center;">Example of Human Scale</p>  <p><i>This series of diagrams illustrates how architectural elements and materials can break a massive building down to a human scale.</i></p>

Efland Village Overlay District

Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Explanation / Rationale
55.	6.6.4 (F)(5)	Drive-through facilities are prohibited on all non-residential uses.	This standard prohibits drive-through facilities in the Efland Village overlay district. The idea is from the Efland-Mebane Small Area Plan and the intent is to channel uses that generally wish to provide drive-throughs to other areas of the planning area covered by the small area plan, namely to locations closer to the interstate. Uses with drive-through facilities tend to have a large impact on traffic volumes and many governments attempt to encourage the location of buildings with drive-throughs to areas that can better accommodate the traffic.
56.	6.6.4 (F)(6)	Mirrored glass is prohibited.	Mirrored glass as a building material is not considered appropriate for the Efland Village overlay district and it would not blend well with existing uses. Additionally, mirrored glass tends to cause glare problems so it is discouraged as a building material for the village area.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
1.	4.5.3 (B)(1)	The minimum side and rear setback shall be with width of the required buffer in 6.6.3(B) or the setback required in Article 3 or Section 6.2.8, whichever is less, except as provided in (a).	OK as is
2.	4.5.3(B)(1)(a)	(Referenced in standard above) For parcels subject to the setback and yard requirements in Section 4.7.4, the requirements of said Section shall apply.	OK as is
3.	4.5.3(B)(2)	Where applicable, the front yard setback shall be measured from any future right-of-way as designated on the Orange County Thoroughfare <u>Comprehensive Transportation Plan</u> .	Delete this requirement. It can be added in the future if necessary if/when a Comprehensive Transportation Plan that includes future right-of-way designations is adopted.
4.	6.6.3(A)(1) (A) is "Circulation and Connectivity"	All site planning for property east of Mount Willing Road shall take into account the need for a connecting roadway between Mount Willing Road and the Interstate 85/U.S. Highway 70 Connector.	OK as is
5.	6.6.3 (A)(2)	All site planning west of Mount Willing Road shall take into account: (a) A possible re-alignment of Efland-Cedar Grove Road under the existing railroad track to connect to Mount Willing Road, as described in the adopted Efland-Mebane Small Area Plan. (b) The need for a connecting roadway between Mount Willing Road and Buckhorn Road, as depicted on the Efland-Buckhorn-Mebane Access Management Plan, adopted November 11, 2011.	The possible realignment of Efland-Cedar Grove Road under the existing railroad track should be removed from the adopted Access Management Plan and proposed standard (a) should be deleted from the proposed UDO amendment.
6.	6.6.3 (A)(3)	In order to manage access on public streets, a site shall be permitted no more than one entrance/exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement.	Rewrite as follows: In order to manage access on public streets, a site shall be permitted no more than one entrance/exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement, or other factors.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
7.	6.6.3 (A)(4)	Intra-site accessibility shall be provided. Vehicles shall not be required to enter the public street in order to move from one area to another on the same site.	OK as is
8.	6.6.3 (A)(5)	On all corner lots, no vehicular openings shall be located closer than 60 feet from the point of intersection of the street right-of-way lines.	OK as is
9.	6.6.3 (A)(6)	Entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width	Make it clearer that this standard refers to driveways, not public roads. Rewrite to read: Driveway Entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width
10.	6.6.3 (A)(7)	Exits for parking facilities containing more than 36 parking spaces shall contain holding lanes for left-turning and right-turning traffic unless the Planning Director determines that due to the physical features of a site, holding lanes would be unsafe and should not be required.	OK as is

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
11.	6.6.3 (A)(8)	<p><u>Shared Access</u></p> <p>(a) In order to manage access on Mount Willing Road, developments subject to this Section, fronting on Mount Willing Road, and located contiguous to one another shall provide shared access.</p> <p>(i) Owners of contiguous parcels subject to this Section shall execute reciprocal easement agreements between the separate property owners and have the same recorded in the Office of the Orange County Register of Deeds prior to the issuance of a Zoning Compliance Permit. The easement agreement shall be sufficient to allow for the development of a private service road or driveway to channel access from Mount Willing Road to each property. Figure 6.6.2.A.3 shows an example of the shared access.</p> <p>(ii) Developments subject to this Section, fronting on Mount Willing Road, and not contiguous to other similarly situated development shall be required to designate stub outs to adjoining properties on the site plan so that shared access can be developed if and when the adjacent property is developed in either a manner which subjects it to this Section or if individual curb cut for a single-family detached residential land use is deemed to be a traffic safety hazard by the County and NCDOT.</p>	<p>Rewrite as follows:</p> <p><u>Shared Driveways/Access</u></p> <p>(a) In order to manage access minimize the number of driveway curb cuts on Mount Willing Road, thereby improving traffic flow and safety, developments subject to this Section, fronting on Mount Willing Road, and located contiguous to one another shall provide shared driveways/access whenever feasible, as determined during site plan review.</p> <p>(i) Methods to achieve shared driveways/access may include reciprocal easement agreements among property owners, reservation of future access easements on property being developed, or other methods determined during site plan review.</p> <p>(ii) The location of shared driveways shall be determined during site plan review. Shared driveways do not necessarily need to be located at the front of lots if rear or side access is proposed and feasible.</p>
12.	6.6.3 (A)(9)	All driveway entrances must have an approved NCDOT driveway permit and must be paved to NCDOT standards from the edge of the existing roadway pavement to the existing right-of-way limit on the interior of the property.	OK as is

