



Planning Board Agenda Packet

January 14, 2020

Work Session - 5:30 PM**Call to Order - 6:00 PM**

- A) Pledge of Allegiance & Moment of Silence
- B) Ask for Disqualifications
- C) Announce Quorum Being Met
- D) Election of Chairman & Vice Chairman
- E) Approval of Agenda

Approval of Minutes for December 10, 2019**Old Business**

- A) **PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment:** Request to amend Chapter 5 of the Unified Development Ordinance to allow driveway widths of up to 40 feet when located on a street with curb and gutter section, and where the allowable lot coverage is not exceeded. The amendment also proposes to revise Chapter 3 to reduce the driveway setback from side property lines to 5 feet as opposed to the current requirement of 10 feet.
- B) **PB 19-25 Currituck County:** A request to amend the Unified Development Ordinance, Chapter 1. General Provisions, Chapter 2. Administration, Chapter 3. Zoning Districts, Chapter 4. Use Standards, Chapter 5. Development Standards, Chapter 6. Subdivision Infrastructure Standards, and Chapter 10. Definitions and Measurements for the purpose of implementing the Moyock Mega Site master plan (Currituck Station) and establishing the Planned Development - Currituck Station district and regulations.

New Business

- A) **PB 19-28 Curtis Bay Medical Waste** A text amendment to the Unified Development Ordinance, Chapter 4: Use Standards and Chapter 10: Definitions and Measurement to allow warehousing and distribution of medical waste with a use permit in the Heavy Industrial (HI) zoning district.

Announcements**Adjournment**



**CURRITUCK COUNTY
NORTH CAROLINA**

December 10, 2019
Minutes – Regular Meeting of the Planning Board

WORK SESSION

The Currituck County Planning Board held a work session at 5:30 PM in the Historic Courthouse Conference Room with four board members present. Staff members present were: Donna Voliva, Assistant Planning Director; Eric Weatherly, County Engineer; Larry Lombardi, Economic Development Director; Jason Litteral, Planner II; Cheri Elliott, Clerk to the Planning Board

Jason Litteral, Planner II, briefed board members on PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment which was tabled at the Planning Board Meeting held on November 12th to allow time to receive a formal written response from NCDOT on allowing 40' driveways and whether allowing this would stop roads from becoming state maintained. For information purposes, Laurie LoCicero provided copies of previous email correspondence between NCDOT, Bissell Engineering Group, and Currituck County. Mr. Litteral said, to date, no written response has been received from NCDOT. The County Engineer, Eric Weatherly, was present to answer questions, but since a response had not been received from NCDOT, discussion was held to withdraw the case until the requested information is received so an informed decision can be made by the board.

Donna Voliva, Assistant Planning Director, briefed board members on PB 19-25 Currituck County Text Amendment to implement the master plan for the Currituck Station Planned Development. Ms. Voliva also presented the pattern book for Currituck Station which provides additional criteria that are specific to the districts within Currituck Station with suggestions for appropriate key architectural and landscape design elements. She said it is not anticipated for the board to take action on this tonight since it is a lot of information. Ms. Voliva said the pattern book was designed from local architecture of this area, but it is not meant to over regulate and we want builders to be able to design to fit their needs. Ms. Voliva explained the how the center of Currituck Station is meant to be the tower of commercial use with less density on the outer edges. Larry Lombardi, Director of Economic Development, said this is a plan that goes out 25-30 years according to the residential growth. Ms. Voliva said the master plan/text amendment is a living document that will be amended as projects come in. She said the expected density overall is 1 unit per acre with specific districts varying in density from 1/2 to 12 units per acre. Mr. Lombardi said the hope is for phase 1 of Currituck Station to be attractive enough for others to see the value for more phases to come.

Ms. Hilgendorf asked if upgrades to South Mills Road were in relation to Currituck Station and Ms. Voliva said they were not connected, but needed improvements to the road.

The work session adjourned at 5:58 PM.

CALL TO ORDER - 6:00 PM

The Planning Board met in a regular session in the Board Meeting Room of the Historic Courthouse, 153 Courthouse Road, Currituck, North Carolina.

Attendee Name	Title	Status	Arrived
C. Shay Ballance	Chairman	Present	
Garry Owens	Vice Chairman	Present	
K. Bryan Bass	Board Member	Absent	
David Doll	Board Member	Present	
Anamarie Hilgendorf	Board Member	Present	
Juanita S Krause	Board Member	Absent	
J. Timothy Thomas	Board Member	Absent	
Laurie LoCicero	Planning and Community Department Director	Present	
Donna Voliva	Planning and Community Development Senior Planner	Present	
Cheri Elliott	Clerk to the Board	Present	

Chairman Ballance called the meeting to order at 6:01 PM.

A. Pledge of Allegiance & Moment of Silence

Chairman Ballance asked everyone to stand for the Pledge of Allegiance and a moment of silence.

B. Ask for Disqualifications

Chairman Ballance asked if any board member had a conflict of interest with any item on the agenda tonight. No conflicts were noted.

C. Announce Quorum Being Met

Chairman Ballance announced a quorum met with four board members present.

D. Approval of Agenda

Chairman Ballance asked if any changes were needed to tonight's agenda. Ms. LoCicero said PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment needs to be removed from the agenda since she is still waiting on NCDOT to respond to emails and phone calls for confirmation on whether they will accept roads to maintain if they have several 40' in width driveways. She said although NCDOT does sometimes, on a case by case basis, accept driveways more than their standard of 24'; 40' is not the normal standard and the County needs to be certain these streets will not get stuck being maintained by the Home Owner's Associations indefinitely. Mr. Owens motioned to remove PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment. Ms. Hilgendorf seconded the motion and the motion carried unanimously.

Citizens present with current violations for driveway widths were concerned they would receive fines. Ms. LoCicero said their extensions will continue until this matter is acted upon by the Board of Commissioners.

Craig Williams, a resident of Windswept Pines, was upset that he could not get a permit for installation of a swimming pool while his property was in violation for his driveway. Ms. LoCicero said it is County policy to withhold permits while a property is currently in violation.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Garry Owens, Vice Chairman
SECONDER:	Anamarie Hilgendorf, Board Member
AYES:	C. Shay Ballance, Chairman, Garry Owens, Vice Chairman, David Doll, Board Member, Anamarie Hilgendorf, Board Member
ABSENT:	K. Bryan Bass, Board Member, Juanita S Krause, Board Member, J. Timothy Thomas, Board Member

APPROVAL OF MINUTES FOR NOVEMBER 12, 2019

Chairman Ballance asked if there were any changes needed to the minutes for November 12, 2019 Planning Board Meeting. Mr. Owens motioned to approve as presented. Ms. Hilgendorf seconded the motion and the motion carried unanimously.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Garry Owens, Vice Chairman
SECONDER:	Anamarie Hilgendorf, Board Member
AYES:	C. Shay Ballance, Chairman, Garry Owens, Vice Chairman, David Doll, Board Member, Anamarie Hilgendorf, Board Member
ABSENT:	K. Bryan Bass, Board Member, Juanita S Krause, Board Member, J. Timothy Thomas, Board Member

E. PB Meeting Minutes - November 12, 2019

OLD BUSINESS

A. PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment:

This item was removed for consideration and the agenda was approved with this modification until the requested information is received from NCDOT.

RESULT:	CONTINUED WITH NO VOTE	Next: 1/14/2020 6:00 PM
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NEW BUSINESS

A. PB 19-25 Currituck County:

Donna Voliva, Assistant Planning Director, presented the staff report on behalf of Currituck County to implement the text amendment to the Unified Development Ordinance (UDO) for Currituck Station (previously Moyock Mega Site). Ms. Voliva said these documents have taken two years of planning since the master plan was originally completed. Included with the text amendment is the Currituck Station Pattern Book that gives the intended character for the district by utilizing historical architecture as the foundation to guide development in

the district and establish a local identity through building design, massing and external treatments. Ms. Voliva said although the pattern book is to be used in conjunction with the UDO regulations, it is a guide and not a regulatory document. Also, the proposed text amendment implements the small area plan, market feasibility study and the master plan for Currituck Station.

Ms. Voliva said Currituck Station has varying densities from 1/2 unit per acre to 12 units per acre with the overall density being 1 unit per acre. She went over some specifics such as the intended land use for the planned development: Residential 3,000 dwelling units, Retail 250,000 square feet, Office 300,000 square feet, and Industrial 1,000,000 square feet. The only sub-district with a residential cap is Center Station with the maximum allowance of 1,500 dwelling units. Ms. Voliva reviewed several of the changes being incorporated into the UDO. She also highlighted the suggested designs in the pattern book. Ms. LoCicero reminded the Planning Board that the pattern book is meant to be a guide and is not regulatory. Ms. Voliva said this is a lot of information to consider and staff does not expect the board to act on the text amendment tonight and suggested it be tabled for board members to review. Ms. Voliva also said she is available to meet with board members individually if needed. Ms. LoCicero said staff is still getting stakeholder feedback on this and we want to make sure you feel comfortable with what is before you.

Ms. Voliva presented a PowerPoint presentation showing the historical buildings in Currituck that acted as a guide for the pattern book. She stated the pattern book is meant to be a living document that will be updated and changed as needed.

Chairman Ballance asked if the board had any questions for staff. There were no questions from the board.

Chairman Ballance opened the floor for public comment. There were no questions from the public.

Chairman Ballance closed the public comment and asked for a motion. Mr. Doll motioned to table the text amendment until the next meeting on January 14, 2020. Ms. Hilgendorf seconded the motion and the motion carried unanimously.

RESULT:	TABLED [UNANIMOUS]	Next: 1/14/2020 6:00 PM
MOVER:	David Doll, Board Member	
SECONDER:	Anamarie Hilgendorf, Board Member	
AYES:	C. Shay Ballance, Chairman, Garry Owens, Vice Chairman, David Doll, Board Member, Anamarie Hilgendorf, Board Member	
ABSENT:	K. Bryan Bass, Board Member, Juanita S Krause, Board Member, J. Timothy Thomas, Board Member	

ANNOUNCEMENTS

Chairman Ballance asked for any announcements. With no announcements noted, Chairman Ballance wished everyone a Merry Christmas.

ADJOURNMENT

Mr. Owens motioned to adjourn the meeting. Mr. Doll seconded the motion and the meeting adjourned at 6:57 PM with all board members voting in favor.



Currituck County Agenda Item Summary Sheet

Agenda ID Number – (ID # 2638)

Agenda Item Title

PB 19-27 QHOC of Windswept Pines - Driveway Width & Setbacks Text Amendment:

Brief Description of Agenda Item:

Request to amend Chapter 5 of the Unified Development Ordinance to allow driveway widths of up to 40 feet when located on a street with curb and gutter section, and where the allowable lot coverage is not exceeded. The amendment also proposes to revise Chapter 3 to reduce the driveway setback from side property lines to 5 feet as opposed to the current requirement of 10 feet.

Board Action Requested

Action

Person Submitting Agenda Item

Cheri Elliott, Assistant

Presenter of Agenda Item

Jason Litteral

Cheri Elliott

From: Laurie LoCicero
Sent: Tuesday, January 07, 2020 4:11 PM
To: Cheri Elliott
Subject: FW: [External] 4558 Driveway to lot 24 at Windswept Pines

From: Otts, David B [mailto:dbotts@ncdot.gov]
Sent: Friday, January 03, 2020 3:49 PM
To: Laurie LoCicero
Cc: Jason Litteral; Spear, Caitlin A; Tammy Glave; Midgett, Randy; Baker, Sterling D; Jennings, Jerry D; Ben Stikeleather
Subject: RE: [External] 4558 Driveway to lot 24 at Windswept Pines

Good afternoon and Happy New Year Ms. LoCicero,

With our Contractors taking some time off for the Holidays, we have had the opportunity to revisit this issue at length. Our findings, as well as guidance moving forward, are detailed below:

Currituck County's current UDO (Section 5.6.7) is consistent with our policy for one-way operation driveways with a maximum width of 24 feet. We would consider a Residential Driveway a one-way drive. As is noted in our guidelines, exceptions may "be considered on a case by case basis only after justifications of actual necessity". As is noted in Currituck County's UDO (Part F of the aforementioned Section) "deviations... may be approved by the NCDOT upon a finding the development can achieve a satisfactory level of access control consistent with the objectives of this Ordinance." Accordingly, it seems that the two governing entities, working together, can approve individual over-width driveways as long as the owner can prove a need and access control can be kept at an acceptable level.

When Randy Midgett (the Department's District Engineer at that time) was approached by Mark Bissell in May of 2019, Mr. Bissell presented a site plan for Lot 24 which had been constructed with a 30' wide driveway to serve a three car garage. Mr. Midgett indicated that the Department could approve the driveway at 30 feet based upon our provisions alone, but also pointed out that Currituck's UDO limited the width to 24' thereby requiring approval from the County. This issue was again discussed in November when we received an email from Mr. Bissell requesting the Department approve 8 driveways in this subdivision that had been constructed with widths between 33 and 38 feet. Unfortunately, no one with the Department or seemingly the County was afforded the opportunity to agree upon the "necessity" for these widths.

As we have discussed, Currituck County is considering amending their UDO to allow driveways up to 40 feet when located on a street with curb and gutter, and where the allowable lot coverage is not exceeded. This would put Currituck's UDO maximum greater than that allowed by the Department's Policy on Street and Driveway Access to North Carolina Highways. In that case the Department's Policy would now supersede the County's UDO (as the more stringent of the two) and possibly prevent the subdivision road from meeting our minimum construction standards forcing us to deny addition to the State system of maintained roads. In other words, even with an amendment to the UDO allowing wider driveways, the Department would still need to review on a case by case basis.

I would recommend that the Department review the existing over width driveways at Windswept Pines and provide comments to the County as to their acceptability (both in regards to necessity and providing adequate access control). **Future over-width driveways in this subdivision should be submitted and approved by both the County and the Department prior to construction.** Looking ahead, and in an effort to reduce the probability of having to review multiple single driveway over-width requests, we would recommend that anything over 24' in width by design (3 car garage, etc.) be a part of the subdivision plat at the time of approval.

Thank you for taking the time to solicit our comments and please don't hesitate to contact us with any questions or concerns.

David B. Otts, P.E.
 District Engineer
 Division One – District One
 North Carolina Department of Transportation

(252) 331-4860 office
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dbotts@ncdot.gov

1929 North Road Street
 Elizabeth City, NC 27909



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From: Laurie LoCicero
Sent: Tuesday, November 19, 2019 1:05 PM
To: mark@bissellprofessionalgroup.com; rmidgett@ncdot.gov
Cc: davek@bissellprofessionalgroup.com; Jason Litteral; jold@qhoc.com; admin@bissellprofessionalgroup.com; dbotts@ncdot.gov; caspear@ncdot.gov
Subject: RE: [External] 4558 Driveway to lot 24 at Windswept Pines

Randy, David and Caitlin,

To clarify, site plans for the eight homes in Windswept Pines were submitted and approved with driveways at 24' or less. At some point after the permits were issued for the houses, driveways were constructed that exceeded the 24' width limitation. Mark Bissell has submitted a text amendment on behalf of his client to allow this wider driveway where curb and gutter is used.

Yes, county staff has concerns over allowing a wider driveway width. Will having several driveways in a neighborhood that exceed the typical NCDOT standard of 24' impact NCDOT's acceptance of those neighborhood streets?

We have other concerns as well where we would like input from NCDOT.

Would you like me to address them to all three DOT staff?

Thanks,
Laurie

Laurie B. LoCicero, AICP
Planning Director
Planning & Community Development
County of Currituck
Phone: 252-232-6028
Fax: 252-232-3026
www.currituckgovernment.com

From: Mark Bissell [<mailto:mark@bissellprofessionalgroup.com>]
Sent: Wednesday, November 13, 2019 10:43 AM
To: Midgett, Randy
Cc: Dave Klebitz; Jason Litteral; Justin Old; Laurie LoCicero; Marcie Respass; Otts, David B; Spear, Caitlin A
Subject: Re: [External] 4558 Driveway to lot 24 at Windswept Pines

Randy,

Currituck County issued certificates of occupancy for 7 homes that have the wider driveways and then noticed the problem when the eighth applied for a CO. The eighth one was the one that we had inquired about when the problem first came to light. We are now working with the county on a text amendment to allow these to remain, but need to be sure that these driveways will not cause a problem with the roadway acceptance down the road.

Thanks,
Mark

On Wed, Nov 13, 2019 at 8:56 AM Midgett, Randy <rmidgett@ncdot.gov> wrote:

Mark,

So now there are 8? You began this conversation by asking a theoretical question about what the Department would approve with a specific reference to a single lot.

I believe I answered that it was possible to approve, but the decision would ultimately lie with the County as their zoning was more restrictive.

Now it's mushroomed into 8 without County buy in?

I'm not quite sure how to answer you. As I am no longer District Engineer I'll have to discuss it with David Otts.

Randy

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From: Mark Bissell <mark@bissellprofessionalgroup.com>
Sent: Wednesday, November 13, 2019 8:42:15 AM
To: Midgett, Randy <rmidgett@ncdot.gov>
Cc: 'Dave Klebitz' <davek@bissellprofessionalgroup.com>; 'Justin Old' <jold@qhoc.com>; 'Laurie LoCicero'

<Laurie.LoCicero@currituckcountync.gov>; 'Marcie Respass' <admin@bissellprofessionalgroup.com>; Spear, Caitlin A <caspear@ncdot.gov>; Ottts, David B <dbotts@ncdot.gov>; 'Jason Litteral' <Jason.Litteral@CurrituckCountyNC.gov>

Subject: RE: [External] 4558 Driveway to lot 24 at Windswept Pines

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Randy,

I am following up with you since we began this conversation a few months ago. There are currently 8 driveways in the Windswept Pines subdivision in Moyock that are between 33 and 38 feet in width at the right-of-way line. At the Currituck Planning Board meeting last night, the Board asked whether, if these driveways are allowed to remain, these widths will cause any difficulty with NCDOT's approval of the roads when a petition is filed in the future for the subdivision roads to be accepted into the state system. If you could weigh in on this question, it will enable us to provide an answer to the Planning Board at their next meeting.

Thanks for your help on this.

Mark S. Bissell, PE



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On Wed, May 15, 2019 at 2:33 PM Midgett, Randy <rmidgett@ncdot.gov> wrote:

Mark,

After discussion with Laurie LoCicero of Currituck County I feel I may have oversimplified my answer to your question and answered it generically.

The Department's maximum driveway width restriction is 40' unless otherwise approved by the Division Engineer. Therefore a request for a 30' driveway to serve a three bay garage would ordinarily be approved.

However in cases where Municipalities or the County has a more restrictive regulation than our own, the Department defers to the local regulation.

After reading the full Chapter 5.6.7 of Currituck's Development Ordinance, it appears Part F requires the Department's approval or "buy in" towards deviations from their Standard, but acceptance of proposed Deviations would still fall under the purview of the County.

Randy W. Midgett, PE

Acting Division Construction Engineer

/ District One Field Engineer

Division One

NC Department of Transportation

252 331-4737 Elizabeth City

252-482-1850 Edenton

rmidgett@ncdot.gov

1929 North Road Street

Elizabeth City, NC 27909



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From: Midgett, Randy
Sent: Wednesday, May 15, 2019 8:09 AM
To: Mark Bissell <mark@bissellprofessionalgroup.com>
Cc: 'Justin Old' <jold@qhoc.com>; 'Dave Klebitz' <davek@bissellprofessionalgroup.com>; 'Marcie Respass' <admin@bissellprofessionalgroup.com>; Spear, Caitlin A <caspear@ncdot.gov>
Subject: RE: [External] 4558 Driveway to lot 24 at Windswept Pines

Mark,

Since it is a single residential driveway it would not require a Driveway Permit from the Department.

However if we were reviewing it as a permitted driveway, the Department would allow it at 30 feet in this location.

Randy W. Midgett, PE

Acting Division Construction Engineer

/ District One Field Engineer

Division One

NC Department of Transportation

252 331-4737 Elizabeth City

252-482-1850 Edenton

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1929 North Road Street

Elizabeth City, NC 27909



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From: Mark Bissell <mark@bissellprofessionalgroup.com>
Sent: Tuesday, May 14, 2019 12:38 PM
To: Midgett, Randy <rmidgett@ncdot.gov>
Cc: 'Justin Old' <jold@qhoc.com>; 'Dave Klebitz' <davek@bissellprofessionalgroup.com>; 'Marcie Respass' <admin@bissellprofessionalgroup.com>
Subject: [External] 4558 Driveway to lot 24 at Windswept Pines

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Randy,

There is a provision in the Currituck UDO that limits driveway width to a SF residence to 24' unless NCDOT agrees to a deviation. The driveway for lot 24 at Windswept Pines has been poured 30' wide to access a 3-car garage. The specific UDO language is "Deviations from the standards Section 5.6.7, Driveway and Access Standards, may be approved by the NCDOT upon a finding the development can achieve a satisfactory level of access control consistent with the objectives of this Ordinance." Is this something that NCDOT will approve? This is a street that NCDOT will be petitioned to take after the subdivision is built out.

Thanks,

Mark

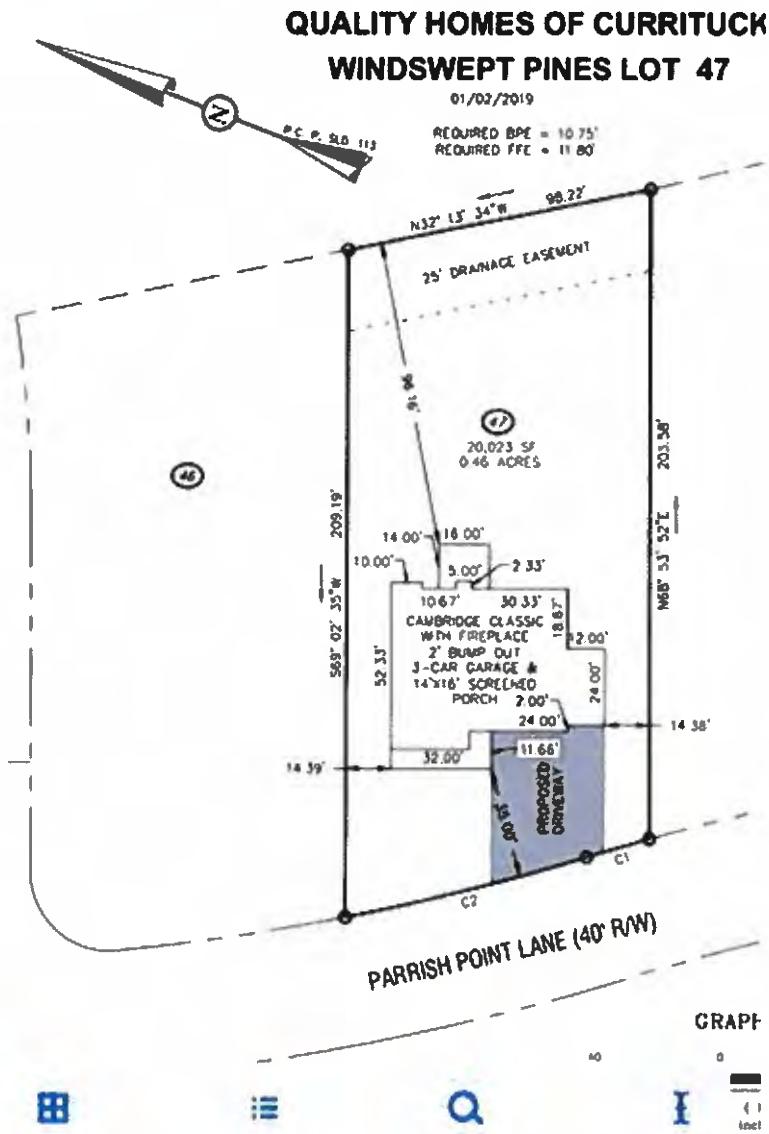
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Site Plan Lot 47.pdf



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Currituck County

Planning and Community Development Department
Planning and Zoning Division
 153 Courthouse Road, Suite 110
 Currituck, North Carolina 27929
 252-232-3055 FAX 252-232-3026

To: Planning Board
 From: Planning Staff
 Date: November 12, 2019
 Subject: PB 19-27 QHOC of Windswept Pines

The enclosed text amendment submitted by QHOC of Windswept Pines revises Chapter 5 of the Unified Development Ordinance (UDO) to allow driveway widths of up to 40 feet when located on a street with curb and gutter section, and where the allowable lot coverage is not exceeded. The amendment also proposes to revise Chapter 3 to reduce the driveway setback from side property lines to 5 feet as opposed to the current requirement of 10 feet.

Background

Prior to the 1989 Unified Development Ordinance, driveway widths and setbacks on private roads in Currituck County were largely unregulated. Driveways on state maintained streets were regulated by NCDOT. This resulted in wide driveways which could be located near side lot lines. Over time this created stormwater issues, particularly on the Outer Banks where parking was in high demand and space was limited. On the mainland, it also became an issue where development was occurring on smaller lots in areas with poor natural drainage.

In 2005, the UDO was amended to regulate driveways to alleviate stormwater issues. Driveway setbacks were instituted in an attempt to minimize stormwater runoff between adjoining properties. Additionally, driveway width regulations were adopted that reflected NCDOT standards. Those standards are the basis for current ordinance regulations which require a maximum residential driveway width of 24 feet. NCDOT does allow deviation from the 24' standard but this is done on a case by case basis. New subdivision roads are required to be designed and constructed to meet current NCDOT standards with the assumption that they will be accepted into the NCDOT maintenance program.

Part of this text amendment addresses driveway widths in residential developments that use curb and gutter as stormwater conveyance. On the mainland, there is an increase in the use of curb and gutter over the last 6 years. This text amendment would impact existing subdivisions along with any future subdivisions proposing the use of curb and gutter.

Text Amendment Review Standards

The advisability of amending the text of the UDO is a matter committed to the legislative discretion of the Board of Commissioners and is not controlled by any one factor. In determining whether to adopt or deny the proposed text amendment, the Board of

PB 19-27 QHOC of Windswept Pines
 Driveway Width & Setbacks
 Text Amendment
 Page 1 of 7

Commissioners may weigh the relevance of and consider whether and the extent to which the proposed text amendment:

(1) Is consistent with the goals, objectives, and policies of the Land Use Plan and other applicable county-adopted plans;

a. *The proposed text amendment is not consistent with the following 2006 Land Use Plan Policies:*

POLICY TR12: *New residential developments shall provide for the installation of PAVED PUBLIC ROADWAY AND DRAINAGE INFRASTRUCTURE at the time of development. This policy is intended to prevent the creation of substandard developments that must later correct for infrastructure problems that could have been avoided, had they been installed properly from the beginning. Family subdivisions and non-asphalt roads serving the northern beaches are the only exceptions to this policy.*

b. *The Land Use Plan Vision Statement:*

We will strive to maintain and enhance the quality of life within our communities for present and future generations by providing:

- *economic opportunities and affordable housing for all citizens*
- *quality schools and educational, health and safety services*
- *additional and enhanced recreational facilities*
- *sound transportation planning and water, waste, and stormwater services for a growing population*
- *an aesthetically pleasing environment*

c. *The proposed text amendment is not consistent with the following purpose statement from the Currituck County Stormwater Manual:*

In order to manage the growth pressure while addressing the need to protect the sensitive natural systems on which it depends, Currituck County seeks to improve the stormwater management portions of their Unified Development Ordinance (UDO) to raise the level of water quality protection and reduce nuisance flooding problems.

(2) Is not in conflict with any provision of this Ordinance or the County Code of Ordinances;

a. *The text amendment request may conflict with the following UDO General Purpose and Intent Statements:*

- *Protect development and residents from flooding and other natural hazards;*
- *Maintain and protect high quality aesthetic standards for development*
- *Maintain and enhance the character of various districts within the county through an emphasis on design quality;*

b. *The text amendment request is not in conflict with the County Code of Ordinances.*

(3) Is required by changed conditions;

Staff is not aware of any changed conditions that would require the text amendment.

(4) Addresses a demonstrated community need;

The text amendment does not appear to address a community need.

(5) Is consistent with the purpose and intent of the zoning districts in this Ordinance, or would improve compatibility among uses and ensure efficient development within the county;

a. *The amendment is not consistent with some of the general purpose statements of the Residential Zoning section of the UDO.*

(1) *The residential base zoning districts established in this section are intended to provide a comfortable, healthy, safe, and pleasant environment in which to live and recreate. More specifically, they are intended to:*

- *Ensure adequate light, air, privacy, and recreational and open space areas for each dwelling, and protect residents from the negative effects of noise, excessive population density, traffic congestion, flooding, and other significant adverse environmental impacts;*
- *Provide for safe and efficient vehicular access and circulation and promote bicycle- and pedestrian-friendly neighborhoods;*

(6) Would result in a logical and orderly development pattern; and

(7) Would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

a. *The request could result in significantly adverse impacts on the natural environment, specifically stormwater management.*

Staff Recommendation:

Staff recommends denial of this text amendment request due to the following concerns expressed by the County Engineer and the Planning Department, and the suggested Statement of Consistency and Reasonableness provided in the attached staff report.

Planning and Engineering comments:

Greater than 24' driveway width concerns:

Increased driveway width applies only to residential developments with curb and gutter infrastructure

- With curb and gutter, the section of the driveway within the right-of-way (connection of the driveway to the street), will typically drain to the street.
- Depending on the slope, layout, impervious area and design of the lot, more lot area could drain into the street via the driveway.
- Larger driveways will mean more direct runoff to the curb and gutter section which drains to catch basins and outlet pipes.
- If UDO is changed to allow for wider driveways at the ROW, will the current infrastructure in **existing developments** (gutters, catch basins, outlets) handle the increased flow of SW from wider driveways?

- In existing developments, County staff will need to review revised SW calculations to verify the 40' driveway drainage can be handled by current infrastructure.
- In existing developments, any infrastructure (catch basins, gutters, outlets, etc) will need to be improved to meet additional flow if indicated by revised calculations.
- In existing development, County staff will need verification from NCDOT that increased flow and any altered infrastructure will still meet NCDOT standards and carrying capacity.
- Slope of driveways will need to be minimal to limit velocity of runoff.
- Sheet flow from driveways that slope toward the street will have greater potential to impact properties on the opposite side of the street
- The NCDOT standard for driveway width is 24'. Deviations from this standard are evaluated on a case by case basis.
 - At this time, staff is unsure of the criteria used for determining greater driveway width approval
 - If driveways on a street exceed the 24' standard, will that impact NCDOT acceptance of the street into the DOT system?
- The above factors will need to be taken into account during the design of SW plan and infrastructure for curb and gutter residential developments.
- Consideration of Aesthetics – at 40' wide, up to 5 vehicles can be parked at the right-of-way, how will this impact the appearance of lots, and the neighborhood in general?
- What are the potential safety concerns for pedestrian and vehicular traffic movements from the sidewalk and roadway respectively?

Setbacks

One overarching goal of the driveway setback is to minimize runoff onto your neighbor's property.

- Current UDO standard is a 10' side setback for driveways and parking areas.
- This provides more pervious area, which prevents more direct runoff onto neighboring lots.
- Provides a larger area for infiltration without sheet flowing into swales and ditches
- Lot line swales are required in all subdivisions
- Lot line swales could be impacted with decreased setback of driveways and parking areas
- Driveways that require fill to even out slope could violate ordinance requirement of no fill within the 10' setback

Benchmarking other communities' standards

Staff would like to check with other neighboring communities and professional standards to see how others' address the issue.



PB 19-27 QHOC OF WINDSWEPT PINES
DRIVEWAY WIDTH AND SETBACKS
TEXT AMENDMENT
PLANNING BOARD
NOVEMBER 12, 2019

QHOC of Windswept Pines has submitted a text amendment to allow driveway widths of up to 40 feet when located on a street with curb and gutter section, and where the allowable lot coverage is not exceeded. The amendment also proposes to revise Chapter 3 to reduce the driveway setback from side property lines to 5 feet as opposed to the current requirement of 10 feet.

BE IT ORDAINED by the Board of Commissioners of the County of Currituck, North Carolina that the Unified Development Ordinance of the County of Currituck be amended as follows:

Item 1: That Chapter 5. Use Standards is amended by adding the following underlined language and removing the following strike-through language:

C. Driveway Widths

Driveway widths shall be in accordance with Table 5.6.7.C, Driveway Width:

USE TYPE	RESIDENTIAL USES		NONRESIDENTIAL USES	
	MINIMUM WIDTH (FT)	MAXIMUM WIDTH (FT) [1]	MINIMUM WIDTH (FT) [2]	MAXIMUM WIDTH (FT) [1] [3]
Single-Family Detached & Two-to-Four Family	10	24[5]	N/A	N/A
All Other Uses: One Way Driveway	10	24	10	36
All Other Uses: Two Way Driveway	20		20 [4]	

NOTES:

[1] Maximum driveway width shall be measured at the lot line abutting the street right-of-way

[2] Nonresidential driveways shall meet emergency vehicle access requirements as determined by the Fire Marshal. [3] Not applied to fire stations.

[4] Minimum width may be reduced to 10 feet if the driveway is shorter than 75 feet in length, it provides access to less than six spaces, and is configured to allow vehicles to turn around without backing onto the street. It may also be reduced to ten feet if the use generates less than five vehicle trips per day.

[5] Driveways located on streets having curb and gutter section, where the allowable lot coverage is not exceeded, shall have a maximum width of 40 feet.

That Chapter 3 Zoning Districts is amended to reflect a reduced side setback of 5 feet for driveways. Driveway setbacks are established by the dimensional standards table in each zoning district, **all** of which shall be **amended as shown** in the below example.

Chapter 3: Zoning Districts
SECTION 3.4: RESIDENTIAL BASE ZONING DISTRICTS
 Subsection 3.4.3: Single-Family Residential-Outer Banks (SFO) District

F. DIMENSIONAL STANDARDS			
Max. Density (du/ac)	N/A	Min. Major Arterial Street Setback (ft)	50
Max. Nonresidential FAR (%)	0.40	Min. Side Setback (ft)	10
Min. Lot Area (sf ft)	20,000	Min. Rear Setback (ft)	25
Max. Lot Area (acres)	N/A	Min. Agricultural Setback (ft) [5]	50
Min. Lot Width, Interior Lot (ft)	100 [1]	Min. Accessory Use Setback (ft)	10
Min. Lot Width, Corner Lot (ft)	110	Min. Driveway/Parking Setback (ft)	10 <u>5</u>
Max. Lot Depth	[2]	Min. Fill Setback from all Lot Lines (ft) [6]	10
Max. Lot Coverage (%)	30 [3]	Min. Wetland/Riparian Buffer (ft) [5]	30
Min. Front Setback (ft) [4]	20	Max. Building Height (ft)	35
Min. Corner Side Setback (ft)	20	Min. Spacing Between Principal Buildings (ft)	10
[1] All lots shall maintain a minimum street frontage of 35 feet [2] Lot depth shall not exceed four times the lot width [3] 35% for platted lots of 19,000 sf in area or less [4] Front setbacks shall be measured from ultimate ROW line		[5] Applied to major subdivisions platted after January 1, 2013 and site plans on lots 10 acres in area and greater [6] Except as needed for driveways	

Item 3: Staff's suggested Statement of Consistency and Reasonableness:

The requested text amendment is not consistent with the 2006 Land Use Plan and the following specific policies of the plan:

The Land Use Plan Vision Statement:

We will strive to maintain and enhance the quality of life within our communities for present and future generations by providing:

- *economic opportunities and affordable housing for all citizens*
- *quality schools and educational, health and safety services*
- *additional and enhanced recreational facilities*
- *sound transportation planning and water, waste, and stormwater services for a growing population*
- *an aesthetically pleasing environment*

POLICY TR12: New residential developments shall provide for the installation of PAVED PUBLIC ROADWAY AND DRAINAGE INFRASTRUCTURE at the time of development. This policy is intended to prevent the creation of substandard developments that must later correct for infrastructure problems that could have been avoided, had they been installed properly from the beginning. Family subdivisions and non-asphalt roads serving the northern beaches are the only exceptions to this policy.

The text amendment request is not reasonable nor in the public interest because

1. It is unclear if existing curb and gutter systems are capable of preventing floodwaters, generated by increased impervious area and potential increased velocity, from negatively affecting neighboring properties and streets.
2. Reduction of the side setback for driveways may cause issues with flooding of neighboring properties by:
 - Reducing space available for stormwater infiltration
 - Limiting the space available for property line swales
 - Encouraging fill in the 10 foot side setback when grade changes are necessary

Item 4: The provisions of this Ordinance are severable and if any of its provisions or any sentence, clause, or paragraph or the application thereof to any person or circumstance shall be held unconstitutional or violative of the Laws of the State of North Carolina by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions which can be given effect without the invalid provision or application.

Item 5: This ordinance amendment shall be in effect from and after the _____ day of _____, 2019.

Board of Commissioners' Chairman

Attest:

Leeann Walton
Clerk to the Board

DATE ADOPTED: _____

MOTION TO ADOPT BY COMMISSIONER: _____

SECONDED BY COMMISSIONER: _____

VOTE: _____ AYES _____ NAYS

.....

PLANNING BOARD DATE: _____

PLANNING BOARD RECOMMENDATION: _____

VOTE: _____ AYES _____ NAYS

ADVERTISEMENT DATE OF PUBLIC HEARING: _____

BOARD OF COMMISSIONERS PUBLIC HEARING: _____

BOARD OF COMMISSIONERS ACTION: _____

POSTED IN UNIFIED DEVELOPMENT ORDINANCE: _____

AMENDMENT NUMBER: _____



Attachment: Driveway example 1 - 34' (PB 19-27 QHOC of Windswept Pines)



Attachment: Driveway example 2 - 38 (PB 19-27 QHOC of Windswept Pines)





Attachment: Setback example 2 - 5' (PB 19-27 GHOC of Windswept Pines)



Text Amendment Application

OFFICIAL USE ONLY:
 Case Number: _____
 Date Filed: _____
 Gate Keeper: _____
 Amount Paid: _____

Contact Information

APPLICANT:

Name: QHOC of Windswept Pines, LLC
 Address: 417 Caratoke Highway, Unit D
Moyock, NC 27958
 Telephone: (252) 435-2718
 E-Mail Address: jold@qhoc.com

Request

I, the undersigned, do hereby make application to change the Currituck County UDO as herein requested.

Amend Chapter(s) _____ Section(s) _____ as follows:

1. Amend 5.6.7.C Driveway Widths to provide an exception to the maximum driveway width for driveways that:

a. Exceed the UDO width of 24' at the right-of-way line but do not exceed the NCDOT standard of 40' wide at the R/W

b. Are located on streets that have a curb and gutter section rather than an open swale, and which therefore will not conflict with any provision of a stormwater permit issued by the NCDEQ

c. Do not result in lot coverage above the approved coverage limit

2. Amend Dimensional Standards in Chapter 2 for all residential uses to decrease driveway setbacks to side property lines to 5 feet where driveways:

a. Do not adversely impact any drainage swale or other facility

b. Do not require fill within 10' of a property line unless part of an approved stormwater permit

*Request may be attached on separate paper if needed.

Petitioner

Date



Currituck County Agenda Item Summary Sheet

Agenda ID Number – (ID # 2666)

Agenda Item Title

PB 19-25 Currituck County:

Brief Description of Agenda Item:

A request to amend the Unified Development Ordinance, Chapter 1. General Provisions, Chapter 2. Administration, Chapter 3. Zoning Districts, Chapter 4. Use Standards, Chapter 5. Development Standards, Chapter 6. Subdivision Infrastructure Standards, and Chapter 10. Definitions and Measurements for the purpose of implementing the Moyock Mega Site master plan (Currituck Station) and establishing the Planned Development - Currituck Station district and regulations.

Board Action Requested

Action

Person Submitting Agenda Item

Donna Voliva, Assistant Planning Director

Presenter of Agenda Item

Donna Voliva



Currituck County

Planning and Community Development Department
 Planning and Zoning Division
 153 Courthouse Road Suite 110
 Currituck NC 27929
 252-232-3055 Fax 252-232302

To: Planning Board
 From: Planning Staff
 Date: November 5, 2019
 Subject: PB 19-25 Currituck County

Background

This text amendment is presented on behalf of Currituck County to implement a long and in depth planning process for a specified area in Moyock known as Currituck Station (previously Moyock Mega Site). In 2012, the Board of Commissioners recognized the steady growth Moyock was experiencing and engaged staff to begin efforts to address growth and development in a comprehensive manner. The planning process began in 2012 with the Moyock Small Area Plan that was later adopted by the Board of Commissioners in 2014. The Moyock Small Area Plan identified an employment activity center for the area identified as Currituck Station. The employment center was intended to have a concentration of uses including commercial, industrial, and residential. The county later adopted a market feasibility study for the employment activity center that identified the market demands for Currituck Station. The master plan was completed in 2017. The proposed text amendment implements the small area plan, market feasibility study and the master plan for Currituck Station.

In summary, the text amendment establishes a new zoning district, Planned Development – Currituck Station District (PD-CS) and associated sub-districts, for lands recognized on the Moyock Mega Site master plan (now Currituck Station) that balances residential, commercial, industrial, and advanced manufacturing land uses. Included with the text amendment is the Currituck Station Pattern Book that establishes the intended character for the district. The pattern book utilizes historical architecture as the foundation to guide development in the district and establish a local identity through building design, massing and external treatments. Although the pattern book is intended to be used in conjunction with the UDO regulations, it is a guide and will not be a regulatory document.

Text Amendment Review Standards

The advisability of amending the text of the UDO is a matter committed to the legislative discretion of the Board of Commissioners and is not controlled by any one factor. In determining whether to adopt or deny the proposed text amendment, the Board of Commissioners may weigh the relevance of and consider whether and the extent to which the proposed text amendment:

1. Is consistent with the goals, objectives, and policies of the Land Use Plan and

other applicable county-adopted plans;

2. Is not in conflict with any provision of this Ordinance or the County Code of Ordinances;
3. Is required by changed conditions;
4. Addresses a demonstrated community need;
5. Is consistent with the purpose and intent of the zoning districts in this Ordinance, or would improve compatibility among uses and ensure efficient development within the county;
6. Would result in a logical and orderly development pattern; and
7. Would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

Staff Recommendation

Staff recommends approval of this request subject to the staff suggested Statement of Consistency and Reasonableness listed in the staff report.

