

ARTICLE V. DESIGN STANDARDS.

5-1. Purpose and Applicability.

In order to insure that new development, renovations, and reconstructions are designed, sized, and sited to complement the area in which they are located and the character of the town in general; and to minimize traffic hazards and situations which endanger public safety; and to protect existing development and property values through the promotion of high standards of design and compatibility; and to provide for a high quality of life for our citizens by promoting a variety of housing styles, transportation choices, and well planned parks and open spaces; the following standards shall apply to all commercial, mixed use, and multi-family residential development in all zoning districts unless otherwise noted.

5-2. Design Standards for Buildings.

(A) Arcades, awnings and canopies.

In order to promote the appropriate use of arcades, awnings, and canopies, the following standards shall apply to all arcades, awnings, and canopies on all buildings, unless otherwise noted.

- (1) Awnings and canopies, where provided, shall be placed at the top of window and door openings and shall relate to the shape of the top of the window or doorway.
- (2) Awnings and canopies shall be made of canvas or similar material. Vinyl or metal awnings shall not be used unless they are constructed and designed to successfully mimic the style and appearance of canvas awnings or unless they are constructed of copper and designed as accent pieces for windows or doors.
- (3) No awning, which encroaches on a sidewalk, shall extend out from the building more than two-thirds the width of the sidewalk or nine feet, whichever is less, nor shall it at any point be less than seven and one-half feet above the sidewalk.
- (4) Awnings and canopies shall be self-supporting from the wall; no supports shall rest on or interfere with the use of pedestrian walkways or streets.
- (5) In no case shall any awning, canopy or arcade extend beyond the street curb or interfere with street trees or public utilities.
- (6) Where provided, arcades shall cover the entire sidewalk from the building front to the sidewalk edge, but shall not extend continuously from one building to the next.
- (7) Where provided, arcades shall be designed as an integral part of the building and as such shall relate in design, placement, material, color, and scale to the building façade.

(B) *Building height and width.*

In order to define urban street space, foster compatibility between development sites, and to emphasize the downtown as the core of the community, the following standards shall apply to all buildings, unless otherwise noted.

- (1) Additions and new construction adjacent to and within the central business district should maintain the existing building wall pattern by extending the building front from side lot line to side lot line, except that an appropriate architectural wall or similar design feature may be used instead of a building extension.

(C) *Building presentation.*

In order to have buildings that successfully address public streets and public places, the following standards shall apply to all buildings, unless otherwise noted.

- that:
- (1) Building façades shall be substantially parallel to the front property line except
 - a) Corner buildings may be oriented to address the corner; and
 - b) Buildings interior to a development site may be arranged to front a common courtyard, parking area, driveway, or private street.
 - (2) All development sites shall front public streets.
 - (3) Any side of a building that is not intended to serve the public shall be screened from public view and the view of adjacent properties to the extent that all loading, storage, solid waste, maintenance equipment (brooms, mops, buckets, etc.) and similar items are not visible to the public.
 - (4) Any side of a building that faces an arterial or collector street shall be treated as a building façade.
 - (5) All buildings in the CB district shall be required to be built on an established build-to line that is the same as the property line (zero lot line construction).

(D) *Exterior materials.*

In order to have buildings clad with a type, texture, and color of material that relates to natural material elements found in Stanly County, and which respects our county's history and the area of town in which the building is located, the following standards shall apply to all building exteriors, unless otherwise noted.

- (1) Concrete block is prohibited as an exterior material on all buildings; however, textured or patterned concrete block which mimics the appearance of brick, stone, or stucco is permissible.
- (2) Additions and new construction shall use facing materials made of brick, stone (synthetic or natural), stucco, or wood limited to lap siding, cedar shakes and similar traditional wood siding materials. The definition of traditional wood siding materials does not include any form of plywood, chip board, particle board or similar materials.