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
13.	6.6.3 (A)(10)	<p><u>Pedestrian Circulation</u></p> <p>(a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall provide pedestrian walkways to outparcels and also within any large parking areas.</p> <p>(b) For the purposes of this subsection, a large project is defined as one located on 5 or more acres or proposing more than 50,000 square feet of building area. A large parking area is one containing parking for 100 or more vehicles.</p>	<p>Rewrite as follows:</p> <p><u>Pedestrian Circulation</u></p> <p>(a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall may be required to provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall may be required to provide pedestrian walkways to outparcels and also within any large parking areas.</p> <p>(b) For the purposes of this subsection, a large project is defined as one located on 5 or more acres or proposing more than 50,000 square feet of building area. A large parking area is one containing parking for 100 or more vehicles.</p>
14.	6.6.3 (B)(1) (B) is "Landscaping and Buffering"	<p>In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply:</p> <p>(1) There shall be a minimum ten feet wide vegetative buffer along all rights-of-ways comprised of vegetation that complements surrounding plantings and which includes trees planted in accordance with Section 6.8 where possible.</p>	OK as is
15.	6.6.3 (B)(2)	<p>In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply:</p> <p>(2) There shall be a minimum 15 feet wide vegetative buffer along all common property lines separating non-residential and residential land uses. The required plantings shall be in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.</p>	OK as is

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
16.	6.6.3 (B)(3)	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet. Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.	Rewrite as follows: In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet, except in required sight triangles . Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.
17.	6.6.3 (B)(4)	The provisions of this subsection do not waive the buffer requirements found in Section 6.6.5 (Major Transportation Corridor).	OK as is
18.	6.6.3 (C)(1) "Architectural Design Standards"	In addition to the requirements in Section 6.5 (Architectural Design Standards), the national prototype architectural styles of chain businesses shall be altered as necessary to complement the surrounding area.	Rewrite as follows: In addition to the requirements in Section 6.5 (Architectural Design Standards), the national prototype architectural styles of the external design of chain businesses shall be altered as necessary to complement the surrounding area should consider and complement the existing community character. ¹

¹ Planning staff intends to invite the community to submit photos of buildings and/or design features showing what the community members believes are features that should be considered and encouraged in future development. Staff will keep a compilation of the photos in the Planning office (and likely on the website) so site designers, architects, and Planning staff can see the types of features/designs the community would like to see in new development.

Efland Interstate Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
19.	6.6.3 (C)(2)	Drive-through facilities on non-residential uses are allowable in this area.	Delete this standard. Drive-throughs should be allowed in both proposed overlay districts, in accordance with existing County ordinance. Therefore, it is redundant to state that drive-throughs are allowed in the overlay district.
19a.			Add new language for signs in Section 6.6.3: (D) Signage <ul style="list-style-type: none"> (1) Signage shall conform to requirements within Section 6.12 of this Ordinance unless in conflict with this subsection, in which case the requirements of this subsection shall apply. (2) The sign area of signs may be up to 64 square feet in size.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
20.	4.6.3 (B)(1)	In lieu of the front setback required in Article 3, the minimum front yard setback for properties fronting on U.S. Highway 70 shall be 30-feet.	OK as is
21.	4.6.3 (B)(2)	In lieu of the front setback required in Article 3, the front yard setback for parcels located in the overlay district but not fronting on U.S. Highway 70 shall be in keeping with the front setback provided by adjacent uses.	OK as is
22.	4.6.3 (B)(3)	The minimum side and rear setback shall be the width of the required Land Use Buffer (Section 6.8.6) or the setback required in Article 3, whichever is less, but in no case shall be less than 10-feet.	OK as is
23.	4.6.3 (B)(4)	Where applicable, the front yard setback shall be measured from any future right-of-way as designated on the Orange County Comprehensive Transportation Plan.	Delete this requirement. It can be added in the future if necessary if/when a Comprehensive Transportation Plan that includes future right-of-way designations is adopted.
24.	4.6.3 (B)(5)	Although a portion of the Efland Village Overlay District is within the Major Transportation Corridor (MTC) Overlay District, the requirements of Section 4.5.4 (Building Setback and Yard Requirements) the MTC do not apply. The parcels are included in the MTC only because they fall within the prescribed distance criteria but do not fall under any existing requirements pertaining to the MTC. The requirements of Section 6.12.12(B)(9) (off-premise commercial signs prohibited) continue to apply.²	OK as is
25.	4.6.3 (B)(6)	If Building Height Limitation modifications are pursued in accordance with Section 6.2.2(A), in no case shall building height exceed 40 feet.	OK as is