1. Is consistent with the goals, objectives, and policies of the Land Use Plan and other applicable county-adopted plans;
 - a. This request is consistent with the goals, objectives, and policies of the Land Use Plan, Moyock Small Area Plan, and the Moyock Mega Site Master Plan. Please reference:
 - LUP policies AG3, HN3, CD2, CD8, WS3, and CW1.
 - MSAP policies CC1, CC2, CC3, ST1, BI2, and Actions FLU2A, CC 2A, CC 3B, BI 3B
 - Moyock Mega Site Master Plan Figure ES-1
2. Is not in conflict with any provision of this Ordinance or the County Code of Ordinances;
 - a. The request is in harmony with the UDO and the County Code of Ordinances.
3. Is required by changed conditions;
 - a. The Moyock Small Area Plan, adopted in 2014, identified this area as an employment activity area.
 - b. The 2016 Feasibility Study served as the guide for potential land use demands.
 - c. The master plan development process was designed to produce a market driven plan responsive to projected demand for a mix of land uses specific to the local market and formed by regional influences.
4. Addresses a demonstrated community need;
 - a. It is intended to establish a long-term vision for a mixed use development for approximately 3,500 acres of land that is strategically positioned to serve as a connective center between Virginia and North Carolina.
5. Is consistent with the purpose and intent of the zoning districts in this Ordinance, or would improve compatibility among uses and ensure efficient development within the county;
 - a. The proposed text amendment establishes the district that implements the master plan for the project area.
6. Would result in a logical and orderly development pattern; and
 - a. The standards are developed to provide a mix of uses and densities needed to sustain the mixed use development.
7. Would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

- a. It should have no adverse impacts on the natural environment.



**PB 19-25 CURRITUCK COUNTY
TEXT AMENDMENT
PLANNING BOARD
DECEMBER 10, 2019**

Currituck County requests an amendment to the Unified Development Ordinance, Chapter 1. General Provisions, Chapter 2. Administration, Chapter 3. Zoning Districts, Chapter 4. Use Standards, Chapter 5. Development Standards, Chapter 6. Subdivision Infrastructure Standards, and Chapter 10. Definitions and Measurements. for the purpose of implementing the Moyock Mega Site master plan and establishing the Planned Development – Currituck Station district and regulations.

BE IT ORDAINED by the Board of Commissioners of the County of Currituck, North Carolina that the Unified Development Ordinance of the County of Currituck be amended as follows:

Item 1: That Chapter 1 is amended by deleting the following strikethrough language and adding the underlined language in Section 1.5.2.:

CHAPTER I.

GENERAL PROVISIONS

1.5.2. Adopted Plans

B. Small Area Plans

- (1)** The Board of Commissioners has adopted the following plans for specific geographic areas and corridors within the county:
 - (a)** The Corolla Village Small Area Plan;
 - (b)** The Maple-Barco Small Area Plan; and
 - (c)** The U.S. Highway 158 & N.C. Highway 168 Corridor Plan; and,
 - (d)** The Moyock Small Area Plan
- (2)** These plans include goals, objectives, policies, and actions related to, and that serve as a guide to, various aspects of development intensity and design within specific geographic areas.

C. Functional Plans and Documents

The county has adopted functional plans, documents, and regulations relating to future development (e.g. Administrative Manual), provision of public infrastructure and services (e.g., the Currituck County Stormwater Manual), economic development (e.g. Currituck County Moyock Mega Site Master Plan), and tourism. The county will continue to adopt and amend these types of functional plans, documents and regulations. These plans, documents, and regulations include goals, objectives, policies, and actions related to the form and timing of the county's growth and development as well as to the location and design of public infrastructure.

Item 2: That Chapter 2 is amended by deleting the following strikethrough language and adding the underlined language:

CHAPTER 2.

ADMINISTRATION

2.4.5. Planned Development

A. Purpose

A planned development is a development that is planned and developed under unified control in accordance with more flexible standards and procedures that are conducive to creating more mixed-use, pedestrian-oriented, and otherwise higher quality development than could be achieved through general use (base) zoning district regulations. The purpose of this section is to provide a uniform means for amending the Official Zoning Map to establish a Planned Development (PD) zoning district.

B. Scope

A planned development district is established by amendment of the Official Zoning Map to rezone land to a Planned Development PD zoning district classification that is defined by a PD master plan and a PD terms and conditions document.

C. Planned Development Procedure

(1) Pre-Application Conference

Applicable (see Section 2.3.2).

(2) Community Meeting

Applicable (see Section 2.3.3).

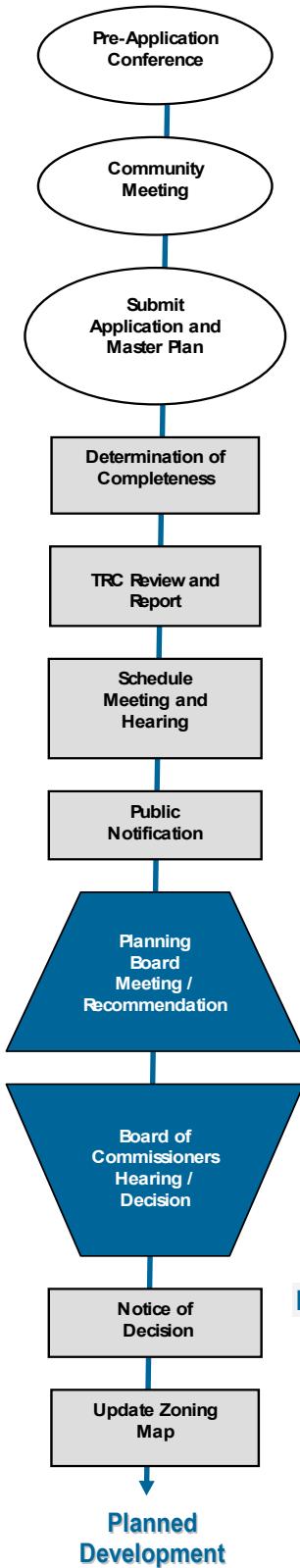
(3) Application Submittal and Acceptance

(a) Applicable (see Section 2.3.4). Planned development applications may not be initiated by anyone other than the landowner(s) of the land subject to the application.

(b) The application shall include a master plan depicting the general configuration and relationship of the principal elements of the proposed development, including uses, general building types, density/intensity, resource protection, pedestrian and vehicular circulation, open space, public facilities, and phasing (see Section 3.7.2.A, Planned Development Master Plan).

(c) The application shall also include a terms and conditions document specifying terms and conditions defining development parameters, providing for environmental mitigation, and outlining how public facilities will be provided to serve the planned development.

(d) To ensure unified control, the application shall also include a copy of the title to all land that is part of the proposed PD zoning district classification.



(4) Staff Review and Action

Applicable (see Section 2.3.5). The Technical Review Committee shall review the application, prepare a staff report, and provide a recommendation in accordance with Section 2.3.5.B, Staff Report and Recommendation, and Section 2.4.5.D, Planned Development Review Standards.

(5) Public Hearing Scheduling and Public Notification

Applicable (see Section 2.3.6).

(6) Public Hearing Procedures

Applicable (see Section 2.3.8).

(7) Advisory Body Review and Recommendation

Applicable (see Section 2.3.9). The Planning Board, following a public meeting, shall make a recommendation on the application in accordance with Section 2.3.9, Advisory Body Review and Recommendation, and Section 2.4.5.D, Planned Development Review Standards.

(8) Decision-Making Body Review and Decision

(a) Applicable (see Section 2.3.10). The Board of Commissioners, following a legislative public hearing (Section 2.3.8.B), shall decide the application in accordance with Section 2.3.10, Decision-Making Body Review and Decision, and Section 2.4.5.D, Planned Development Review Standards. The decision shall be one of the following:

- (i)** Approval of the planned development subject to the PD master plan and PD terms and conditions in the application;
- (ii)** Approval of the planned development subject to additional or revised conditions related to the PD master plan or PD terms and conditions;
- (iii)** Denial of the planned development; or
- (iv)** Remand of the planned development application back to the Planning Board for further consideration.

(b) As part of the decision, the Board of Commissioners shall adopt a written statement of consistency and reasonableness that:

- (i)** Describes whether the decision is consistent with all county-adopted plans that are applicable; and
- (ii)** Explains why the decision is reasonable and in the public interest.

D. Planned Development Review Standards

The advisability of establishing a planned development is a matter committed to the legislative discretion of the Board of Commissioners and is not controlled by any one factor. In determining whether to adopt or deny a planned development, the Board of Commissioners shall consider the standards in Section 2.4.3.C, Zoning Map Amendment Standards, and the standards for the proposed type of PD district in Section 3.7, Planned Development Base Zoning Districts.

E. Designation on the Official Zoning Map

Designation of a PD zoning district on the Official Zoning Map shall note the ordinance number approving the PD zoning classification.

F. Effect

Lands rezoned to a PD district shall be subject to the approved PD master plan and the approved PD terms and conditions. The master plan and terms and conditions are binding on the land as an amendment to the Official Zoning Map. The applicant may apply for and obtain subsequent development permits and approvals necessary to implement the PD master plan in accordance with the appropriate procedures and standards set forth in this Ordinance. Any permits or approvals shall comply with the PD master plan and the PD terms and conditions.

G. Expiration

- (1)** If no application for approval of a preliminary plat or site plan for any part of the approved PD master plan is submitted within three years after approval of the planned development, the Planning Director shall initiate a map amendment application to rezone the land back to its prior zoning classification or any other base zoning classification determined to be appropriate. Such time period shall not be extended with transfer of ownership.

H. Minor Deviation

(1) General

Subsequent plans and permits for development within an approved planned development may include minor deviations from the PD master plan or PD terms and conditions, provided the Planning Director determines such deviations are limited to changes addressing technical considerations that could not reasonably be anticipated during the PD zoning classification process or any other change that has no material effect on the character of the approved planned development or any of its approved terms or conditions. Changes in the following shall constitute minor deviations and may be approved by the Planning Director:

- (a)** Driveway locations;
- (b)** Structure floor plan revisions;
- (c)** Minor shifts in building size or location that do not result in any substantive changes or impacts to the site elements or surrounding lands; and
- (d)** Facility design modifications for amenities and the like.

(2) Material Changes are Amendments

Changes that materially affect the basic concept of the PD master plan or basic parameters set by the PD terms and conditions are not considered minor deviations, and shall only be changed as amendments to the PD master plan or PD terms and conditions.

I. Amendments

(1) General

If an applicant determines it is necessary to alter the concept or intent of the PD master plan or the PD terms and conditions, the PD master plan or PD

terms and conditions shall be amended, extended, or modified only in accordance with the procedures and standards for its original approval.

(2) Amendments Defined

The following items are considered an alteration of the concept or intent of the PD master plan or PD terms and conditions and are treated as an amendment:

- (a)** Changes in use designations;
- (b)** Density/intensity increases;
- (c)** Decreases in open space;
- (d)** Substantial changes in the location of streets (particularly if streets are to be deleted or access points to the development moved so traffic flows both inside and outside the development are affected);
- (e)** Change in the location of any public easement; or
- (f)** Change in the proportion of housing types by more than 15 percent.

Item 3: That Chapter 3 is amended by deleting the following strikethrough language and adding the underlined language:

CHAPTER 3. ZONING DISTRICTS

3.2. BASE ZONING DISTRICTS ESTABLISHED

3.2.1. General

Table 3.2.1, Base Zoning Districts Established, sets out the base zoning districts established by this Ordinance. Base zoning districts are grouped into Special, Residential, Business and Mixed-Use, and Planned Development districts.

TABLE 3.2.1: BASE ZONING DISTRICTS ESTABLISHED

DISTRICT NAME	ABBREVIATION
SPECIAL DISTRICTS	
Resource Conservation	RC
Agriculture	AG
RESIDENTIAL DISTRICTS	
Single-Family Residential – Mainland	SFM
Single-Family Residential – Outer Banks	SFO
Single-Family Residential – Outer Banks, Remote	SFR
Single-Family Residential – Isolated	SFI
Mixed Residential	MXR
BUSINESS AND MIXED-USE DISTRICTS	
General Business	GB
Limited Business	LB
Community Center	CC
Village Center	VC
Light Industrial	LI
Heavy Industrial	HI
PLANNED DEVELOPMENT DISTRICTS	
Planned Development – Residential	PD-R
Planned Development – Mixed	PD-M
Planned Development – Outer Banks	PD-O
Planned Development – Currituck Station	PD-CS

A. Classification of Base Zoning Districts

Land shall be classified or reclassified into a base zoning district only in accordance with the procedures and requirements set forth in Section 2.4.3, Zoning Map Amendment, or Section 2.4.5, Planned Development District, as appropriate.

B. Relationship to Overlay Zoning Districts

Regulations governing development in an overlay zoning district shall apply in addition to the regulations governing development in the underlying base zoning district. If the standards governing a base zoning district expressly conflict with those governing an overlay zoning district, the standards governing the overlay zoning district shall control.

C. Organization of Base Zoning District Regulations

Sections 3.3 through 3.5 set out the general purposes of each group of base zoning districts and contain subsections that set out the specific purpose, density, bulk, and dimensional standards for each individual base zoning district. These subsections have a common structure consisting of a purpose statement, applicable dimensional standards, photographs showing hypothetical preferred building forms for the district, a graphic depiction of typical street layout and lot patterns, and a hypothetical graphic depiction of the district's bulk and dimensional standards as applied to typical lot patterns and building forms. Each district includes a summary table of dimensional standards that include numbers in black circles. The black circles in the dimensional standards table correspond to the black circles depicted in the district graphics. The building form photographs and lot pattern diagrams are for illustrative purposes only, and may not be consistent with all the dimensional requirements. In these cases, the dimensional requirements in the text of this Ordinance shall control. The range of allowable uses for each base zoning district are described in Chapter 4: Use Standards, which includes Table 4.1.IA and Table 4.1.I.B, Summary Use Table, a summary use table specifying permitted, special, and allowable uses for each of the base zoning districts and references any standards specific to individual uses.

3.7 PLANNED DEVELOPMENT BASE ZONING DISTRICTS

3.7.1 General

A. General Planned Development District Purposes

The purpose of Planned Development (PD) districts ~~are is to~~ established and intended to encourage innovative and efficient land planning and site design concepts that support a higher quality of life and achieve a higher quality of development, environmental sensitivity, energy efficiency, and other county goals and objectives by:

- (1) Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;
- (2) Allowing greater freedom in selecting the form and design of development by ways ~~pedestrians and traffic circulate, location and integration of open space and civic space into the development, and design amenities; means of providing access, open space, and design amenities;~~
- (3) Allowing greater freedom in providing Encouraging a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types and lot sizes;
- (4) Providing for efficient use of land resulting in smaller networks of utilities and streets ~~and thereby lowering development and housing costs;~~ and
- (5) Promoting quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, dunes, maritime forest, special flood hazard area, and historic features.
- (6) In return for flexibility, planned developments are expected to deliver communities of exceptional design, character, and quality that preserve critical environmental resources and provide superior open space amenities. Such communities incorporate creative design in the layout of buildings, open space, and circulation; assure compatibility with surrounding land uses and neighborhood character; and provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.

B. Intent

The PD district is intended to be used sparingly under this Ordinance, and only where the development demonstrates innovative design, character, and higher quality development.

C. Classification of Planned Development Zoning Districts

Land shall be classified into a planned development zoning district only in accordance with the procedures and requirements set forth in Section 2.4.5, Planned Development, and this section.

D. Relationship to PUD or RET Overlay Districts

Lands designated as Planned Unit Development (PUD) Overlay or Planned Adult Retirement (RET) Overlay on January 1, 2013 are subject to the standards and conditions included within the previously-adopted sketch plans and other requirements related to their approval. These developments may proceed subject to

their original approvals in accordance with Section 1.8, Transitional Provisions. In the event the approval associated with a PUD or RET expires, or a modification is proposed, an applicant may seek to establish a PD district in accordance with this section and Section 2.4.5, Planned Development.

E. Organization of Planned Development Zoning District Regulations

Section 3.7.2, General Standards for All Planned Development Districts, sets out general standards applicable to all types of Planned Development districts. Sections 3.7.3 to 3.7.5 3.7.6 set out the purpose statements and standards for each of the three specific types of Planned Development (PD) districts. These subsections have a common structure consisting of a purpose statement and applicable development standards. Some PD districts also include additional district and sub-district specific standards. Chapter 4: Use Standards, includes a summary use table specifying the allowable uses for each of the PD districts (see Table 4.1.1.B Summary Use Table) subject to an approved master plan. Uses that do not include an "MP" or "U" under a particular PD district column in Table 4.1.1.B are prohibited within that PD district.

3.7.2. General Standards for All Planned Development Districts

Before approving a PD zoning district classification, the Board of Commissioners shall find that the application for the PD zoning district classification, as well as the PD master plan and the PD terms and conditions document included as part of the application, comply with the following standards:

A. Planned Development Master Plan

The PD master plan shall:

- (1)** Include a statement of planning objectives and development goals for the district that is consistent with the intent and purposes of the particular PD district, the 2006 Land Use Plan, and other officially adopted plans;
- (2)** Identify the general location of individual development areas, identified by land use(s) and/or development density or intensity;
- (3)** Demonstrate the innovative site planning techniques that improve upon the standards in other allowable zoning districts with the purpose of enhancing the county's health, safety and welfare;
- (4)** Depict the general configuration and relationship of the principal elements of the proposed development, including general building types;
- (5)** Identify the development area in the PD district, and identify each individual development area the acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity;
- (6)** Identify how the proposed land uses, residential densities, nonresidential intensity, traffic circulation and design are compatible with adjacent land uses, environmental features, and character of the surrounding area;
- (7)** Identify the general location, amount, and type (whether designated for active or passive recreation) of open space consistent with the purposes of the individual PD district and the requirements of this ordinance;
- (8)** Identify the location of environmentally sensitive lands, wildlife habitat, and resource protection lands waterway corridors and ensure protection of

these lands consistent with the purposes of the individual PD district and the requirements of this ordinance;

(9) Identify the on-site pedestrian circulation system, and how it will connect to off-site pedestrian systems that are consistent with the purposes of the individual PD district, and the requirements of this ordinance;

(10) Identify the on-site transportation circulation system, including the general location of all public and private streets with street types, existing or projected transit corridors, pedestrian, bicycle, and vehicular circulation features, and how they will connect with to existing and planned county systems;

(11) Identify the general location of existing and proposed utilities including on-site potable water and wastewater facilities, and how they will serve the proposed development and connect to county systems;

(12) Identify the general location of on-site stormwater management facilities, and how they will connect to county existing and planned systems; and

(13) Identify the general location of all other on-site public facilities serving the development, including but not limited to parks, schools, and facilities for fire protection, police protection, EMS, and solid waste management.

B. Densities/Intensities

(1) The densities for residential development and the intensities for nonresidential development applicable in each development area of a PD district shall be as established in the master plan, and shall be consistent with the intent, purposes, and standards of the individual PD district, the 2006 Land Use Plan, other officially adopted plans, and requirements of this ordinance.

(2) ~~Development located within a Full Service area designated by the Land Use Plan may maintain a maximum density of up to three units per acre.~~

(3) ~~Development located within a Limited Service Area designated by the Land Use Plan may maintain a maximum density of up to one and one-half units per acre.~~

(4) Dwelling units within a PD district may be concentrated or evenly distributed throughout the development, provided the maximum allowable density for the development as a whole is not exceeded.

C. Dimensional Standards

The dimensional standards applicable in each development area of a PD district shall be as established in the master plan and shall be consistent with the purpose of the individual particular type of PD district. The master plan shall include at least the following types of dimensional standards:

- (1)** Minimum lot area;
- (2)** Minimum lot width;
- (3)** Minimum and maximum setbacks;
- (4)** Maximum lot coverage;
- (5)** Maximum building height;
- (6)** Maximum individual building size;

- (7) Floor area ratio; and
- (8) Minimum setbacks from adjoining residential development or residential zoning districts.

D. Development Standards

All development in a PD district shall comply with the development standards of Chapter 5: Development Standards, the subdivision and infrastructure design standards of Chapter 6: Subdivision and Infrastructure Standards, and the environmental protection standards in Chapter 7: Environmental Protection, unless modified in accordance with this section.

E. Consistency with County Plans

The PD zoning district designation, the master plan, and the terms and conditions document shall be consistent with the 2006 Land Use Plan, and any applicable functional plans and small area plans adopted by the county.

F. Compatibility with Surrounding Areas

Development along the perimeter of a PD district shall be compatible with adjacent existing or proposed development. Where there are issues of compatibility, the master plan shall ~~provide for~~ identify transition areas at the edges of the PD district that provide for appropriate buffering and/or ensure a complementary character of uses. Determination of complementary character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, hours of operation, exterior lighting, siting of service areas, traffic circulation, environmental features, or other aspects identified by the Board of Commissioners.

G. Development Phasing Plan

If development in the PD district is proposed to be phased, the master plan shall include a development phasing plan that identifies the general sequence or phases in which the district is proposed to be developed, including how residential and nonresidential development will be timed, how infrastructure (public and private) and open space will be provided and timed, and how development will be coordinated with the county's capital improvements program.

H. Conversion Schedule

The PD master plan may include a conversion schedule that identifies the extent to which one type of residential use may be converted to another type of residential use or one type of nonresidential use may be converted to another type of nonresidential use (i.e., residential to residential, or nonresidential to nonresidential). These conversions may occur within development areas and between development areas, as long as they occur within the same development phase, as identified by the approved development phasing plan, and are consistent with established extents of conversion set down in the conversion schedule.

I. On-Site Public Facilities

(1) Design and Construction

The PD master plan shall establish the responsibility of the developer/landowner to design and construct or install required and proposed on-site public facilities in compliance with applicable county, state, and federal regulations.

(2) Dedication

The PD master plan shall establish the responsibility of the developer/landowner to dedicate to the public the right-of-way and easements necessary for the construction or installation of required and proposed on-site public facilities in compliance with applicable county, state, and federal regulations.

(3) Modifications to Street Standards

In approving a master plan, the Board of Commissioners may approve modifications or reductions of street design standards including those for right-of-way widths, pavement widths, required materials, and turning radii, with NCDOT approval, on finding that:

- (a)** The master plan provides for adequate separation/integration of vehicular, pedestrian, and bicycle traffic;
- (b)** Access for emergency service vehicles is not substantially impaired;
- (c)** Adequate parking is provided for the uses proposed; and
- (d)** Adequate space for public utilities is provided within the street right-of-way.

J. Planned Development Terms and Conditions

The PD terms and conditions document is a required component in the establishment of a PD zoning district and shall incorporate by reference or include, but not be limited to:

- (1)** Conditions related to approval of the application for the PD zoning district classification;
- (2)** The master plan, including any density/intensity standards, dimensional standards, and development standards established in the master plan;
- (3)** Conditions related to the approval of the master plan, including any conditions related to the form and design of development shown in the master plan;
- (4)** The development pattern that addresses the district and sub-district character, development matrix, street types and patterns, block patterns, building form and types, architectural patterns, pedestrian configuration, signage patterns, landscaping, site amenities and open space patterns;
- (5)** Provisions addressing how transportation, potable water, wastewater, stormwater management, and other infrastructure will be provided and maintained to accommodate the proposed development;
- (6)** Provisions related to environmental protection and monitoring; and
- (7)** Any other provisions the Board of Commissioners determines are relevant and necessary to the development of the PD in accordance with applicable standards and regulations.

K. Uses

The uses allowed in a PD district are identified in Table 4.I.I.B Summary Use Table, as allowed subject to a planned development master plan. Allowed uses shall be established in the master plan and are subject to any use regulations applicable to the PD district. Allowed uses shall be consistent with county plans, the purpose of the particular type of individual PD district, and subject to any additional limitations or

requirements set forth in Sections 3.7.3 – 3.7.5 3.7.6. for the ~~particular type of individual~~ PD district.

L. Amendments to Approved Master Plan

Amendments or modifications to a master plan shall be considered in accordance with the standards in Section 2.4.5.l, Amendments.

3.7.3. Planned Development – Residential (PD-R) District

PD-R

PLANNED DEVELOPMENT – RESIDENTIAL

B. DIMENSIONAL STANDARDS

District area, minimum (acres)	50
Gross residential density, maximum (dwelling units/acre) [1]	<u>3 - Full Service Areas</u> <u>or</u> <u>1.5 - Limited Service Areas</u>
Lot area, minimum (sq ft)	To be established in the master plan
Lot width, minimum (ft)	
Nonresidential land area, maximum (% of district total)	40
Single housing type, maximum (% of units)	85
Lot coverage, maximum (% of lot area)	
Nonresidential FAR, maximum (%)	
Individual building size, maximum (sq ft)	
Building height, maximum (ft)	
Setbacks, minimum or maximum (ft)	
Setback from abutting residential zoning district or existing residential use (ft)	
Setback from agriculture (ft)	
Setback from major arterial streets (ft)	
Min. Wetland/Riparian Buffer (ft)	30

NOTES:

[1] May not exceed three units per acre in Full Service areas or one-and-one half units per acre in Limited Service areas

[2] Uses internal to the development shall not be required to provide perimeter buffers

[3] The required percentage of open space set-aside shall be calculated based on the total district

A. DISTRICT PURPOSE

The Planned Development – Residential (PD-R) District is established and intended to encourage the use of innovative and creative design to provide a mix of different residential uses in close proximity to one another on mainland Currituck County, while at the same time providing an efficient use of open space. Limited, small-scale commercial uses may be allowed in the PD-R district, primarily to serve the needs of residents in the development.

C. DEVELOPMENT STANDARDS

Development Standard	Means of Modifying
Off-street parking & loading	Specify in Alternative Parking Plan (see Section 5.1.6)
Landscaping [2]	Specify in Alternative Landscaping Plan (see Section 5.2.9)
Tree protection	
Open space set-aside [3]	30%
Fences and walls	Specify in Security Plan (see Sections 5.3.5. and 5.4.4)
Exterior lighting	
Community form	
Nonresidential design	Specify in master plan
Multi-family design	
Community compatibility [4]	Modifications prohibited
Signage	Modifications prohibited
Adequate public facilities	Modifications prohibited

D. ENVIRONMENTAL PROTECTION STANDARDS

The environmental protection standards in Chapter 7 of the UDO may not be modified by a planned development

[4] Community compatibility standards shall not apply to uses internal to the development

3.7.4. Planned Development – Mixed (PD-M) District

PD-M PLANNED DEVELOPMENT – MIXED		A. DISTRICT PURPOSE
B. DIMENSIONAL STANDARDS		C. DEVELOPMENT STANDARDS
District area, minimum (acres)	50	The standards in Chapter 5: Development Standards, shall apply to all development in PD-M districts, but some of those standards may be modified as part of the master plan if consistent with the general purposes of the PD-M district and the procedures noted below.
Gross residential density, maximum (dwelling units/acre) ^[1]	3 – Full Service Areas or 1.5 – Limited Service Areas	
Lot area, minimum (sq ft)	To be established in the master plan	Development Standard
Lot width, minimum (ft)		Means of Modifying
Residential land area, maximum (% of district total)	35	Off-street parking & loading
Lot coverage, maximum (% of lot area)		Specify in Alternative Parking Plan (see Section 5.1.6)
Nonresidential FAR, maximum (%)		
Individual building size, maximum (sq ft)		Landscaping [2]
Building height, maximum (ft)		Tree protection
Setbacks, minimum or maximum (ft)	To be established in the master plan	Open space set-aside [3]
Setback from abutting residential zoning district or existing residential use (ft)		20%
Setback from agriculture (ft)		Fences and walls
Setback from major arterial streets (ft)		Exterior lighting
Min. Wetland/Riparian Buffer (ft)	30	Community form
NOTES:		Nonresidential design
[1] May not exceed three units per acre in Full Service areas or one and one half units per acre in Limited Service areas		Multi-family design
[2] Uses internal to the development shall not be required to provide perimeter buffers		Shopping center design
[3] The required percentage of open space set-aside shall be calculated based on the total district area		Community compatibility [4]
		Modifications prohibited
		Signage
		Modifications prohibited
		Adequate public facilities
		Modifications prohibited
D. ENVIRONMENTAL PROTECTION STANDARDS		
The environmental protection standards in Chapter 7 of the UDO may not be modified by a planned development		
[4] Neighborhood compatibility standards shall not apply to uses internal to the development		

3.7.5. Planned Development – Outer Banks (PD-O) District

PD-O PLANNED DEVELOPMENT – OUTER BANKS

A. DISTRICT PURPOSE

The Planned Development – Outer Banks (PD-O) District is established and intended to provide landowner/developers with a flexible framework within which to develop a compact, mixed-use, pedestrian-oriented neighborhood development as an alternative to conventional residential development served primarily by vehicles. The PD-O district option is available for use within the portion of the outer banks served by a state-maintained highway. The district is intended to promote and maintain a beach village atmosphere that is primarily residential in character but that contains centralized nonresidential development that allows residents to meet some of their employment, shopping, and recreation needs without use of an automobile. New development shall maintain a small-scale, low-rise character with diverse housing types organized around common open space, natural resources, and facilities providing for alternative forms of transportation.

B. DIMENSIONAL STANDARDS

District area, minimum (acres)	25
Gross residential density, maximum (dwelling units/acre) [1]	3 – in Full Service Areas

Lot area, minimum (sq ft)	To be established in the master plan
Lot width, minimum (sq ft)	

Nonresidential land area, maximum (% of district total)	10
Single housing type, maximum (% of units)	75 [2]

Lot coverage, maximum (% of lot area)	To be established in the Master Plan
Nonresidential FAR, maximum (%)	
Individual building size, maximum (sq ft)	
Building height, maximum (ft)	
Setbacks, minimum and maximum (ft)	
Setback from abutting residential zoning district or existing residential use (ft)	
Setback from major arterial streets, minimum (ft)	
Min. Wetland/Riparian Buffer (ft)	

NOTES:

- [1] May not exceed three units per acre in Full Service areas
- [2] May be exceeded only on demonstration that a less diverse mix of housing types is appropriate
- [3] Internal uses shall not be required to provide perimeter buffers
- [4] The required percentage of open space set-aside shall be calculated based on the total district area

C. DISTRICT-SPECIFIC STANDARDS

The standards in Section 3.7.5.A, Additional District-Specific Standards for the PD-O District, shall apply to all development within the PD-O District.

D. DEVELOPMENT STANDARDS

The standards in Chapter 5: Development Standards, shall apply to all development in PD-O districts, but some of those standards may be modified as part of the master plan if consistent with the general purposes the district and the procedures noted below.

Development Standard	Means of Modifying
Off-street parking & loading	Specify in Alternative Parking Plan (see Section 5.1.6)
Landscaping [3]	Specify in Alternative Landscaping
Tree protection	Modifications prohibited
Open space set-aside [4]	30%
Fences and walls	Specify in Security Plan (see Section 5.3.5)
Exterior lighting	Modifications prohibited
Community form	Specify in master plan
Nonresidential design	
Multi-family design Shopping Center Design	

Community compatibility	Modifications prohibited
Signage	Modifications prohibited
Adequate public facilities	Modifications prohibited

E. ENVIRONMENTAL PROTECTION STANDARDS

The environmental protection standards in Chapter 7 of the UDO may not be modified by a planned development

3.7.6. Planned Development – Currituck Station (PD-CS) District

PD-CS

PLANNED DEVELOPMENT – CURRITUCK STATION

A. DISTRICT PURPOSE

The Planned Development – Currituck Station (PD-CS) District is established to accommodate a high-quality mixed-use development that will foster economic development supported by a pedestrian-friendly environment that creates a sense of a unified neighborhood. Standards are intended to provide a mix of uses and densities/intensities needed to sustain a mixed-use development. The PD-CS district is proposed for lands included in the Moyock Mega Site Master Plan (and now known and referenced as Currituck Station Master Plan). The PD-CS district includes sub-district specific standards. Design emphasis is placed on achieving safe and efficient access with connected roads and pedestrian systems and visual compatibility of development within the district and surrounding areas.

B. DISTRICT AND SUB-DISTRICTS ESTABLISHED

The Board of Commissioners shall establish individual Planned Development districts and associated sub-district designations in accordance with this section and Section 2.4.5, Planned Development, upon approval of zoning for the PD-CS district and specific sub-district designation stating the general location, attributes, policy objectives and terms and conditions for the district and sub-district. In establishing a new PD-CS district and sub-district designation, the Board of Commissioners may also establish a unique set of development standards applicable to all development in the particular sub-district that is consistent with the adopted master plan for Currituck Station (formerly known as the Moyock Mega Site Master Plan).



Sub-Districts	Development Type Summary
Center Station	Non-residential and mixed-use
Charter	Non-residential and mixed-use
Crossroads	Industrial
Cypress	Low density residential with limited neighborhood commercial
Junction	Low density residential with limited neighborhood commercial
Moyock Run	Civic and public oriented uses
Newtown	Low density residential with limited neighborhood commercial
Oak Trail	Very low density and may include environmentally sensitive areas

C. PATTERN BOOK

The Currituck Station Pattern Book is incorporated herein by reference and shall be used to supplement this ordinance and provide guidance for establishing the desired character through architectural patterns, street patterns, and design of open space when developing properties in the PD-CS district and specific sub-districts.

D. DISTRICT CRITERIA

The PD-CS district shall be a tract or combined tracts that are planned and developed as an integral unit in accordance with the Currituck Station Master Plan. The district shall maintain the balance of land uses intended for Currituck Station.

E. INTENDED LAND USE

Intended District Area	3,000+/- acres
Residential	3,000 dwelling units
Retail	250,000 square feet
Office	300,000 square feet
Industrial	1,000,000 square feet

F. DEVELOPMENT STANDARDS AND MEANS OF MODIFICATION

The standards in Chapter 5: Development Standards shall apply to all development in the PD-CS district, but some of the standards may be modified as part of the master plan if consistent with the general purpose of the PD-CS district, the general purpose of the sub-districts, and the procedures noted below.

Development Standard	Means of Modification	Section
Off-street parking and loading	Specify in Alternative Parking Plan	5.1.6.
Landscaping and Buffers	Specify in Alternative Landscaping Plan	5.2.9.
Fences and walls	Specify in Security Plan	5.3.5.
Exterior Lighting	Specify in Security Plan	5.4.9
Community Compatibility	Modifications prohibited	
Signage	Modifications prohibited	
Open space set-aside	Modifications prohibited	
Adequate public facilities	Modifications prohibited	

G. Center Station Sub-District

(1) Sub-District Intent

The Center Station sub-district is intended to be the center of the PD-CS district and is designed to support the primary economic and social components of Currituck Station by providing an integrated mix of uses in a downtown oriented setting including retail, convenience, entertainment, civic, and public uses with supporting attached and/or upper-story residential.

(2) Sub-District Characteristics

The Center Station sub-district characteristics shall include a mix of uses developed in a downtown design pattern with a street grid, supporting pedestrian activities, on-street parallel or perpendicular parking where possible, wide sidewalks with consistent tree canopy, outdoor café seating opportunities, public spaces such as plazas or parks, and off-street parking lots located behind buildings. Development shall be oriented toward the street and provide pedestrian entrances from the street. Detached single family dwellings are not permitted in the Center Station sub-district. Development along Caratoke Highway shall provide additional attention to detail through architectural and aesthetic treatments, integrated signage, landscape and buffer enhancements, vehicle use area and building plantings, and interconnected development. Residential uses in Center Station sub-district shall not be located along Caratoke Highway.

TABLE 3.3.I.G: INTENSITY AND DIMENSIONAL STANDARDS TABLE

TYPE	REQUIREMENT	ADDITIONAL STANDARD
DEVELOPMENT STANDARDS		
Density (du/ac)	5 minimum 8 maximum	12 du/ac maximum if part of a mixed use building with vertical integration of uses. A maximum of 1,500 dwelling units is intended for the Center Station sub-district with a balance of nonresidential uses.
Intensity/FAR (% of lot)	0.5 minimum 1.5 maximum	
Open Space Set-Aside, minimum (% of development)	10%	The required percentage of open space set-aside is calculated on the development acreage; maintaining the minimum percentage of the sub-district
LOT STANDARDS		
Lot Area, minimum (acres)	N/A	
Lot Width	40' minimum 200' maximum	Modifications as part of the master plan approved by the Board of Commissioners
Lot Depth		Lot depth shall not exceed 3 times lot width
Lot Coverage (% lot area)	90% maximum	
Perimeter Fill Setback (ft.)	N/A	
Riparian Buffer	30'	
SETBACKS		
Front Setback (ft.)	0' minimum 25' maximum	75% of the front façade shall be within the setback range; the remaining 25% may exceed the maximum specified
Major Arterial Street Setback	30' minimum	
Side Setback (ft.)	10' minimum 50' maximum	
Corner Side Setback (ft.)	0' minimum 40' maximum	75% of the side corner façade shall be within the setback range; the remaining 25% may exceed the maximum specified
Rear Setback (ft.)	N/A	
Accessory Use Setback (ft.)	5' minimum	
BUILDING STANDARDS		
Building Height	2 stories minimum 4 stories maximum	5 stories may be permitted if more than 200' from the perimeter of the sub-district boundary and approved as part of the master plan
Building Stepback	15' minimum	Applied to buildings with four or more stories

H. Charter Sub-District

(1) Sub-District Intent

The Charter sub-district is intended to provide a more conventional development pattern that reinforces the walkable nature of Center Station sub-district with interconnected sidewalks. The vertical mixing of residential development with office and retail, and horizontal mixing of stand-alone nonresidential development providing well-integrated uses, access and circulation and compatible design that supports the adjacent neighborhood scale residential development is encouraged. The uses in the sub-district should be designed to provide buffers and, where necessary, additional mitigation techniques to the adjacent residential and environmentally identified areas of the district.

(2) Sub-District Characteristics

The Charter sub-district characteristics shall include neighborhood focal points or centers typically at intersections of higher intensity streets and provide a range of public, institutional and civic type uses, office park design and appearance through centralized (internal) streets, driveway connections, connected and shared parking; attached single family, multi-family, and limited detached single family.

TABLE 3.3.1.H: INTENSITY AND DIMENSIONAL STANDARDS TABLE

TYPE	STANDARD	ADDITIONAL STANDARD
DEVELOPMENT STANDARDS		
Density (du/ac)	2 maximum	4 du/acre maximum if part of a vertical mixed use building. The minimum mixed use project acreage to apply 4 du/acre shall be 5 acres.
Intensity/FAR (% of lot)	0.2 minimum 0.5 maximum	Applies to non-residential
Open Space Set-Aside, minimum (% of development)	20%	The required percentage of open space set-aside is calculated on the development acreage; maintaining the minimum percentage of the sub-district
Residential land area, maximum (% of sub-district total)	35%	
LOT STANDARDS		
Lot Area, minimum (square feet)	10,000	
Lot Width (ft)	100' minimum 200' maximum [1]	[1] Applies to single family residential lots
Lot Depth		Lot depth shall not exceed 3 times lot width
Lot Coverage (% lot area)	65% maximum	
Perimeter Fill Setback (ft.)	N/A	
Riparian Buffer	30'	
SETBACKS		
Front Setback (ft.)	25' minimum 65' maximum	50% of the front façade shall be within the setback range; the remaining 50% may exceed the maximum specified
Major Arterial Street Setback (ft.)	30' minimum	
Side Setback (ft.)	10' minimum 50' maximum	
Corner Side Setback (ft.)	15' minimum	
Rear Setback (ft.)	10' minimum 50' maximum	
Accessory Use Setback (ft.)	10' minimum	
BUILDING STANDARDS		
Building Height	3 stories maximum	
Building Stepback	N/A	

I. Crossroads Sub-District

(1) Sub-District Intent

The Crossroads sub-district is intended to provide industrial and job producing non-residential development. The uses in the sub-district should be designed to provide buffers and, where necessary, additional mitigation techniques to the adjacent residential and environmentally identified areas of the district.

(2) Sub-District Characteristics

The Crossroads sub-district characteristics include industrial uses and accessory uses such as small scale offices, professional services, childcare facilities, medical and limited office or café uses. The perimeter buffers between industrial and residential and environmental uses shall be provided at no less than 100 feet. The setbacks and buffer standards may be modified based on alternative mitigation techniques approved by the Board of Commissioners and shown on the master plan. Detached single family dwellings are not permitted in the Crossroads sub-district.

TABLE 3.3.1.I: INTENSITY AND DIMENSIONAL STANDARDS TABLE

TYPE	STANDARD	ADDITIONAL STANDARD
DEVELOPMENT STANDARDS		
Density (du/ac)	N/A	
Intensity/FAR, maximum (% of lot)	1.0	
Open Space Set-Aside, minimum (% of development)	20%	The required percentage of open space set-aside is calculated on the development acreage; maintaining the minimum percentage of the sub-district
LOT STANDARDS		
Lot Area, minimum (acres)	N/A	
Lot Width (ft.)	100' minimum	
Lot Depth		Lot depth shall not exceed 4 times lot width
Lot Coverage (% lot area)	65% maximum	
SETBACKS		
Front Setback, minimum (ft.)	50'	
Major Arterial Street Setback, minimum (ft.)	50'	
Side Setback, minimum (ft.)	25'	
Corner Side Setback, minimum (ft.)	25'	
Rear Setback, minimum (ft.)	25'	
Accessory Use Setback, minimum (ft.)	10'	
Perimeter Fill Setback (ft.)	10'	
Riparian Buffer	30'	
BUILDING STANDARDS		
Building Height, maximum	3 stories	Building heights shall be reduced to two stories when adjacent to existing residential development
Building Stepback	N/A	

J. Cypress Sub-District

(1) Sub-District Intent

The Cypress sub-district is intended to provide areas for low-density, single family uses.

(2) Sub-District Characteristics

The Cypress sub-district characteristics include traditional residential neighborhood development typically including single family dwelling detached residential on individual lots. Limited single family attached housing such as mansion apartments and duplexes may be allowed. Limited non-residential uses may be provided when fronting and accessed by a collector or major arterial street. Non-residential uses shall require additional site design and development standards including but not limited to increased landscape buffers, exterior lighting, placement of service or mechanical equipment. Non-residential uses are limited to a maximum of four acres per intersection.