- (3) Under no circumstances shall metal or vinyl siding be used on any structure except that vinyl and aluminum imitation clapboard siding and shakes may be used as accent pieces on all floors above the ground level floor. (This does not prohibit the use of durable metal or vinyl accent pieces or columns on street level surfaces when such are made to mimic traditional detailing (cornices, trim pieces, moldings, etc.).)
- (4) Large modular materials shall be avoided or used only as accent pieces on street fronting façades.
- (5) Paint colors shall be of low reflectance, subtle, neutral, or earth tone colors or shall relate to natural material colors found within the county generally or on neighboring historic buildings. Contrasting colors of brighter hues, including pastels, may be used to accent architectural details and entrances.
- (6) Roof materials and colors shall be low-reflecting.

(E) *Façades, windows, and roofs.*

In order to have well designed façades that add to the town's architectural inventory and that provide visual interest to the pedestrian, the following standards shall apply to all façades, windows, and roofs.

- (1) New construction and additions to or remodeling of existing buildings shall maintain a clear visual division between street level and any upper floors.
- (2) Retail activities within buildings shall be oriented toward the street and have direct access from sidewalks through storefront entrances.
- (3) No building front shall remain unbroken (unpierced) by a window or functional general access doorway for more than fifty feet.
- (4) The primary entrance to a building shall be architecturally and functionally designed on the front façade of the building facing the primary public street.
- (5) Building entrances shall be emphasized using design (massing), architectural features, and changes in the roofline.
- (6) No less than fifty percent of the horizontal distance of any building front shall be designed with arcades, windows, entrances, awnings, or similar features.
- (7) Buildings with uses serving the public shall have recessed or covered doorways at each building front to shelter customers from the weather.
- (8) Windows on the street level front of commercial buildings shall constitute at least twenty percent and not more than fifty percent of the front façade. Windows on subsequent levels shall be a minimum of fifteen square feet each.
- (9) Display windows on commercial buildings shall be clear, transparent glass and shall not be lower than twelve inches above the sidewalk (including the lintel).
- (10) Frames and sashes for windows shall be of wood, vinyl, or pre-finished metal and shall

have stone, brick, or cast concrete lintels and sills.

- (11) Window glass in non-residential buildings shall always be set back from the building face rather than flush.
- (12) Architectural embellishments that add visual interest to a façade or roof such as dormers, belvederes, masonry chimneys, cupolas, clock towers, and other similar elements are encouraged.

(F) *Size, scale, and compatibility of design.*

In order to promote compatibility of design within the built environment while encouraging creativity and variety, the following standards shall apply to all buildings, unless otherwise noted.

- (1) Large commercial buildings shall be broken down in scale by exterior architectural features (e.g., massing, designing the façade to mimic the appearance of multiple contiguous buildings, etc.)
- (2) Building or store entrances serving the public shall occur at least once every one hundred fifty feet along a building façade.
- (3) Wall articulations (or breaks in the façade or roofline) shall be designed into all buildings not less than every one hundred feet or more than every twenty-five feet along the building façade.
- (4) Retail stores in the central business district shall be limited to a footprint of no more than sixty thousand square feet.

5-3. Design Standards for Lots.

(A) *Lot size and configuration.*

- (1) Flag lots and zero frontage lots shall only be permitted to serve above ground utility sites including telecommunication towers.
- (2) All new lots shall meet the dimensional requirements outlined in this ordinance for the district in which they are located.

(B) *Access.*

The intent of these standards is to promote safe, convenient, and sufficient access to all properties by vehicles, pedestrians, and bicyclists. The following standards shall apply to all uses, unless otherwise noted.

- (1) All vehicular access to a development containing multiple destinations (e.g., malls, strip centers, multiple building developments, etc.) shall be provided by means of a shared driveway, side street, or frontage road.
- (2) No new driveway on any development site, which accesses a major arterial or collector street with a posted speed limit in excess of thirty mph and an average daily traffic volume greater than five thousand vehicles per day, shall be created less than eighty feet

from an existing driveway except where such prohibition would deny access to the property or where a safe sight distance cannot be achieved otherwise. No new driveway shall be permitted to access Richfield Road or Oak Ridge Road within the CB district.