² When researching sign requirements, staff discovered the changes shown to the proposed standard are necessary.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
26.	4.6.3(C)(1)	No fences shall be permitted in the front yard of lots, other than those used for single-family detached residential purposes, unless a demonstrated need can be shown.	<p>Fences should be allowed in the front yard of duplex and multi-family uses but should be limited to 5-feet in height.</p> <p>Rewrite as follows:</p> <p>(1) No fences shall be permitted in the front yard of lots used for non-residential uses unless a demonstrated need can be shown.</p> <p>(2) Fences located in the front yard of residential uses, other than single-family detached dwellings, shall be a maximum of five feet in height, as measured from the normal finished grade in the vicinity of the fence base.</p>
27.	4.6.3(C)(2)	Chain link or similar fencing shall not be permitted for uses other than single-family detached residential.	Delete this proposed standard. Chain link fencing should be allowed.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
28.	6.6.4 (A)(1) “Circulation and Connectivity”	<p><u>Shared Access for Properties Fronting on U.S. Highway 70</u> (a) In order to manage access on U.S. Highway 70, developments subject to this Section, fronting on U.S. Highway 70, and located contiguous to one another shall provide shared access.</p> <p>(i) Owners of contiguous parcels subject to this Section shall execute reciprocal easement agreements between the separate property owners and have the same recorded in the Office of the Orange County Register of Deeds prior to the issuance of a Zoning Compliance Permit. The easement agreement shall be sufficient to allow for the development of a private service road or driveway to channel access from Mount Willing Road <u>U.S. Highway 70</u>³ to each property. Figure 6.6.2.A.3 shows an example of the shared access.</p> <p>(ii) Developments subject to this Section, fronting on U.S. Highway 70, and not contiguous to other similarly situated development shall be required to designate stub outs to adjoining properties on the site plan so that shared access can be developed if and when the adjacent property is developed in either a manner which subjects it to this Section or if individual curb cut for a single-family detached residential land use is deemed to be a traffic safety hazard by the County and NCDOT.</p>	<p>Rewrite as follows: <u>Shared Driveways/Access for Properties Fronting on U.S. Highway 70</u> (a) In order to manage access minimize the number of driveway curb cuts on U.S. Highway 70, thereby improving traffic flow and safety, developments subject to this Section, fronting on U.S. Highway 70, and located contiguous to one another shall provide shared driveways/access whenever feasible, as determined during site plan review.</p> <p style="padding-left: 40px;">(i) Methods to achieve shared driveways/access may include reciprocal easement agreements among property owners, reservation of future access easements on property being developed, or other methods determined during site plan review.</p> <p style="padding-left: 40px;">(ii) The location of shared driveways shall be determined during site plan review. Shared driveways do not necessarily need to be located at the front of lots if rear access is proposed and feasible.</p>

³ Correct cut-and-paste error.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
29.	6.6.4 (A)(2)	In order to manage access on public streets, a site shall be permitted no more than one entrance and exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement.	Rewrite as follows: In order to manage access on public streets, a site shall should be permitted no more than one entrance and exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and visitor/employee vehicular access, and/or one-way traffic movement, or other factors. (i) This standard applies to new construction or redevelopment of a site that increases the square footage of a building by more than 50% of the existing square footage.
30.	6.6.4 (A)(3)	Intra-site accessibility shall be provided. Vehicles shall not be required to enter the public street in order to move from one area to another on the same site.	Rewrite as follows: Intra-site accessibility shall should be provided. Vehicles shall should not be required to enter the public street in order to move from one area to another on the same site. (i) This standard applies to new construction or redevelopment of a site that increases the square footage of a building by more than 50% of the existing square footage.
31.	6.6.4 (A)(4)	On all corner lots, no vehicular openings shall be located closer than 60 feet from the point of intersection of the street right-of-way lines.	OK as is
32.	6.6.4 (A)(5)	Entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width.	Make it clearer that this standard refers to driveways, not public roads. Rewrite to read: Driveway E entrances/exits shall not exceed 36 feet in width measured at the property line; however, in instances where parking lots serve tractor/trailer traffic, the driveway entrance/exit may be increased to 40 feet in width