TABLE 3.3.I.J: INTENSITY AND DIMENSIONAL STANDARDS TABLE

Type	Standard	Additional Standard
DEVELOPMENT STANDARDS		
Density, maximum (du/ac)	2 maximum	
Intensity/FAR, maximum (% of lot)	0.2	Non-residential
Open Space Set-Aside, minimum (% of development)	35%	
Non-residential land area, maximum (acres)	4 acres per intersection	Collector and/or major arterial street
LOT STANDARDS		
Lot Area, minimum (square feet)	10,000 sf	
Lot Width (ft.)	40' minimum 150' maximum	
Lot Depth		Lot depth shall not exceed 3 times lot width
Lot Coverage (% lot area)	45% maximum	
Perimeter Fill Setback (ft.)	N/A	
Riparian Buffer	30'	
SETBACKS		
Front Setback, minimum (ft.)	20'	
Major Arterial Street Setback, minimum (ft.)	50'	
Side Setback, minimum (ft.)	10'	[!]
Corner Side Setback, minimum (ft.)	20'	[!]
Rear Setback, minimum (ft.)	25'	[!]
Accessory Use Setback, minimum (ft.)	10'	[!]
BUILDING STANDARDS		
Building Height, maximum	35'	
Building Stepback	N/A	
[!] The setbacks shall be multiplied by 2.0 for non-residential uses adjacent to existing residential uses. Community compatibility standards shall apply.		

K. Junction and Newtown Sub-Districts

(1) Sub-District Intent

The Junction and Newtown sub-districts are intended to support the district through redevelopment opportunities. Care should be given to ensure compatibility between the existing and proposed development. The Junction sub-district was not included in the Master Plan but the area may be included in the PD-CS district.

(2) Sub-District Characteristics

The Junction and Newtown sub-district characteristics include traditional residential neighborhood development typically including single family dwelling detached residential on individual lots, but may provide for single family attached when included in a planned mixed use project. Limited nonresidential uses may be provided when fronting and accessed by a collector or major arterial street. Nonresidential uses shall require additional site design and development standards when located adjacent to single family detached development. Parking shall be located to the side and/or rear of the buildings.

TABLE 3.3.I.K: INTENSITY AND DIMENSIONAL STANDARDS

Type	Standard	Additional Standard
DEVELOPMENT STANDARDS		
Density, maximum (du/ac)	2.0	Maximum 4 du/acre if part of a mixed use project with vertical or horizontal integration of uses. Minimum project acreage shall be 5.0
Intensity/FAR, maximum (% of lot)	0.2	Applies to non-residential
Open Space Set-Aside, minimum	35%	
LOT STANDARDS		
Lot Area, minimum (square feet)	10,000 sf	
Lot Width (ft.)	40' minimum 200' maximum	
Lot Depth		Lot depth shall not exceed 3 times lot width
Lot Coverage (% lot area)	50% maximum	
Perimeter Fill Setback (ft.)	N/A	
Riparian Buffer	30'	
SETBACKS		
Front Setback, minimum (ft.)	20'	
Major Arterial Street Setback, minimum	30'	
Side Setback, minimum (ft.)	10'	[1]
Corner Side Setback, minimum (ft.)	20'	
Rear Setback, minimum (ft.)	10'	[1]
Accessory Use Setback, minimum (ft.)	5'	[1]
BUILDING STANDARDS		
Building Height, maximum	35'	
Building Stepback	N/A	
[1] The setbacks shall be multiplied by 2.0 for nonresidential uses adjacent to existing residential uses.		

L. Moyock Run Sub-District

(1) Sub-District Intent

The Moyock Run sub-district is intended to provide centralized governmental and public oriented uses including but not limited to schools, parks, utilities, transportation, regional facilities (i.e. stormwater, environmental, and mitigation areas). Residential uses are not intended for the Moyock Run sub-district.

(2) Sub-District Characteristics

The Moyock Run sub-district characteristics include an office park design and appearance through centralized (internal) roadways, driveway connections, connected/shared parking.

TABLE 3.3.I.L: INTENSITY AND DIMENSIONAL STANDARDS TABLE

Type	Standard	Additional Standard
DEVELOPMENT STANDARDS		
Density, maximum (du/ac)	N/A	
Intensity/FAR, maximum (% of lot)	1.0	Non-residential uses
Open Space Set-Aside, minimum	35%	
LOT STANDARDS		
Lot Area, minimum (square feet)	N/A	
Lot Width (ft.)	40' minimum 200' maximum	Does not apply to governmental and public uses
Lot Depth		Lot depth shall not exceed 4 times lot width
Lot Coverage (% lot area)	65% maximum	
Perimeter Fill Setback (ft.)	N/A	
Riparian Buffer	30'	
SETBACKS		
Front Setback, minimum (ft.)	20'	
Major Arterial Street Setback, minimum (ft.)	50'	
Side Setback, minimum (ft.)	10'	
Corner Side Setback, minimum (ft.)	10'	
Rear Setback, minimum (ft.)	10'	
Accessory Use Setback, minimum (ft.)	10'	
BUILDING STANDARDS		
Building Height, maximum	3 stories	
Building Stepback	N/A	

M. Oak Trail Sub-District

(1) Sub-District Intent

The Oak Trail sub-district is intended to reflect those areas generally identified as environmentally sensitive including but not limited to native habitats, wetlands, riparian buffers, and floodplain. Low density and low impact residential uses and recreational uses may be permitted upon determination of the environmental area limits.

(2) Sub-District Characteristics

The Oak Trail sub-district characteristics include a transition area between more intense uses and activities by providing lower densities and intensities.

TABLE 3.3.1.M: INTENSITY AND DIMENSIONAL STANDARDS

Type	Standard	Additional Standard
DEVELOPMENT STANDARDS		
Density, maximum (du/ac)	0.5	Maximum 1.0 du/ac may be allowed for a development that provides regional stormwater
Intensity/FAR, maximum (% of lot)	N/A	
Open Space Set-Aside, minimum	50%	
LOT STANDARDS		
Lot Area, minimum (square feet)	40,000 sf	
Lot Width (ft.)	100' minimum 200' maximum	
Lot Depth		Lot depth shall not exceed 4 times lot width
Lot Coverage (% lot area)	25% maximum	
SETBACKS		
Front Setback, minimum (ft.)	50'	
Major Arterial Street Setback, minimum	50'	
Side Setback, minimum (ft.)	25'	
Corner Side Setback, minimum (ft.)	25'	
Rear Setback, minimum (ft.)	50'	
Accessory Use Setback, minimum (ft.)	25'	
Perimeter Fill Setback, minimum (ft.)	10'	
Riparian Buffer	30'	
BUILDING STANDARDS		
Building Height, maximum	35'	
Building Stepback	N/A	N/A

N. District-Specific Standards for the PD-CS District

(1) General Design Standards

Development in the Currituck Station district shall meet the requirements of this ordinance. Development patterns shall be in general compliance with the Currituck Station Pattern Book.

(2) Development Center

- (a) A PD-CS district shall be designed with a development center (Center Station sub-district designation) intended to serve as a public gathering area for residents. A development center shall include and be served by open space resources that allow pedestrians to walk to and through the development center.
- (b) The development center shall include on-street and off-street parking resources that allow residents to park their vehicles and walk to destinations within the district.

(3) Connectivity

- (a) The streets, driveways, alleys, and multi-modal connections within the district shall be functional, attractive, and designed to accommodate multi-modes of transportation and where possible incorporate Complete Streets elements.
- (b) The arrangement of streets shall provide for the alignment and continuation of existing and proposed streets into adjoining lands where the adjoining lands are undeveloped and intended for future development, or where the adjoining lands are developed and include opportunities for connections.

(4) Use Mixing

- (a) A PD-CS district shall be structured to provide a mix of uses, such as residential, retail, office, employment, civic, and recreational uses. The integration of residential and nonresidential uses allows residents to meet more of their daily needs within the development.
- (b) Civic uses such as churches, post offices, and community centers are encouraged, but not required, as part of the district's nonresidential uses.

(5) Open Space Design

- (a) The PD-CS district shall include formal open space areas for recreation and community gathering.
- (b) Open spaces shall include pedestrian and bicycle features that allow residents and visitors to move through and around commercial and mixed-use portions of the district.
- (c) Open space resources shall connect new developments with existing developments so that it is accessible to and usable by all persons living in the project area.

(6) Signage

Signs shall be well-designed, communicate a message clearly, and shall not dominate the building or property. Signs shall be compatible and complementary to the architectural designs of the building. Sign patterns shall be compatible with the district or sub-district development.

(7) Building Configuration

(a) Location and Relationship between Buildings

Buildings in a PD-CS Center Station sub-district shall be used to define the street edge and the distinction between the public domain of the street and the private space of individual lots. To this end, buildings shall have a fairly consistent, narrow setback alignment along the street frontage.

(b) Relationship between Building Types

Buildings in a PD-CS district should be built on a human scale, designed with common harmonious architecture, and landscaped to lend an intimate and personal feel to the streetscape. The intent should not be to create a uniform appearance, but rather a distinct sense of place.

(8) Building Design

Buildings in the PD-CS district are intended to utilize architectural patterns and features in the building design that are consistent with the Currituck vernacular as provided in the *Currituck Station Pattern Book*. Deviations to the local vernacular may be permitted, as provided in the master plan, when the development meets the requirements of Chapter 5, Development Standards and incorporates simple design elements typically known as the Currituck vernacular including but not limited to:

- (a) Deep porches;
- (b) Pitched roofs with overhangs;
- (c) Shutters (fixed, operable, Bermuda);
- (d) Roof dormers;
- (e) Chimneys;
- (f) Elevated buildings; and,
- (g) Gabled masses that break up long facades

3.8. OVERLAY ZONING DISTRICTS

3.8.1. Purpose

Overlay zoning districts are superimposed over portions of one or more underlying base zoning districts, conditional zoning districts, or planned development districts with the intent of supplementing generally applicable development regulations with additional development regulations that address special area-specific conditions, features, or plans while maintaining the character and purposes of the underlying zoning district.

3.8.2. Establishment of Overlay Zoning Districts

Table 3.8.2, Overlay Zoning Districts Established, sets out the overlay zoning districts established by this Ordinance. Except where specifically provided in this Ordinance, variances from the overlay zoning district standards shall not be granted.

TABLE 3.8.2: OVERLAY ZONING DISTRICTS ESTABLISHED	
DISTRICT NAME	ABBREVIATION
Airport Overlay	AO
Corolla Village Overlay [placeholder only]	CVO
Transportation Corridor Overlay District	TCOD

3.8.6. Transportation Corridor Overlay District (TCOD)

A. Purpose

The purpose of the Transportation Corridor Overlay District (TCOD) is to protect and promote the desired character of the transportation corridors, enhance the economic and aesthetic appeal, reduce the unnecessary visual distractions, and provide consistent and orderly development of lands adjacent to existing and proposed major transportation corridors in the county.

B. Boundaries of the TCOD Established

The TCOD extends 500 feet from the right-of-way boundary on either side of roadways, following identifiable boundaries whenever possible. The established TCOD boundaries include:

- (1)** NC 168 (Caratoke Highway) from the North Carolina/Virginia State Line southward to the intersection of SR 1227 (South Mills Road); and,
- (2)** SR 1227 (South Mills Road) from its intersection with NC 168 (Caratoke Highway) westward to the intersection of SR 1218 Northwest Backwoods Road.

C. Applicability

- (1)** Development and use of lands within the TCOD shall be subject to the standards in this section. In the case of conflict between the standards of the TCOD and other standards in this ordinance, the overlay standards shall control.

D. Modifications of Otherwise Applicable Standards

Development in the TCOD shall comply with the following standards:

(1) Prohibited Uses

The following uses are prohibited in the TCOD:

- (a)** Adult entertainment;
- (b)** Outdoor storage, as a principal use;
- (c)** Tattoo parlor; and
- (d)** Vehicle sales and service, light and heavy;

(2) Access Management

A traffic impact analysis shall be required in all instances in which the proposed development area exceeds three acres or generates 60 or more peak hour vehicle trips. The traffic impact shall be prepared by a qualified professional specializing in transportation.

Item 4: That Chapter 4 is amended by deleting the following strikethrough language and adding the underlined language

CHAPTER 4.

USE STANDARDS

4.1. USE TABLE

4.1.1. Explanation of Use Table Structure

A. General

- (1) Table 4.1.1.A. and Table 4.1.1.B. Summary Use Table, lists use types and indicates whether they are allowed by right, allowed with a use permit, allowed in a conditional zoning district, allowed in a planned development zoning district, or prohibited in a zoning district. The use table also includes references to any additional requirements or regulations applicable to the specific use type.
- (2) The status of a use in a conditional zoning district shall be the same as in the parallel base zoning district unless such status is modified by conditions imposed as part of the conditional rezoning designating the conditional zoning district.

C. Uses Allowed Subject to a Planned Development District Classification

A “MP” in a cell of the use table indicates that the corresponding use category or use type is allowed in the corresponding planned development district, subject to compliance with the use-specific regulations set forth in the final column of the table and provided the use is included in the required list of possible use types in the planned development master plan. An “U” in the cell of the use table indicates that the corresponding use category or use type is allowed in the corresponding planned development district only upon approval of a use permit in accordance with Section 2.4.6, Use Permit, and any conditions imposed as part of the approved master plan and terms and conditions. Allowed uses are subject to other applicable regulations in this Ordinance, including those set forth in Section 3.7, Planned Development Base Zoning Districts.

D. Prohibited Uses

- (1) A blank cell in the use table indicates that the corresponding use category or use type is prohibited in the corresponding zoning district. Use types with a blank cell are not allowable in a corresponding planned development district, and shall not be included in the planned development master plan.
- (2) The following activities or use types are not identified in Table 4.1.1.A and Table 4.1.1.B. but are prohibited in all zoning districts in the county.
 - (a) Use of a parked motor vehicle to buy, sell, or store goods or services, except as allowed in Section 4.3 Accessory Use Standards or Section 4.4, Temporary Use Standards:

- (b) Use of a boat, houseboat, or other floating structure as a temporary or permanent residence (this shall not prevent the overnight occupancy of a vessel temporarily docked while in transit on navigable waters);
- (c) Use of a travel trailer as a permanent residence or use of a travel trailer as a temporary residence;
- (d) Operation of a principal (non-accessory) commercial use located solely on the beach strand (uses simply transporting customers to the beach from an approved off-beach location are exempted); and
- (e) Manufactured home parks or private campgrounds as a principal use.

E. Use-Specific Standards

4.1.2. Use Table

TABLE 4.I.I.A.: SUMMARY USE TABLE

Z = Zoning Compliance Permit; U = Use Permit; MP = Allowed with Master Plan;
CZ= Allowed in a Conditional Zoning District blank cell = Prohibited

USE CATEGORY	USE TYPE	ZONING DISTRICT [NOTE: OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]														ADDITIONAL REQ. (4.2.____)		
		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q	
AGRICULTURAL USE CLASSIFICATION																		
Agriculture / Horticulture	All	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	
Animal Husbandry	All		Z				Z						Z	Z		MP		I.A
Agriculture Support and Services (Directly Related)	Agri-education	Z	Z				Z		Z	Z	Z					MP		I.B.2
	Agri-entertainment	Z	Z				Z		Z	Z	Z					MP		I.B.2
	Agricultural processing		Z					U					Z	Z		MP		I.B
	Agribusiness		Z				Z		Z	Z	Z		Z		MP		I.B	
	Equestrian facility		Z	Z			Z		Z	Z	Z	Z			MP	MP	MP	I.B.3
	Farmers market		Z				Z		Z	Z	Z	Z			MP	MP	MP	I.B
	Nursery, production		Z				Z		Z	Z			Z	Z	MP	MP		I.B.4
	Roadside market		Z					Z										I.B.5
Agriculture Support and Services (Not Directly Related)	Agricultural research facility		Z					Z	Z	Z		Z	Z		MP			I.C
	Distribution hub for agricultural products		Z					Z	Z		Z	Z		Z		MP		I.C
	Farm machinery sales, rental, and service		Z					Z	Z	Z		Z	Z		MP			I.C
	Stockyard / Slaughterhouse		U											U				I.C
Silviculture	All	Z	Z	Z		Z	Z	Z	Z		Z	Z	MP	MP				I.C
RESIDENTIAL USE CLASSIFICATION																		
Household Living	Dwelling, duplex			Z/U			Z			Z	Z				MP	MP	MP	2.A.1
	Dwelling, live/work						Z	Z	Z	Z	Z				MP	MP	MP	2.A.2
	Dwelling, mansion apartment					C	Z		Z	Z					MP	MP	MP	2.A.3
	Dwelling, manufactured home (class A)	Z	Z			Z	Z	Z										2.A.4

TABLE 4.I.I.A.: SUMMARY USE TABLE

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		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q
Group Living	Dwelling, manufactured home (class B)		Z	Z			Z	Z	Z								2.A.4
	Dwelling, multi-family						C Z			Z	Z			MP	MP	MP	2.A.5
	Dwelling, single-family detached	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP		
	Dwelling, townhouse						C Z			Z	Z			MP	MP	MP	2.A.5
	Dwelling, upper story						Z	Z	Z	Z	Z			MP	MP	MP	2.A.6
Group Living	Dormitory						Z	Z	U	Z	Z			MP			2.B.1
	Family care home			Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP	2.B.2	
	Rooming or boarding house						Z	Z	Z	Z	Z		MP	MP	MP	2.B.3	
INSTITUTIONAL USE CLASSIFICATION																	
Community Services	Community center			Z	Z	U	Z	Z	Z	Z	Z			MP	MP	MP	
	Cultural facility	U		Z	Z			Z	Z	Z	Z			MP	MP	MP	
	Library			Z	Z		Z	Z	Z	Z	Z		MP	MP	MP		
	Museum			Z			Z	Z	Z	Z	Z		MP	MP	MP		
	Senior center						Z	Z	Z	Z	Z		MP	MP	MP		
Day Care	Youth club facility						Z	Z	Z	Z	Z		MP	MP	MP		
	Adult day care center						Z	Z	Z	Z	Z		MP	MP	MP		
	Child care center		Z	Z		Z	Z	Z	Z	Z	Z		MP	MP	MP	3.A	
Educational Facilities	College or university							Z	Z	Z	Z		MP	MP	MP		
	School, elementary	U	Z	Z		U	Z	Z	Z	Z	Z		MP	MP	MP		
	School, middle	U	Z	Z		U	Z	Z	Z	Z	Z		MP	MP	MP		
	School, high						Z	Z	Z	Z	Z		MP	MP	MP		
	Vocational or trade school						Z	Z	Z	Z	Z	Z	MP	MP	MP	3.B	
Government Facilities	Government maintenance, storage, or distribution facility							Z	Z	Z	Z	Z	MP	MP	MP		
	Government office	Z	Z	Z		Z	Z	Z	Z	Z	Z	Z	MP	MP	MP		
Health Care Facilities	Blood/tissue collection facility							Z	U	U	Z						
	Drug or alcohol treatment facility							Z	U	U	U	Z					3.C.1
	Hospital							Z	Z	Z	Z	Z		MP	MP		3.C.2
	Medical treatment facility							Z	Z	Z	Z	Z		MP	MP	MP	
Institutions	Assisted living facility						Z	Z	Z	Z	Z		MP	MP	MP		
	Auditorium, conference, and convention center						Z	Z	Z	Z	Z		MP	MP	MP	3.D.1	
	Club or lodge		U			U	Z	Z	Z	Z	Z		MP	MP	MP		
	Halfway house					U	U				U					3.D.2	
	Nursing home					Z	Z	Z	Z	Z	Z		MP	MP	MP		
	Psychiatric treatment facility					U					U						
	Religious institution	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	3.D.3	

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		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q	
Parks and Open Areas	Arboretum or botanical garden	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Cemetery, columbaria, mausoleum						Z					Z	Z		MP	MP		
	Community garden	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP		
	Park, public or private	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP		
Public Safety	Correctional facility											U	U					
	Police, fire, or EMS facility	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP		
	Security training facility	U															3.F	
Transportation	Airport	U						U	U	U	U	U	U		MP	MP		
	Helicopter landing facility							U	U	U	U	U	U		MP		3.G	
	Passenger terminal, surface transportation		U	U			Z	Z	Z					MP	MP	MP		
Utilities	Solar array																	
	Telecommunications antenna collocation on tower or building	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	3.H.2	
	Telecommunications tower, freestanding	U		U			U	U			U	U					3.H.2	
	Utility, major	U	U	U	U	U	U	U	U	U	U	U	U	U	MP	MP	MP	3.I
	Utility, minor	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	3.J	
	Wind energy facility, large																	

COMMERCIAL USE CLASSIFICATION

Adult Entertainment	All												U				4.A
Animal Care	Animal grooming							Z	Z	Z	Z	Z		MP	MP	MP	4.B
	Animal shelter							Z					Z		MP		4.B
	Kennel	U						Z	Z		Z	Z	Z		MP	MP	4.B
	Veterinary clinic	U					Z	Z	Z	Z	Z	Z		MP	MP	MP	4.B
Eating Establishments	Dinner theater						Z	Z	Z	Z				MP	MP	MP	
	Restaurant, with indoor or outdoor seating					U	Z	Z	Z	Z	Z			MP	MP	MP	4.C
	Specialty eating establishment					Z	Z	Z	Z	Z	Z	Z		MP	MP	MP	
Offices	Business and sales					Z	Z	Z	Z	Z	Z			MP	MP	MP	4.D
	Professional services					Z	Z	Z	Z	Z				MP	MP	MP	4.D
Parking, Commercial	Parking lot						Z	Z	Z	Z	Z	Z		MP	MP	MP	4.E.1
	Parking structure							Z	Z					MP	MP	MP	4.E.2
Recreation/Entertainment, Indoor	Fitness center						Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Recreation, indoor						Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Theater						Z	Z	Z	Z	Z			MP	MP	MP	
Recreation/Entertainment, Outdoor	Automotive Racing												U				
	Arena, amphitheater, or stadium						U		U	U				MP	MP	MP	4.F.1
	Athletic facility		Z	Z	Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP	4.F.2

TABLE 4. I. I.A.: SUMMARY USE TABLE

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		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q	
Retail Sales & Services	Golf course			U	U			U							MP	MP	MP	
	Golf driving range							Z	Z	Z					MP	MP		
	Marinas							U	Z		Z	Z	Z		MP	MP	MP	4.F.3
	Outdoor shooting range	U												U				4.F.5
	Outdoor tour operator							U	U	Z	Z				MP	MP	MP	4.F.6
	Recreation, outdoor							U	Z	Z	Z	Z			MP	MP	MP	4.F.4
	Artisan Food and Beverage Producer								Z				Z		MP	MP	MP	
	Auction House												Z			MP		
	Bar, nightclub, or cocktail lounge								Z		Z	Z			MP	MP	MP	4.G.1
	Brewery, Large												Z		MP	MP	MP	
	Convenience store							Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Crematory													U				
	Distillery												Z					
	Drug store or pharmacy							Z	Z	Z	Z	Z			MP	MP	MP	
	Entertainment establishment							Z	Z	Z	Z	Z			MP	MP	MP	
	Financial institution							Z	Z	Z	Z	Z			MP	MP	MP	
Vehicle Sales and Services, Heavy	Flea market												Z	Z	MP	MP	MP	4.G.2
	Funeral home								Z	Z	Z	Z			MP	MP	MP	
	Grocery store								Z		Z	Z			MP	MP	MP	
	Laundromat							Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Pawn shop								U				U					
	Personal services establishment							Z	Z	Z	Z	Z	Z		MP	MP	MP	
	Repair establishment							Z	Z	Z	Z	Z	Z			MP	MP	4.G.3
	Retail sales establishments							Z	Z	Z	Z	Z			MP	MP	MP	
	Shopping center							U		Z	Z					MP	MP	4.G.4
	Tattoo parlor/body piercing establishment											Z	Z					4.G.5
Vehicle Sales and Services, Light	Winery							Z				Z			MP	MP	MP	
	Aircraft parts, sales, and maintenance											Z	Z					
	Automotive wrecker service											Z	Z				MP	4.H.2
	Boat and marine rental, sales, and service								Z			Z	Z					4.H.3
	Automotive parts and installation								Z		Z	Z	Z			MP	MP	4.I.1
Visitor	Automobile repair and servicing (including painting/bodywork)								Z		Z	Z	Z			MP	MP	4.I.2
	Automobile sales or rentals								U		Z	Z	Z			MP	MP	4.I.3
	Car wash or auto detailing								Z		Z	Z	Z		MP	MP	MP	4.I.4
	Taxicab service								Z		Z	Z	Z		MP	MP	MP	4.I.5
Visitor	Bed and breakfast inn		Z	Z	Z	Z	Z	Z	Z	Z	Z	Z			MP	MP	MP	4.J.1

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		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q		
Accommodations	Hotel or motel								Z	Z	Z	Z			MP	MP	MP	4.J.2	
	Hunting lodge		U					Z	Z	Z					MP	MP	MP		
INDUSTRIAL USE CLASSIFICATION																			
Extractive Industry	All uses		U									U	U					5.A	
Industrial Services	Contractor service							Z	Z	Z	Z				MP	MP			
	Crabshedding		Z				Z	Z				Z	Z	MP	MP			5.B.1	
	Fuel oil/bottled gas distributor											Z	Z		MP				
	General industrial service and repair											Z	Z		MP			5.B.2	
	Heavy equipment sales, rental, and service											Z	Z		MP			5.B.3	
	Laundry, dry cleaning, and carpet cleaning plants											Z	Z		MP			5.B.4	
	Manufactured home and prefabricated building sales											Z	Z					5.B.5	
Manufacturing and Production	Research and development							Z	Z	Z	Z	Z	Z	MP	MP	MP			
	Manufacturing, heavy												Z						5.C.1
Warehouse and Freight Movement	Manufacturing, light											Z	Z		MP			5.C.2	
	Cold storage plant											Z	Z						
	Outdoor storage (as a principal use)											Z	Z						5.D.1
	Self-service storage											Z	Z		MP			5.D.2	
	Truck or freight terminal											Z	Z		MP			5.D.3	
	Warehouse (distribution)											Z	Z		MP			5.D.3	
Waste-Related Services	Warehouse (storage)											Z	Z	MP	MP	MP		5.D.3	
	Incinerator												U						5.E.1
	Landfill, land clearing and inert debris or construction debris											U	U						5.E.2
	Public convenience center/transfer station	U	U	U	U	U	U	U	U	U	U	U	U						5.E.3
	Recycling center, processing												U						5.E.4
	Recycling center, transfer											U	U						5.E.5
Wholesale Sales	Salvage and junkyard											U	U						5.E.6
	Waste composting	U										U	U						

TABLE 4.1.1.B: SUMMARY USE TABLE

Z = Zoning Compliance Permit; U = Use Permit; MP = Allowed with Master Plan;
 CZ= Allowed in a Conditional Zoning District blank cell = Prohibited

USE CATEGORY	USE TYPE	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]										ADDITIONAL REQ. (4.2.)	
		PD-R	PD-M	PD-O	PD-CS ZONING DISTRICT SUB-DISTRICT DESIGNATIONS								
					CENTER STATION	CHARTER	CROSSROADS	CYPRESS	JUNCTION	MOYOCK RUN	NEWTOWN		
AGRICULTURAL USE CLASSIFICATION													
<u>Agriculture / Horticulture</u>	All	MP	MP	MP							MP		
<u>Animal Husbandry</u>	All		MP									I.A	
<u>Agriculture Support and Services (Directly Related)</u>	Agri-education		MP									I.B.2	
	Agri-entertainment		MP									I.B.2	
	Agricultural processing		MP									I.B	
	Agribusiness		MP									I.B	
	Equestrian facility	MP	MP	MP								I.B.3	
	Farmers market	MP	MP	MP	MP	MP				MP	I.B		
	Nursery, production	MP	MP							MP	I.B.4		
	Roadside market											I.B.5	
<u>Agriculture Support and Services (Not Directly Related)</u>	Agricultural research facility		MP									I.C	
	Distribution hub for agricultural products		MP									I.C	
	Farm machinery sales, rental, and service		MP									I.C	
	Stockyard / Slaughterhouse											I.C	
<u>Silviculture</u>	All	MP	MP									I.C	
RESIDENTIAL USE CLASSIFICATION													
<u>Household Living</u>	Dwelling, duplex	MP	MP	MP	MP	MP	MP	MP	MP	MP		2.A.1	
	Dwelling, live/work	MP	MP	MP		MP						2.A.2	
	Dwelling, mansion apartment	MP	MP	MP	U	U		U	U			2.A.3	
	Dwelling, manufactured home (class A)											2.A.4	
	Dwelling, manufactured home (class B)											2.A.4	
	Dwelling, multi-family	MP	MP	MP	U	U	U	U	U	U		2.A.5	
	Dwelling, single-family detached	MP	MP	MP		MP	MP	MP	MP	MP			
	Dwelling, townhouse	MP	MP	MP	U	U		U	U	U		2.A.5	
	Dwelling, upper story	MP	MP	MP	U	U						2.A.6	
<u>Group Living</u>	Dormitory		MP									2.B.1	
	Family care home	MP	MP	MP								2.B.2	
	Rooming or boarding house	MP	MP	MP								2.B.3	
INSTITUTIONAL USE CLASSIFICATION													
<u>Community Services</u>	Community center	MP	MP	MP	MP			MP		MP			
	Cultural facility	MP	MP	MP	MP			MP		MP			
	Library	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP		

TABLE 4.1.1.B: SUMMARY USE TABLE

Z = Zoning Compliance Permit; U = Use Permit; MP = Allowed with Master Plan;
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USE CATEGORY	USE TYPE	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]									ADDITIONAL REQ. (4.2.)	
		PD-R	PD-M	PD-O	PD-CS ZONING DISTRICT SUB-DISTRICT DESIGNATIONS							
					CENTER STATION	CHARTER	CROSSROADS	CYPRESS	JUNCTION	MOYOCK RUN	NEWTOWN	
	Museum	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	Senior center	MP	MP	MP					MP			
	Youth club facility	MP	MP	MP					MP	MP	MP	
Day Care	Adult day care center	MP	MP	MP		U	U		U			3.A
	Child care center	MP	MP	MP		MP	MP	MP	MP	MP	MP	
Educational Facilities	College or university	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	School, elementary	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	School, middle	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	School, high	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	Vocational or trade school		MP	MP		MP	MP	MP	MP	MP	MP	3.B
Government Facilities	Government maintenance, storage, or distribution facility	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	Government office	MP	MP	MP		MP	MP	MP	MP	MP	MP	
Health Care Facilities	Blood/tissue collection facility					U	MP					3.C.1
	Drug or alcohol treatment facility											
	Hospital		MP	MP		U	U		U			
	Medical treatment facility	MP	MP	MP		MP	MP					
Institutions	Assisted living facility	MP	MP	MP		U	U	U	U	U	U	3.D.1
	Auditorium, conference, and convention center		MP	MP								
	Club or lodge	MP	MP	MP			MP		MP			
	Halfway house											
	Nursing home	MP	MP	MP				MP		U		
	Psychiatric treatment facility											
	Religious institution	MP	MP	MP		MP	MP	MP	MP	MP		
Parks and Open Areas	Arboretum or botanical garden	MP	MP	MP								3.D.2
	Cemetery, columbaria, mausoleum		MP									
	Community garden	MP	MP	MP								
	Park, public or private	MP	MP	MP		MP	MP	MP	MP	MP	MP	
Public Safety	Correctional facility											
	Police, fire, or EMS facility	MP	MP	MP		MP	MP	MP	MP	MP	MP	
	Security training facility											
Transportation	Airport		MP	MP								
	Helicopter landing facility		MP									
	Passenger terminal, surface transportation	MP	MP	MP								
Utilities	Solar array											

TABLE 4.1.1.B: SUMMARY USE TABLE

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USE CATEGORY	USE TYPE	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]									ADDITIONAL REQ. (4.2.)	
		PD-R	PD-M	PD-O	PD-CS ZONING DISTRICT SUB-DISTRICT DESIGNATIONS							
					CENTER STATION	CHARTER	CROSSROADS	CYPRESS	JUNCTION	MOYOCK RUN	NEWTOWN	
	Telecommunications antenna collocation on tower or building	MP	MP	MP							U	
	Telecommunications tower, freestanding										U	
	Utility, major	MP	MP	MP					U			
	Utility, minor	MP	MP	MP					U		3.J	
	Wind energy facility, large			MP	MP						3.K	
COMMERCIAL USE CLASSIFICATION												
<u>Adult Entertainment</u>	All											4.A
<u>Animal Care</u>	Animal grooming	MP	MP	MP	MP	MP						4.B
	Animal shelter			MP								4.B
	Kennel			MP	MP							4.B
	Veterinary clinic	MP	MP	MP	MP	MP	MP	MP	MP	MP		4.B INDOOR NO BOARDING
<u>Eating Establishments</u>	Dinner theater	MP	MP	MP	MP							
	Restaurant, with indoor or outdoor seating	MP	MP	MP	MP	U	MP	MP	MP	MP		4.C
	Specialty eating establishment	MP	MP	MP	MP	U	MP	MP	MP	MP		
<u>Offices</u>	Business and sales	MP	MP	MP	MP	MP	MP	MP	MP	MP		4.D
	Professional services	MP	MP	MP	MP	MP	MP	MP	MP	MP		4.D
<u>Parking, Commercial</u>	Parking lot	MP	MP	MP	MP	U						4.E.1
	Parking structure	MP	MP	MP	MP	U						4.E.2
<u>Recreation/ Entertainment, Indoor</u>	Fitness center	MP	MP	MP	MP	MP	MP	MP	MP	MP		
	Recreation, indoor	MP	MP	MP	MP	U	U					
	Theater	MP	MP	MP	MP	MP	MP	MP	MP	MP		
<u>Recreation / Entertainment, Outdoor</u>	Automotive Racing											
	Arena, amphitheater, or stadium	MP	MP	MP	MP							4.F.1
	Athletic facility	MP	MP	MP	MP							4.F.2
	Golf course	MP	MP	MP	MP							
	Golf driving range	MP	MP	MP	MP							
	Marinas	MP	MP	MP	MP							4.F.3
	Outdoor shooting range											4.F.5
	Outdoor tour operator		MP	MP	MP							4.F.6
<u>Retail Sales & Services</u>	Recreation, outdoor	MP	MP	MP	MP							4.F.4
	Artisan Food and Beverage Producer	MP	MP	MP	MP							
	Auction House		MP		MP							
	Bar, nightclub, or cocktail lounge	MP	MP	MP	MP							4.G.1

TABLE 4.1.1.B: SUMMARY USE TABLE

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USE CATEGORY	USE TYPE	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]									ADDITIONAL REQ. (4.2.)	
		PD-R	PD-M	PD-O	PD-CS ZONING DISTRICT SUB-DISTRICT DESIGNATIONS							
					CENTER STATION	CHARTER	CROSSROADS	CYPRESS	JUNCTION	MOYOCK RUN	NEWTOWN	
Retail	Brewery, Large	MP	MP	MP	MP	MP	MP					
	Convenience store	MP	MP	MP	U	U	U	U	U	U	U	
	Crematory											
	Distillery				U	U	MP					
	Drug store or pharmacy	MP	MP	MP	MP	MP						
	Entertainment establishment	MP	MP	MP								
	Financial institution	MP	MP	MP	MP	MP						
	Flea market	MP	MP									4.G.2
	Funeral home			MP	MP							
	Grocery store	MP	MP	MP	U							
	Laundromat	MP	MP	MP								
	Pawn shop											
	Personal services establishment	MP	MP	MP	MP							
	Repair establishment			MP	MP							4.G.3
	Retail sales establishments	MP	MP	MP	MP	MP						
	Shopping center			MP	MP	MP	U	U	U	U	U	4.G.4
	Tattoo parlor/body piercing establishment											4.G.5
	Winery	MP	MP	MP	MP	U						
Vehicle Sales and Services, Heavy	Aircraft parts, sales, and maintenance											
	Automotive wrecker service			MP								4.H.2
	Boat and marine rental, sales, and service		MP	MP								4.H.3
Vehicle Sales and Services, Light	Automotive parts and installation		MP	MP								4.I.1
	Automobile repair and servicing (including painting/bodywork)		MP	MP								4.I.2
	Automobile sales or rentals	MP	MP	MP								4.I.3
	Car wash or auto detailing	MP	MP	MP								4.I.4
	Taxicab service	MP	MP	MP			U	U	U	U	U	4.I.5
Visitor Accommodations	Bed and breakfast inn	MP	MP	MP	MP	MP		U	U	U	U	4.I.1
	Hotel or motel	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	
	Hunting lodge	MP	MP	MP	MP	MP	MP	MP	MP	MP	MP	
INDUSTRIAL USE CLASSIFICATION												
Extractive Industry	All uses											
Industrial Services	Contractor service		MP	MP								
	Crabshedding	MP	MP									5.B.1
	Fuel oil/bottled gas distributor		MP									

TABLE 4.1.1.B: SUMMARY USE TABLE

Z = Zoning Compliance Permit; U = Use Permit; MP = Allowed with Master Plan;
 CZ= Allowed in a Conditional Zoning District blank cell = Prohibited

<u>USE CATEGORY</u>	<u>USE TYPE</u>	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]										<u>ADDITION AL REQ. (4.2.)</u>	
		<u>PD-R</u>	<u>PD-M</u>	<u>PD-O</u>	<u>PD-CS ZONING DISTRICT SUB-DISTRICT DESIGNATIONS</u>								
					<u>CENTER STATION</u>	<u>CHARTER</u>	<u>CROSSROADS</u>	<u>CYPRESS</u>	<u>JUNCTION</u>	<u>MOYOCK RUN</u>	<u>NEWTOWN</u>	<u>OAK TRAIL</u>	
<u>Manufacturing and Production</u>	General industrial service and repair	MP											5.B.2
	Heavy equipment sales, rental, and service	MP											5.B.3
	Laundry, dry cleaning, and carpet cleaning plants	MP											5.B.4
	Manufactured home and prefabricated building sales												5.B.5
	Research and development	MP	MP	MP		MP	MP						
<u>Freight Movement</u>	Manufacturing, heavy					MP							5.C.1
	Manufacturing, light		MP		U	MP							5.C.2
<u>Waste-Related Services</u>	Cold storage plant												
	Outdoor storage (as a principal use)												
	Self-service storage		MP										5.D.2
	Truck or freight terminal		MP										5.D.3
	Warehouse (distribution)		MP		U	MP							5.D.3
	Warehouse (storage)	MP	MP	MP	U	MP							5.D.3
	Incinerator												
<u>Wholesale Sales</u>	Landfill, land clearing and inert debris or construction debris												
	Public convenience center/transfer station												
<u>4.2. USE-SPECIFIC STANDARDS</u>	Recycling center, processing												
	Recycling center, transfer												
	Salvage and junkyard												
	Waste composting												
	All uses		MP	MP		MP							

Use-specific standards are the requirements applied to individual use types regardless of the zoning district in which they are located or the review procedure by which they are approved. This section is intended to identify the use-specific standards for all principal uses identified in Table 4.1.1.A. and 4.1.1.B, Summary Use Table, as subject to "Additional Req." These standards may be modified by other applicable requirements in this Ordinance.

4.2.2. Residential Uses

(5) Dwellings, Multi-Family and Townhouse

Multi-family and townhouse dwellings shall comply with the multi-family design standards in Section 5.7, the community compatibility standards in Section 5.10 (as appropriate), and the following standards:

- (a) No accessory structure shall be less than ten feet from another structure.
- (b) No improved recreation area shall be located within required exterior setbacks or within 20 feet of any dwelling unit.
- (c) No individual building shall exceed a length of 250 200 feet.
- (d) A townhouse building shall contain at least three but no more than six side-by-side dwelling units.

4.3. ACCESSORY USE STANDARDS

4.3.1. Purpose

This section authorizes the establishment of accessory uses that are incidental and customarily subordinate to principal uses. The purpose of this section is to allow a broad range of accessory uses, so long as such uses are located on the same site as the principal use, and so long as they comply with the standards set forth in this section in order to reduce potentially adverse impacts on surrounding lands.

4.3.2. General Standards and Limitations

E. Table of Common Accessory Uses

Table 4.3.2.E, Table of Common Accessory Uses, specifies common types of accessory use and the zoning district where each type may be permitted.

