

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.

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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).

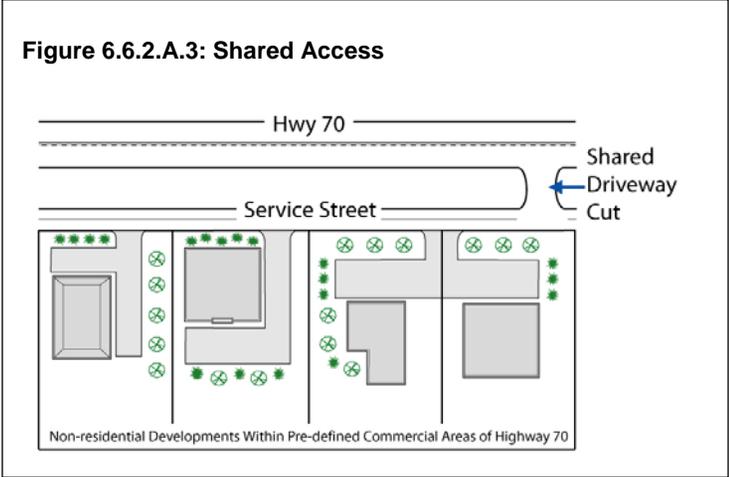
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6.	6.6.3 (A)(3)	In order to manage access on public streets, a site shall be permitted no more than one entrance/exit point unless justified by site configuration, trip generation, and traffic conditions, including the need for separate service and 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.

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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.

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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 style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: center;">Figure 6.6.2.A.3: Shared Access</p>  <p style="text-align: center; font-size: small;">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>

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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.

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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.

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16.	6.6.3 (B)(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>	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.

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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.

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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.

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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.

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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 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.

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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.

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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>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.

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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>

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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.	See “Easy Reference Number” 14 for explanation.
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.	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”	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.	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)	Shared parking areas shall be encouraged for contiguous non-residential land uses, in accordance with Section 6.9 of this Ordinance.	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.

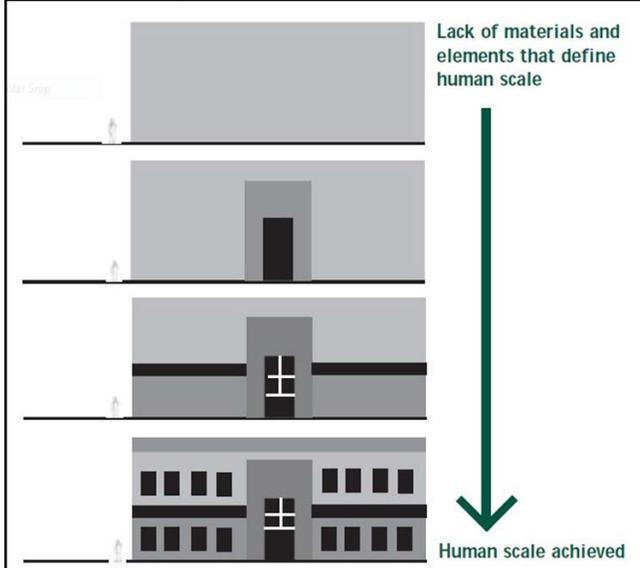
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45.	6.6.4 (D)(3)	Parking areas with spaces in excess of 110% of the minimum parking spaces required, per Section 6.9 of this Ordinance, shall not be permitted.	This standard puts a cap on the number of parking spaces a use may provide. It is an attempt 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.

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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>

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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 style="text-align: center;"><i>This series of diagrams illustrates how architectural elements and materials can break a massive building down to a human scale.</i></p>

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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.