- (3) No new driveway on any development site shall be created less than eighty feet from a street intersection except where such prohibition would deny access to the property or where a safe sight distance cannot be achieved otherwise.
- (4) The approaches to loading and unloading areas in mixed-use and commercial districts shall be designed to minimize conflict with onsite vehicular, pedestrian, and bicycle traffic and with adjacent residential uses.
- (5) Buildings with uses requiring public access shall provide the primary pedestrian access from the street front except that buildings backing up to NC Hwy 49 and/or US 52 Hwy located on multi-building development sites shall be permitted to have their primary access from the interior of the development site since vehicular access to NC Hwy 49 and US Hwy 52 is restricted.
- (6) At least one driveway or other vehicular link shall be provided between adjacent mixed-use and commercial properties, such as shops and offices, which require public access.
- (7) Whenever practicable, driveways shall be aligned with driveways on the opposite side of the public street.
- (8) Shared driveways are encouraged.
- (9) A site consisting of one or more legal lots of record which is developed under a coordinated, approved site specific plan may be permitted, on a case-by-case basis, to be served by a private street network and shall only be required to abut a public street along some portion of the development site the minimum distance of which shall be determined by the town to be adequate for public and emergency vehicle access but which shall not be less than thirty-five feet.
- (10) The number of driveway intersections along major arterial streets with a posted speed limit in excess of thirty mph and an average daily traffic volume greater than five thousand vehicles per day shall be minimized whenever practicable, but in no case shall there be more than one driveway per street frontage on a lot or development site except:
 - a) Where street frontage exceeds seven hundred feet, there may be two driveways; and
 - b) Where street frontage exceeds one thousand two hundred feet, three such points may be allowed; but
 - c) Three driveways shall be the maximum allowable on any street frontage.
- (11) Sidewalks shall be provided between the building and all new public streets in the CB district. Such sidewalks shall be made of concrete or brick, they shall be a minimum of ten feet in width, and they shall continue along the entire property frontage parallel to the street. All sidewalks shall be dedicated for public use.

- (12) A coordinated system of service alleys shall be designed and used in the CB district to permit utility and service access including the loading and unloading of goods. Such alleys shall connect whenever possible and shall not be restricted except as intended by design as stated in this section.

5-4. Design Standards for Services and Utilities.

In order to subordinate the appearance of services and utilities on individual sites and throughout the town's jurisdiction, the following standards shall apply to all services and utilities in all districts unless otherwise noted.

(A) *Mechanical equipment.*

- (1) Mechanical equipment at ground level shall be placed on the parking lot side of buildings away from public streets and buildings on adjacent sites. All such equipment shall be substantially screened from public view.
- (2) Mechanical equipment and antennas located on rooftops shall be camouflaged as a normal architectural feature of the building, or hidden by a decorative cornice or parapet wall, as seen from the ground.

(B) *Utility lines and equipment.*

- (1) All utility equipment (includes meters, boxes, valves, etc. but does not include overhead power lines, light poles, and similar equipment) shall be designed and located to be as inconspicuous as possible and shall not be located on the street-side of a principal structure.
- (2) All utility lines serving new development or subdivisions shall be placed underground.
- (3) Utilities shall run along alleys whenever practicable.

(C) *Trash, garbage, and recycling.*

- (1) All trash and recycling receptacles and storage areas shall be located away from public streets and screened entirely from public view.
- (2) All non-vegetative screening used to block public view of trash and recycling receptacles and storage areas shall be made of materials compatible in color and type to the principle structure(s) on the property.