TABLE 4.3.2.E: TABLE OF COMMON ACCESSORY USES

P = Permitted by-right Z= Zoning Compliance Permit U = Use Permit MP = Allowed with master plan blank cell = Prohibited

ACCESSORY USE TYPE	ZONING DISTRICT														ADDITIONAL REQ. (4.3.____)		
	RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q	
Accessory Dwelling Unit		Z	Z	Z	Z	Z	Z	Z	P	P			MP	MP	MP	3.A	
Aggregate Storage and Processing		Z															3.B
Amateur Ham Radio		P	P			P	P		P	P			MP	MP			3.C
Automated Teller Machine						Z	Z	Z	Z	Z	Z		MP	MP	MP		
Campground, Public	U	Z				Z	Z						MP				3.D
Cemetery (family or religious institution)		Z	Z			Z	Z	Z	Z				MP	MP			3.E
Child Care, Incidental		Z	Z	Z	Z	Z	Z	Z	Z	Z	Z		MP	MP	MP		3.F
Community Agriculture	P	P	P			P	P						MP				3.G

TABLE 4.3.2.E: TABLE OF COMMON ACCESSORY USES

P = Permitted by-right Z= Zoning Compliance Permit U = Use Permit MP = Allowed with master plan blank cell = Prohibited

ACCESSORY USE TYPE	ZONING DISTRICT														ADDITIONAL REQ. (4.3.____)		
	RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	LI	HI	PD-R	PD-M	PD-Q	
Dock, Pier, Boat House, or Boatlift	P	P	P	P	P	P	P	P	P	P	P	P	P	MP	MP	MP	
Drive-Through								Z	Z	Z	Z	Z		MP	MP	MP	3.H
Electronic Gaming Operation							Z										3.I
Excavation		Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	3.J	
Gasoline Sales							Z		Z	Z	Z		MP	MP	MP	3.K	
Home Occupation		P	P	P	P	P	P	P	P	P	P		MP	MP	MP	3.L	
Housing for Poultry		P	P		P	P	P						MP	MP		3.M	
Ice House							Z	Z	Z	Z	Z		MP	MP		3.N	
Inoperable Vehicle		P	P	P	P	P	P	P								3.O	
Land Application of Sludge or Septage		U				U						U				3.P	
Outdoor Display/Sales							Z	Z	Z	Z	Z		MP	MP		3.Q	
Outdoor Storage		Z					Z	Z	Z	Z	Z	Z	MP	MP		3.R	
Parking of Boats or Watercraft		P	P	P	P	P	P	P					MP	MP	MP	3.S	
Parking of Heavy Trucks, or Trailers		P					P				P	P	MP			3.T	
Parking of Major Recreational Equipment		P	P	P		P	P	P					MP	MP	MP	3.T	
Produce Stand		P					P	P	P	P	P		MP	MP	MP	3.U	
Retail Sales from a Vehicle		P				P	P	P	P	P	P	P	MP	MP	MP	3.V	
Solar Energy Equipment	P	P	P	P	P	P	P	P	P	P	P	P	MP	MP	MP	3.W	
Stable (horses)		P	P		P		P						MP			3.X	
Underground Storage Tank		P					P	P	P	P	P	P	MP			3.Y	
Wind Energy Facility, Small		Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	Z	MP	MP	MP	3.Z	

TABLE 4.3.2.E: TABLE OF COMMON ACCESSORY USES

Z = Zoning Compliance Permit; U = Use Permit; MP = Allowed with Master Plan;
blank cell = Prohibited

<u>ACCESSORY USE TYPE</u>	PLANNED DEVELOPMENT ZONING DISTRICT [OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]												
	PLANNED DEVELOPMENT			PD-CS ZONING DISTRICT									<u>ADDITIONAL REQUIREMENTS (4.3.)</u>
	<u>PD-R</u>	<u>PD-M</u>	<u>PD-O</u>	<u>CENTER STATION</u>	<u>CHARTER</u>	<u>CROSSROADS</u>	<u>CYPRESS</u>	<u>JUNCTION</u>	<u>MOYOCK RUN</u>	<u>NEWTOWN</u>	<u>OAK TRAIL</u>		
Accessory Dwelling Unit	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.A</u>
Amateur Ham Radio		<u>MP</u>											<u>3.C.</u>
Automated Teller Machine	<u>MP</u>	<u>MP</u>	<u>MP</u>		<u>MP</u>	<u>MP</u>							
Campground, Public	<u>MP</u>												<u>3.D.</u>
Cemetery (family or religious institution)	<u>MP</u>	<u>MP</u>											<u>3.E.</u>
Child Care, Incidental	<u>MP</u>	<u>MP</u>	<u>MP</u>			<u>MP</u>	<u>MP</u>	<u>MP</u>	<u>MP</u>	<u>MP</u>			<u>3.F.</u>
Community Agriculture	<u>MP</u>										<u>MP</u>		<u>3.G.</u>
Dock, Pier, Boat House, or Boatlift	<u>MP</u>	<u>MP</u>	<u>MP</u>										
Drive-Through	<u>MP</u>	<u>MP</u>	<u>MP</u>		<u>U</u>	<u>MP</u>					<u>U</u>		<u>3.H.</u>
Excavation	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.J.</u>
Gasoline Sales	<u>MP</u>	<u>MP</u>	<u>MP</u>		<u>U</u>		<u>U</u>	<u>U</u>			<u>U</u>		<u>3.K.</u>
Home Occupation	<u>MP</u>	<u>MP</u>	<u>MP</u>			<u>MP</u>		<u>MP</u>	<u>MP</u>		<u>MP</u>	<u>MP</u>	<u>3.L.</u>
Housing for Poultry	<u>MP</u>	<u>MP</u>											<u>3.M</u>
Ice House		<u>MP</u>	<u>MP</u>										<u>3.N</u>
Outdoor Display/Sales		<u>MP</u>	<u>MP</u>		<u>MP</u>	<u>MP</u>							<u>3.Q.</u>
Outdoor Storage		<u>MP</u>	<u>MP</u>				<u>MP</u>						<u>3.R.</u>
Parking of Boats or Watercraft	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.S.</u>
Parking of Heavy Trucks or Trailers				<u>MP</u>									<u>3.T.</u>
Parking of Major Recreational Equipment	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.T.</u>
Produce Stand	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.U.</u>
Retail Sales from a Vehicle	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.V.</u>
Solar Energy Equipment	<u>MP</u>	<u>MP</u>	<u>MP</u>		<u>U</u>			<u>U</u>			<u>U</u>		<u>3.W.</u>
Stable (horses)	<u>MP</u>										<u>MP</u>		<u>3.X.</u>
Underground Storage Tank		<u>MP</u>											<u>3.Y.</u>
Wind Energy Facility, Small	<u>MP</u>	<u>MP</u>	<u>MP</u>										<u>3.Z..</u>

4.3.3. Specific Standards for Certain Accessory Uses

H. Drive-Through

(1) Drive-through facilities shall be located at least 100 feet from any detached single-family dwelling or single-family residential zoning district.

- (2) Outdoor speakers associated with a drive-through shall be at least 50 feet from any lot line.
- (3) Drive-through facilities shall not be located on the front façade of the building they serve.
- (4) Drive-through facilities shall be designed so as not to obstruct the movement of pedestrians along sidewalks, through areas intended for public use, or between the building entrance and customer parking spaces.
- (5) Canopies or other features installed over a drive through window shall maintain common roof lines and materials with the principal structure.
- (6) Any portion of the drive-through lane adjacent to and between an order box and pick-up window shall provide a landscaped planting area at least three-feet in width or a masonry wall at least 30 inches in height and utilizing exterior finishing materials compatible with the principal use.
- (7) In addition to streetscape and site landscaping, any portion of a drive-through lane located between the principal building and the street shall provide a landscaped planting area at least three feet in width.

K. Gasoline Sales

Gasoline sales may be permitted as an accessory use in accordance with the following standards:

(1) Location

- (a) Gasoline pumps, canopies, and associated service areas are prohibited in any established front yard setback, side corner setback, or major arterial setback in the CC, and VC districts.
- (b) If the gasoline sales use is located on a corner lot, the lot shall have an area of at least 30,000 square feet and a frontage of at least 200 feet on each street side. In all other cases, the lot shall have an area of at least 15,000 square feet and a lot width of at least 150 feet.

(2) Circulation

The gasoline sales use shall have no more than two vehicular access points. Access points shall be located at least 150 feet from each other and from any intersecting street right-of-ways, and at least 15 feet from any other lot line.

Item 5: That Chapter 5 is amended by deleting the following strikethrough language and adding the underlined language

CHAPTER 5.

DEVELOPMENT STANDARDS

5.1. OFF-STREET PARKING AND LOADING

5.1.3. Off-Street Parking Standards

A. Parking Plan Required

The parking plan shall accurately designate the required parking spaces, access aisles, pedestrian connections, materials, dimensions, and driveways, loading area and circulation, and the relation of the off-street parking facilities to the development the facilities are designed to serve.

B. Minimum Number of Spaces Required

Unless otherwise expressly stated in this section or approved through an alternative parking plan, the minimum number of off-street parking spaces shall be provided in accordance with Table 5.1.3.C, Minimum Off-Street Parking Standards.

C. Maximum Number of Spaces Permitted

(1) Provision up to 175 Percent of Minimum

- (a) Commercial and Industrial uses of 5,000 square feet in area or larger listed in Table 5.1.3.C, Minimum Off-Street Parking Standards, shall not exceed 125 percent of the minimum number of parking spaces required in the table.
- (b) Through approval of an alternative parking plan in accordance with Section 5.1.6.A, Provision Over the Maximum Allowed, commercial and industrial uses may provide up to a maximum of 175 percent of the minimum number of parking spaces required in the table.
- (c) Provision of more than 175 percent of the minimum number of parking spaces for uses subject to the standards of this section shall require approval of a use permit in accordance with Section 2.4.6, Use Permit.

D. Stacking Spaces

(1) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 5.1.3.C, Minimum Off-Street Parking Standards, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service shall

provide the minimum number of stacking/standing spaces established in Table 5.1.3.D, Required Stacking Spaces, and Figure 5.1.3.D, Stacking Spaces.

Figure 5.1.3.D, Stacking Spaces

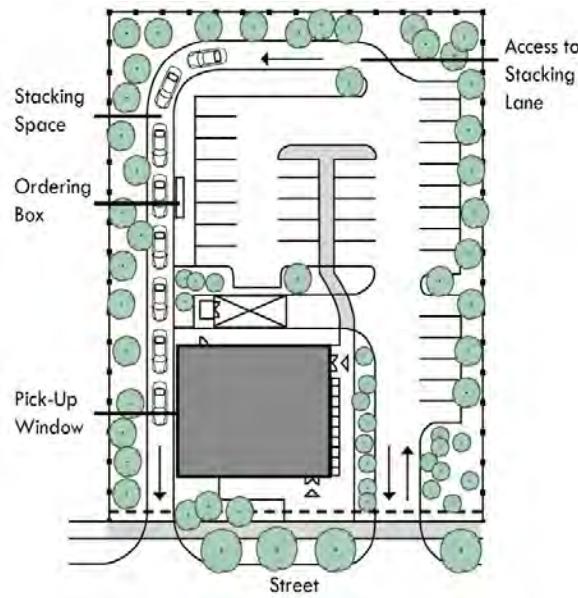


TABLE 5.1.3.D: REQUIRED STACKING SPACES

USE OR ACTIVITY	MINIMUM NUMBER OF STACKING SPACES	MEASURED FROM
Automated teller machine (drive-up)	2	Teller window
Automobile repair and service	2 per bay	Bay entrance
Car wash	1 per bay	Bay entrance
Day care center, elementary, and middle school	2	Main building entrance
Financial institution or drug store with drive-through service	3 per lane	Agent window
Gasoline sales	1 per pump island	Each end of the outermost gas pump island
Nursing home or assisted living facility	3	Building entrance
Personal services with drive-through (e.g., laundry/dry-cleaning establishment)	3 per lane	Agent window
Restaurant, with drive-through service	3 per window/lane + 3 per order board box	

(2) Design and Layout

Required stacking spaces shall:

- (a) Be a minimum of 10 feet wide and 20 feet long; and,
- (b) Not impede on-site and off-site vehicular, bicycle, or pedestrian movements or movements into or out of required off-street parking spaces.

5.1.4. Configuration of Vehicular Use Areas

A. General Standards for Off-Street Parking, Stacking, and Loading Areas

(4) Surfacing

- (a) Except for development within PD districts, SFR district, single-family dwellings on lots of three acres in area or larger, and as provided for in Section 5.1.6.F, Alternative Materials, all off-street parking, loading, and circulation areas shall be surfaced with asphalt, concrete, brick, crushed stone, pavers, aligned concrete strips, or an equivalent material. These materials shall be maintained in a smooth, well-graded condition.

- (b) All required parking, loading, and circulation areas within PD districts shall be surfaced with asphalt, concrete, brick pavers, or an equivalent material. The use of crushed stone or similar material is not permitted.
- (c) Religious institutions overflow parking and parking for special events may take place on grass surfaces.

(11) Curbs and Motor Vehicle Stops

All off-street parking, loading, and circulation areas shall be designed to prevent vehicles from overhanging a sidewalk or walkway less than six feet wide, or adjacent property. Motor vehicle stops shall be prefabricated concrete or recycled plastic product manufactured specifically for this use. The use of railroad ties or other non-traditional stops shall not be permitted. Nothing shall prevent planting islands from serving as stormwater management devices (see Figure 5.1.4.11, Parking Lot Stormwater Devices).

5.1.6. Alternative Parking Plans

F. On-Street Parking

An on-street alternative parking plan may be allowed for uses listed in the Planned Development-Currituck Station district (PD-CS) in accordance with the following standards:

(1) Center Station Sub-District

- (a) No more than 20% of the total number of spaces shall be designated as on-street parking.
- (b) On-street parking shall be located within 1,000 feet walking distance of the primary pedestrian entrance to a building.
- (c) On-street parking shall not be permitted on major arterial or collector streets.

(2) Charter Sub-District, Junction Sub-District, Newtown Sub-District, and Moyock Run Sub-District

- (a) No more than 10% of the total number of spaces shall be designated as on-street.
- (b) On-street parking shall be located within 1,000 feet walking distance of the primary pedestrian entrance to a building.
- (c) On-street parking shall not be permitted on major arterial or collector streets.

(3) Cypress Sub-District

- (a) On-street parking shall not be permitted on major arterial or collector streets.

5.1.7. Bicycle Parking

Lots located within a Full Service area (as depicted in the Land Use Plan), used for residential development with 30 or more dwelling units and nonresidential development with 5,000 or

~~more square feet of gross floor area shall provide individual or shared bicycle parking facilities in accordance with the following standards. Nonresidential uses of up to 30,000 square feet in size may share bicycle parking facilities in accordance with this section.~~

Planned developments, mixed-use developments, and non-residential uses of 15,000 square feet or more shall provide individual or shared bicycle parking facilities or racks in accordance with the following standards: General Standards

- (1)** ~~Bicycle parking facilities shall be conveniently located, but in no case shall such facilities be located more than 150 feet from the primary building entrance.~~
- (2)** ~~Bicycle parking spaces shall be provided at the rate of one bicycle parking space for every 30 residential dwelling units and/or every 5,000 square feet of nonresidential floor area.~~
- (3)** ~~Bicycle facilities shall include a rack or other device to enable bicycles to be secured.~~

Bicycle parking facilities or racks shall:

- (1)** Be located in a visible, well-lit ground-level area;
- (2)** Be within 75 feet of the primary pedestrian building entrance;
- (3)** Be securely anchored to the ground;
- (4)** Enable bicycles to be secured;
- (5)** Not interfere with pedestrian or vehicular traffic; and,
- (6)** Bee consistent in material and style of the development.

B. Shared Bicycle Parking

~~Nonresidential uses of 30,000 square feet in size or less may share bicycle parking spaces provided:~~

- (1)** ~~Each use provides or is served by improved pedestrian access from the bicycle parking facility to the primary building entrance; and~~
- (2)** ~~The shared bicycle parking facility and improved pedestrian access is depicted on a site plan (see Section 2.4.7).~~

Uses on the same or opposing block faces may establish shared or consolidated bicycle parking spaces in central or mid-block locations.

5.1.8. Loading Spaces

A. Number of Required Off-street Loading Berths

The following uses shall provide on-site loading areas or berths in accordance with the standards in Table 5.1.8, Required Off-Street Loading Berths.

TABLE 5.1.8: REQUIRED OFF-STREET LOADING BERTHS [1]

USE OR ACTIVITY	MINIMUM NUMBER OF LOADING BERTHS		
	Gross Floor Area (GFA)	Short Loading	Long Loading
Offices and personal service establishments in multi-story buildings [2]	7,500 sf or more	1	0
All other commercial or industrial use types [1]	7,500 sf – 30,000 sf	1	0
	<u>30,001 sf or more - 50,000 sf</u>	<u>1</u>	<u>1</u>
	<u>Over 50,000</u>	<u>0</u>	<u>2</u>
	Each additional 100,000 sf	0	1

NOTES:

[1] Residential floor area within a mixed-use development is not included within the GFA.

[2] Single-story buildings may utilize temporary loading spaces.

B. Standards**(1) Minimum Dimensions**

~~Each loading space required by this subsection shall be at least 12 feet wide by 30 feet long (or deep) for small-sized trucks; with at least 15 feet of overhead clearance. Each off-street loading space shall have adequate, unobstructed means for the ingress and egress of vehicles.~~

(a) Short Loading Areas or Berths

Unless otherwise specified, a required short loading area or berth shall be at least 12 feet in width and 30 feet in length, exclusive of aisle and maneuvering space and shall have a vertical clearance of at least 15 feet.

(b) Long Loading Areas or Berths

Unless otherwise specified, a required long loading area or berth shall be at least 12 feet in width by at least 50 feet in length, exclusive of aisle and maneuvering space, and shall have a vertical clearance of at least 15 feet.

5.2. LANDSCAPING STANDARDS**5.2.1. Purpose and Intent**

The purpose of this section is to promote and protect the public health, safety, and general welfare by providing for the planting, maintenance, and preservation of trees, shrubs, and other plants within the county. The intent of this section is to promote this purpose by:

- A.** Ensuring and encouraging the planting, maintenance, restoration and survival of trees, shrubs, and other plants;
- B.** Contributing to the protection of community residents and visitors from personal injury and property damage, and the protection of the county from property damage, caused or threatened by the improper planting, maintenance or removal of trees, shrubs or other plants;
- C.** Mitigating against erosion and sedimentation;
- D.** Reducing stormwater runoff and the costs associated therewith;

- E.** Encouraging low impact development techniques like bio-retention and other best management practices for dealing with stormwater, in appropriate locations;
- F.** Preserving and protecting the water table and surface waters;
- G.** Restoring soils and land denuded as a result of construction and/or grading;
- H.** Increasing the tree canopy to provide shade and moderate the effect of urban heat islands;
- I.** Providing incentives for greater use of sustainable development practices like green roofs, use of native plant materials, and techniques to reduce the need for irrigation;
- J.** Protecting and enhancing property values and aesthetic qualities;
- K.** Providing additional improvements to air quality through the carbon dioxide uptake process provided by trees and landscaping; and
- L.** Softening the appearance of expansive paved areas and building mass; and,
- M.** Providing visual screening, where appropriate.

5.2.3. General Requirements

A. Landscape Plan

- (1)** To ensure compliance with the standards of this section, a landscape plan demonstrating how landscaping will be planted on a development site shall be included as a part of any application for site plan, subdivision plan, zoning compliance permit, or temporary use permit, as appropriate.
- (2)** In the event of phased development, a landscape plan shall be required for each distinct phase of the development, and shall depict landscaping associated with the particular phase of development.
- (3)** A landscape plan shall contain, at minimum, the following:
 - (a)** Location and identification of required and proposed streetscape, site landscaping, vehicular use area landscaping, buffers, and screening;
 - (b)** Calculations of required and proposed landscaping;
 - (c)** Locations, species, and caliper of existing vegetation to be retained that is to be counted towards the minimum landscaping requirement;
 - (d)** Reforestation areas; and,
 - (e)** Heritage tree inventory, trees identified to be removed and required mitigation plantings, and proposed tree protection zones.

5.2.4. Site Landscaping

A. General

Site landscaping, for the purpose of this section, is landscaping that is not:

- (1)** Required vehicular use area landscaping;
- (2)** Located within a required perimeter buffer; or
- (3)** Required screening.

B. Purpose and Intent

Site landscaping material is intended to soften the visual impact of the building base and provide for the even dispersal of trees and other plantings across a development site.

C. Site Landscaping Standards

Except for single-family detached dwellings, site landscaping shall be required for all development, and shall be supplied in the amounts identified in Table 5.2.4, Required Site Landscaping Plantings, and Figure 5.2.4, Site Landscaping Placement. Site landscaping shall meet the minimum size standards for new planting specified in the Administrative Manual.

D. Location

Required shrubs shall be planted along building facades facing streets. Required shrubs may be planted up to 15 feet from the building provided there is a sidewalk located between the planting area and the building wall. Foundation planting shall be continuous, except as needed for stairs, sidewalk connection, or building entrance.

5.2.6. Perimeter Landscape Buffers

A. Purpose and Intent

Perimeter landscape buffers are intended to mitigate potential negative effects of contiguous uses in different zoning.

B. Applicability

All development shall provide a perimeter landscape buffer to separate it from adjacent lands with a different zoning district designation, in accordance with Table 5.2.6.A, Buffer Types, and Table 5.2.6.B, Buffer Type Application.

C. Types of Buffers

~~(1) Table 5.2.6.A, Buffer Types, describes three different buffering options in terms of their function, opacity, width, and planting requirements. Where a particular buffer type is required in Table 5.2.6.B, Buffer Type Applications, the requirement may be met using either Option 1 or Option 2. Option 3 is available for use within the CC and VC districts only. Where an option utilizing a fence is selected, the fence shall comply with the standards of Section 5.3, Fences and Walls, as appropriate.~~

~~When development subject to the requirements of this section is in a zoning district adjacent to a different zoning district, the buffer requirement of this section shall apply. Where a particular buffer type is required in Table 5.2.6.B., Buffer Type Applications, the requirement may be met using either Option 1 or Option 2, as appropriate. Option 3 is available for use in the CC and VC districts only. Where an option utilizing a fence is selected, the fence shall comply with the standards of Section 5.3., Fences and Walls, as appropriate.~~

D. Buffer Type Application

Table 5.2.6.B, Buffer Type Application, specifies the type of perimeter landscape buffer that new development shall provide between it and adjacent property, based on the zoning district of the development site and that of the adjacent property. The buffer type is indicated by a letter corresponding to one of the three buffer types depicted in Table 5.2.6.A, Buffer Types.

TABLE 5.2.6.B: BUFFER TYPE APPLICATION [1]

A= Type A Buffer B = Type B Buffer C = Type C Buffer D = Type D Buffer
N/A = No Buffer Required

ZONING CLASSIFICATION OF PROPOSED SITE [2]	ZONING CLASSIFICATION OF ADJACENT DEVELOPMENT					
	RC & AG	SFM, SFO, SFR, SFI, & SINGLE- FAMILY DEVELOPMENT	MXR, GB, & LB	VC & CC	LI	HI
RC, AG	N/A	N/A	N/A	N/A	N/A	N/A
SFM, SFO, SFR, SFI	N/A	N/A	N/A	N/A	N/A	N/A
MXR, GB, LB	A	B	N/A	N/A	N/A	N/A
PD	[2]	[2]	[2]	[2]	[2]	[2]
VC, CC	B	B	N/A	N/A	N/A	N/A
LI	C	C	C	N/A	N/A	N/A
HI	D	D	D	D	C	N/A

NOTES:

[1] Letters correspond to the buffer types in Table 5.2.6.A.

[2] Development in PD districts is subject to perimeter buffer requirements in the PD master plan and additional district specific standards. In cases where development is proposed next to an existing PD district having no perimeter buffer, the proposed development shall provide a perimeter buffer that is consistent with the type of buffer required if the adjacent use was in a differing base district appropriate for the type of use.

E. Responsibility for Buffer Installation

(1) Vacant Parcels

Where a developing parcel is adjacent to a vacant parcel and a perimeter buffer is required in accordance with this section, the developing parcel shall provide a minimum of one-half of the perimeter buffer required adjacent to the vacant land.

(2) Existing Land Uses

(a) Where a perimeter buffer meeting the standards in this section has already been provided by the adjoining existing development, the proposed development shall be responsible for 50 percent of the minimum buffer width and screening required in Table 5.2.6.A, Buffer Types, and Table 5.2.6.B, Buffer Type Application, if there is a written recorded agreement documenting the buffer requirements for each property. Where a developing parcel is adjacent to an existing use and a perimeter buffer is required in accordance with this section, the developing parcel shall provide the full perimeter buffer required adjacent to the existing use in accordance with Table 5.2.6.A, Buffer Types, and Table 5.2.6.B, Buffer Type Application, unless a portion of

~~all of a perimeter buffer that complies with the standards of this section already exists between the lots. Where part of a perimeter buffer exists, but the buffer does not fully comply with the standards of this section, the developing parcel shall be responsible for providing only the additional planting material on site necessary to meet the standards of this section.~~

(b) ~~The landscape plan shall include photographs and a description of existing vegetation on adjacent lands that are to be counted towards meeting the perimeter buffer requirements in this section.~~

5.2.10. Maintenance

A. General

The owner shall be responsible for the maintenance of all landscape areas not in the public right-of-way. Such areas shall be maintained in accordance with the approved Landscape Plan or Alternative Landscape Plan and shall present a healthy and orderly appearance free from refuse and debris. All ~~plant life~~ vegetation shown on an approved Landscape Plan or Alternative Landscape Plan shall be replaced if it dies, is seriously damaged, or removed. This section is not intended to prevent normal, routine maintenance.

5.3. FENCES AND WALLS

5.3.1. Purpose and Intent

The purpose and intent of this section is to regulate the location, height, and appearance of fences and walls to maintain visual harmony within neighborhoods and throughout the county, protect adjacent properties from the indiscriminate placement and unsightliness of fences and walls, and ensure the safety, security, and privacy of properties.

5.3.2. Applicability

- A.** The provisions of this section shall apply to all construction, substantial reconstruction, or replacement of fences or walls not required for support of a principal or accessory structure, and to any other linear barrier intended to delineate different portions of a lot.
- B.** Temporary fences for construction sites, sand fencing in beachfront areas, or tree protection fencing are exempted from these standards, but shall comply with the requirements of the State Building Code adopted by the county, and the standards of Section 4.4, Temporary Use Standards.
- C.** In the event of any inconsistency between the provisions of this section and any screening standard in Section 5.2.7, Screening, the standards in Section 5.2.7 shall control.
- D.** Fences and walls located in the Planned Development – Currituck Station district shall be subject the standards of this section and the additional standards for the individual sub-district.

5.4. EXTERIOR LIGHTING

5.4.2. Applicability

A. General

The provisions of this section shall apply to all development in the county unless exempted in accordance with Section 5.4.2.D, Exemptions.

B. Time of Review

Review for compliance with the standards of this section shall occur as part of the review of an application for a site plan (Section 2.4.7), planned development master plan (Section 2.4.5), or zoning compliance permit (Section 2.4.9), as appropriate.

C. Existing Development

Compliance with these standards, to the maximum extent practicable, shall also apply to redevelopment of an existing structure, building, or use when it is expanded, enlarged, or otherwise increased in intensity equivalent to or beyond 50 percent.

D. Exemptions

The following is exempted from the exterior lighting standards of this section:

- (1) FAA-mandated lighting associated with a utility tower or airport;
- (2) Lighting associated with navigational beacons, the United States flag, North Carolina flag, or Currituck County flag;
- (3) Holiday lighting during the months of November, December, and January, provided the lighting does not create unsafe glare on street rights-of-way;
- (4) Battery-powered emergency lighting; and
- (5) Architectural lighting of 450 lumens or less;
- (6) Temporary lighting for circuses, fairs, carnivals, theatrical, and other performances provided such lighting is discontinued upon completion of the performance; and,
- (7) Lighting for public monuments or statuary.

5.4.3. Lighting Plan

To ensure compliance with the standards of this section, a lighting plan demonstrating how exterior lighting will comply with the standards of this section shall be included as part of any application for site plan, planned development master plan, subdivision, zoning compliance permit, or temporary use permit, as appropriate. The lighting plan shall include:

- A. Exterior lighting fixture type, shielding, and mounting height;**
- B. Exterior lighting pole height;**
- C. Footcandle measurements and lumens levels;**
- D. Hours of illumination; and,**
- E. Certification by person preparing the lighting plan that the proposed development complies with the exterior lighting standards of this ordinance.**

5.4.4. Prohibited Lighting

The following lighting is prohibited:

- A.** Light fixtures that imitate an official highway or traffic control light or sign;
- B.** Light fixtures in the direct line of vision with any traffic control light or sign;
- C.** Light fixtures that have a flashing or intermittent pattern of illumination, except for time and temperature displays;
- D.** Privately-owned light fixtures located in the public right-of-way; or
- E.** Searchlights, except when used by Federal, State or local authorities.
- F.** In the PD-CS district, light types of limited spectral emission, such as high/low pressure sodium or mercury vapor lights.

5.4.5. Street Lighting

- A.** Private streets, public streets dedicated to the North Carolina Department of Transportation, sidewalks, and other common areas or facilities in developments may be illuminated to ensure the security of land and the safety of persons using such roads, sidewalks, and other common areas or facilities. When provided, illumination shall be in accordance with a plan designed by the utility company.
- B.** All street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
- C.** The light structure and light color of street lights shall be consistent throughout the subdivision.
- D.** Illumination standards must be met prior to final plat approval (see Section 2.4.8) or prior to occupancy, when final plat approval is not required.

5.4.6. General Standards for On-Site Exterior Lighting

A. Hours of Illumination

Institutional uses, commercial uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting—except lighting necessary for security or emergency purposes—by 10:00 P.M. or within one hour of closing, whichever occurs first. For the purposes of this subsection, lighting “necessary for security or emergency purposes” shall be construed to mean the minimum amount of exterior lighting necessary to illuminate possible points of entry or exit into a structure, to illuminate exterior walkways, or to illuminate outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

B. Shielding with Full Cut-Off Fixtures

Except for single-family detached and two-to-four family dwellings, all exterior luminaires, including security lighting, shall be full cut-off fixtures and directed downward, consistent with Figure 5.4.6.B, Full Cut-Off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture.

C. Maximum Height

Except for athletic fields or performance areas, the height of outdoor lighting, whether mounted on poles, walls, or by other means, shall be no greater than 25 feet above grade ~~comply~~ with the standards in Table 5.4.6.C., Maximum Height for Exterior Lighting.

**Figure 5.4.6.B,
Full Cut-Off Fixtures**

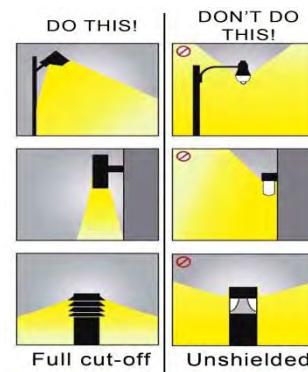


TABLE 5.4.6.C: MAXIMUM HEIGHT FOR EXTERIOR LIGHTING

TYPE OF USE [1]	MAXIMUM HEIGHT (MEASURED FROM GRADE)
Residential (street lights)	15 feet
Commercial, Institutional, Industrial, [2]	25 feet
Industrial use	25 feet

NOTES:

[1] Exterior lighting located within 100 feet of a Residential base zoning district shall not exceed 15 feet.

[2] Includes mixed-use development, but excludes residential uses in mixed-use, multi-story buildings.

D. Maximum Illumination Value

- (1) All outdoor lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in footcandles at ground level at a lot line shall not exceed the standards in Table 5.4.6.D. Maximum Illumination Levels, and Figure 5.4.6.D, Maximum Illumination Value.
- (2) In no instance shall illumination levels within a site or development exceed 30 footcandles.

TABLE 5.4.6.D: MAXIMUM ILLUMINATION LEVELS

TYPE OF USE ABUTTING A LOT LINE [1]	MAXIMUM ILLUMINATION LEVEL AT LOT LINE (FOOTCANDLES)
Residential uses or vacant land zoned for residential development	0.5
Institutional use	1.0
Commercial use, or vacant land <u>zoned for commercial development</u> [2]	2.0
Industrial use	3.0

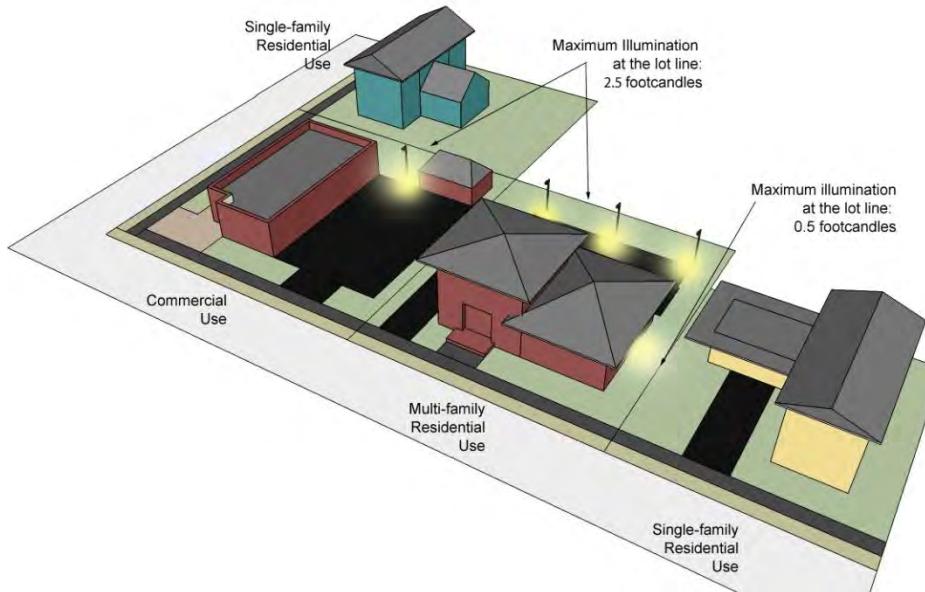
TABLE 5.4.6.D: MAXIMUM ILLUMINATION LEVELS

TYPE OF USE ABUTTING A LOT LINE [1]	MAXIMUM ILLUMINATION LEVEL AT LOT LINE (FOOTCANDLES)
Parking lot	2.5

NOTES:

[1] See Table 4.I.1.A. and Table 4.I.1.B. Summary Use Table

[2] Includes mixed-use development

Figure 5.4.6.D, Maximum Illumination Value

E. Signage

Lighting for signage shall be governed by the standards in Section 5.12, Signage.

5.4.7. Design Standards for Specific Uses and Site Features

F. Pedestrian Lighting

Pedestrian lighting shall comply with the following:

- (1) Bollard lamps shall be mounted no higher than 4 feet above grade; and
- (2) Light poles shall not exceed 15 feet above grade.

5.6. COMMUNITY FORM STANDARDS

5.6.4. Internal Street Connectivity

A. Minimum Connectivity Index Score Required

All development shall achieve an internal street connectivity score in accordance with Table 5.6.4, Minimum Street Connectivity Index:

TABLE 5.6.4: MINIMUM STREET CONNECTIVITY INDEX

ZONING DISTRICT WHERE DEVELOPMENT IS PROPOSED	MINIMUM CONNECTIVITY INDEX SCORE
AG, SFM, SFO, SFI, HI	1.20
MXR, GB, LB, LI, PD-M	1.40
CC, VC, PD-R, PD-O, <u>PD-CS</u>	1.60

5.6.7. Driveway and Access Standards

E. Restricted Access Streets

When sufficient frontage on a separate street is not available or access from a separate street is not practicable, the following standards shall apply to driveways on a major arterial street.

(1) Where Applied

The following restricted access street standards shall apply to lots fronting the following streets:

- (a) US 158;
- (b) NC 168;
- (c) NC 12;
- (d) NC 34;
- (e) NC 136;
- (f) NC 615;
- (g) SR 1222 (Tulls Creek Road); and
- (h) SR 1131 (Poplar Branch Road); and,
- (i) SR 1227 (South Mills Road)

5.6.10. Sidewalks and Pedestrian Circulation

A. Location

- (1) Sidewalks shall be located within an existing public street right of way or an easement dedicated to the public and running parallel to the street. Pedestrian pathways and trails shall be located within open space set-asides.
- (2) Sidewalks shall be required on both sides of all streets, except:
 - (a) In the SFR and SFI districts, and in subdivisions of five or fewer lots (where no sidewalks are required);
 - (b) Along alleys (where no sidewalks are required);

- (c) In residential subdivisions where the average lot area is greater than one acre in size, or there are fewer than 20 lots (in these instances, pedestrian pathways or trails are required that provide an equivalent level of pedestrian circulation);
- (d) On cul-de-sacs less than 500 feet in length (where sidewalks are required only on one side of the street);
- (e) Where an existing or proposed sidewalk or pedestrian pathway paved with asphalt, concrete, or other hard-surface material located outside a street right-of-way trail can provide an equivalent level of pedestrian circulation to all lots in the subdivision; and
- (f) In cases where environmental or topographic conditions make such provision prohibitive and no practicable alternative design is available.

B. Configuration

- (1) ~~Sidewalks shall be ADA-accessible, at least five feet wide, and may be required to match the width of a connecting sidewalk that exceeds five feet in width. Except as otherwise provided in this ordinance,~~
 - (a) ~~Sidewalks shall be ADA-accessible, at least five feet in width, may be required to match the width of a connecting sidewalk that exceeds five feet in width; and,~~
 - (b) ~~Pedestrian pathways, walkways, and trails shall be ADA-accessible and at least eight feet in width;~~
- (2) Sidewalks, ~~pedestrian pathways, and trails~~ shall be constructed of asphalt, concrete, or other hard-surface materials, consistent with an approved site plan, or with the established sidewalk patterns in the general area of the development;
- (3) Pedestrian street crossings and crosswalks shall be:
 - (a) Ten feet in width on major arterial streets and no less than six feet in width on all other streets; and,
 - (b) Well defined and raised above the adjacent street level, be a different material, or be striped as a traffic-calming measure.
- (4) Sidewalks, and pedestrian pathways, and trails shall connect with existing or planned sidewalks at property boundaries. In cases where the property boundary is within a drainage swale or ditch, the sidewalk connection shall terminate at the edge of the swale, ditch, or drainage easement. An easement shall be established that will grant current and future owners of the abutting properties the right to construct sidewalk connections. The new development shall connect to the sidewalk stub to form pedestrian circulation; and
- (5) New nonresidential, mixed-use, and multi-family development shall provide at least one on-site improved connection between the development and the adjacent public sidewalk system (planned or existing).

5.7. MULTI-FAMILY DESIGN STANDARDS

5.7.1. Purpose and Intent

These purpose for these multi-family design standards is to:

- A.** Promote greater compatibility between multi-family development and other allowable uses in the county; and
- B.** Establish a minimum level of quality for multi-family development.

5.7.2. Applicability

A. General

These standards apply to all new multi-family and townhouse development in the county.

B. Time of Review

Review for compliance with the standards of this section shall occur during review of a site plan (Section 2.4.7), planned development master plan (Section 2.4.5), or zoning compliance permit (Section 2.4.9), as appropriate.

C. Existing Development or Redevelopment

Redevelopment of an existing multi-family or townhouse development that exceeds 33 percent of the building's assessed value shall require the newly redeveloped portions to comply with the standards of this section, to the maximum extent practicable.

D. Community Compatibility Standards

Multi-family development located adjacent to single-family detached development shall also be subject to the community compatibility standards in Section 5.10.

5.7.3. Multi-Family Design Standards

New multi-family and townhouse development shall comply with the following standards:

A. Access and Circulation

(1) Street Network

- (a)** On sites including new streets, an interconnected network of streets shall be provided, to the maximum extent practicable.
- (b)** The internal network of streets shall meet NCDOT standards and shall connect to adjacent existing streets to better integrate the development with its context.

(2) Pedestrian Circulation

- (a)** A clearly defined, visible, and identifiable pedestrian network (combination of pathways, low shrub or ground cover plantings, and trees) shall be provided between parking lots, public street sidewalks, open spaces, recreational facilities, and individual buildings.
- (b)** ~~Pedestrian pathways shall be at least five feet in width.~~
- (c)** The owner or an owners association shall maintain pedestrian walkways ~~outside public rights-of-way~~.

- (d) Where possible, pedestrian walkways shall be connected within parks, open spaces or common areas internal and external to the site.
- (e) Both vehicular and pedestrian access must be visible from the street or alley serving the development.
- (f) Pedestrian entrances to the site shall be accentuated through the use of landscaping, special paving, gateways, or smaller features.

(3) Parking Area Design and Location

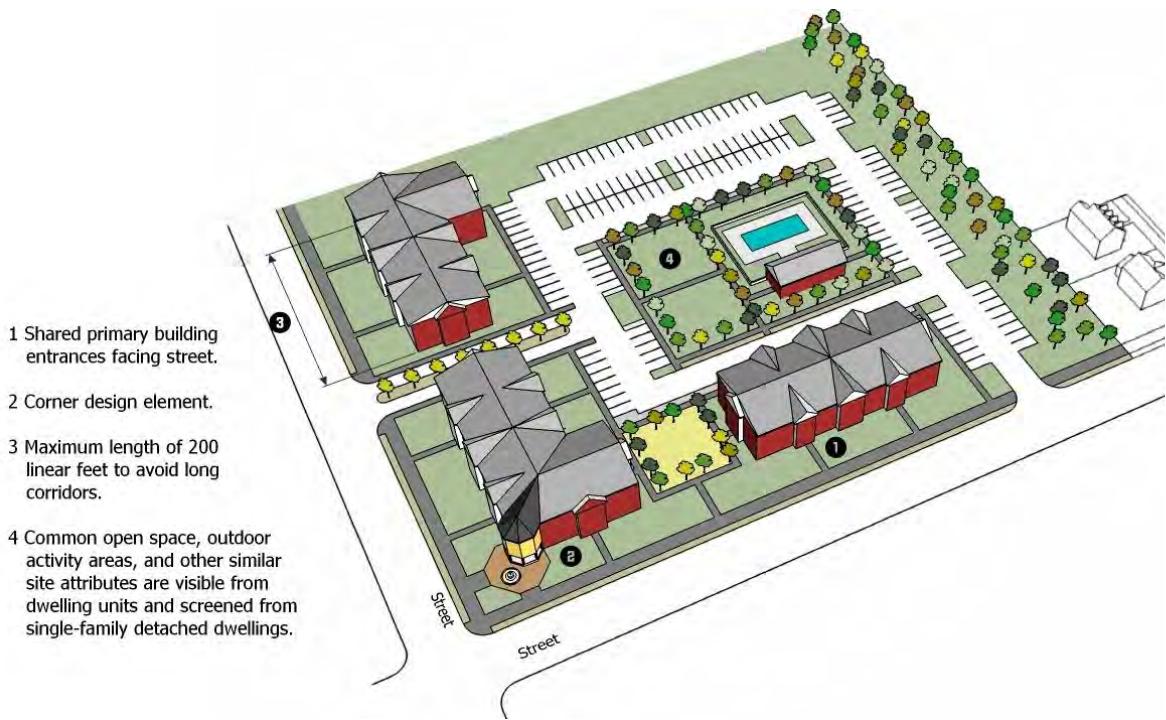
- (a) ~~Except as otherwise provided in this ordinance, No more than 50 percent of the required off-street parking shall not be provided between the front of the principal building(s) and the street it fronts unless the principal building and the parking is screened from view by other development and landscaping (excluding alleys).~~
- (b) Vehicular access to the development shall be provided from a secondary street or an alley, when present.
- (c) All parking and vehicular access ways shall be surfaced with concrete, asphalt, or pervious pavement, subject to an approved alternative parking plan (see Section 5.1.6, Alternative Parking Plans).
- (d) Off-street parking lots of 200 or more spaces shall be organized into a series of parking bays surrounded by buildings, landscaping or accessways.

