

Proposed Efland Area Zoning Overlay Districts

Synopsis of Proposed New Regulations and/or Differences from Existing Regulations

(Please see proposed Unified Development Ordinance [UDO] text amendments for actual language/requirements as this sheet is a quick summary only)

(Note that overlay district regulations will **not** apply to detached single-family residential uses. Detached single-family residential will continue to be subject to the existing regulations)

Efland Interstate Overlay District	Efland Village Overlay District
<u>Intent:</u> provide for a more urban style of development in an area of the county served, or intended to be served, by public water and sewer systems.	<u>Intent:</u> provide for an urban village style of development in an area of the county served, or intended to be served, by public water and sewer systems.
Required side and rear setback can be less than existing requirements in some circumstances (down to 8-feet if a non-residential use is located beside another non-residential use).	Required side and rear setback can be less than existing requirements in some circumstances (down to 8-feet if a non-residential use is located beside another non-residential use).
Buffer width less than existing regulations (and in keeping with existing Efland Cheeks Overlay District) except MTC-required buffers.	Buffer width less than existing regulations (and in keeping with existing Efland Cheeks Overlay District).
Site planning for property east of Mount Willing Road will have to take into account the need for a connecting roadway between Mount Willing Road and the U.S. 70 Connector.	Front yard setbacks: can be a minimum of 30-feet along Highway 70; for parcels not along Highway 70, front setback shall be in keeping with adjoining uses.
Site planning for property west of Mount Willing Road will have to take into account: <ul style="list-style-type: none"> • A possible re-alignment of Efland-Cedar grove Road under the railroad track and connecting to Mount Willing Road. • The need for a connecting roadway between Mount Willing Road and Buckhorn Road. 	No fences in front yards unless a demonstrated need can be shown.
No more than 1 ingress/egress point, unless justified.	No chain link or similar fencing.
Must provide intra-site accessibility.	Must provide intra-site accessibility.
Large projects must provide internal pedestrian circulation system.	Large projects must provide internal pedestrian circulation system.

Efland Interstate Overlay District	Efland Village Overlay District
Requires that national prototype architectural styles of chain businesses be altered as necessary to complement the surrounding area.	No outside storage of materials.
	Allows up to 15% of parking to be located in the front yard (e.g., setback area).
	Encourages shared parking and puts a cap on parking.
	Limits signage to monument style signs that do not exceed 6-feet in height. Pole signs not permitted.
	Does not permit modern corporate franchise building design.
	Principal building must face towards fronting street and a functional doorway must be provided at the front of the building.
	Requires that buildings be designed to contribute to “human scale”.
	Drive-throughs and mirrored glass are prohibited.