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
33.	6.6.4 (A)(6)	Exits for parking facilities containing more than 36 parking spaces shall contain holding lanes for left-turning and right-turning traffic unless the Planning Director determines that due to the physical features of a site, holding lanes would be unsafe and should not be required.	OK as is
34.	6.6.4 (A)(7)	All driveway entrances must have an approved NCDOT driveway permit and must be paved to NCDOT standards from the edge of the existing roadway pavement to the existing right-of-way limit on the interior of the property.	OK as is
35.	6.6.4 (A)(8)	<p><u>Pedestrian Circulation</u></p> <p>(a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall provide pedestrian walkways to outparcels and also within any large parking areas.</p> <p>(b) For the purposes of this subsection, a large project is defined as one located on 2 or more acres or proposing more than 15,000 square feet of building area. A large parking area is one containing parking for 50 or more vehicles.</p>	<p>Rewrite as follows:</p> <p><u>Pedestrian Circulation</u></p> <p>(a) Unless deemed unnecessary by the Planning Director during site plan review, large projects, defined in (b), shall may be required to provide an internal pedestrian circulation system, owned and maintained by the property owner. The system shall may be required to provide pedestrian walkways to outparcels and also within any large parking areas.</p> <p>(b) For the purposes of this subsection, a large project is defined as one located on 2 or more acres or proposing more than 15,000 square feet of building area. A large parking area is one containing parking for 50 or more vehicles.</p>
36.	6.6.4 (B)(1) “Outdoor Storage of Materials Prohibited”	All outside storage of materials on lots other than those used for single-family detached residential purposes is prohibited.	OK as is

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
37.	6.6.4 (B)(2)	This prohibition includes the storage of goods or materials which are not an integral part of the use of the property and which are not obviously for sale.	OK as is
38.	6.6.4 (B)(3)	This prohibition does not include the storage of materials where the primary use of the property includes the outside display of goods for sale such as automobiles, boats, mobile homes, etc., and the materials stored outside are for sale.	OK as is
39.	6.6.4 (C)(1) “Landscaping and Buffering”	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (1) There shall be a minimum ten feet wide vegetative buffer along all rights-of-ways comprised of vegetation that complements surrounding plantings and which includes trees planted in accordance with Section 6.8 where possible. (a) Parcels fronting on U.S. Highway 70 shall provide buffer plantings in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.	OK as is
40.	6.6.4 (C)(2)	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (2) There shall be a minimum 15 feet wide vegetative buffer along all common property lines separating uses subject to the requirements of this overlay district and single family detached residential land uses. The required plantings shall be in accordance with those required for Buffer Yards Type A outlined within Section 6.8 of this Ordinance.	OK as is

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
41.	6.6.4 (C)(3)	In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet. Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.	Rewrite as follows: In lieu of the requirements outlined in Section 6.8 of this Ordinance, the following standards shall apply: (3) There shall be a minimum eight feet wide landscaped strip along all property lines separating non-residential uses from non-residential uses. The landscaped strip shall be comprised of vegetation that forms a semi-opaque intermittent visual obstruction from the ground to a height of at least 15 feet, except in required sight triangles . Joint use agreements between adjacent property owners for shared ingress/egress and/or parking may result in a waiver regarding the exact location(s) of the required buffers.
42.	6.6.4 (C)(4)	Although portions of the Efland Village Overlay District are also within the Major Transportation Corridor Overlay District, the buffer requirements found in Section 6.6.5 (Major Transportation Corridor) do not apply since said section applies only to properties that abut the interstate.	OK as is
43.	6.6.4 (D)(1) "Parking Lot Design"	Up to 15% of the required parking spaces may be located in the front yard. The remainder of the required parking spaces shall be located at the side or rear of the structure.	Add language to address existing buildings that change use as follows: (1)(a) Existing buildings that change use shall comply with this requirement to the extent feasible, as determined during the site plan submittal process.
44.	6.6.4 (D)(2)	Shared parking areas shall be encouraged for contiguous non-residential land uses, in accordance with Section 6.9 of this Ordinance.	OK as is
45.	6.6.4 (D)(3)	Parking areas with spaces in excess of 110% of the minimum parking spaces required, per Section 6.9 of this Ordinance, shall not be permitted.	OK as is