B. Building Placement

(1) Building Orientation and Entryways

- (a) The primary entrance of a single building development shall face the street.
- (b) Multi-building development shall create a street edge and be configured so that the primary building entrances are oriented towards external streets, when possible.
- (c) All buildings with shared entrances shall be oriented so that primary entrances face the street. In case of corner lots, the primary entrance(s) shall face the street from which the building derives its street address (see Figure 5.7.3.B.1, Multi-family Development Orientation).
- (d) Individual multi-family buildings shall be configured so that no single building exceeds 200 linear feet in any direction.
- (e) Long corridors and hidden entrance(s) to buildings shall be avoided.
- (f) Buildings that do not have a direct and visible pedestrian entrance from a public street shall, at a minimum, have windows or patios facing the street. A Type A perimeter buffer shall be provided between the side and/or rear building façade and the street.
- (g) Common open spaces and children's play areas shall be clearly visible from the dwelling units on the site.

Figure 5.7.3.B.1, Multi-Family Building Orientation



(2) Building Features

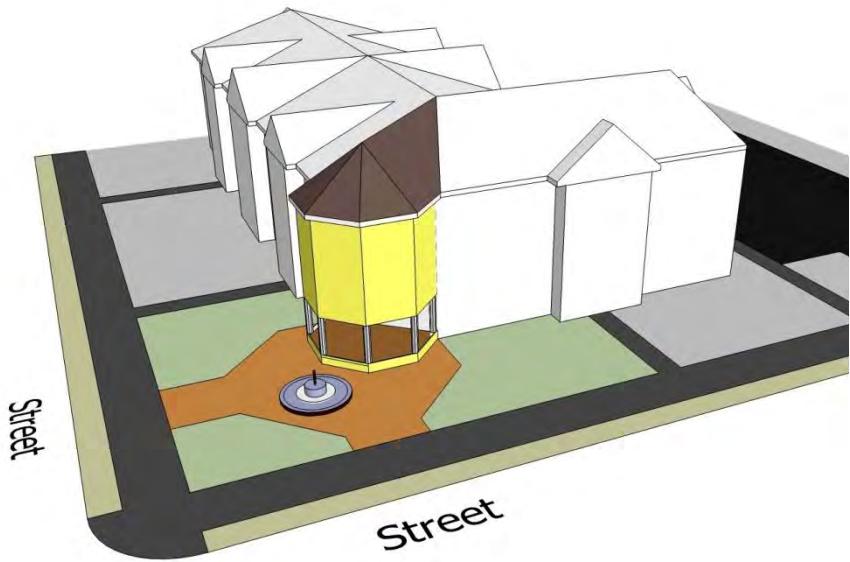
(a) Developments abutting public street corners shall provide one two or more of the following elements on the building facades closest to the intersection (see Figure 5.7.3.B.2, Corner Buildings):

- (i)** Placement of primary pedestrian entry;
- (ii)** Distinctive roof form (e.g. recess, projection, tower, turret, pediment); or
- (iii)** Other architectural features (e.g. porches, canopies).

(b) Building details, including roof forms, siding materials, windows, doors, and trim shall reflect a similar level of quality and architectural detailing on all sides facing:

- (i)** A street;
- (ii)** Abutting existing single-family development; and
- (iii)** Vacant land designated as a single-family district on the official zoning map.

Figure 5.7.3.B.2, Corner Buildings



C. Building Design

(1) Maximum Height

Buildings subject to the standards of this section shall have a maximum height of two stories within 100 feet of a lot with an existing single-family detached residential dwelling, without an intervening public street. This standard shall apply regardless of any incentives, administrative adjustments, or master plans.

(2) Facade Articulation

- (a) Street-facing building facades shall be articulated with wall offsets at least two feet deep for every 30 feet of facade frontage.
- (b) In addition to wall offsets, front facades facing streets shall provide a minimum of three of the following articulation elements (see Figure 5.7.3.C, Front Facades):
 - (i) A covered porch;
 - (ii) One or more dormer windows or cupolas;
 - (iii) Pillars, posts or pilasters;
 - (iv) One or more bay windows with a minimum twelve-inch projection from the facade plane;
 - (v) Multiple windows with a minimum of four-inch-wide trim;
 - (vi) Raised corniced parapets over the door;
 - (vii) Eaves with a minimum of four-inch-wide trim; or
 - (viii) Integral planters that incorporate landscaped areas and/or places for sitting.
- (c) Side and rear facades shall maintain the architectural design, articulation, level of detail, and materials consistent with the front facade. Side and rear facades shall maintain at least ten percent of the facade area as windows.

(d) A covered entryway with a four foot minimum dimension shall be provided at the primary entrance.

Figure 5.7.3.C, Front Facades and Roof Forms



(3) Roof Form

(a) Development shall incorporate sloped roofs greater than or equal to one foot of vertical rise for four feet of horizontal run (3:12), and less than or equal to one foot of vertical rise for every one foot of horizontal run (12:12), or shall incorporate a three-foot parapet with a dimensional cornice around a flat roof. Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.

(b) All roof vents, pipes, antennas, satellite dishes, and other roof penetrations and equipment (except chimneys) shall be located on the rear elevations or otherwise be configured to the degree practicable, to have a minimal visual impact as seen from the street.

(4) Garage Location

Attached garages shall be located to the side or rear of buildings (see Figure 5.7.3.D, Garage Placement) and accessed from alleys or secondary streets, to the maximum extent practicable.

(5) Elevated Ground Floor Height

The minimum ground finished floor elevation shall be elevated two feet above established or finished grade.

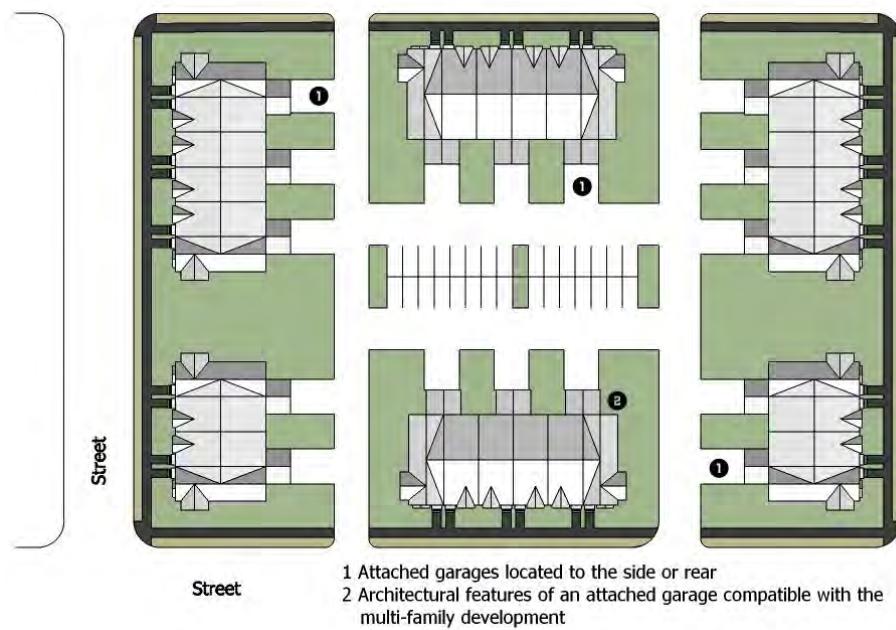
D. Site Features

(1) Accessory Structures

(a) Street-facing detached garages on corner lots shall be located to the side or rear of buildings (see Figure 5.7.3.D, Garage Placement).

(b) Access to accessory structures (such as garages, carports, storages, trash receptacles) shall be provided from alleys or secondary streets, to the maximum extent practicable.

Figure 5.7.3.D, Garage Placement



- (c)** Accessory buildings shall include exterior materials, colors, and roof form designed to be consistent with the principal structure.
- (d)** Accessory structures shall not physically obstruct pedestrian entrances.
- (e)** Centralized trash receptacles, if provided, shall be located in an enclosed area located to the rear of principal buildings.
- (f)** HVAC and mechanical equipment shall be integrated into the overall building design and not visible from adjoining streets or other open space set-asides. Through-wall units and vents shall not be located along the street frontages, unless recessed within a balcony or similar feature.

5.8. NONRESIDENTIAL DESIGN STANDARDS

5.8.1. Purpose and Intent

These design standards are intended to identify the county's goals and expectations for commercial, office, and mixed-use development quality as a means of establishing higher quality development that is more compatible with residential development in the county. More specifically, the purposes of this section are to:

- A.** Encourage establishment of a strong sense of place with vibrant commercial, office, and mixed-use development in key areas of the county;
- B.** Encourage a more pedestrian-friendly environment through attention to human-scale design and site features;
- C.** Foster greater compatibility between adjacent residential and nonresidential development;
- D.** Limit the impacts of automobile-oriented development in commercial, office, and mixed-use areas; and

E. Enhance the appearance of development along major arterial streets.

5.8.2. Applicability

A. General

- (1)** Unless exempted in accordance with Section 5.8.2.D, Exemptions, the standards in this section shall apply to all new development located within the GB, LB, CC, VC, PD, and MXR zoning districts.
- (2)** Large retail development shall comply with the Nonresidential Design Standards in Section 5.8.3 as well as the Large Retail Design Standards in Section 5.8.4. In the event of conflict, the standards in Section 5.8.4, Large Retail Design Standards, shall control.

B. Timing of Review

Review of proposed development to ensure compliance with the standards of this section shall occur at time of site plan (Section 2.4.7), planned development master plan (Section 2.4.5), or zoning compliance permit (Section 2.4.9), as appropriate.

C. Existing Development and Redevelopment

Development existing prior to January 1, 2013 as well as redevelopment of buildings established before January 1, 2013 are encouraged to, but not required to, comply with these standards.

D. Exemptions

Residential, institutional, and agricultural development, development subject to the standards in Section 5.7, Multi-Family Design Standards, and development subject to the standards in Section 5.9, Shopping Center Design Standards, shall be exempted from the standards of this section.

E. Community Compatibility Standards

Commercial, industrial, mixed-use, and multi-family development located adjacent to single-family detached development shall also be subject to the community compatibility standards in Section 5.10.

5.8.3. Nonresidential Design Standards

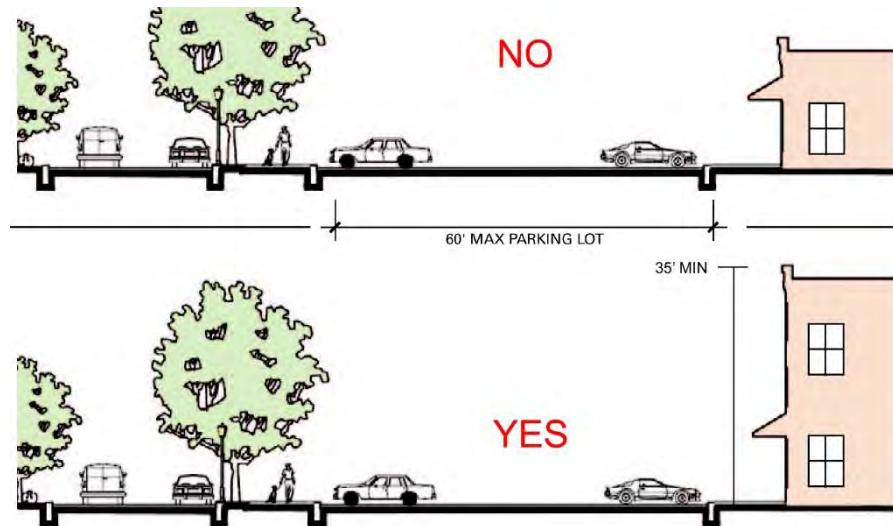
All development subject to this section shall comply with the following standards:

A. Access and Circulation

(1) Off-Street Parking Location

(a) CC and VC Districts

Single-story commercial, office, and mixed-use development in the CC and VC districts shall be configured to locate all required surface off-street parking to the side or rear of the building. Buildings of two or more stories may locate up to two rows of off-street parking between the primary entrance and the street it faces. In no instance shall more than two rows of off-street parking be located between the building and the street it faces (see Figure 5.8.3.A, Parking Location).

Figure 5.8.3.A, Parking Location**(b) PD-CS District**

- (i)** In the Center Station sub-district, all off-street parking shall be configured to the side or rear of the building.
- (ii)** In the Charter, Junction, and Newtown sub-districts, no more than 25 percent of the required off-street parking shall be located between the principal building(s) and abutting streets, and shall be limited to no more than one double-loaded bay of parking.
- (iii)** Off-street parking lots with 200 or more spaces shall be organized into a series of parking bays surrounded by buildings, landscaping, or accessways designed to appear as streets.

(c) All Other Zoning Districts

No more than 50 percent of the required off-street parking shall be located between the building's primary façade and the street it fronts.

B. Building Placement**(1) Fronting Streets Building Orientation and Entryways**

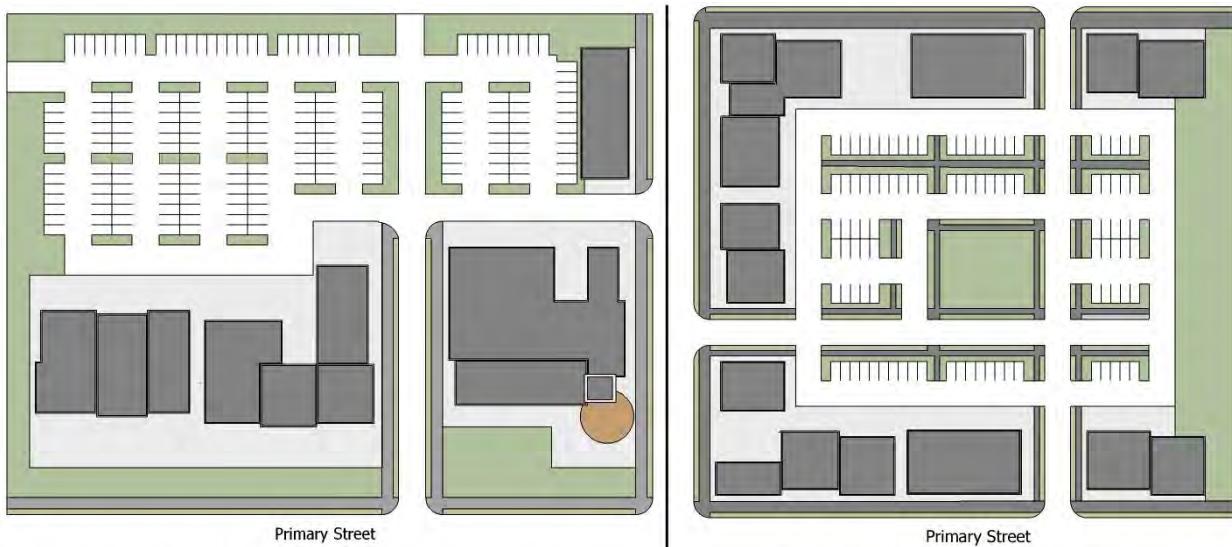
- (a)** Service facilities and operations shall be oriented away from public view or screened to the extent practicable. The front façade of all buildings, as defined by the primary entrance, shall face the primary street. Nothing shall prohibit a secondary entrance from facing a surface parking area, secondary street open space, or courtyard.

(2) Single Building Development

All single building development shall be oriented parallel or perpendicular to the street it fronts rather than being sited at unconventional angles.

(3) Multi-Building Development

- (a)** Development comprised of multiple buildings shall be configured with two or more of the following design elements (see Figure 5.8.3.B.2, Multi-Building Development):

Figure 5.8.3.B.2, Multi-Building Development**Framing the Entry Point to a Development**

- (i)** Site configuration as a series of smaller "blocks" defined by buildings fronting on-site streets and internal vehicle access ways, utilizing pedestrian oriented design such as walkways, or other circulation routes and multi-modal transportation access/waiting areas when appropriate;
- (ii)** Corner buildings designed to front both sides of an adjacent street intersection or entry point to the development in an "L" configuration;
- (iii)** Buildings facing each other across a relatively narrow vehicular access area with pedestrian amenities in a "main street" character;
- (iv)** Buildings framing and enclosing at least three sides of parking areas, public spaces, or other site amenities; or,
- (v)** Buildings framing and enclosing outdoor dining or gathering spaces for pedestrians between buildings.

(b) The primary entrances of buildings shall be oriented towards a street along the perimeter of a development, towards streets interior to the development, or towards open space areas.

Framing Off-street Parking Areas**C. Building Design****(1) Design Features**

~~Front building facades and facades facing streets shall provide a minimum of three of the following six design features. Buildings subject to these standards shall be configured so that no single façade visible from a street shall extend more than 50 feet without inclusion of three of the following features: (see Figure 5.8.3.C.1, Required Building Design Features):~~

Figure 5.8.3.C.1, Required Building Design Features



- (a)** The use of projections or recesses in the building façade wall with a depth of 18 inches from the primary façade plane and a minimum width of 10 feet;
- (b)** Facades of 60 feet in width or wider shall incorporate wall offsets of at least one foot in depth a minimum of every 40 feet. Each offset shall have a minimum width of ten feet;
- (c)** Façade color changes following the same dimensional standards as the offset standards in (a) above;
- (d)** A series of four or more pilasters having a minimum depth of eight inches, a minimum width of eight inches, and a minimum height of 80 percent of the façade's height;
- (e)** Roofline changes, coupled with correspondingly aligned wall offset facade material changes, including changes in the roof planes or changes in the height of a parapet wall (such as extending the top of pilasters above the top of the parapet wall);
- (f)** A covered front porch occupying at least 25 percent of the front façade (counted as two features); or
- (g)** Glazing of at least 30 percent of the width of street level frontage with visibly permeable windows or doorways.

(2) Roofs

- (a)** Structures with a flat roof shall include parapet walls with a decorative three-dimensional cornice (see Figure 5.8.3.C.2, Roof Form).
- (b)** All rooftop equipment shall be screened from view from all streets.
- (c)** Buildings in the Outer Banks shall use a pitched roof.
- (d)** A pitched roof shall have eaves that extend a minimum of 12 inches from the building face.

(3) Fenestration

- (a)** Buildings subject to these standards shall be configured so that building facades visible from streets include a window or functional general access doorway at least every 20 feet along the façade. False or display casements are an allowable alternative, as approved by the Planning Director.



Figure 5.8.3.C.2, Roof Form

- (b)** At least 30 percent of the first 10 feet in height of a façade facing a street shall be transparent.
- (c)** First floor windows facing a street shall remain visually permeable and shall not be obstructed by window signs.
- (d)** Ventilation grates or emergency exit doors located at the first floor level oriented toward a street shall be decorative.

(4) Outbuildings

Outbuildings located in front of other buildings within the same development shall include a consistent level of architectural detail on all four sides of the building as well as exterior materials and colors that are compatible with the primary building in the development.

(5) Prohibited Materials

Metal siding shall not be used on front building facades and facades visible from streets. Overly bright, neon, or “day-glow” colors shall not be used as the primary exterior building color.

D. Site Features

(1) Loading, Storage, and Service Areas

- (a)** Loading, service, and equipment areas shall be located in a manner that minimizes their visibility from off-site areas, to the maximum extent practicable.
- (b)** Loading, service, and equipment areas that are associated with an outparcel building shall be screened through the use of structural elements and similar materials attached to and integrated with the building.

5.14 CURRITUCK STATION DEVELOPMENT AND COMMUNITY FORM STANDARDS

5.14.1. Purpose and Intent

The purpose of this section is to create a form and design for development within the Planned Development-Currituck Station (PD-CS) district that will result in greater predictability in an area of the county that is intended for more intense form of development. The intent of these standards is to:

- (1) Create a well-planned, desirable development to shop, dine, recreate, and live;
- (2) Provide effective transitions between different uses;
- (3) Establish a strong sense of place;
- (4) Establish and maintain vibrant pedestrian-oriented areas where different uses can operate in close proximity to each other; and,
- (5) Provide an appropriate building and architectural scale through high quality design.

5.14.2. Applicability

A. General

Unless exempted in accordance with Section 5.14.2.E., Exemptions, the standards of this section shall apply to all development located in the PD-CS district.

B. Time of Review

Review of proposed development to ensure compliance with the standards of this section shall occur at the time of planned development master plan (Section 2.4.5.), site plan (Section 2.4.7.), subdivision (Section 2.4.8), or zoning compliance permit (Section 2.4.9.), as appropriate.

C. Existing Development or Redevelopment

Compliance with these standards shall also apply to redevelopment of an existing building, structure, or use when it is expanded, enlarged or otherwise increased in intensity in amount equivalent to or beyond:

- (1) 15% or 1,000 square feet of building area, whichever is the lesser amount; or,
- (2) 15% or 10 parking spaces, whichever is the lesser amount.

D. Conflict

In the event of conflict between these development and community form standards and other standards in this Ordinance, these standards shall control.

5.14.3. General Design Standards

A. Currituck Station Pattern Book

The Currituck Station Pattern Book supplements the standards of this ordinance and provides additional guidance specific to developing properties within the Planned Development Currituck Station district (PD-CS). The pattern book establishes and reinforces the desired character and historic architectural patterns of Currituck County.

B. Currituck Station Master Plan

All development shall be consistent with the Currituck Station master plan.

C. Compliance with Other Regulations

In addition to the standards in this section, all development in the PD-CS district shall be subject to Section 5.8 Nonresidential Design Standards, Section 5.9 Shopping Center Design Standards, Section 5.10 Community Compatibility Standards, all applicable zoning district requirements, use-specific standards, and other applicable development standards of this Ordinance.

5.14.4. Street and Connectivity Standards

A. Blocks

(1) General

- (a) Block form of development utilizing an interconnected street grid shall apply to all development in the Center Station, Charter, and Cypress sub-districts.
- (b) Blocks shall be laid out to provide a functional street pattern, connectivity, and circulation in accordance with the standards in this section.
- (c) Block length shall be measured using the mid-point of the intersecting streets.
- (d) The maximum block length may be extended by 50% where the block includes a pedestrian passage or mid-block alley that connects two streets on each block face to accommodate off-street parking and service functions.
- (e) Deviations to the block standards of this section may be considered as part of the planned development master plan (Section 2.4.5, Planned Developments) when roadways, pre-existing development, tree preservation areas, environmental or topographical limitations, utilities, open space set-aside, stormwater facilities or other impractical situation would result from application of a complete block.

(2) Center Station and Charter Sub-District

- (a) Blocks in the Center Station and Charter sub-district shall be at least 200 feet in length and no more than 800 feet in length except as necessary to secure efficient use of land or desired features of the street pattern, or to reflect the size and configuration of the site.

(3) Cypress Sub-District

- (a) Blocks in the Cypress sub-district shall not exceed 1,000 feet in length.
- (b) Blocks shall have sufficient width to provide for two tiers of residential lots, except when single tier lots are required to accommodate single loaded streets across from a public park, waterway, or open space to allow for unusual topographical conditions or when adjacent to outer perimeter of the development.

B. Dead-End Streets and Cul-de-Sacs

- (1) New dead-end streets and cul-de-sacs are prohibited, except for temporary cul-de-sacs, development in the Cypress sub-district, and when topography or natural features make connections infeasible, as determined by the Planning Director and County Engineer.
- (2) Development in the Cypress sub-district shall be limited to no more than two cul-de-sacs for the development.
- (3) New dead-end streets and cul-de-sacs allowed by the Planning Director and County Engineer shall be no longer than 300 feet and shall be provided with a cul-de-sac.

5.14.5. Non-Residential and Mixed Uses

A. Access and Circulation

- (1) **Sidewalks, Pedestrian Access and Connectivity**
 - (a) Unless otherwise specified, all sidewalks and pedestrian walkways shall be ADA-accessible, at least six feet in width, and match the width of a sidewalk extension that exceeds six feet in width.
 - (b) Sidewalks shall be provided on both sides of the streets and comply with the following:
 - (i) **Center Station and Charter Sub-Districts**
 - (A) Primary sidewalks shall be 15 feet in width and located adjacent to both sides of the roadway.
 - (B) Secondary sidewalks shall be 8 feet in width and located adjacent to both sides of the roadway.
 - (c) Sidewalks shall be constructed of asphalt, concrete, or other hard-surface materials, consistent with the approved master plan or with the established sidewalk patterns in the general area of the development.
 - (d) Pedestrian street crossings and crosswalks shall be:
 - (i) Ten feet in width on major arterial streets and no less than six feet in width on all other streets; and,
 - (ii) Raised above the adjacent street level, constructed of a different material, or striped as a traffic-calming measure.
 - (e) Where rear parking is provided, buildings greater than 150 feet in width shall provide a lighted pedestrian passageway between the building frontage and rear parking facilities as follows:
 - (i) One passageway shall be provided for every 150 feet in building width; and,
 - (ii) Each passageway shall be a minimum 10 feet in width and shall be in the form of a well-landscaped courtyard, pedestrian arcade or integrated pathway into a building atrium.
 - (f) All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, or scored/stamped concrete or

asphalt to enhance pedestrian safety as well as the attractiveness of the walkways.

- (g)** Designated pedestrian access shall be provided between parking areas and major entrances of a building or use which is required to provide 50 or more parking spaces, in accordance with Section 5.1, Off-Street Parking and Loading, of this Ordinance.
- (h)** Designated pedestrian access shall be provided between the principal building entrance and the sidewalk on the closest public right of way.

B. Building Orientation and Configuration

(1) Single-Building Development

All single-building developments shall:

- (a)** Be oriented parallel or perpendicular to the street it fronts rather than being sited at unconventional angles.
- (b)** Not exceed 150 feet in length along the public or private roadway frontage; including drive aisle. Deviations to the building length may be considered by the Board of Commissioners when:
 - (i)** The building exceeds two stories; and,
 - (ii)** The building is configured to appear as individual volumes containing 15,000 or fewer square feet through the use of offsets and lateral connections like breezeways.

(2) Multi-Building Development

Development composed of multiple buildings shall be configured to:

- (a)** Break up the site into a series of smaller blocks defined by buildings fronting on-site streets and internal vehicle accessways utilizing pedestrian oriented design;
- (b)** Frame the corner of an adjacent street intersection or entry point to the development in an "L" configuration;
- (c)** Frame and enclose a "Main Street" pedestrian or vehicular access corridor with the development site; and
- (d)** Frame and enclose at least three sides of the off-street parking area.

C. Building Design and Materials

(1) Prohibited Building Materials

- (a)** Aluminum siding, vinyl siding, metal siding, or other metal cladding is prohibited on any façade visible from a street right of way. Nothing shall limit the use of high quality, decorative metal (e.g. brass, copper, steel) as a building accent material.
- (b)** Overly bright, neon or day-glow colors shall not be used as the primary exterior building colors.

(2) Building Entrance

- (a) The primary building entrance shall face the street from which the building is addressed. No upper story entrance shall be visible from an adjacent public street right-of-way.
- (b) All buildings with 100 feet or more frontage on a street shall have at least one pedestrian entrance onto a street for every 100 feet of frontage on the street.
- (c) Where two major arterial streets intersect pedestrian entrances shall be provided on both streets. A corner entrance shall be permitted as a design alternative. Additional entrances are encouraged facing streets, parking lots, plazas, and adjacent buildings.
- (d) The primary building entrance shall be designed with a protruding front gable, pilaster, columns, stoop, or other projection or recession that clearly identifies the entrance and shall incorporate at least two of the following elements:
 - (i) Canopies or porticos above the entrance;
 - (ii) Roof overhangs above the entrance;
 - (iii) Arcades that are physically integrated with the entrance;
 - (iv) Raised corniced parapets above the entrance;
 - (v) Gable roof forms or arches above the entrance;
 - (vi) Outdoor patios or plazas adjacent to the entrance; or,
 - (vii) Integrated planters or wing walls that incorporate landscaped areas or seating areas.

(3) Building Façade and Massing

- (a) The front façade of all buildings, as defined by the primary entrance, shall be oriented on and front a street (when present), courtyard, or plaza.
- (b) The façade of each building shall be designed with consistent architectural style, detail, and trim features. Facades should be designed to break up large elements of mass and scale.
- (c) Buildings on corner lots shall incorporate additional height, massing, distinctive architectural treatments, or other distinguishing features to emphasize their prominent location.
- (d) Side building walls that do not face a street and exceed 50 feet in length shall have façade-articulating elements such as columns and/or changes in plane, texture, or masonry pattern of not less than one foot wide and extending horizontal along the building façade.
- (e) Blank, windowless walls facing sidewalks, streets, and other public places are prohibited.
- (f) Outbuildings shall include a consistent exterior material and color, façade articulation and architectural detail on the building sides as the primary building in the development.
- (g) Street facing facades greater than 50 feet length shall reduce the perceived massing and scale of the building by incorporating at least three of the following elements, spaced no more than 50 feet apart:

- (i) Differences in roof form and parapet heights of at least one foot in height;
- (ii) Pronounced recesses and/or projections in the wall plane of at least one foot in depth and eight feet in length;
- (iii) Distinct changes in texture and/or color of wall surfaces;
- (iv) Pilasters that are at least eight inches deep and at least eight inches wide, that have a height of at least 80 percent of the facades height;
- (v) Architectural covered features over public entrances of either fabric or hard treatments taking the form of a projected awning or hard canopy with a width of at least that of the entrance and projecting a minimum of three feet from the building entrance;
- (vi) Second floor galleries or balconies;
- (vii) Raised cornices; or,
- (viii) Projected or recessed entries;

(h) Currituck Vernacular

Buildings in the PD-CS district are encouraged to utilize architectural patterns and features in the building design that are consistent with the Currituck vernacular as provided in the *Currituck Station Pattern Book*. Simple design elements typically known as the Currituck vernacular, include but are not limited to:

- (i) Deep porches;
- (ii) Pitched roofs with overhangs;
- (iii) Shutters (fixed, operable, Bermuda);
- (iv) Roof dormers;
- (v) Chimneys;
- (vi) Elevated buildings; and,
- (vii) Gabled masses that break up long facades

(4) Base, Middle, and Top

(a) Buildings of three or more stories shall include a clearly recognizable base, middle, and top of the front façade configured in accordance with the following standards:

- (i) The building base shall incorporate one or more of the following that distinguishes the building base from the remainder of the façade:
 - (A) Thicker walls, ledges, and/or sills; or,
 - (B) Change in materials
- (ii) The building top shall include one or more of the following features that distinguish the building top from the remainder of the façade:

- (A) Three-dimensional cornice treatments;
- (B) Sloping roofs with overhangs and brackets;
- (C) Stepped parapets; or,
- (D) Aligned openings and articulations.

(5) Roof Form

- (a) Roof pitches less than 3:12 shall require a parapet wall on all sides visible from the street. Parapet walls shall fully screen all roof-top mechanical equipment from the street. Parapet walls shall have decorative cornices or caps.
- (b) Any principal building greater than 15,000 square feet in area with a sloped roof, shall include two or more different sloping roof planes, each with a minimum 3:12 pitch.
- (c) Parapet walls shall extend at least three feet above the roof line and have three dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.
- (d) A pitched roof shall have eaves that extend a minimum of 12 inches from the building face.
- (e) Alternate roof forms or pitches are allowed for small roof sections over porches, entryways, or similar features.

D. Outparcel Development

- (1) Outparcels and their buildings shall be configured and located to define street edges, development entry points, and spaces for gathering or seating between buildings to the maximum extent practicable.
- (2) Spaces between buildings on outparcels shall be configured with small scale pedestrian amenities such as seating areas, gathering spaces, and pedestrian connections.

E. Site Features

(1) Loading, and Refuse Collection

- (a) Loading, service, and equipment areas shall be located in a manner that minimizes their visibility from off-site views.
- (b) Outdoor storage areas shall be fully screened from adjacent streets and detached single-family dwellings.
- (c) Centralized trash receptacles shall be located in an enclosed area located to the rear of the principal structure(s).

(2) Equipment Areas

(a) Roof Mounted Equipment

- (i) Roof-mounted equipment shall be screened from line of sight of adjacent streets and sidewalks by a parapet wall, freestanding screen wall, or similar architectural feature. The

height of the screening shall equal or exceed that of the equipment being screened.

(ii) The screening shall incorporate materials, colors, and design that are visually consistent with the building' architectural design.

(b) **Ground and Wall Mounted Equipment**

(i) Excluding alleys, ground and wall mounted equipment shall not be located on any surface that directly faces a public right of way.

(ii) Ground mounted or wall mounted equipment located on any surface that is visible from public rights of way or sidewalks must be fully screened by landscaping or an opaque screen compatible with the principal building in terms of texture, quality, material, and color.

(iii) The screening shall incorporate at least one of the primary materials of the nearest wall of the primary structure on the lot.

(3) **Drive-Through Service Facilities**

(a) In addition to the general standards in Section 4.3.3.H., Drive-Through, drive-through service facilities located in the PD-CS district shall meet the requirements of this section.

(b) Pick-up windows and order boxes shall not be located on the front façade of the building they serve.

(c) A by-pass lane with a minimum width of 12 feet shall be provided to ensure the free flow of traffic throughout the site.

(d) Any portion of the drive-through lane adjacent to and between an order box and a pick-up window, shall provide a landscaped planting area at least three feet in width or a masonry wall at least 30 inches in height and utilize exterior finish materials compatible with the principal use shall be provided along the outside perimeter of the lane.

(e) Any portion of the drive-through lane that is located between the principal building and the street shall provide a landscaped planting area at least three feet in width or a masonry wall at least 30 inches in height and utilize exterior finish materials compatible with the principal use shall be provided along the outside perimeter of the lane.

(f) Any drive-through facility located along a major arterial shall install a masonry screen wall at least 30 inches in height and utilize exterior finish materials compatible with the principal use shall be provided at the setback and along the major arterial road.

(4) **Screen Walls**

(a) In the Center Station and Charter sub-districts, a screen wall shall be required when the principal building does not meet the building setback requirements (build-to-zone) of Section 3.7.6.

(b) Screen walls shall be:

- (i)** Installed at the required setback;
- (ii)** Designed to imitate the architecture of the building;
- (iii)** A minimum three feet and a maximum of five feet in height.
Walls greater than three feet in height above grade shall not exceed 50% opacity;
- (iv)** Screen walls shall be constructed of wrought iron, brick, masonry, stone, or other decorative materials consistent with the architecture of the building.

Item 6: That Chapter 6 is amended by deleting the following strikethrough language and adding the underlined language

CHAPTER 6.

SUBDIVISION AND INFRASTRUCTURE STANDARDS

6.2. REQUIRED INFRASTRUCTURE

Unless exempted, all development in the county shall comply with the standards in this section.

6.2.1. Street Standards

(9) Deceleration Lanes

Developments with new streets shall:

- (a) Install a deceleration lane in accordance with NCDOT standards if the subdivision is for nonresidential development or includes 40 or more residential lots and includes access onto major arterial streets (US 158, NC 168, NC 34, NC 136, NC 615, and NC 12).
- (b) Install left turn and deceleration lanes in accordance with NCDOT standards if the subdivision includes 40 or more residential lots and includes access onto Tulls Creek Road (SR 1222), or Poplar Branch Road (SR 1131) and South Mills Road (SR 1227).
- (c) Provide at least one deceleration lane per street front in accordance with NCDOT standards if located along a major arterial and the use is capable of generating more than 60 trips per peak hour, as estimated in the ITE *Trip Generation Manual*.

(10) Dedication and Maintenance

Be designated for dedication to NCDOT or for maintenance by an established homeowners or property owners association.

D. Minimum Street Width

All streets in a subdivision subject to these standards shall comply with the minimum street width standards in Table 6.2.1.D, Minimum Street Width Standards.

TABLE 6.2.I.D: MINIMUM STREET WIDTH STANDARDS

Subdivision Type	Minimum Right of Way Width (feet)	Local Street		Collector Street		NCDOT Design Standards Applicable?	NCDOT Construction Standards Applicable?
		Minimum Pavement Width (feet)	Minimum Shoulder Width (feet)	Minimum Pavement Width (feet)	Minimum Shoulder Width (feet)		
Family Subdivision	20	16	2	N/A	N/A	No	No
Residential Subdivision	See NCDOT <i>Subdivision Roads Minimum Construction Standards Manual</i>					Yes	Yes
Nonresidential Subdivision						Yes	Yes
Conservation Subdivision	30	20 [1]	N/A	N/A	N/A	No	Yes
Planned Unit and Planned Development [2]	30	20 [1]	N/A	N/A	N/A	No	Yes

NOTES:

[1] See Section 6.2.I.G for one-way street pavement width requirements

[2] Streets in Planned Developments shall be installed in accordance with the approved master plan and the requirements of this section.

Item 7: That Chapter 10 is amended by deleting the following strikethrough language and adding the underlined language:

CHAPTER 10.

DEFINITIONS AND MEASUREMENT

10.4. USE CLASSIFICATIONS, USE CATEGORIES, AND USE TYPES

10.4.1. General

A. Purpose

This section is intended to provide a systematic framework for identifying, describing, categorizing, and consolidating or distinguishing land uses in a way that makes it easier to determine how a particular land use activity, or combination of activities, is to be considered in applying the use table and other provisions in this Ordinance. This section is also intended to provide support in identifying instances where a new or unanticipated land use not identified in the use table is of such a nature, function, or duration that the impact of allowing it in a particular zoning district is so similar to that of a use type already identified in the use table as allowed in the zoning district that allowing the new or unanticipated land use should be interpreted as being consistent with the intent of the zoning district and the use regulations.

B. Structure of this Section

(I) General

This section identifies each of the five use classifications in Table 4.1.1.A. and Table 4.1.1.B. Summary Use Table, and includes a section under each use classification identifying each use category. There are “characteristics” and “examples” subsections under each use category (individual use types are defined in Chapter 10: Definitions).

10.5. DEFINITIONS

ACTIVE RECREATION USES

Uses or structures intended for specific active recreational uses such as play grounds, ball fields, tennis courts and other similar uses typically located in open space set-aside areas or parks.

PLANNED DEVELOPMENT

When used to describe a type of development, a tract of land that is planned and developed as an integral unit in accordance with a master plan and flexible development standards that illustrate and address land uses, circulation, utilities, parking, setbacks, housing densities, land coverage, landscaping and buffers, open space, and similar features of the project.

When used as a process, terms describe type of zoning district change procedure reviewed and approved or denied by the Board of Commissioners in accordance with Section 2.4.5, Planned Development.

PORCH

A covered projection (can be glazed or screened) from the main wall of a building, usually attached to or part of and with direct access to a building entrance, with a separate roof, that is not used for livable space.

SIGN, INSTITUTIONAL

A freestanding sign located on property that contains a use classified as an Institutional Use in Table 4.I.I.A and Table 4.I.I.B.

STEPBACK

A building setback of a specified distance that occurs at a prescribed number of stories from the property line.

VERNACULAR ARCHITECTURE

A style of architecture characterized by common building techniques based on the forms and materials of a particular period, region, or group of people.

Item 8: Staff suggested Statement of Consistency and Reasonableness:

The requested zoning text amendment is consistent with the 2006 Land Use Plan because:

- POLICY AG3: County actions concerning infrastructure (e.g. schools, parks, and utilities) and regulations shall serve to direct new development first to targeted growth areas near existing settlements identified as Full Service Areas on the Future Land Use Map, rather than leapfrogging to locations in the midst of farmland and greenspace identified as Rural and Conservation areas on the Future Land Use Map.
- Policy HN3: Currituck County shall especially encourage two forms of residential development, each with the objective of avoiding traditional urban sprawl. One of the forms of development is compact, mixed use developments or developments near a mixture of uses that promote a return to balanced, self-supporting community centers generally served by centralized water and sewer. The types of development are contemplated for the Full Service Areas identified on the Future Land Use Map.
- Policy CD8: Mixed-use developments, properly planned from the outset, which allow for a compatible mixture of residential and non-residential uses with a pedestrian scale and design, are encouraged. Similarly, businesses may be located adjoining and therefore convenient to an existing residential area, when such businesses can be shown to satisfy design consideration similar to a newly planned, pedestrian-scaled, mixed use development.
- Policy CW1: Currituck County may elect to amend or incorporate adopted small area plans into the Land Use Plan as needed. This includes consideration of citizen initiated amendments or county lead planning efforts that recognize changing demographic, economic, or environmental conditions.

The requested zoning text amendment is consistent with the Moyock Small Area Plan (MSAP) because:

- The MSAP supplements the LUP to more specifically address the needs and issues of the study area and establishes a new focus for growth and development.
- The Moyock Small Area Plan, adopted in 2014, identified this area as an employment activity area.

- Policy CC1: Encourages and fosters development that is compatible with rural atmosphere, transitional areas, and a small town, main street feel consistent with the vision, policies and future land use map of the plan.
- Policy CC2: Encourages non-residential and mixed use development that incorporates building and site design to enhance community appearance, promote human scale, and create a unique sense of place. This may include common themed building materials, forms, and site amenities.
- Policy ST 1: Promote the establishment of an area dedicated to community serving businesses that foster a small town, main street feel.
- Policy BI 2: Encourage well planned mixed use developments to include a range of intensities and diverse housing types which capitalize on seasonal traffic volumes and provide increased opportunities for local residents and businesses. Large scale mixed use projects should be carefully located in areas supported by the future land use map and adequately served by infrastructure and county services.
- Action FLU 2A: Explore establishment of a Community Center district, and associated sub-districts, that will implement the vision and policies of the plan by creating development standards specific to Moyock study area.
- Action CC 2A: Develop regulations and incentives for non-residential and mixed use development that establish design standards specific to each activity center in this plan.
- Action CC 3B: Amend the UDO to create regulations that enhance public investment into entryways. This includes appropriate land uses, overall site design, landscaping, signage, and screening/location of outdoor storage.
- Action BI 3B: Develop regulations or incentives that require large scale residential development that utilizes centralized sewer to include a supporting non-residential component and interconnection to existing businesses.

The requested zoning text amendment is consistent with the Moyock Mega Site Master Plan and Figure ES-1.

The request is reasonable and in the public interest because:

- The Moyock Small Area Plan adopted in 2014 identified this area as an employment activity area.
- The 2016 Feasibility Study served as the guide for potential land use demands.
- Addresses a demonstrated community need because the master plan development process was designed to produce a market driven plan responsive to projected demand for a mix of land uses specific to the local market and formed by regional influences.
- Addresses a demonstrated community need by implementing the MSAP and Moyock Mega Site Master Plan, a long-term vision for a mixed use development for approximately 3,500 acres of land that is strategically positioned to serve as a connective center between Virginia and North Carolina, resulting in logical and orderly development patterns.