(D) *Drive-thru windows and similar accessories.*

- (1) Drive-thru windows, freestanding ATMs, fuel pumps and similar devices shall only be placed in areas that will not interfere with the safe movement of pedestrians and vehicles in parking and driveway areas.
- (2) Drive-thru windows, freestanding ATMs, fuel pumps and similar devices shall not be placed between the primary façade of a building and the public street.
- (3) Drive-thru services are discouraged in the CB district. If provided, they shall be located to the rear or side of buildings away from public streets.

(E) *Engineered stormwater control facilities.*

- (1) All stormwater detention and/or retention ponds and basins shall be designed as an integral part of the development site and shall be aesthetically pleasing (e.g., neatly landscaped, well-maintained, vegetated slopes, decorative fencing if fencing is used, etc.).

5-5. Design Standards for Parking and Loading/Unloading Areas.

In order to have safe, well designed parking areas that successfully accommodate the pedestrian and are subordinate in design and appearance to adjacent buildings, the following standards apply to all accessory and principal use parking lots in all districts unless otherwise noted.

(A) *Location.*

- (1) Parking shall be located primarily to the rear of the principal building and may be accessed from the front, side, or rear of the property. No more than two rows of parking shall be located between a primary façade and the street.
- (2) On multi-building development sites where the principal buildings are located close to the perimeter of the development site, parking may be permitted to be located in the front of any building which does not front a public street (such as an interior courtyard parking arrangement). On such sites, any street fronting portion of the development, whether for lease or sale, which is intended to provide screening between the public street and interior parking lot(s) but which has not yet been developed shall, in addition to outparcel landscaping requirements, be subject to the landscaping and screening requirements for parking lots adjacent to street frontages prior to issuance of a certificate of occupancy for any use on site after the interior parking lot is constructed. At the discretion of the planning director, such additional landscaping may be incorporated into the parking lot itself instead of the outparcel and may only be required for that portion of the lot which is exposed to the public street.
- (3) Parking lots and parking garages shall not abut an intersection of arterial streets or occupy lots which terminate a vista (a distant view through or along a street or public space).
- (4) On-street parking directly in front of the zoning lot shall count toward fulfilling the parking requirement of that lot.

(B) *Connectivity.*

- (1) New parking areas on adjacent lots shall be connected unless the town determines that topography or other natural features prevents it.
- (2) All off-street parking shall be served by interior circulation drives. No private off-street parking spaces shall directly connect to public streets.

(C) *Paving.*

- (1) All driveway and parking areas shall be paved with asphalt, concrete, or brick pavers except for areas used for overflow, special events, and peak parking.

- (2) All parking areas shall be curbed; however, broken curbing is allowed to permit the flow of stormwater.
- (3) Any non-paved surface used for overflow, special events, and peak parking that cannot be maintained with healthy, living turf grass or similar ground cover shall be paved with asphalt, concrete, pervious pavement or brick pavers.

(D) *Aisles.*

- (1) No more than two parking aisles (defined as a travel lane and the parking located on each side) shall abut. Otherwise, parking aisles shall be separated from each other by planted medians which may include pedestrian walkways. (See section 6-1. for landscaping requirements.)
- (2) No more than thirty parking spaces shall be contained within one parking aisle.
- (3) Driveway aisles shall be a minimum of twenty-four feet in width if serving two-way traffic and a minimum of twelve feet in width if serving one-way traffic.
- (4) No parking aisle serving the general public that contains more than ten parking spaces shall dead end. Any parking aisle that dead ends shall be provided a suitable turnaround.