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
46.	6.6.4 (D)(4)	Interior landscaping of the parking lots shall be provided in accordance with Section 6.8 of this Ordinance.	OK as is
47.	6.6.4 (E)(1) "Signage"	Signage shall conform to all requirements within Section 6.12 of this Ordinance.	Rewrite as follows: Signage shall conform to all requirements within Section 6.12 of this Ordinance unless in conflict with this subsection, in which case the requirements of this subsection shall apply.
48.	6.6.4 (E)(2)	Only monument style signs that do not exceed six feet in height are permitted within the Efland Village Overlay District <u>unless the sign is considered a wall or window sign.</u>	Delete this requirement. See #49a below for proposed sign requirements
49.	6.6.4 (E)(3)	Pole signs are not permitted.	Rewrite as follows: New single pole signs are not permitted. Single pole signs existing as of [date of adoption] shall be considered conforming uses and may be replaced if they are damaged or destroyed. ⁴

⁴ Planning staff will conduct a photo inventory of all existing pole signs in the Efland Village overlay district area and keep the inventory on file for future reference.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
49a.			<p>Add new language in regards to signs:</p> <ol style="list-style-type: none"> (1) The height limit of signs is 15-feet, as measured from the normal ground elevation below the sign. (2) The sign area of signs may be up to 64 square feet in size. (3) Digital signs shall not be permitted except as an incidental addition to a permitted sign such as gas or the current time and/or temperature prices being displayed digitally. (4) Portable signs and banner signs are allowed only for special events and may be displayed no sooner than 30 days prior to the event and must be removed within 7 days after conclusion of the event.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
50.	6.6.4 (F)(1) "Architectural Design Standards"	In addition to the requirements in Section 6.5 (Architectural Design Standards), the following design standards shall apply: <u>(1) Corporate Franchise Architecture</u> (a) Under no circumstances shall modern corporate franchise building design be permitted. (b) Franchise or 'chain' businesses desiring to locate in the Efland Village Overlay District shall be required to design the building in accordance with these guidelines. (c) For purposes of this Sub-Section, "modern corporate franchise building design" means a building design that is trademarked, branded, or easily identified with a particular chain or corporation and is ubiquitous in nature.	Rewrite to read as follows: In addition to the requirements in Section 6.5 (Architectural Design Standards), the following design standards shall apply: <u>(1) Corporate Franchise Architecture</u> The external design of chain businesses should consider and complement the existing community character. ⁵
51.	6.6.4 (F)(2)	The principal building shall be oriented facing towards the fronting street.	Delete this proposed standard.
52.	6.6.4 (F)(3)(a) (Building Access)	A functional doorway for public or direct-entry access into a building shall be provided from the fronting street.	Delete this proposed standard.
53.	6.6.4 (F)(3)(b)	Additional entrances to a building may be provided.	Delete this proposed standard.

⁵ Planning staff intends to invite the community to submit photos of buildings and/or design features showing what the community members believes are features that should be considered and encouraged in future development. Staff will keep a compilation of the photos in the Planning office (and likely on the website) so site designers, architects, and Planning staff can see the types of features/designs the community would like to see in new development.

Efland Village Overlay District			
Easy Ref. No.	Section Number in UDO Revisions	Proposed Standard	Efland Area Resident Group Input/Suggestion
54.	6.6.4 (F)(4)(a)	Buildings shall be designed to contribute to a human scale. Large expanses of blank walls shall be avoided and fenestration (the arrangement, proportioning, and design of windows and doors in a building) shall be provided in such a way that a building is relatable to humans and does not overpower the area.	<p>Rewrite as follows:</p> <p>(a) New bBuildings shall be designed to contribute to a human scale. Large expanses of blank walls shall be avoided discouraged and fenestration (the arrangement, proportioning, and design of windows and doors in a building) and/or design features (such as brick coursing changes, decorative architectural features, patterns of paint, or murals) shall should be provided in such a way that a building is relatable to humans and does not overpower the area.</p> <p>(b) Additions to existing non-residential buildings should be designed to both complement the existing building and achieve human scale to the extent feasible.</p> <p>(c) The functional use of the building should be considered when determining design features and fenestration.</p>
55.	6.6.4 (F)(5)	Drive-through facilities are prohibited on all non-residential uses.	Delete this standard. Drive-throughs should be allowed in both proposed overlay districts, in accordance with existing County ordinance. Therefore, it is redundant to state that drive-throughs are allowed in the overlay district.
56.	6.6.4 (F)(6)	Mirrored glass is prohibited.	Rewrite as follows: Mirrored glass is discouraged and in no case shall comprise more than 50% of the building façade.