Item 9: The provisions of this Ordinance are severable and if any of its provisions or any sentence, clause, or paragraph or the application thereof to any person or circumstance shall be held unconstitutional or violative of the Laws of the State of North Carolina by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions which can be given effect without the invalid provision or application.

Item 10: This ordinance amendment shall be in effect from and after the _____ day of _____, 2019.

Board of Commissioners' Chairman
Attest:

Leeann Walton
Clerk to the Board

DATE ADOPTED: _____

MOTION TO ADOPT BY COMMISSIONER: _____

SECONDED BY COMMISSIONER: _____

VOTE: ____ AYES ____ NAYS

PLANNING BOARD DATE: _____

PLANNING BOARD RECOMMENDATION: _____

VOTE: ____ AYES ____ NAYS

ADVERTISEMENT DATE OF PUBLIC HEARING: _____

BOARD OF COMMISSIONERS PUBLIC HEARING: _____

BOARD OF COMMISSIONERS ACTION: _____

POSTED IN UNIFIED DEVELOPMENT ORDINANCE: _____

AMENDMENT NUMBER: _____

CURRITUCK STATION PATTERN BOOK

2019

DRAFT



CURRITUCK STATION

DRAFT

11-04-19 DRAFT

CURRITUCK STATION PATTERN BOOK

2019

The Currituck County Board of Commissioners:

*Bob White, Chairman
Mike H. Payment, Vice Chairman
Kevin E. McCord
Mary "Kitty" Etheridge
Selina Jarvis
Paul M. Beaumont
J. Owen Etheridge*

The Currituck County Department of Planning and Community Development

The Currituck County Department of Economic Development

Work Program Architects

Attachment: 3-19-11-04_Currituck Station_Pattern Book - Reduced Size pdf (PB 19-25 Currituck County)

DRAFT



CURRITUCK STATION
GUIDELINES
2019

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Section 1

Introduction to the Pattern Book

Purpose of the Pattern Book

The Currituck Station District is a 3,000 acre mixed-use district established to provide high quality economic development supported by a pedestrian-friendly environment.

The Currituck Station District Pattern Book is designed to supplement the Currituck County Unified Development Ordinance. The Unified Development Ordinance provides general criteria for the placing of buildings on sites, and their setback, height, and parking requirements. The Pattern Book references these standards and then adds additional guidance specific to developing properties which will establish and reinforce the desired character of the Currituck Station District. This guidance primarily relates to the characteristics of the architecture, open space, and public spaces within the District.

The character of the Currituck Station District has been developed to reflect the architectural patterns that formed the foundation of Currituck County.



Use of the Pattern Book should result in a place that is comfortable for all residents & visitors for generations to come.



*Aerial view of the Currituck Station site today
Satellite Imagery © 2018 Google*

How to use the Pattern Book

Follow the steps below when developing your project in Currituck Station. Keep in mind that this book is a description of typical patterns of design, it should not be used as a “how-to” manual for developing architecture. It is intended to provide guidance and ideas to help each new building complement the rest of the development.

Step 1: Find your Sub-District

Find the section of the Pattern Book that relates to the sub-district in which you are building. See the map on page 6 to determine the appropriate sub-district.

Step 2: Find your building use

Each sub-district section is broken down into sub-sections describing the different building uses allowed in that sub-district. Find the one that relates to the type of building that you are designing.

Step 3: Choose a building size and orientation

The pattern book addresses buildings based on their size and orientation to the street. The size and orientation of the building establish a basic form, called the building mass.

Step 4: Understand the details

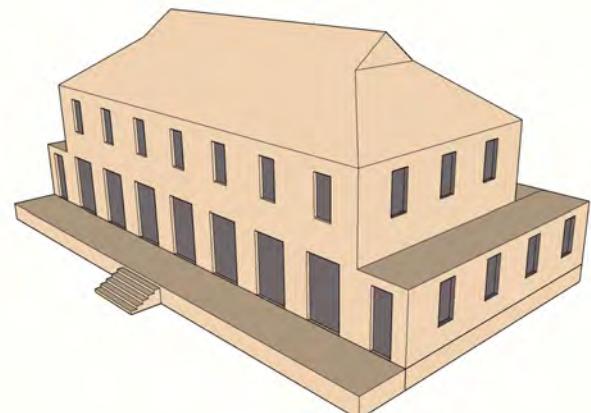
Details like roof shape, window placement, shutters and awnings, and railings and columns are what give the building an identity. These are covered in the sub-section on details.

Step 5: Develop open space and public amenities

A mixed-use development is most successful when there is active public life on the street. Comfortable, functional, and beautiful open spaces encourage people to gather or observe activity. Public amenities encourage people to explore and provide for various needs such as bike storage and hydration.

Step 6: Develop the Public Right-of-Way

Pedestrian paths and appropriately sized and configured streets are critical to the walkable nature of the Currituck Station District. Use the appropriate street sections to lay out the development.



Section 2

The architectural patterns of Currituck

Residential and Small Commercial Buildings

Currituck has a strong tradition of highly functional, yet beautiful architecture that makes the most of simple forms and small embellishments.

Pitched roofs and deep porches are found on buildings of all scales and uses. Porch overhangs are typically deep enough to require separate support posts which typically feature a small brace or embellishment where they connect to the beam. The small size of these posts coupled with the repetitive, small braces contribute to the sturdy, but visually delicate appearance of typical Currituck architecture.



Vernacular porch with decorative brackets and trim



Pea Island Station, Dare County, NC



Caffey's Inlet Station, Dare County, NC



Cheap John's Store, Currituck County, NC



The Hitching Post, Currituck County, NC

Currituck's Main Street-type streets have typically been filled in over a period of time with residences being used for, or becoming, businesses and dedicated commercial buildings filling in between. This pattern of development leads to a varied street frontage with buildings of several scales adjacent to one another.



Courthouse Road, Currituck, NC



Creekmore Brother's Store, Currituck County, NC

Large Commercial and Institutional Buildings

Large buildings in Currituck traditionally have 2 to 3 stories with a large gabled or hipped roof, multiple roof dormers, sheltered entries, and gabled masses breaking up long facades.



Moyock High School, Moyock, NC

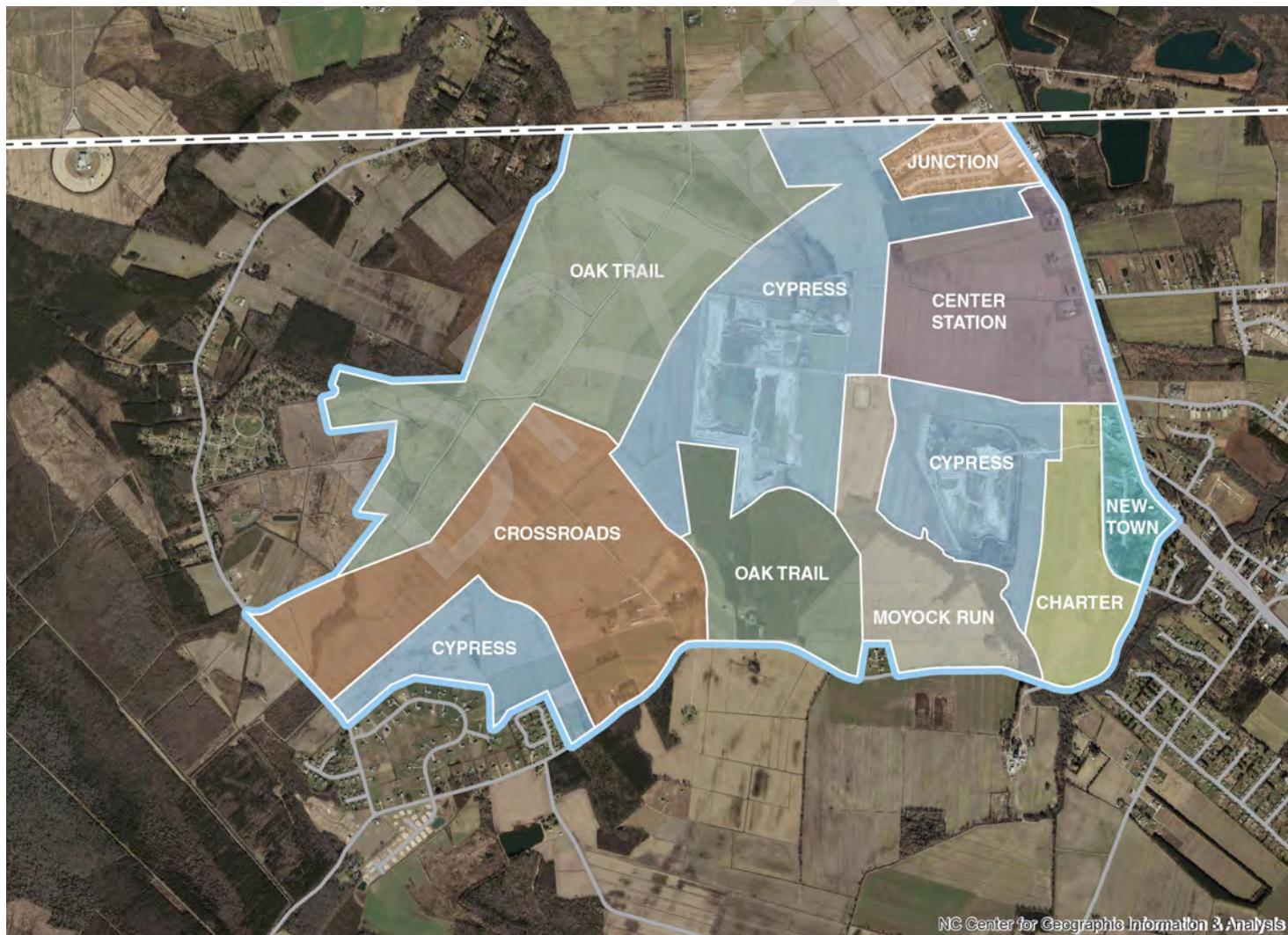


The Whalehead Club, Currituck County, NC

Guiding principles

The Currituck Station District and Subdistricts

The purpose of the Currituck Station District is to accommodate a high-quality mixed-use development supported by a pedestrian-friendly environment. The standards have been developed to provide a mix of uses and densities needed to sustain the mixed-use development.



The Currituck Station Transect



Center Station

The Center Station sub-district is intended to be the center of the Currituck Station District and is designed to support the primary economic and social components of the District by providing an integrated mix of uses in a downtown-oriented setting including retail, convenience, entertainment, civic, and public uses with supporting residential attached or on upper stories.

Charter

The Charter sub-district is intended to provide a more conventional development pattern that reinforces the walkable nature of Center Station with interconnected sidewalks and multi use paths. The vertical mixing of residential developments with office and retail is encouraged. Horizontal mixing of stand-alone nonresidential development providing well-integrated uses, access and circulation, and compatible design that supports the adjacent neighborhood-scale residential development.

Cypress

The Cypress sub-district is primarily residential in nature. However, limited non-residential uses including neighborhood-serving office and commercial uses are permitted.

Junction and Newtown

The Junction and Newtown sub-districts are intended to support the District through redevelopment opportunities. Care should be given to ensure compatibility of new development with the existing.

Crossroads

The Crossroads sub-district is intended to provide for industrial and job-producing non-residential developments. Uses in the sub-district should be designed to provide buffers and, where necessary, additional mitigation techniques to protect the adjacent residential and environmentally sensitive areas.

Moyock Run

The Moyock Run sub-district is intended to provide centralized governmental and public oriented uses including, but not limited to schools, parks, utilities, transportation, regional facilities, environmental, and mitigation areas.

Oak Trail

The Oak Trail sub-district is intended to reflect those areas generally identified as environmentally sensitive including, but not limited to, native habitats, wetlands, riparian buffers, and floodplain. Low density residential uses and low impact recreational uses may be permitted upon determination of the environmental area limits.

The following pages provide examples of building massing, architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Section 4

Center Station Development Principles

The Center Station sub-district forms the mixed-use downtown core of the Currituck Station District. The downtown pattern of design includes a grid of streets supporting pedestrian activities, on-street parallel or angled parking, wide sidewalks with consistent tree canopy, outdoor café seating, and public spaces such as plazas and parks.

To maintain the walkable, pedestrian-oriented nature of Center Station, off-street parking lots are located behind buildings or vegetated screens, towards the interior of the lot. Development is designed to support vibrant, walkable streets by placing buildings close to the street with active and public uses on the ground floor and pedestrian entrances accessed from the street. An interconnected network of sidewalks, multi-use paths, public spaces, and parks provide access to the mix of uses found throughout the sub-district.

Center Station is the gateway to Currituck Station. In order to present a welcoming and high-quality face to the public, development along Caratoke Highway requires additional attention to detail through architectural and aesthetic treatments, integrated signage, landscape and buffer enhancements, and interconnected developments.

The Currituck Unified Development Ordinance allows for, and provides specific guidance on the development of, more generic suburban-style buildings than the examples in this Pattern Book.

Dimensions

The allowable lot dimensions for the Center Station sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance



Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
Mixed with Commercial	Retail	None	Office
Multifamily	Convenience		Recreation
Single Family (Attached)	Entertainment		Community
	Office		Government Facilities
	Health Care		

Center Station Commercial & Mixed Use Buildings

The commercial and mixed-use development in Center Station is the heart of the Currituck Station community. These streets will be lined with lively businesses, shops, offices, and restaurants. Residential and office uses above the street-level businesses provide an in-place market for the commercial concerns as well as contributing to a round-the-clock level of activity.

All of the buildings have a pedestrian-scale facade on the primary street that welcomes people in, allows them to window shop or observe the activity within, and encourages people to sit and stay a while.



Courthouse Road, Currituck County, NC



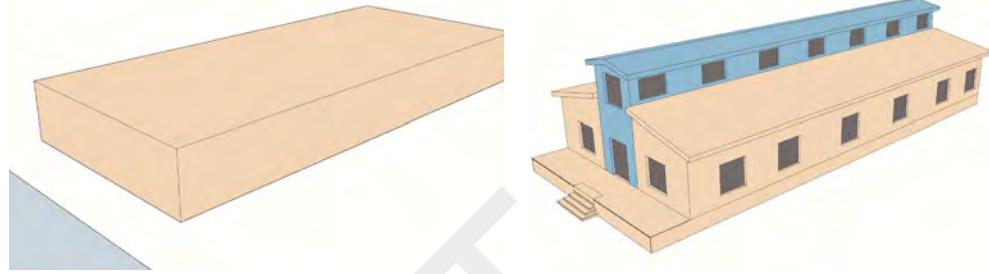
Center Station

Commercial & Mixed Use

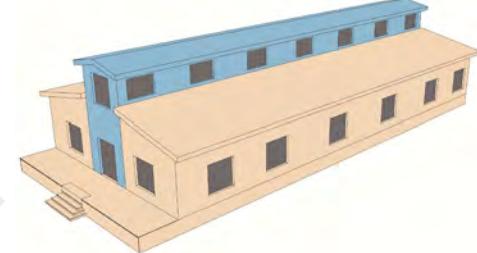
Small 2-story building

Clerestory building

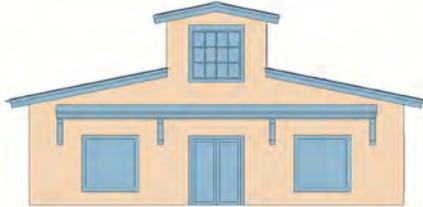
1. Use features such as clerestories to give a small building a 2-story appearance. The second floor may or may not be occupied.
2. Simple details give the building a pedestrian-friendly facade while keeping costs low.



A 1-story building program in a rectangular footprint. A 1-story building can only be accommodated if the facade is at least 20' tall giving a 2-story appearance.



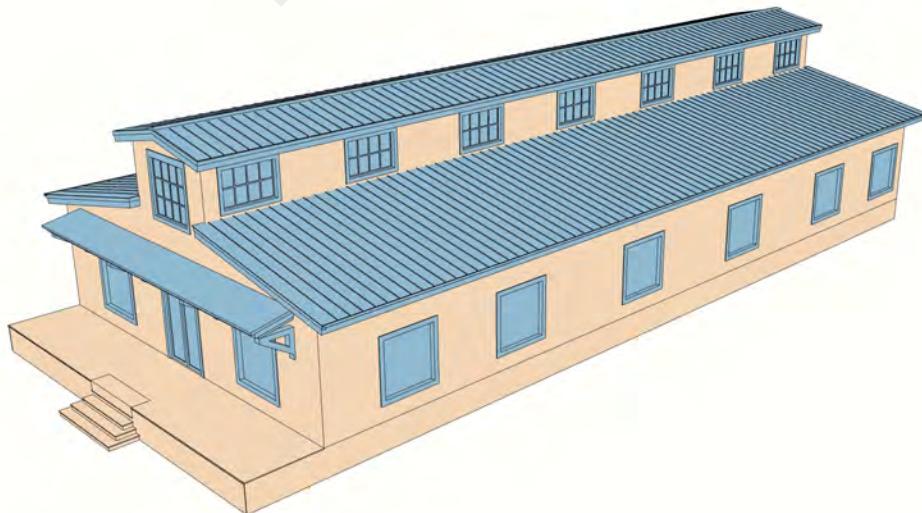
Adding a clerestory gives the building a usable 2nd story for offices or studio apartments. Alternatively, the clerestory can be used to provide additional natural light and an airy feeling to the 1st floor space while meeting the 20' building height requirement.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly. The width of the clerestory section can be adjusted to suit the building program needs.



Ground floor side windows near the street are necessary to maintain visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



A small, simple fixed awning with support brackets and simple trim profiles add detail to the building and give it a coastal appearance.

Center Station

Commercial & Mixed Use

1. Roof

Standing seam metal due to low pitch

2. Trim

Simple profile, multi-layered

3. Cladding

Board & batten, cedar shake, or cementitious clapboard

4. Clerestory windows

Divided lite, clear glass windows

5. Awning

Metal or wood with simple brackets

6. Railings

Metal or wood

7. Doors

Metal or wood storefront

8. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

9. Decking

Wood (rot resistant)

10. Foundation

Brick, wood slat, cast-in-place concrete

11. Sign boards

Wood, metal, or composite with raised perimeter



Local Pie in Bluffton, SC



The Hitching Post (The Spry Store) in Currituck, NC

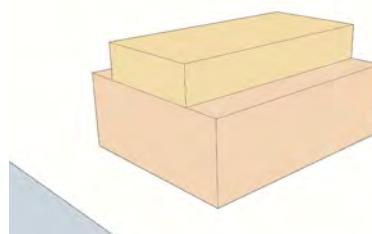
Center Station

Commercial & Mixed Use

Small 2-story building

A-Frame with Porch

1. An iconic building form along the eastern seaboard, the A-frame is easy to construct, weathers storm events, and provides ample floor space while presenting a compact facade to the public.
2. A deep wrap-around porch shades the windows from hot summer sun and makes an inviting place for customers to enjoy.



A 2-story building program in a rectangular footprint.



A steeply pitched roof encompasses the entire upper story.



A front facade with storefront glazing and transom windows allows natural light into the lower story space and invites pedestrians in.



Dormers let light into the upper story space and provide additional floor space. If the upper story is to be occupied by a different tenant, or is for a residential use, then a separate side entry can be added.



Straight or braced columns support the deep porch. Dormers can be separate or combined into one large dormer.

Center Station Commercial & Mixed Use

1. Roof

Cedar shingle, architectural shingle, or standing seam metal

2. Trim

Simple profile, multi-layered

3. Upper story windows

Divided lite, clear glass windows

4. Porch roof

Cedar shingle, standing seam metal, or architectural shingle

5. Columns and brackets

Painted wood or composite wood

6. Ground floor windows

Metal or wood storefront with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

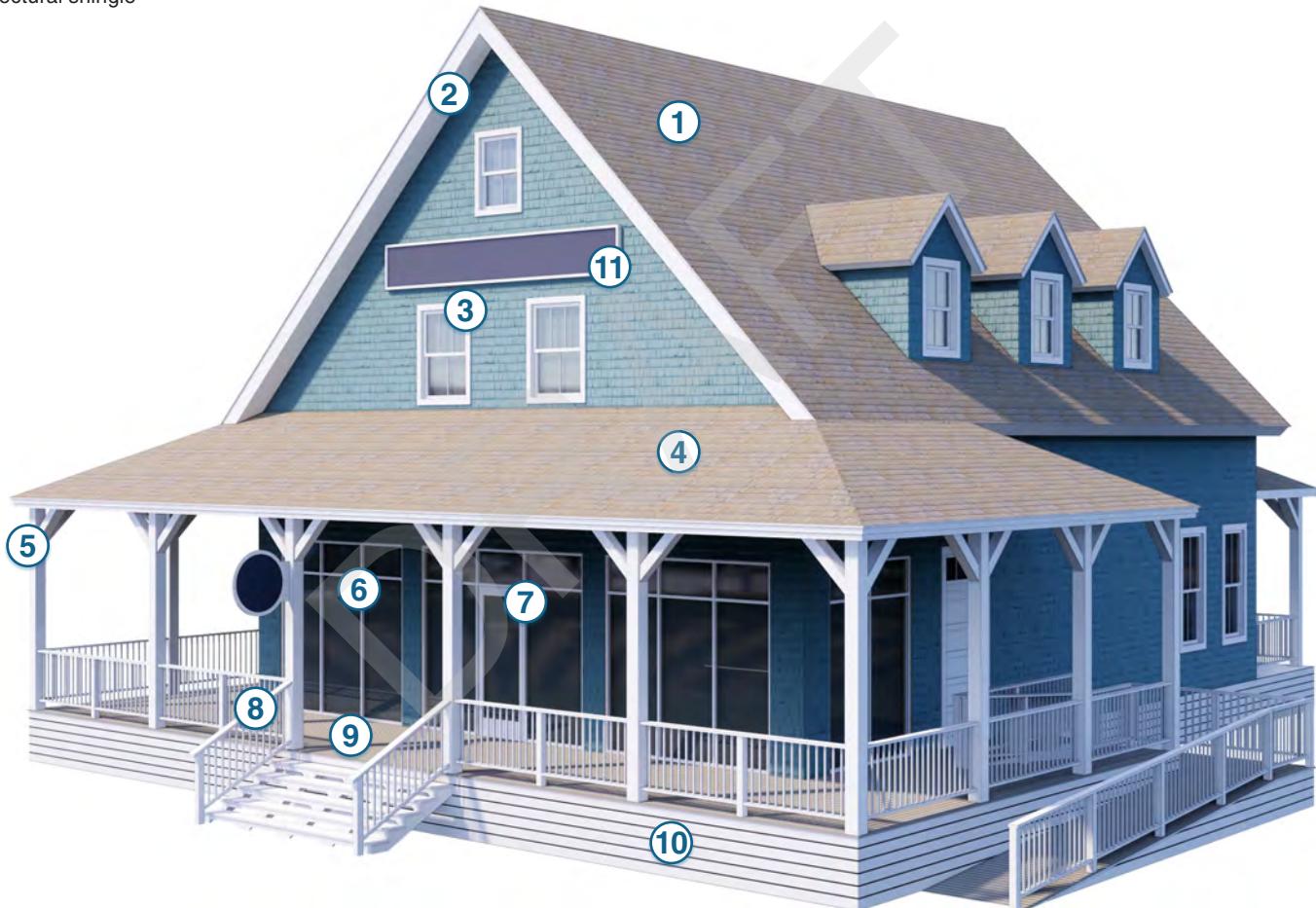
Wood (rot resistant), or composite wood.

10. Foundation skirt

Painted wood (rot resistant) or painted PVC

11. Sign board

Wood, metal, or composite with raised perimeter



Caffey's Inlet Lifesaving Station
in Dare County, NC



Seatack Station, Virginia Beach, VA



The Purnell Hotel, Ocean City, MD

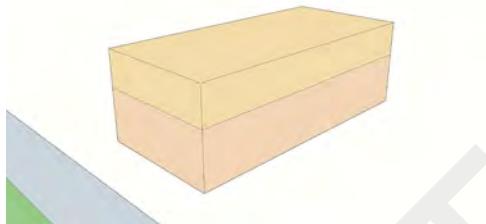
Center Station

Commercial & Mixed Use

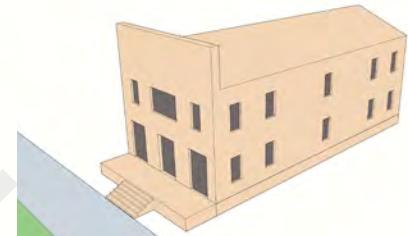
Medium 3-story building

Parapet-front building

1. A parapet is used to give a more commercial appearance to a pitched-roof building.
2. The building can be used for a single use, or a vertical mix of uses with offices or residential units on the upper floors.



A 2-story building program in a rectangular footprint.



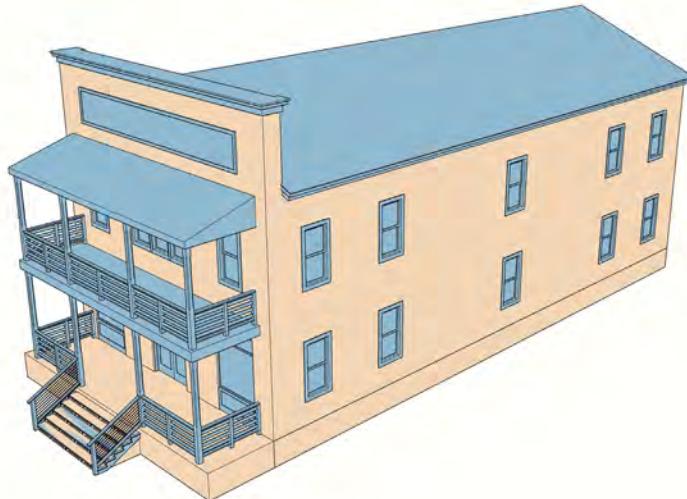
A false front facade makes use of a parapet to make the pitched roof building appear to be a traditional flat roofed commercial building.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly. Adding a second story porch makes upper floor residential uses more inviting.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



Roof and window types, awnings, trim, and brackets add detail to the building and give it a coastal appearance.

Center Station

Commercial & Mixed Use

1. Roof

Standing seam metal, architectural shingle

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Brick, wood or fiber cement clapboard

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Porch roof

Match main roof or standing seam metal

6. Columns

Square metal or wood

7. Doors

Metal or wood storefront with transoms

8. Ground floor windows

Metal or wood storefront with transoms

9. Railing and stairs

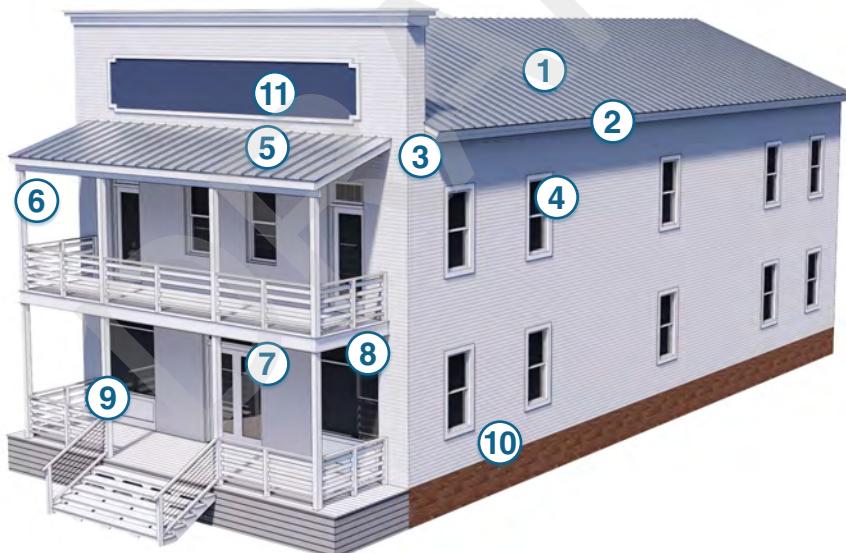
Wood, composite wood, or metal

10. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure

11. Sign board

Framed wood or wood composite or, optionally, raised brick if on a brick facade

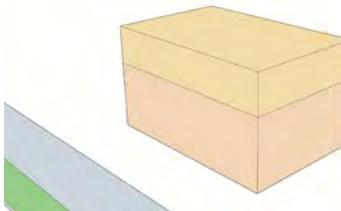


Center Station Commercial & Mixed Use

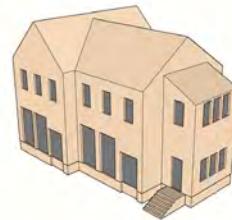
Medium 2-story building

L-shaped

1. Use gable ends to break up longer facades and create the appearance of a series of smaller masses.
2. Simple details give the building a pedestrian friendly facade while keeping construction costs low.



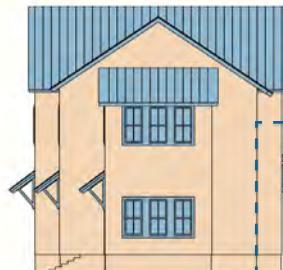
A 2-story building program in a rectangular broadfront footprint.



Adding a gable end breaks up the building facade and provides multiple distinct storefronts.



Storefront windows and doors allow pedestrians to see into the ground floor spaces. A stair and elevator tower on the end of the building gives private access to the upper story if desired.



An optional addition on the rear of the building adds ground floor space.



Awnings with brackets and shutters protect the windows from sun and rain.

Center Station

Commercial & Mixed Use

1. Roof

Standing seam metal, cedar shingle, or architectural shingle

2. Trim

Simple profile, multi-layered wood or painted PVC

3. Cladding

Wood clapboard, cedar shake, or cementitious clapboard, brick

4. Upper story windows

Double hung, true or simulated divided lites, clear glass windows

5. Shutters

Wood or fiberglass, 1/2 width and full height of window, operable louvered or solid shutters

6. Awning

Metal or wood with simple brackets

7. Doors

Metal or wood storefront with transoms and clear glass.

8. Ground floor windows

Metal or wood storefront with transoms. Wood, metal, or painted PCV paneling

9. Foundation

Brick, cast-in-place concrete, or parged CMU

10. Residential door

Wood, metal, or fiberglass entry door



Center Station Commercial & Mixed Use

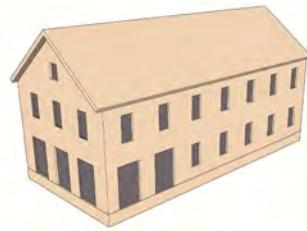
Medium 2-story building

Gable-front building

1. A classic and versatile building form lends itself well to a vertical mix of uses.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



A 2 to 3-story building program in a rectangular footprint.



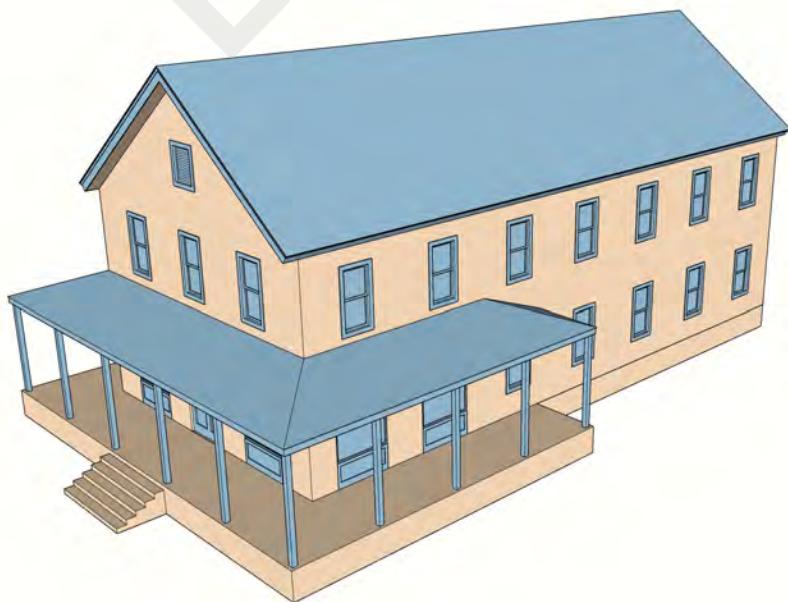
A gable above the upper story makes an easy-to-construct, adaptable, and durable building.



Minimal overhangs are typical, but the eaves can be extended up to 3' or 4' with exposed rafter tails for a more Craftsman appearance.



Evenly spaced side windows on all levels produce usable light throughout the building.



The wraparound porch can be supported by simple square columns or brackets.

Center Station

Commercial & Mixed Use

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered

3. Upper story windows

Single or divided lite, clear glass windows

4. Porch roof

Standing seam metal, or to match main roof

5. Columns and brackets

Painted wood or metal, 4"-8" square or round

6. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

Wood (rot resistant) or composite wood

10. Foundation skirt

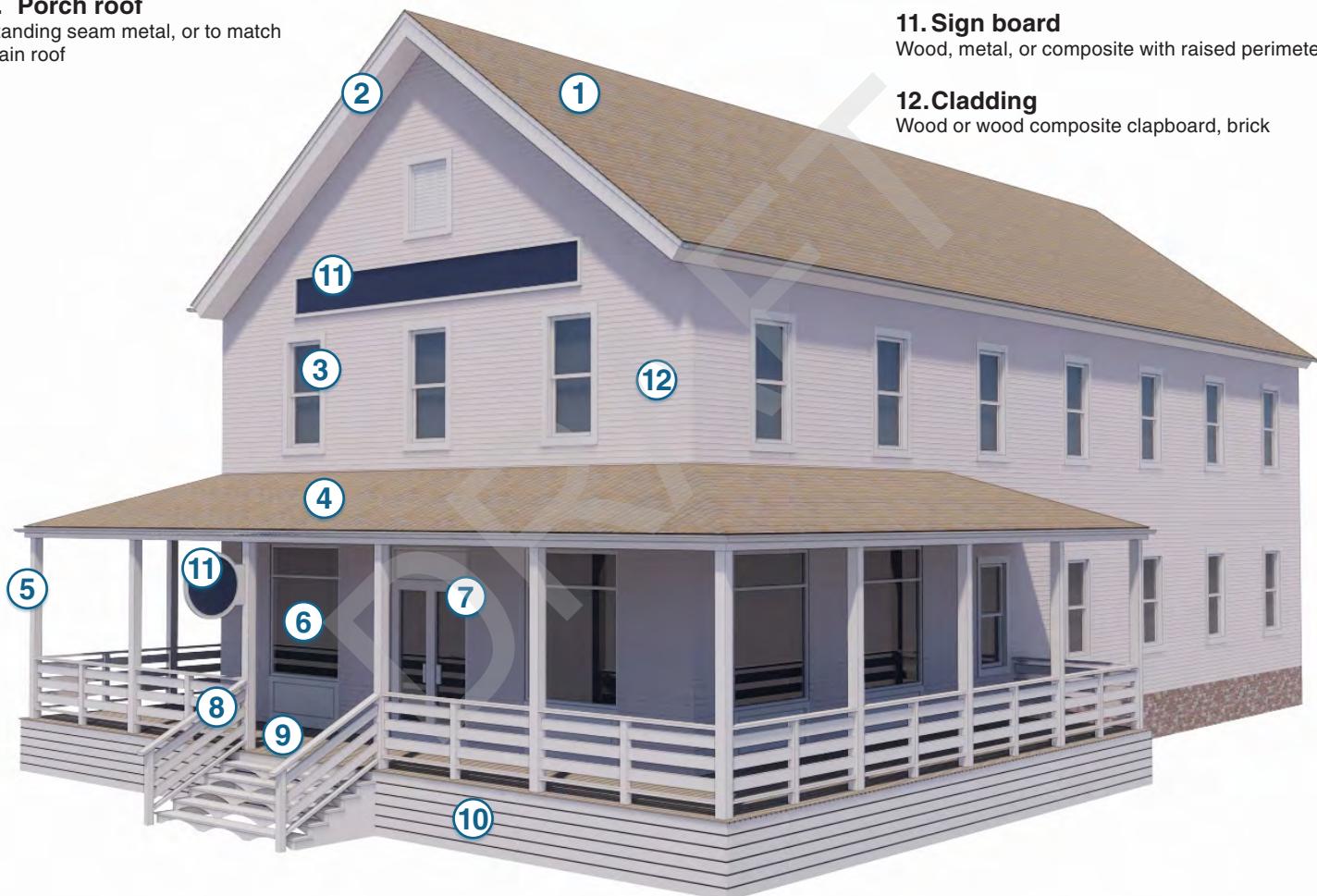
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.

11. Sign board

Wood, metal, or composite with raised perimeter

12. Cladding

Wood or wood composite clapboard, brick



Cheap John's Store, Currituck County, NC



Creekmore Brothers Store, Currituck County, NC



JM Roberts House, Currituck County, NC

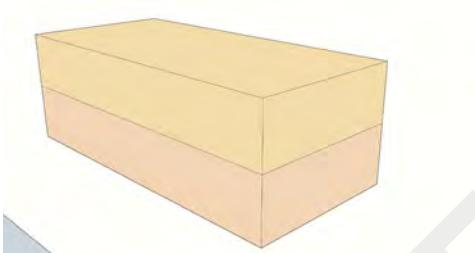
Center Station

Commercial & Mixed Use

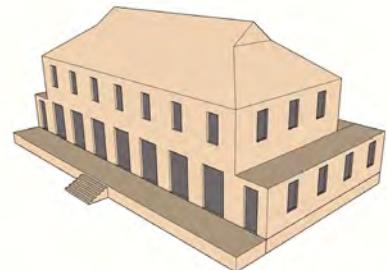
Medium 2-story building

Broad-front building

1. Occupy the frontage of a wide site and provide continuous street-level access to multiple tenants.
2. Upper stories can be used for offices or residential and are pulled back from the street.



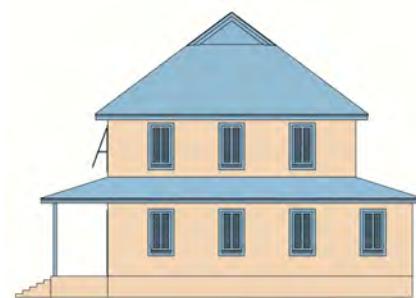
A 2 to 3-story building program in a rectangular broadfront footprint.



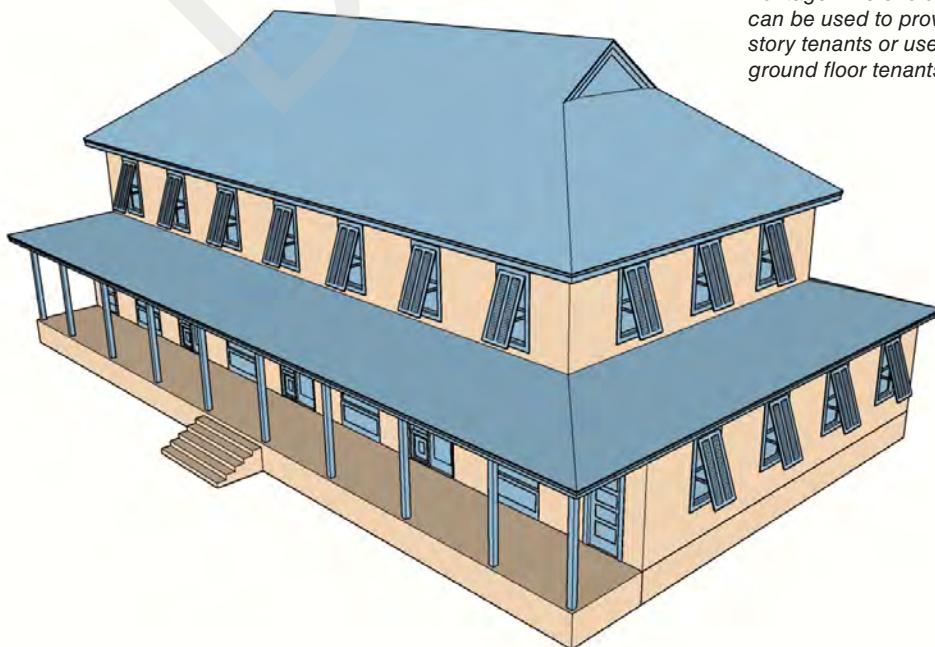
Closely spaced large openings at the ground floor are important to making the long facade feel permeable and welcoming to pedestrians.



A broad front facade allows for more space behind the building to be used for parking and allows for more individual tenants to have street frontage.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. The enclosed areas under the porch roof can be used to provide building access for upper story tenants or used as enclosed porches for ground floor tenants.



A gable roof is used here, but gable or hipped roofs would also be appropriate. Bermuda shutters have been used to give the building a coastal appearance.