(E) *Spaces and loading/unloading areas.*

- (1) Required parking shall be provided on-site or adjacent to the development site requiring the parking. Shared parking areas are encouraged and shall be permitted whenever the zoning administrator determines that the minimum parking requirements can be met for each use. Loading docks shall be located on the rear or side whenever possible. Additional screening shall be required as approved by the Zoning Officer.
- (2) Parking spaces shall be clearly marked on the ground for all uses except single-family detached residential.
- (3) In addition to required parking spaces, drive-thru facilities shall provide a minimum of five stacking spaces per drive-thru facility, window, or bay, except for the following:
 - a) Fast food restaurants shall have an additional five stacking spaces. A minimum of five of the total stacking spaces shall be located at or prior to the ordering station.
 - b) Non-automated car washes shall only be required to have a minimum of two stacking spaces per bay, one of which is located for use as a dry down area.
 - c) Automated car washes shall be required to have an additional two stacking spaces per bay.
- (4) Stacking spaces shall be located entirely outside of a required driveway or parking aisle needed to access required parking spaces.
- (5) Adequate onsite turnaround area shall be provided for all parking spaces.
- (6) Adequate onsite turnaround area shall be provided for all loading and unloading areas.

- (7) Each automobile parking space shall not be less than ten feet wide and twenty feet long exclusive of adequate egress and ingress drives and maneuvering space as determined by the zoning enforcement officer. Typical aisle width is 12' for one way and 24' for two way vehicle traffic. Such space shall be provided with vehicular access to a street or alley and shall be designed by use of landscaping or wheel guards to prevent commercial traffic from backing onto any public roadway. Such use shall not thereafter be encroached upon or altered, and shall be equal in number to at least the minimum requirements for the specific use set forth below:

<u>USE CLASSIFICATION</u>	<u>PARKING SPACE REQUIREMENT</u>
Automobile sales and repair	One space for each two employees at maximum employment on a single shift plus two spaces for each three hundred square feet of repair or maintenance space.
Bowling alleys	Two spaces for each alley, plus one additional space for each two employees.
Churches	One space for each four seats in the main chapel.
Elementary schools and Junior High schools, both public and private.	One space for each employee
Hospitals	One space for each four patient beds, plus one space for each staff or visiting doctor, plus one space for each four employees
Mortuary or funeral home	One space for each four seats in each chapel or family room, or fifty spaces for each chapel or family room, whichever is greater.
Motels, tourist home, tourist courts, and hotels	One space for each two hundred square feet of gross floor area.
Medical offices and clinics	Four spaces for each doctor practicing at the clinic, plus one space for each employee.
Offices, professional, business, public, including banks	One space for each two hundred square feet of gross floor area.
Places of public assembly, including private clubs and lodges, auditoriums, dance halls, pool room, theaters, stadiums, gymnasiums, community centers,	One space for each four seats provided for patron use, plus one space for each one hundred square feet of floor or ground area used for amusement or assembly, but not containing fixed seats.

amusement parks, armories, and all similar places of public assembly	
Residential dwellings	Two spaces for each dwelling unit.
Restaurants	One space for each three seating accommodations, plus one space for each two employees on the shift of largest employment.
Restaurants, drive-in, or similar uses designed for curb-type service	Five square feet of parking area for each one square foot of gross floor area; provided further, however, that no facility shall have less than fifteen spaces.
Retail businesses floor	One space for each two hundred square feet of gross area.
Rooming and boarding houses	One space for each two guest rooms plus one additional space for the owners, if resident on the premises.
Sanitariums, rest or convalescent homes, homes for the aged, and similar institutions	One space for each four patient beds, plus one space for each staff or visiting doctor, plus one space for each two employees.
Senior high schools and colleges, both public and private	One space for each five students for whom the school was designed, plus one space for each employee
Service stations	Two spaces for each gas pump, plus three spaces for each grease rack or similar facility.
Shopping centers	Two square feet of parking area for each square foot of gross floor area.
Mobile home parks	Two spaces for each trailer house.
Wholesaling and industrial	One space for each two employees at maximum employment on a single shift

(A) Uses not listed or similar to above may be approved on a case by case basis by the Zoning Officer upon review of the proposed parking impact and research to other similar town parking standards. A cross parking agreement in writing may be considered when it is in best interest of the town and environmental conditions.

(B) All Handicap accessible parking shall adhere to the North Carolina Building code as amended for the number of required and design of such spaces.