Center Station

Commercial & Mixed Use

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows with shutters

5. Shutters

Wood, aluminum, or fiberglass Bermuda shutters. full width and length of window

6. Porch roof

Match main roof

7. Columns

Square metal or wood with beveled corners

8. Doors

Metal or wood storefront with transoms

Metal or wood storefront with transoms

10. Residential/Upper story door

Wood, metal, or fiberglass entry door

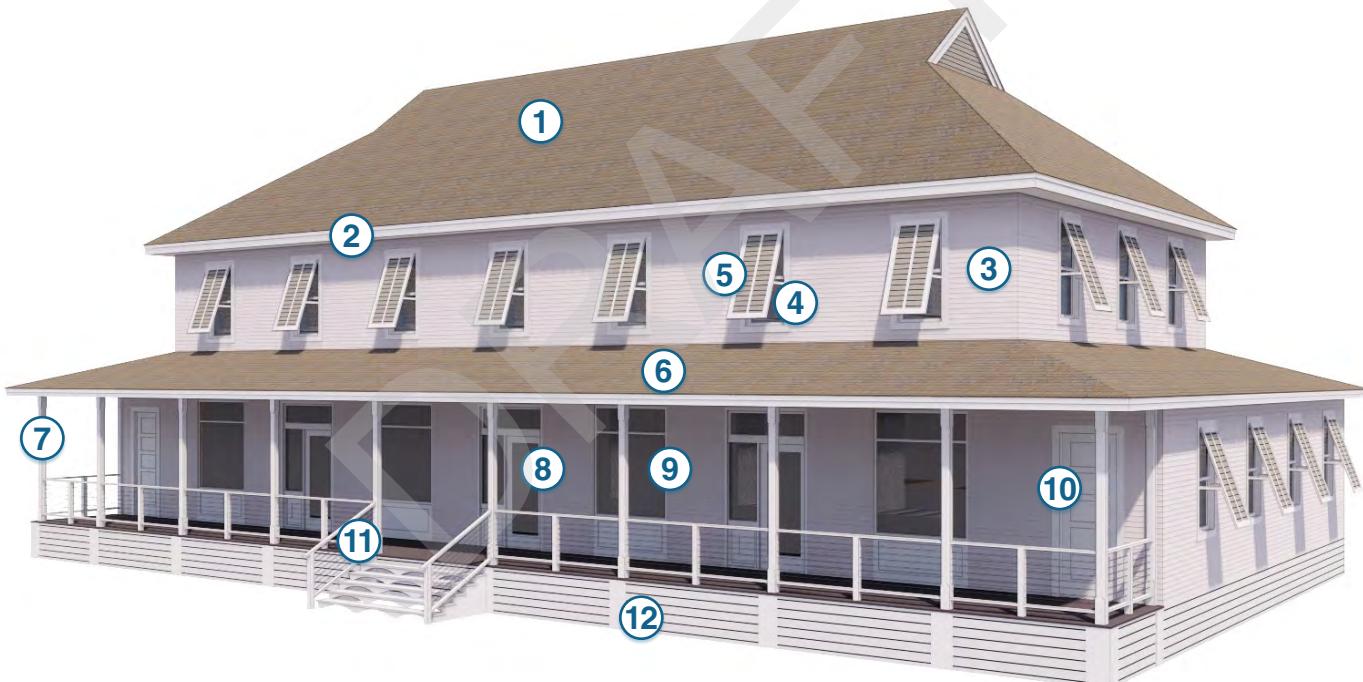
11. Railing and stairs

Brick, cast-in-place concrete, or parged CMU

12. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.

9. Ground floor windows

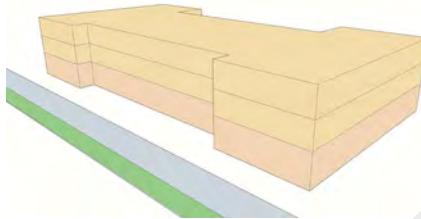


Center Station Commercial & Mixed Use

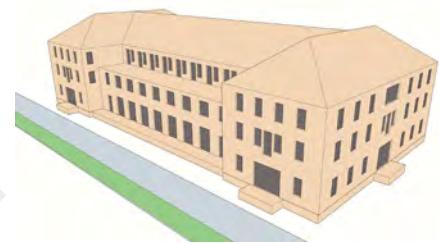
Large 3-story building

I-shaped building

1. Multi-tiered porches break up the facade.
2. Repetitive use of residential scale windows and features on upper stories makes a large building feel less imposing.



A 2 to 4-story building program in a rectangular broadfront footprint.



Multi-tiered porches provide building stepbacks and break up the mass of the building. Gables bookend the middle of the building.



A broad facade is broken up by regularly spaced large windows. The scale of the windows and facade treatment decreases at each level, with the smallest and most residential scale features closest to the top.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. Large buildings should allow entry along the sides as well as the front and back.



Minimal ornament is needed if the windows and other features are scaled appropriately. Dormers break up the large roof expanses and can be used to bring daylight into loft spaces or to ventilate mechanical spaces.

Center Station

Commercial & Mixed Use

1. Roof

Cedar shingle or architectural shingle

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows with optional shutters

5. Commercial windows

Metal or wood storefront with transoms or double hung, divided lite, transparent glass windows

6. Porches

Wood or composite wood deck with wood railings and standing seam metal roof due to low pitch

7. Balconies

Wood or composite wood deck with wood railings and standing seam metal roof. Operable out-swing doors with large glazed area

8. Columns

Square or round metal, wood, or composite full height columns or with masonry piers where ganged

9. Commercial doors

Metal or wood storefront with transoms

10. Railing and stairs

Brick, cast-in-place concrete, or parged CMU if set in a masonry foundation. Painted wood (rot resistant) if set in a wood or painted PVC foundation skirt

11. Foundation skirt

Brick, cast in place concrete, or parged CMU with options for painted wood (rot resistant) or painted PVC at the porch



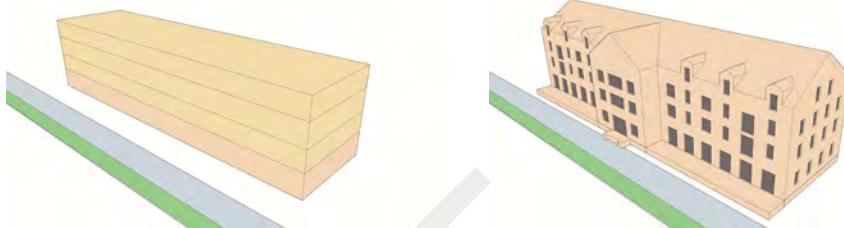
Center Station

Commercial & Mixed Use

Large 4-story building

Large broad-front building

1. A very simple footprint allows for efficient construction and use of interior space.
2. Gable ends that break the facade can be used as central entries, or to separate multiple tenants who each have a side or section of the building.

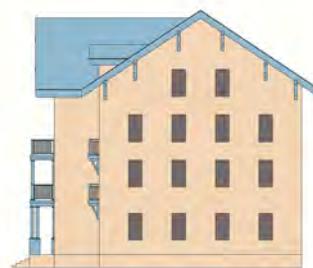


A 2 to 3-story building program in a rectangular broadfront footprint.

Adding a gable end breaks the facade into multiple masses and makes for a clear point of entry.



Ground floor porches flanking the entry provide pedestrian scale spaces.



Side windows are necessary to keep the building from appearing to be monolithic.



Minimal ornament is needed if the windows and other features are scaled appropriately. Dormers break up the large roof expanses and can be used to bring daylight into loft spaces or to ventilate mechanical spaces.

Center Station

Commercial & Mixed Use

1. Roof

Cedar shingle or architectural shingle

2. Trim

Simple profile, multi-layered wood or PVC and wood or composite brackets

3. Cladding

Wood lapped siding, cedar shake, or cementitious lapped siding. Building base should be differentiated with lapped siding/shakes or brick

4. Upper story windows

Double hung, divided lite, transparent glass windows with shutters

5. Commercial windows

Metal or wood storefront with transoms or double hung, divided lite, transparent glass windows

6. Porches

Wood, composite wood, or brick/tile deck with wood railings and standing seam metal roof due to low pitch

7. Balconies

Wood or composite wood deck with wood railings. Operable out-swing doors with large glazed area

8. Columns

Square or round metal, wood, or composite with masonry piers where ganged

9. Commercial doors

Metal or wood storefront with transoms

10. Residential doors

Wood, metal, or fiberglass entry door

11. Railing and stairs

Brick, cast-in-place concrete, or parged CMU if set in a masonry foundation. Painted wood (rot resistant) if set in a wood or painted PVC foundation skirt

12. Foundation skirt

Brick, cast in place concrete, or parged CMU with options for painted wood (rot resistant) or painted PVC at the porch



Center Station Multifamily Buildings

Multifamily development

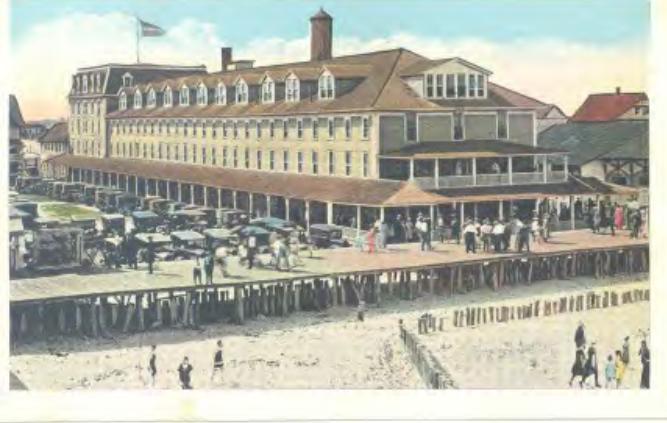
Multifamily development in Currituck Station is broken into two scales for the purposes of this pattern book:

For smaller multifamily developments up to 12 units, stacked urban apartment and mansion apartment buildings are appropriate. These can come in a variety of forms ranging from triplexes to courtyard apartment buildings.

Large scale, high density development should follow the pattern of traditional grand beachfront hotels. These buildings feature continuous porches, which can be interrupted internally to afford some privacy to individual units, delicate columns and railings, and simple roof forms. They frequently employ dormers for additional daylighting of loft spaces or ventilating mechanical spaces, which also serve to break up the mass of the long roof form.



Center Station Multifamily Buildings



The old Atlantic Hotel in Ocean City, MD.



While not a grand hotel, the Moyock High School is a good precedent for large scale multi family buildings in Currituck Station.



The First Colony Inn of Nags Head is a great example of a grand hotel-style building of modest scale. The delicate stacked porches and regularly spaced dormers effectively break down the scale of the building while being simple to construct.



The Pleasant View Hotel in Nags Head is another example of the grand hotel-style that can be adapted to multifamily housing.

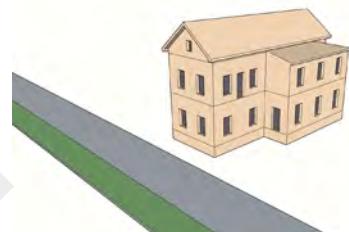
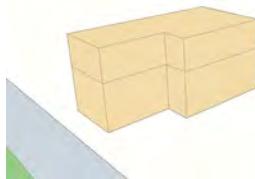
Center Station

Multifamily Buildings

Small 2-story building

Duplex Style Apartment

1. A 2-story long, narrow building with a recessed side extension presents a narrow facade to the street.
2. The recessed entry provides privacy to the residents while giving the street frontage more depth.



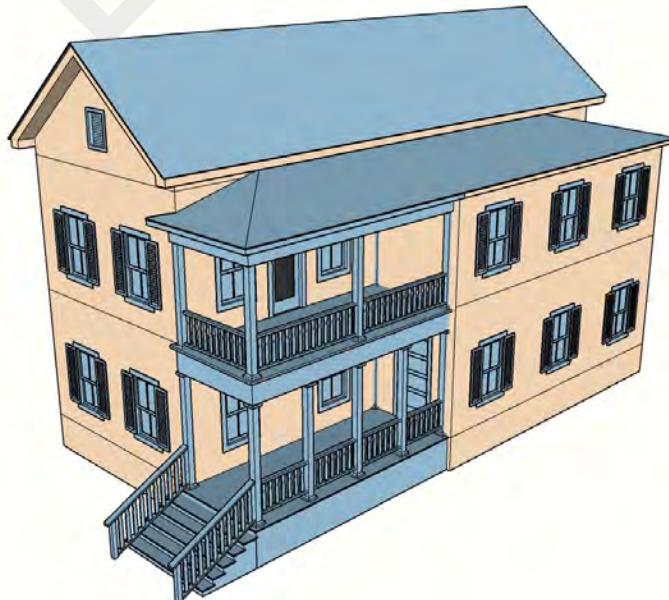
A 2 to 3-story building program in a rectangular footprint. A side entry provides privacy on busy streets.



The narrow front facade is easily made pedestrian-friendly with just a few windows.



With the entries on the side, they can be less ornate and still be appropriate.



The side porches add detail to the front elevation while providing a private outdoor space for residents.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Porch roof

Match main roof

6. Columns

Square metal or wood with beveled corners

7. Doors

Metal or wood storefront with transoms

8. Ground floor windows

Metal or wood storefront with transoms

9. Building Main Entry

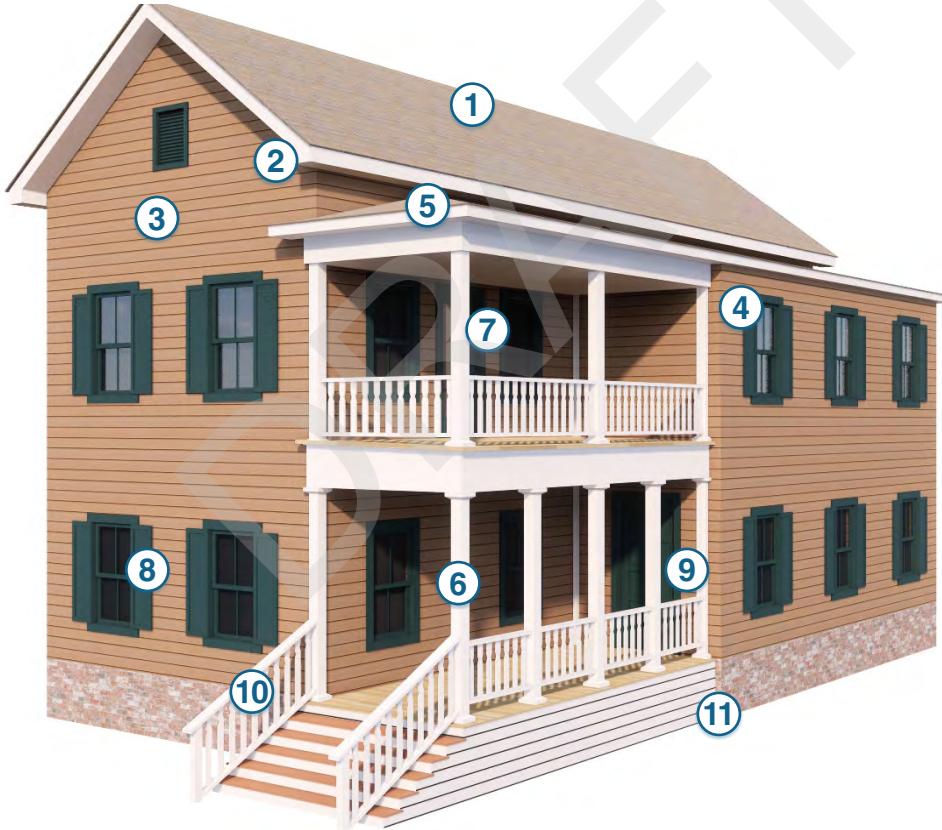
Wood, metal, or fiberglass entry door

10. Railings

Brick, cast-in-place concrete, or parged CMU

11. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



Center Station Multifamily Buildings

Small 3-story building

Triplex Style Apartment

1. A narrow building with 3 stacked apartments.
2. A compact footprint and simple detailing keep construction costs low while providing high density.



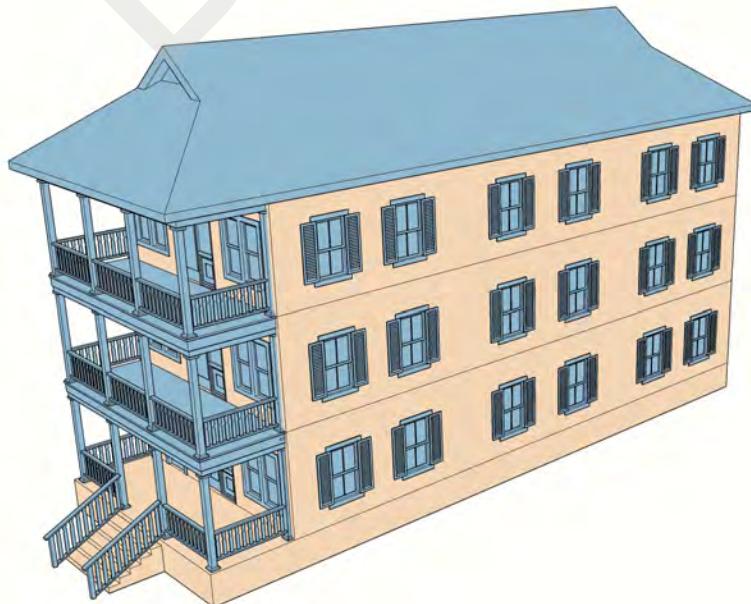
A 2 to 3-story building program in a rectangular footprint. A side entry provides privacy on busy streets.



The front facade is a simple composition with regularly spaced windows and doors.



Windows should be placed to daylight and ventilate all interior spaces.



A hipped or gable roof helps to step the mass of the building back.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingles

2. Trim

Simple profile, wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Windows

Double hung, divided lite, transparent glass windows

5. Columns

Square metal or wood with beveled corners

6. Building Main Entry

Wood, metal, or fiberglass entry door with transom or sidelites

7. Railings

Brick, cast-in-place concrete, or parged CMU

8. Foundation skirt

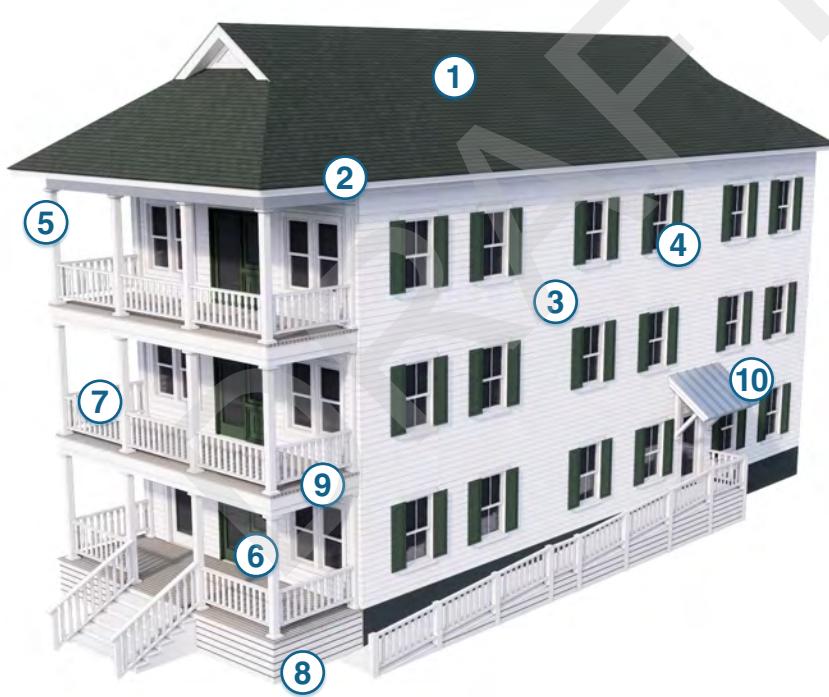
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure

9. Porch Decking

Wood or wood composite deck with finished undersides of porches in wood or vinyl beadboard or cementitious fiber board panels

10. Awnings

Match main roof or standing seam metal with wood or metal structure

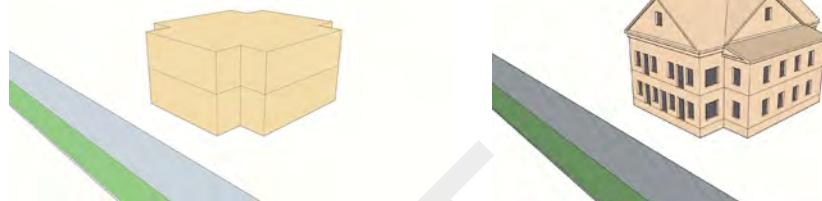


Center Station Multifamily Buildings

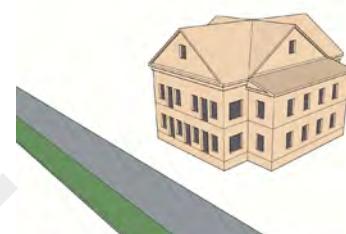
Medium 2-story building

Mansion Style Apartment

1. Intended to appear like a large house that has been broken up into smaller dwelling units, the design should be that of a large residence.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



A 2 to 3-story building program in a rectangular or square footprint.



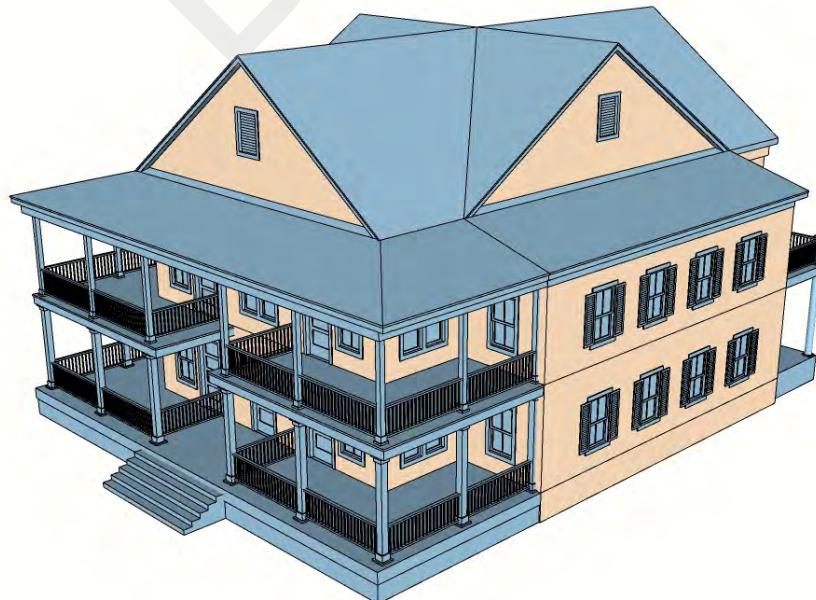
Typical residential windows and details are appropriate.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly.



The windows should continue around the perimeter of the building to provide daylighting for all of the interior spaces.



Wrap-around porches provide outdoor space for residents and accommodate a coastal lifestyle.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Windows

Double hung, divided lite, transparent glass windows

5. Porch roof

Match main roof

6. Columns

Square metal or wood or wood

7. Entry Doors

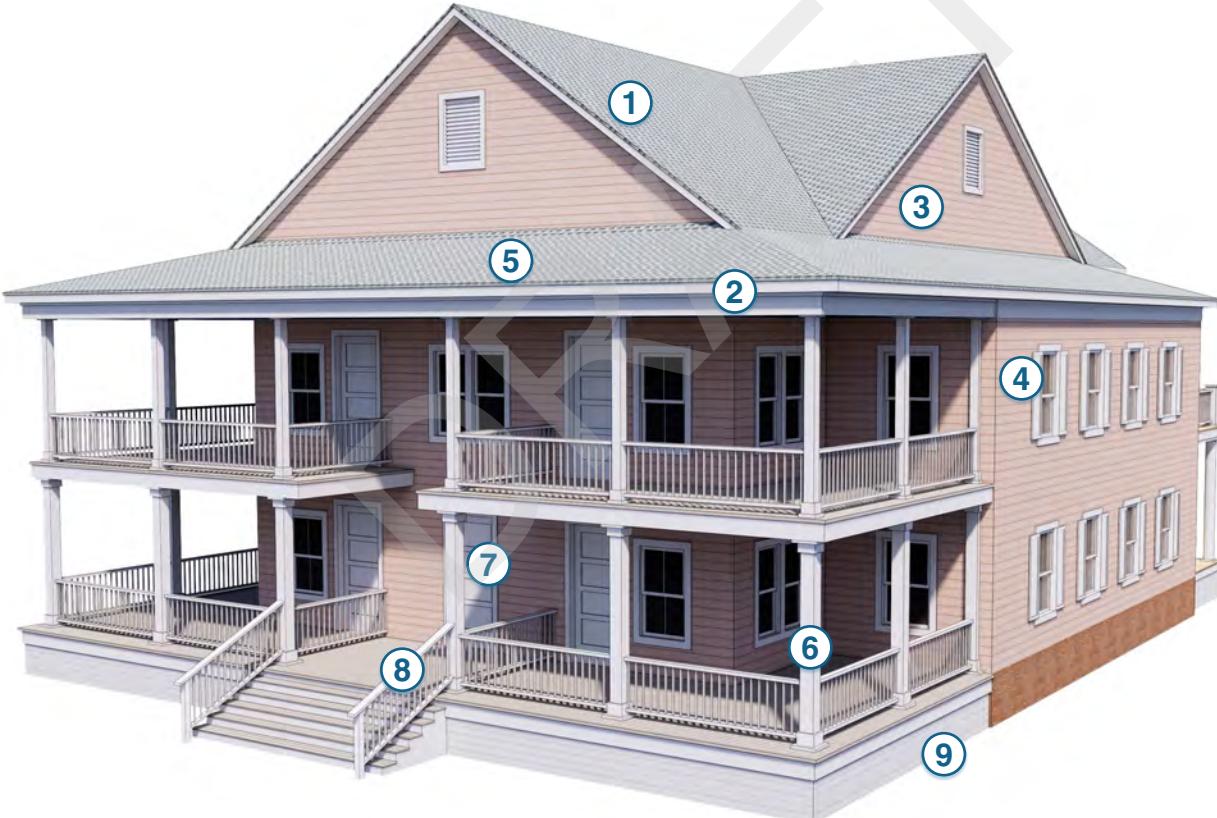
Wood, metal, or fiberglass entry door

8. Railings

Wood or wood composite

9. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure

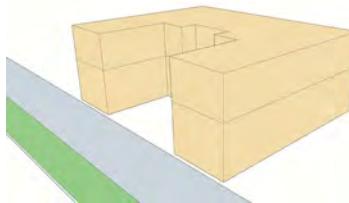


Center Station Multifamily Buildings

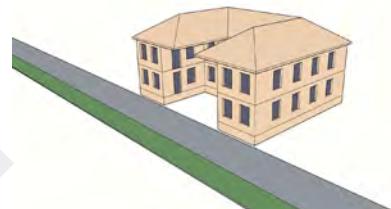
Medium 2-story building

Courtyard Style Apartment

1. A multifamily building with a small scale.
2. A courtyard allows all units to be naturally lit from multiple directions.



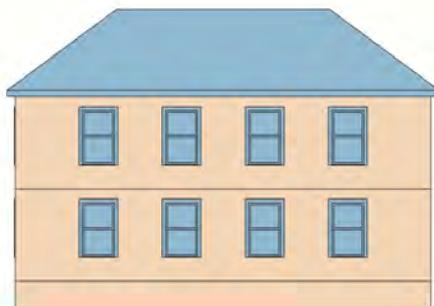
A 2 to 3-story building program in a square or rectangular footprint with a courtyard.



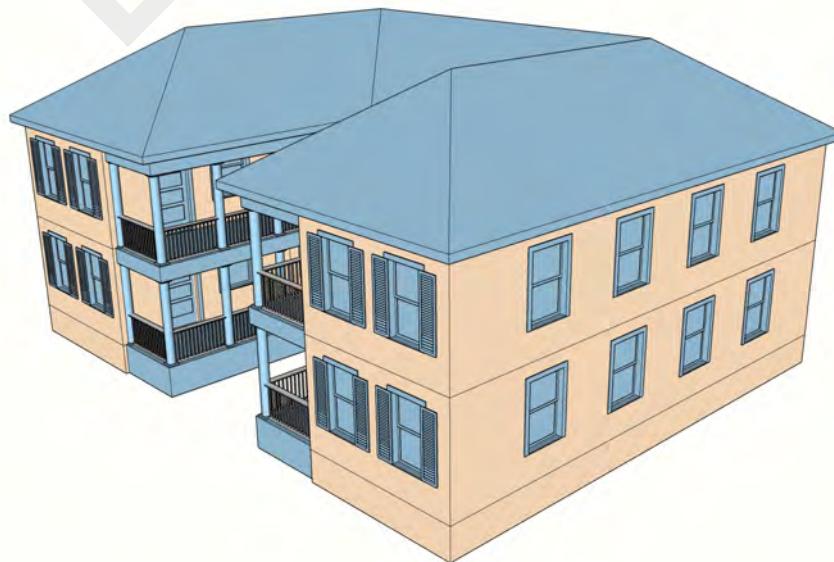
Windows and porches are placed to take advantage of the natural light available around the exterior perimeter, and the privacy afforded by the courtyard.



A central courtyard provides a semi-private entrance and porch area while maintaining the building facade line of the block.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



Roof and window types, awnings, trim, and brackets add detail to the building and give it a coastal appearance.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Columns

Square or round metal or wood

6. Doors

Metal or wood storefront with transoms

7. Ground floor windows

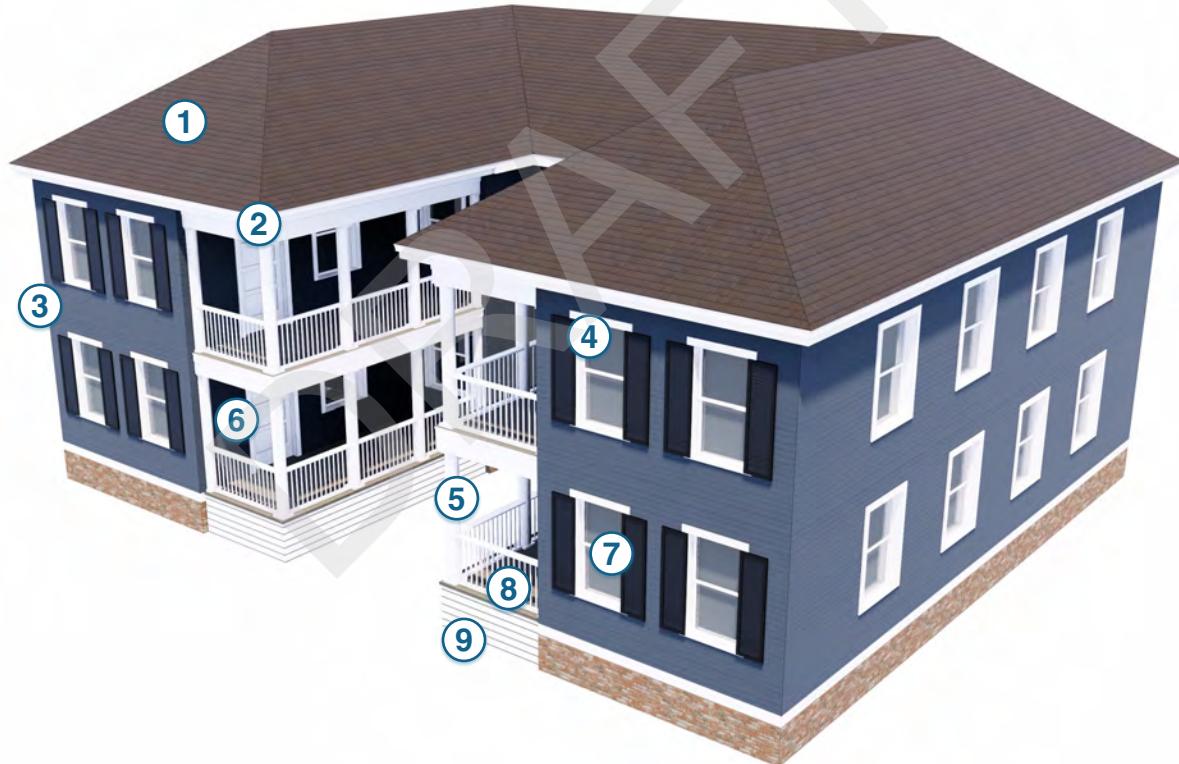
Metal or wood storefront with transomsmetal

8. Railings

Wood or composite

9. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



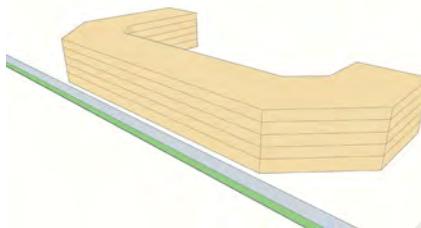
Center Station

Multifamily Buildings

Large 4-story building

Grand Hotel Style Apartment

1. Multi-tiered porches are a defining feature of the grand hotel style. Their repetitive nature is efficient for construction and reduces the visual scale of the building.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



A 2 to 5-story building program in a rectangular broadfront footprint.



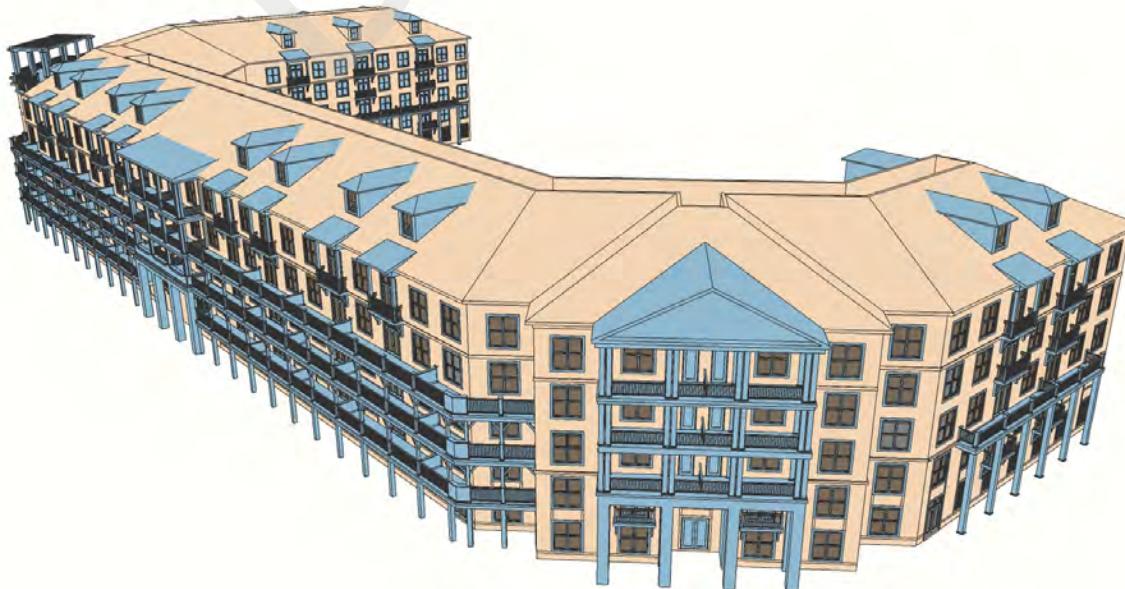
Turning the ends of the building back in to the lot provides a courtyard for parking or building amenities.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly.



Carrying the same elements of the front facade around the sides creates a coherent building.



Roof and window types, awnings, trim, and brackets add detail to the building and give it a coastal appearance.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Dormers

Wood, aluminum, or fiberglass Bermuda shutters. full width and length of window

6. Porch roof

Match main roof

7. Columns

Square metal or wood with beveled corners

8. Doors

Metal or wood storefront with transoms

9. Ground floor windows

Metal or wood storefront with transoms

10. Screening Of Parking

Wood, metal, or fiberglass entry door

11. Railings

Brick, cast-in-place concrete, or parged CMU

12. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



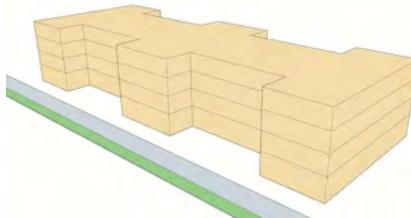
Center Station

Multifamily Buildings

Large 4-story building

Grand Hotel Style Apartment

1. Multi-tiered porches are a defining feature of the grand hotel style. Their repetitive nature is efficient for construction and reduces the visual scale of the building.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



A 2 to 5-story building program in a rectangular broadfront footprint.



Turning the ends of the building back in to the lot provides a courtyard for parking or building amenities.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly.



Carrying the same elements of the front facade around the sides creates a coherent building.



Roof and window types, awnings, trim, and brackets add detail to the building and give it a coastal appearance.

Center Station

Multifamily Buildings

1. Roof

Cedar shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Dormers

Wood, aluminum, or fiberglass Bermuda shutters. full width and length of window

6. Porch roof

Match style of balconies.

7. Columns

Square metal or wood with beveled corners

8. Doors

Metal or wood storefront with transoms

9. Ground floor windows

Metal or wood storefront with transoms.

10. Railings

Brick, cast-in-place concrete, or parged CMU

11. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



Center Station

Commercial, Mixed Use, & Multifamily

Building details

Roof materials



Architectural shingles. Dark green, medium brown, medium gray, or dark red in color.



Standing seam metal. 1 1/2" vertical seam with 12"-18" spacing. Silver metallic, medium gray, dark green, or dark red in color



Cedar or cypress shingles.



Exterior cladding details



Full brick buildings as well as buildings that have brick foundations and clapboard or shingle cladding above are appropriate.



Wood or fiber cement clapboard siding in a variety of colors in whites, grays, earth tones, and pastels are appropriate. Exposures should be 8" or less.



Cedar shake or fiber cement simulated shake siding, stained, painted, or natural, is appropriate. Colors should be whites, grays, earth tones, or pastels.

Windows and doors details



Doors and windows set in brick - recessed with brick mold with brick lintels or arches above and brick or wood/composite sills below.



Doors and windows set in clapboard siding with trim 3" to 6" in width. The door/window trim width should always be less than the width of the corner trim of the building.



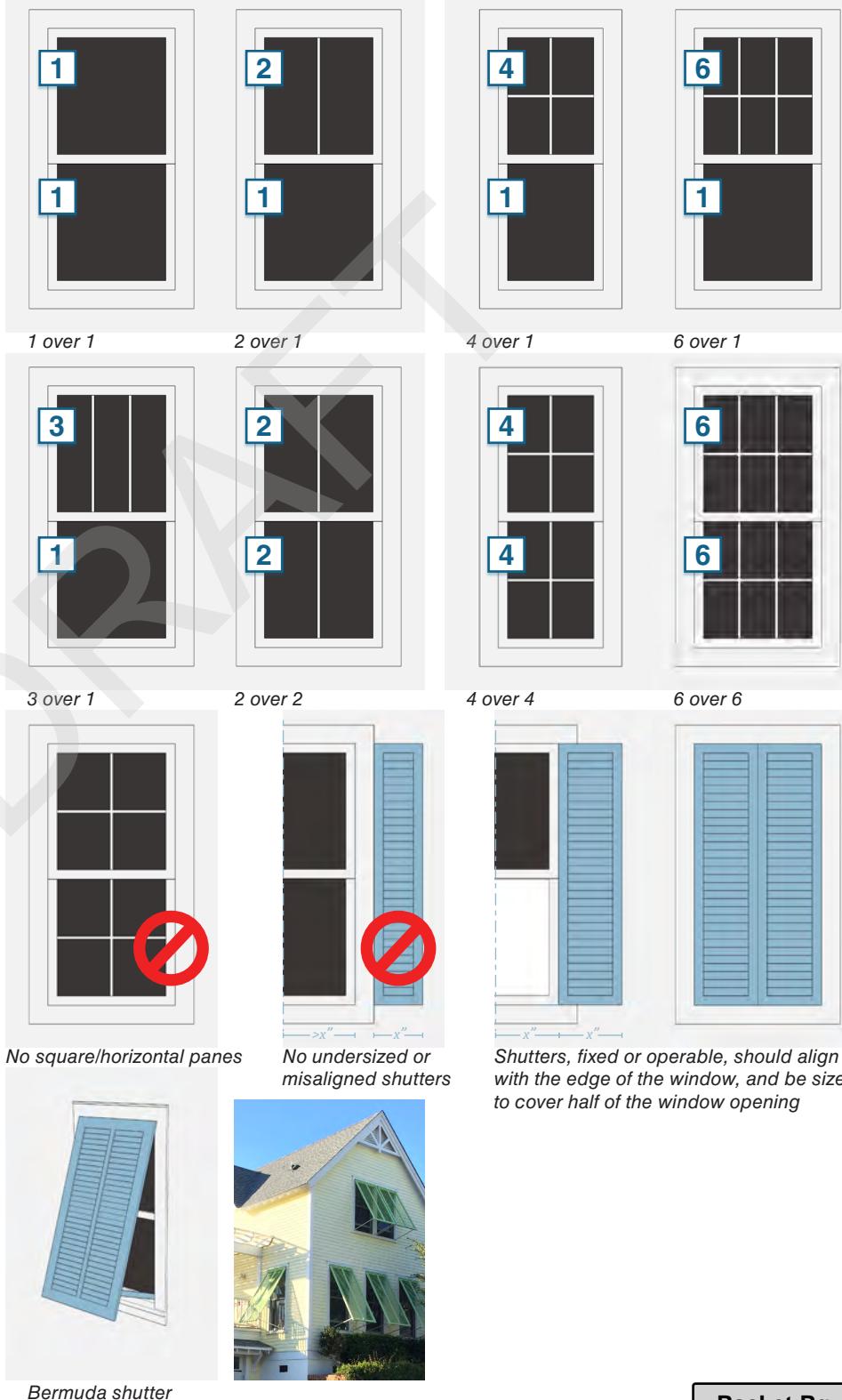
Doors and windows set in cedar or cypress shake siding with 1 1/2" to 3" flat trim.

Center Station

Commercial, Mixed Use, & Multifamily

Double-hung windows

1. Upper story windows, and windows in residential spaces on any level should be operable.
2. Casement and awning windows are appropriate in circumstances where the window sill is higher than typical, such as in bathrooms or over a counter top.
3. Double-hung windows are the most common and are appropriate in most circumstances.
 - a. Muntin divisions should result in individual panes (also called *lites/lights*) with a vertical proportion, rather than being square or horizontal.
 - b. Vary the number of divisions in differently-sized windows in order to maintain a similar pane proportion from one window to the next rather than maintaining the same number of divisions for every window.
4. Operable shutters are preferred for protection from storm-borne debris as well as their functionality in maintaining privacy and reducing solar gain while windows are open in nice weather.
 - a. Shutters should always be sized (whether operable or not) so that they would fully cover the window when closed.
 - b. Mulled windows should not have shutters alongside them unless each shutter is sized to cover half of the mulled unit.
5. Operable Bermuda shutters are a great solution in coastal environments to protect from hot sun and storm-borne debris.
 - a. Bermuda shutters should be sized to overlap the window by at least 1" on all sides.



Center Station

Commercial, Mixed Use, & Multifamily

Building details

Railing Styles



Cable Railing

Contemporary style of railing with high visibility and horizontal emphasis



Decorative Railing

Transitional style of railing with low visibility and horizontal emphasis



Plank Railing

Rustic style of railing with low visibility and horizontal emphasis



Picket Railing

Traditional style of railing with vertical emphasis, picket styles vary

Column Styles



Doric Column

Classical style



Square Column

Simple style, tapered sides shown above

Bracket Styles



Ornate Bracket



Double Columns on plinths
Contemporary style. Plinths can be wood or masonry



Square Column

Simple style, shown with brackets above



Simple Bracket

Center Station Public Space

Center Station, the gateway to Currituck Station, is a mixed-use sub-district. Commercial, office, and residential uses in this sub-district will produce more pedestrian activity than other sub-districts.

A public space is an area that a resident or visitor has access to from the public right-of-way (R.O.W.), typically a sidewalk in Center Station.

There are various types of public spaces appropriate for Center Station. The following requirements guide developing all public space in Currituck Station.



The Center Station public space patterns are intended to result in a walkable, pedestrian-scaled environment similar to the rendering above.

Center Station Public Space

Linear Lakes



Linear lakes

1. Tiered park that can store storm water temporarily.
2. The lowest tier contains continuously flowing water.
3. Paths and overlooks may be around the perimeter of the lake, along with site amenities.
4. Some appropriate site amenities are benches, trash receptacles, informational signage, path lighting, and tables with chairs.
5. The top-most tiers should be planted with native vegetation that can survive damp environments

Amenities



Seating along edges of walkable paths



Shaded Bike Racks and Drinking Fountain

1. Benches should remain lit at night.
2. Benches facing each other are encouraged.
3. Plaza amenities may vary. At a minimum, provide shaded seating and paved walking paths.

1. Located adjacent to paved walkways and public spaces.
2. Bike racks are typical near commercial and office functions.
3. Shade structure should not be opaque - allowing full visibility of any locked bikes.

Center Station Public Space

Plazas



Mid-Block Plaza



Corner Plaza

1. Located along paved walkway
2. Neighboring properties may share a plaza.
3. Plaza minimum size 40' x 40'
4. Plaza paving should be designed to reflect heat. Color to contrast adjacent paving or groundcover.
5. Plaza amenities may vary. At a minimum, provide shaded seating.

1. Located adjacent to paved walkways at one corner of a block.
2. Plaza minimum size 80' x 60'
3. Plaza paving to reflect heat, not glare. Color to contrast adjacent paving or groundcover.
4. Plaza amenities may vary. At a minimum, provide shaded seating and paved walking paths.

Squares



Mid-Block Square

1. Located along paved walkway, between 2 businesses.
2. Adjacent businesses may use squares.
3. Square minimum size 60' x 80'
4. Square paving to reflect heat, not glare. Color to contrast adjacent paving or groundcover.
5. Square amenities may vary, at a minimum, provide shaded seating.



Intersection Square

1. Located at the nexus of adjacent sub-districts.
2. Vehicular traffic surrounds the square.
3. Square minimum size 100' x 100'
4. Maintain a buffer between vehicular traffic and pedestrians inside square.
5. Suitable buffers are a continuous row of trees, planters, and/or on-street parking.

Center Station Public Space

Parks



Pocket Parks

1. Located within the open space of one lot.
2. Typically between 100 - 200 sq. ft.
3. These small parks are most useful on lots with multiple residences.
4. Paving at perimeter of space should be of contrasting color.
5. Seating and landscaping are common amenities here.



Neighborhood Playgrounds

1. Located within or near large public space.
2. Neighborhood playgrounds must be visible from the right-of-way.
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include.



Dog Parks

1. Fencing around dog park should be continuous.
2. Wood and metal picket fencing are acceptable. Provide top caps so that dollars won't get caught on pickets.
3. Planting at base of fence is encouraged, to eliminate burrowing.
4. When possible, provide water fountain for pets.
5. The groundcover should be artificial turf or seeded grass.
6. Ensure good drainage to prevent muddy areas from regular wear & tear
7. A trash container should be provided for collection of animal waste.



Fitness Stations

1. Paving should be soft and durable, rubber tiles and pourable rubber compounds are typical.
2. Paving color should have a low heat reflectivity.
3. Fitness station paving to reflect heat, not glare. Color to contrast adjacent paving or groundcover.
4. Fitness station amenities may vary, at a minimum, provide shaded seating and paved walking paths.

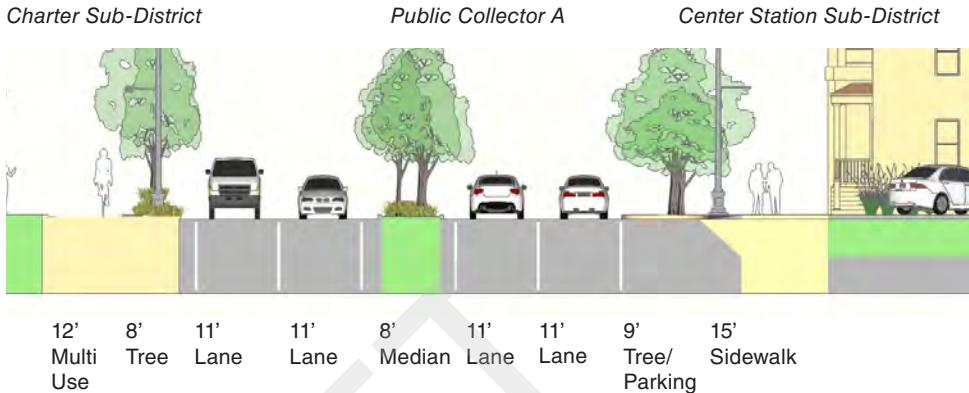
Center Station

Public Right-of-Way

Collector streets

Center Station - Charter Boundary

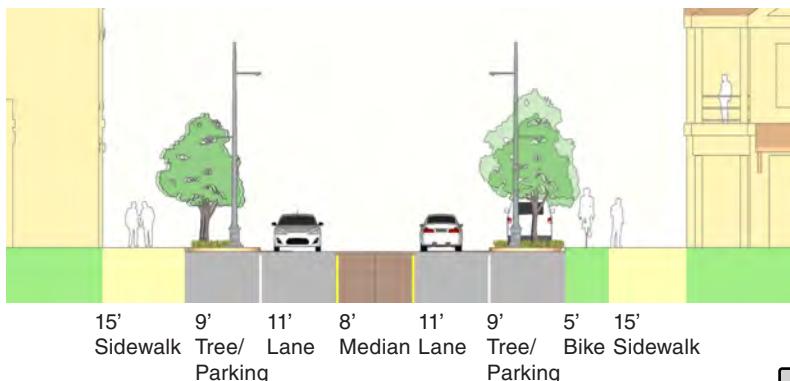
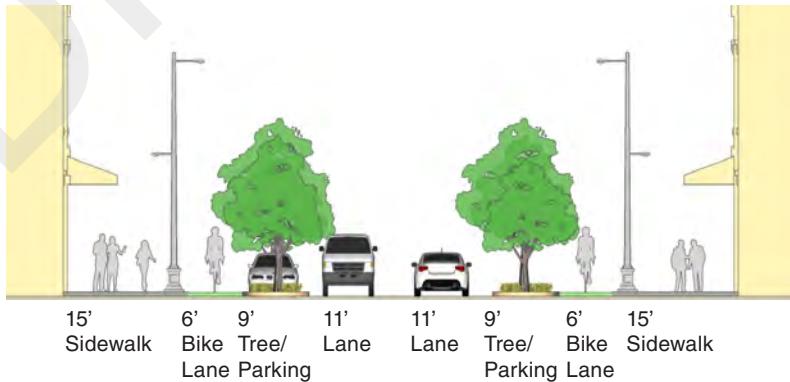
1. The lower density development of the Charter sub-district allows for a wide multi-use path that accommodates both pedestrians and cyclists along a pleasant, meandering path.
2. The 2 travel lanes exiting the development allow for morning rush traffic to more effectively stack at Caratoke Highway.
3. Parallel parking, and generous sidewalks help establish the pedestrian-friendly, retail-oriented nature of the Center Station sub-district.



Local streets

Interior Street Options

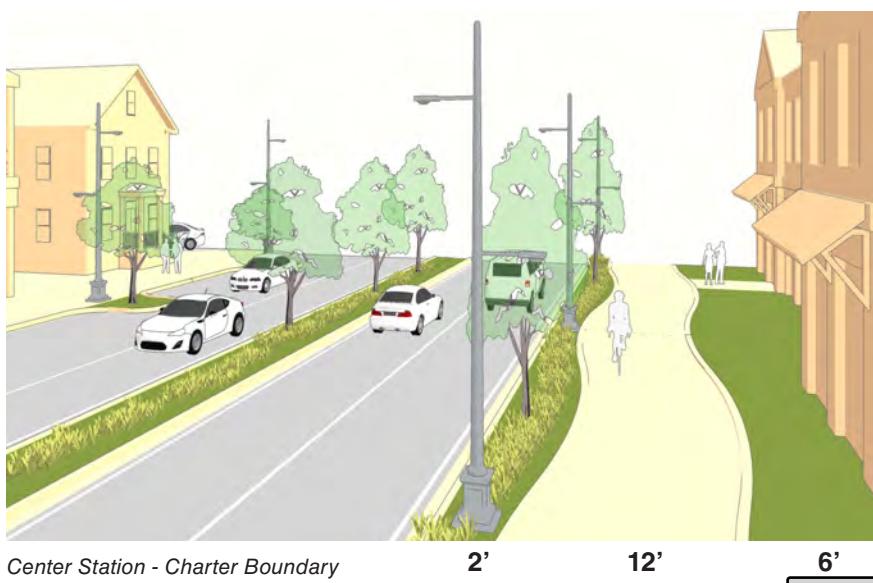
1. Sidewalks are sized to accommodate pedestrian movement as well as pedestrian oriented amenities such as seating areas and outdoor dining.
2. The bicycle lane is protected from traffic by a row of parallel parking and trees.
3. The parallel parking lane is used to accommodate treewells at regular intervals of 2 to 3 parking spaces.
4. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians.
5. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be 2700K maximum in color temperature and provide a CRI of 80 or better.



Center Station Public Right-of-Way

Pedestrian paths

1. Pedestrian paths in Center Station are wide enough to accommodate multiple uses.
2. Along East/ West Streets, are bike lanes on either side of the roadway.
3. Along North/South streets, the bike lane is located on the least commercially dense side to interfere with as few pedestrians as possible.
4. The pedestrian paths at the connection of Center Station and the neighboring Charter sub-district are wide multi use paths that can be populated by either cyclists, or ambulatory pedestrians.



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The following pages provide examples of building massing, architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Section 5

Charter Development Principles

The Charter sub-district provides a more conventional development pattern that reinforces the walkable nature of the Center Station Sub-District. The pattern of development includes a grid of streets supporting pedestrian activities, on-street parallel or angled parking, wide sidewalks with consistent tree canopy, outdoor café seating, and public spaces such as plazas and parks.

To reinforce the walkable, pedestrian-oriented nature of Charter's adjacent sub-district, off-street parking lots are located behind buildings or vegetated screens, towards the interior of the lot. Development is designed to support vibrant, walkable streets by placing buildings close to the street with active and public uses on the ground floor and pedestrian entrances accessed from the street. An interconnected network of sidewalks, multi-use paths, public spaces, and parks provide access to the mix of uses found throughout the sub-district.

The Charter sub-district is ideal for vertical mixing of residential, retail, and/or office functions within one building. Horizontal mixing of functions, within separate buildings is permitted with attention to detail through architectural and aesthetic treatments, integrated signage, landscape and buffer enhancements, and interconnected developments.



Dimensions

The allowable dimensions for the Charter sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

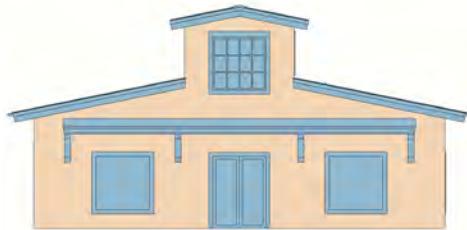
This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
Multifamily Single Family (Attached) Mixed-Use	Retail Office Health Care Restaurant Recreation Hotel	Warehouse	Public Space Community Education

Charter Commercial & Mixed Use Buildings

Charter sub-district commercial and mixed use developments follow the patterns of the small and medium Center Station buildings.

Additions such as drive-through canopies and garage doors support the more auto-oriented nature of the Charter sub-district. These additions should be placed at the rear of the building to maintain a pedestrian oriented front.



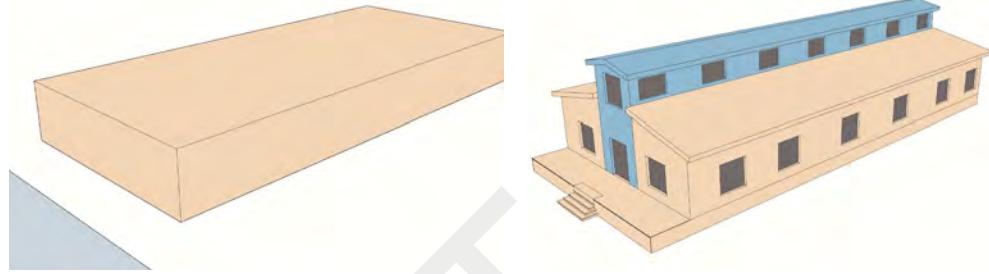
Charter

Commercial & Mixed Use Buildings

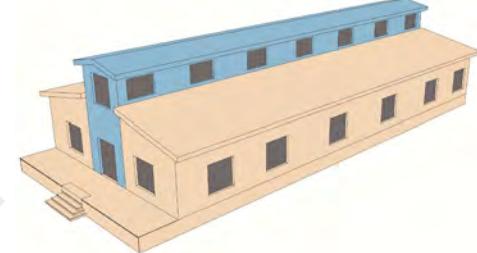
Small 2-story building

Clerestory building

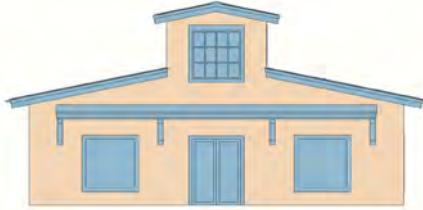
1. Use features such as clerestories to give a small building a 2-story appearance. The second floor may or may not be occupied.
2. Simple details give the building a pedestrian-friendly facade while keeping costs low.



A 1-story building program in a rectangular footprint. A 1-story building can only be accommodated if the facade is at least 20' tall giving a 2-story appearance.



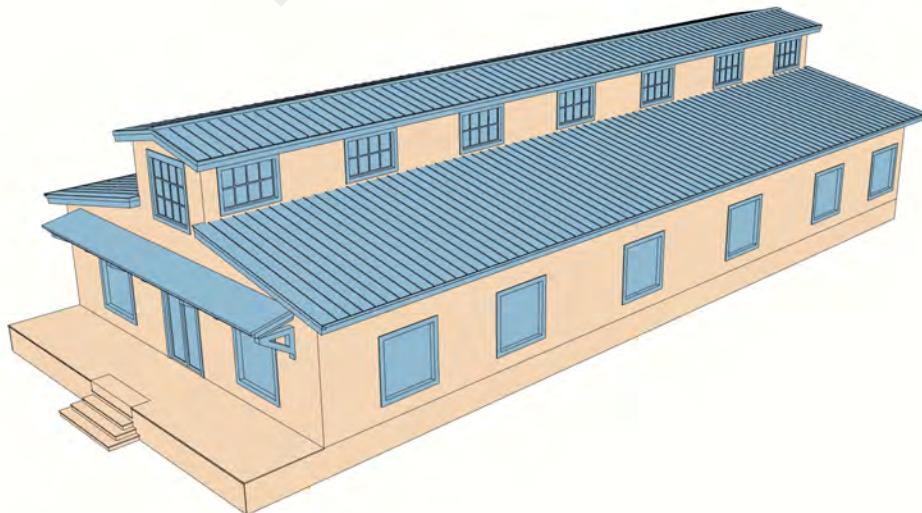
Adding a clerestory gives the building a usable 2nd story for offices or studio apartments. Alternatively, the clerestory can be used to provide additional natural light and an airy feeling to the 1st floor space while meeting the 20' building height requirement.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly. The width of the clerestory section can be adjusted to suit the building program needs.



Ground floor side windows near the street are necessary to maintain visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



A small, simple fixed awning with support brackets and simple trim profiles add detail to the building and give it a coastal appearance.

Charter

Commercial & Mixed Use Buildings

1. Roof

Standing seam metal due to low pitch

2. Trim

Simple profile, multi-layered

3. Cladding

Board & batten, cedar shake, or cementitious
clapboard

4. Clerestory windows

Divided lite, clear glass windows

5. Awning

Metal or wood with simple brackets

6. Railings

Metal or wood

7. Doors

Metal or wood storefront

8. Ground floor windows

Metal or wood storefront or folding glass
windows with clear glass

9. Decking

Wood (rot resistant)

10. Foundation

Brick, wood slat, cast-in-place concrete

11. Sign boards

Wood, metal, or composite with raised perimeter



Local Pie in Bluffton, SC



The Hitching Post (The Spry Store) in Currituck, NC

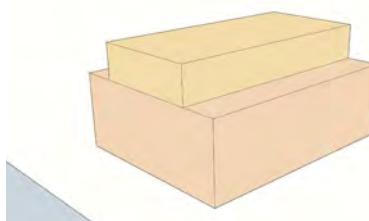
Charter

Commercial & Mixed Use Buildings

Small 2-story building

A-Frame with Porch

1. An iconic building form along the eastern seaboard, the A-frame is easy to construct, weathers storm events, and provides ample floor space while presenting a compact facade to the public.
2. A deep wrap-around porch shades the windows from hot summer sun and makes an inviting place for customers to enjoy.



A 2-story building program in a rectangular footprint.



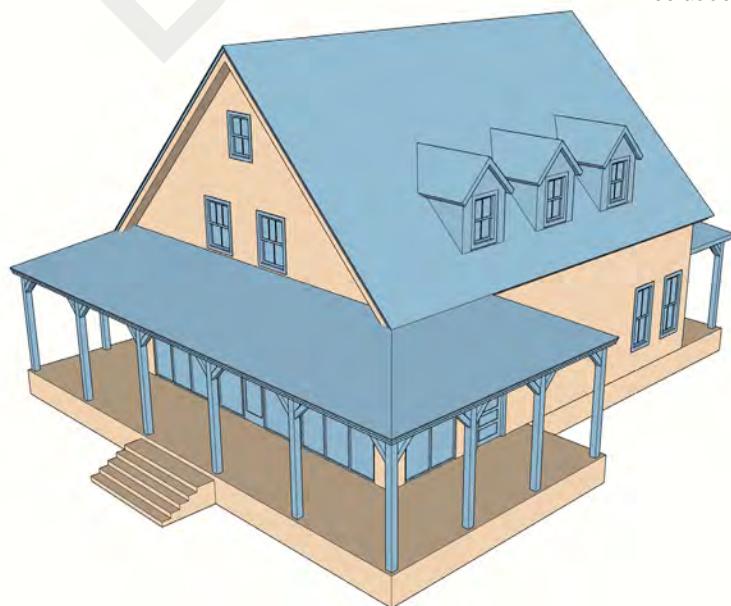
A steeply pitched roof encompasses the entire upper story.



A front facade with storefront glazing and transom windows allows natural light into the lower story space and invites pedestrians in.



Dormers let light into the upper story space and provide additional floor space. If the upper story is to be occupied by a different tenant, or is for a residential use, then a separate side entry can be added.



Straight or braced columns support the deep porch. Dormers can be separate or combined into one large dormer.

Charter

Commercial & Mixed Use Buildings

1. Roof

Cedar shingle, architectural shingle, or standing seam metal

2. Trim

Simple profile, multi-layered

3. Upper story windows

Divided lite, clear glass windows

4. Porch roof

Cedar shingle, standing seam metal, or architectural shingle

5. Columns and brackets

Painted wood or composite wood

6. Ground floor windows

Metal or wood storefront with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

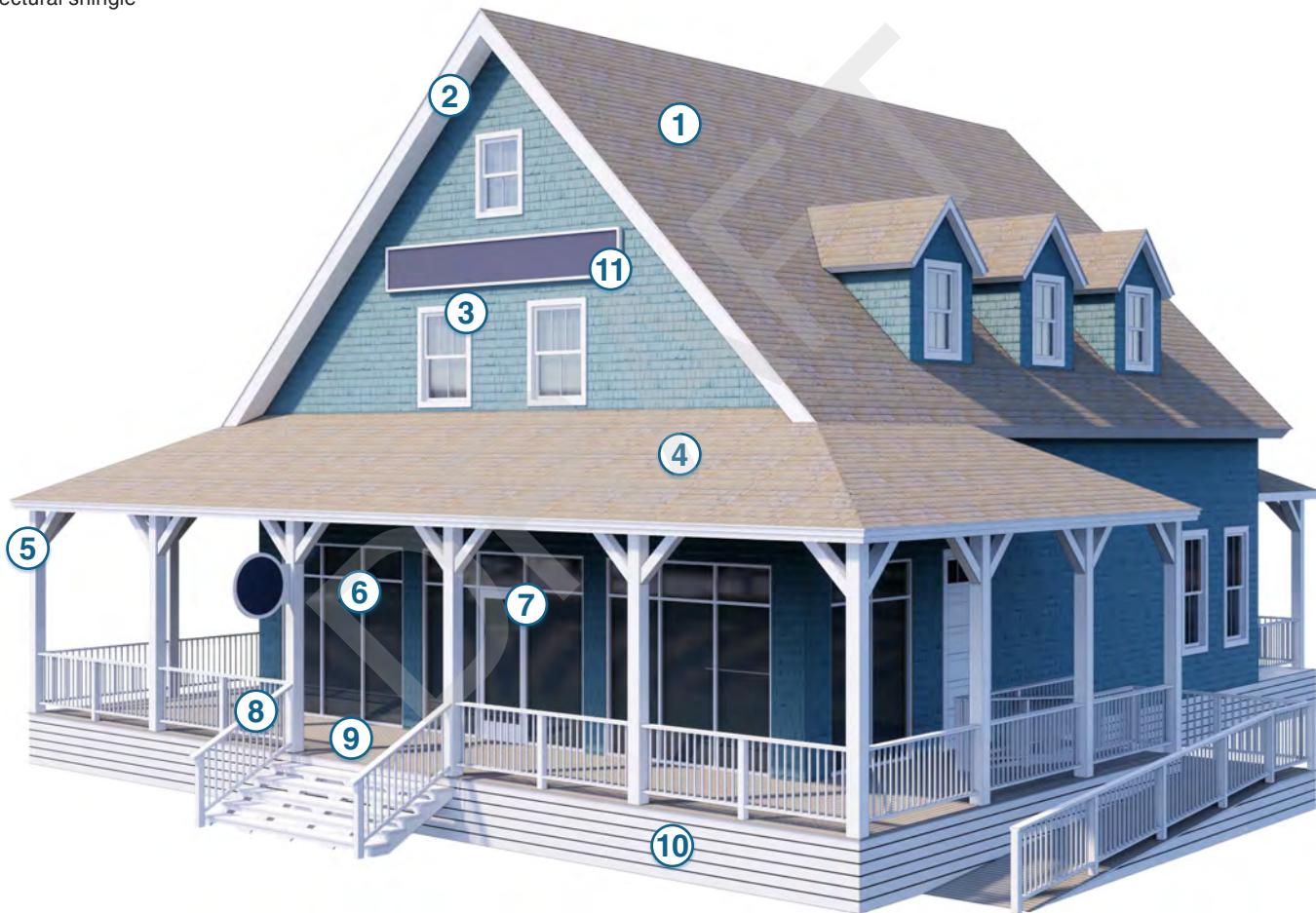
Wood (rot resistant), or composite wood.

10. Foundation skirt

Painted wood (rot resistant) or painted PVC

11. Sign board

Wood, metal, or composite with raised perimeter



Caffey's Inlet Lifesaving Station
in Dare County, NC



Seatack Station, Virginia Beach, VA



The Purnell Hotel, Ocean City, MD

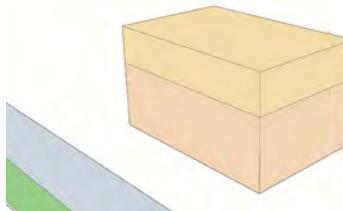
Charter

Commercial & Mixed Use Buildings

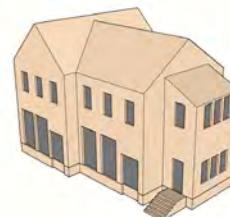
Medium 2-story building

L-shaped

1. Use gable ends to break up longer facades and create the appearance of a series of smaller masses.
2. Simple details give the building a pedestrian friendly facade while keeping construction costs low.



A 2-story building program in a rectangular broadfront footprint.



Adding a gable end breaks up the building facade and provides multiple distinct storefronts.



Storefront windows and doors allow pedestrians to see into the ground floor spaces. A stair and elevator tower on the end of the building gives private access to the upper story if desired.



A drive-through canopy added to the rear of the building allows auto-oriented uses to occupy the building while maintaining the vernacular character.



Awnings with brackets and shutters protect the windows from sun and rain.

Charter

Commercial & Mixed Use Buildings

1. Roof

Standing seam metal, cedar shingle, or architectural shingle

2. Trim

Simple profile, multi-layered wood or painted PVC

3. Cladding

Wood clapboard, cedar shake, or cementitious clapboard, brick

4. Upper story windows

Double hung, true or simulated divided lites, clear glass windows

5. Shutters

Wood or fiberglass, 1/2 width and full height of window, operable louvered or solid shutters

6. Awning

Metal or wood with simple brackets

7. Doors

Metal or wood storefront with transoms and clear glass.

8. Ground floor windows

Metal or wood storefront with transoms. Wood, metal, or painted PCV paneling

9. Foundation

Brick, cast-in-place concrete, or parged CMU

10. Residential door

Wood, metal, or fiberglass entry door



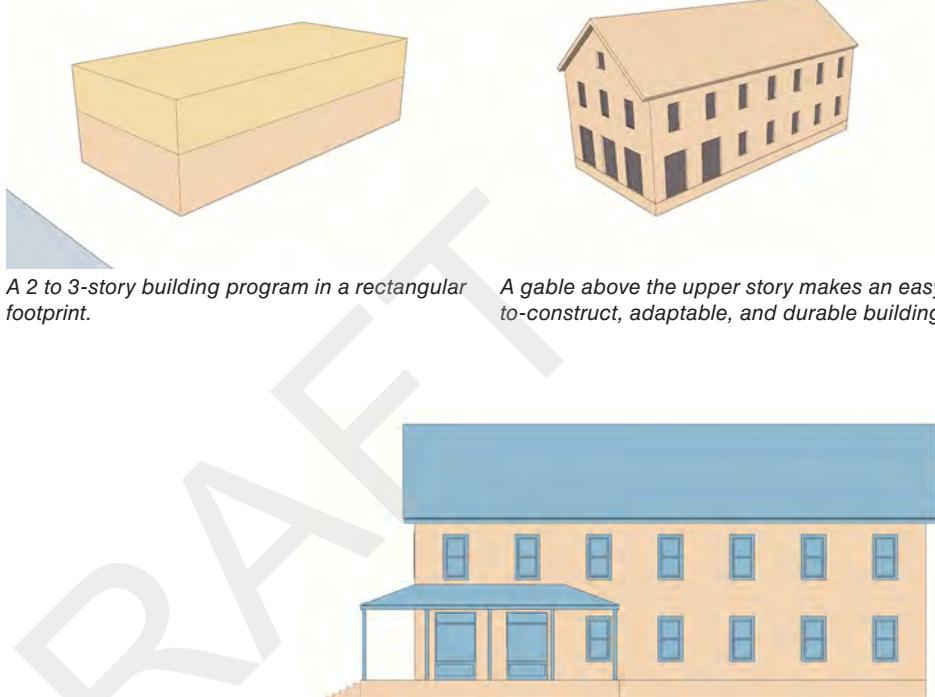
Charter

Commercial & Mixed Use Buildings

Medium 2-story building

Gable-front building

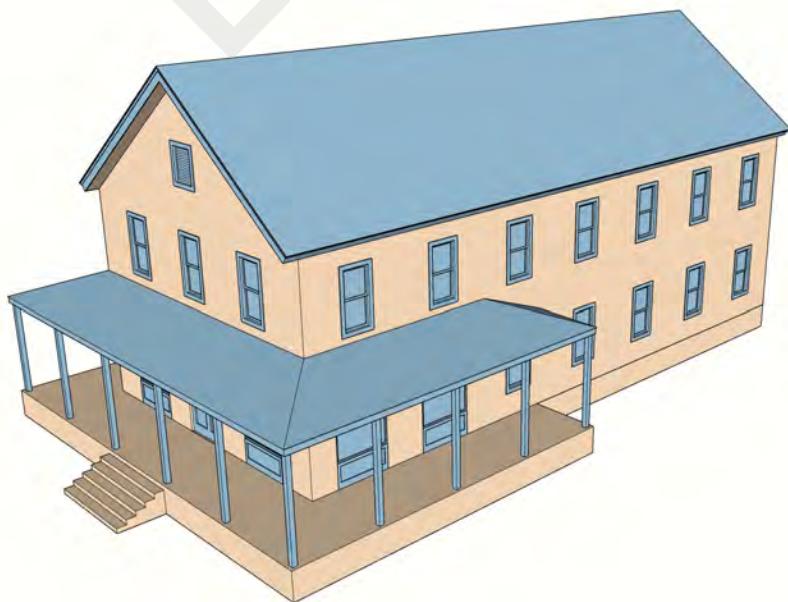
1. A classic and versatile building form lends itself well to a vertical mix of uses.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



Minimal overhangs are typical, but the eaves can be extended up to 3' or 4' with exposed rafter tails for a more Craftsman appearance.



Evenly spaced side windows on all levels produce usable light throughout the building.



The wraparound porch can be supported by simple square columns or brackets.

Charter

Commercial & Mixed Use Buildings

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered

3. Upper story windows

Single or divided lite, clear glass windows

4. Porch roof

Standing seam metal, or to match main roof

5. Columns and brackets

Painted wood or metal, 4"-8" square or round

6. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

Wood (rot resistant) or composite wood

10. Foundation skirt

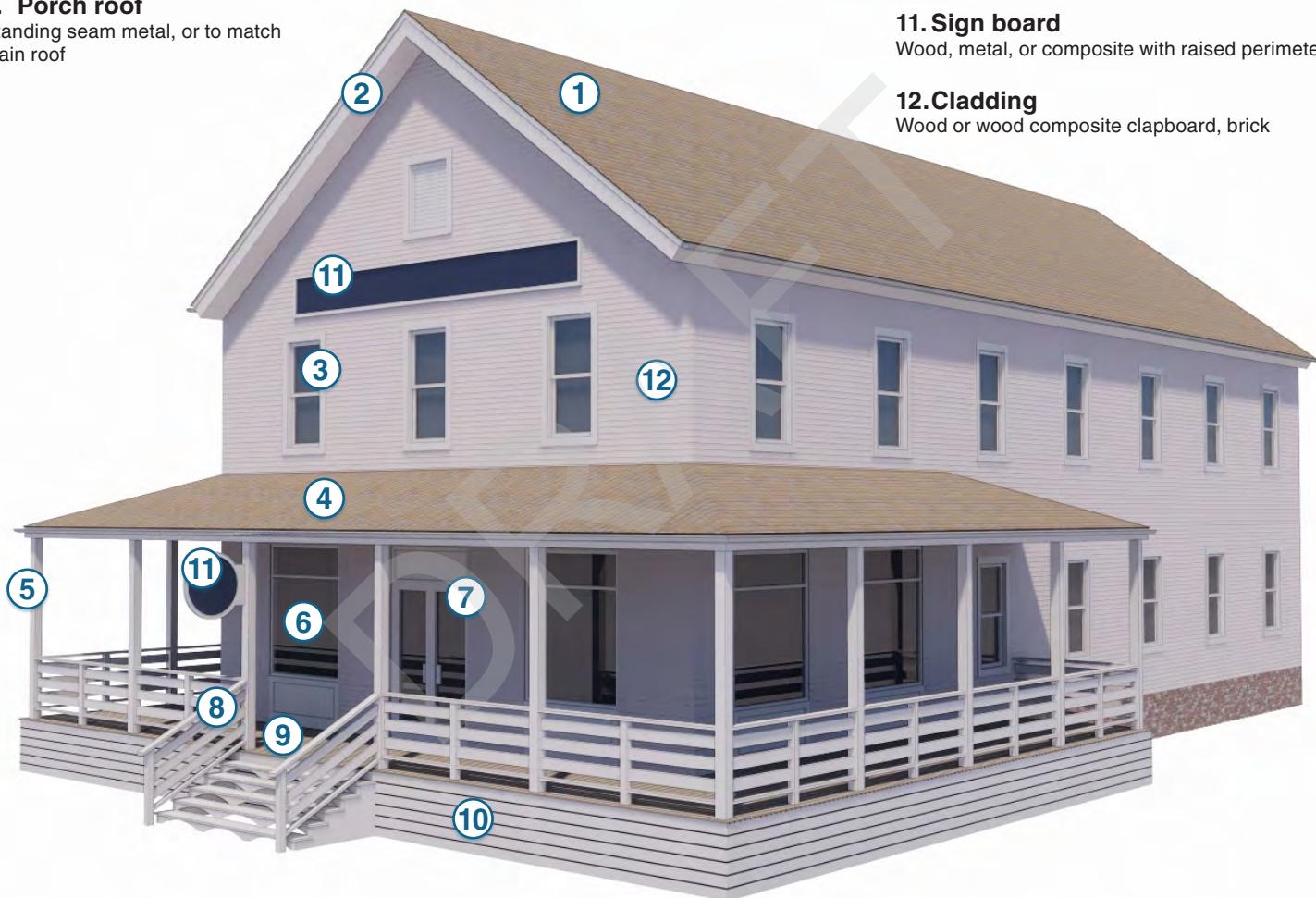
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.

11. Sign board

Wood, metal, or composite with raised perimeter

12. Cladding

Wood or wood composite clapboard, brick



Cheap John's Store, Currituck County, NC



Creekmore Brothers Store, Currituck County, NC



JM Roberts House, Currituck County, NC

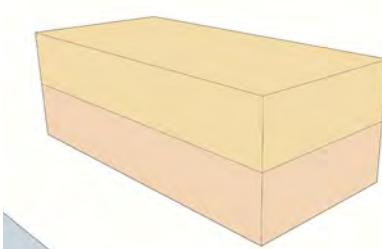
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Commercial & Mixed Use Buildings

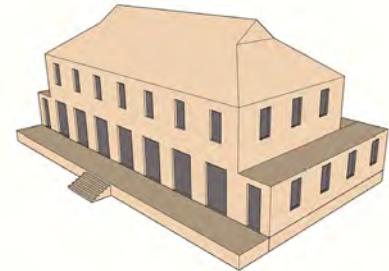
Medium 2-story building

Broad-front building

1. Occupy the frontage of a wide site and provide continuous street-level access to multiple tenants.
2. Upper stories can be used for offices or residential and are pulled back from the street.



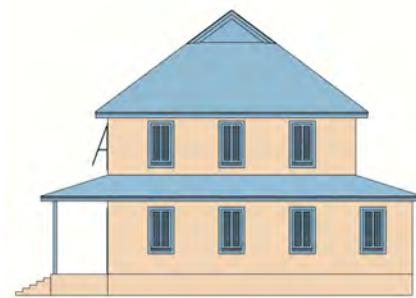
A 2 to 3-story building program in a rectangular broadfront footprint.



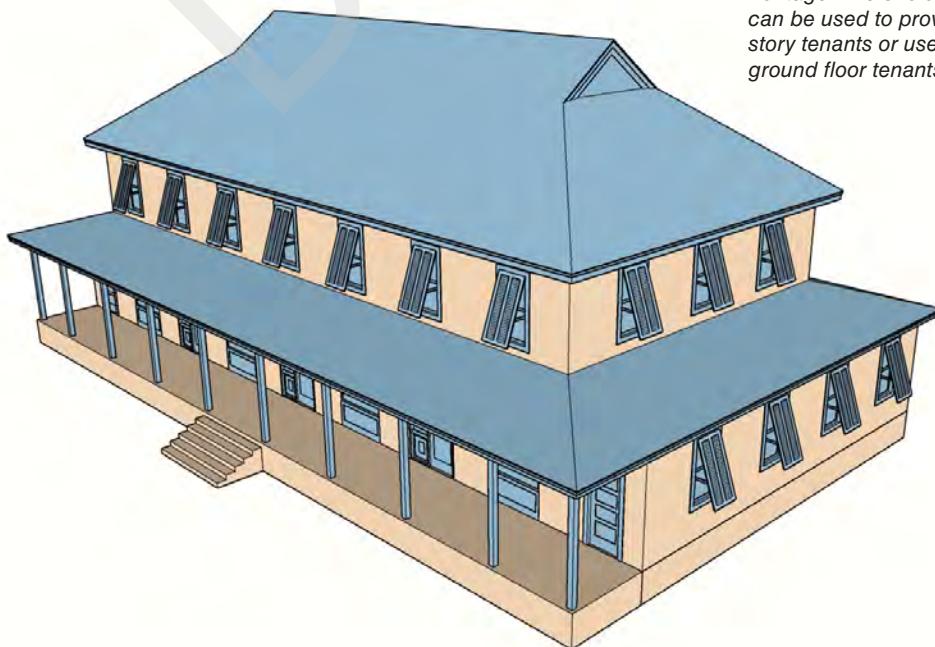
Closely spaced large openings at the ground floor are important to making the long facade feel permeable and welcoming to pedestrians.



A broad front facade allows for more space behind the building to be used for parking and allows for more individual tenants to have street frontage.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. The enclosed areas under the porch roof can be used to provide building access for upper story tenants or used as enclosed porches for ground floor tenants.



A gable roof is used here, but gable or hipped roofs would also be appropriate. Bermuda shutters have been used to give the building a coastal appearance.

Charter

Commercial & Mixed Use Buildings

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows with shutters

5. Shutters

Wood, aluminum, or fiberglass Bermuda shutters, full width and length of window

6. Porch roof

Match main roof

7. Columns

Square metal or wood with beveled corners

8. Doors

Metal or wood storefront with transoms

9. Ground floor windows

Metal or wood storefront with transoms

10. Residential/Upper story door

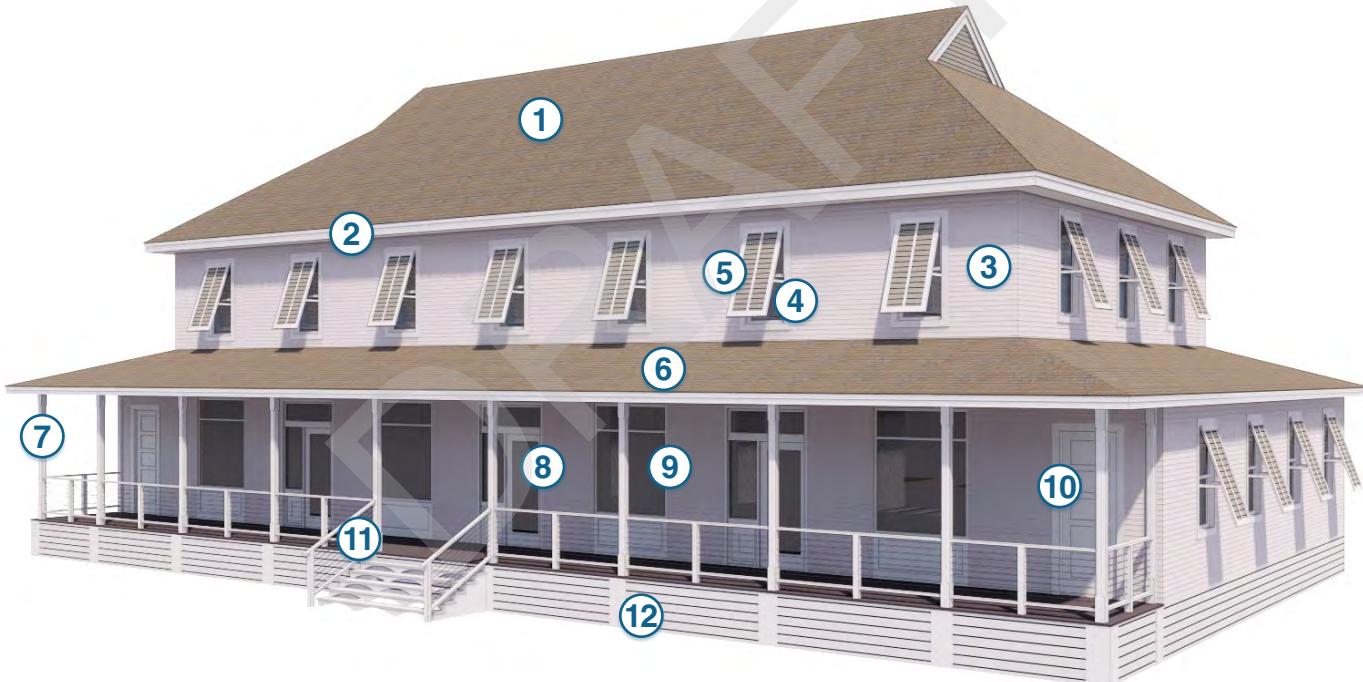
Wood, metal, or fiberglass entry door

11. Railing and stairs

Brick, cast-in-place concrete, or parged CMU

12. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



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Charter Multifamily Buildings

Multifamily development in the Charter sub-district should be composed of neighborhood-scale buildings that can be clustered around a common amenity or parking area if a greater number of units is desired.

Multifamily buildings of this type can support up to 12 units. Shown in this section are examples of a duplex, a triplex, a courtyard apartment, and a mansion apartment. These basic building types can be scaled up or down to accommodate the site and number of units in the development.



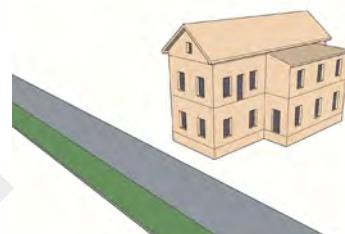
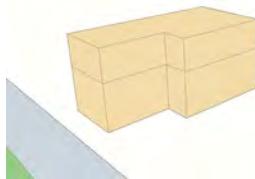
Charter

Multifamily Buildings

Small 2-story building

Duplex Style Apartment

1. A 2-story long, narrow building with a recessed side extension presents a narrow facade to the street.
2. The recessed entry provides privacy to the residents while giving the street frontage more depth.



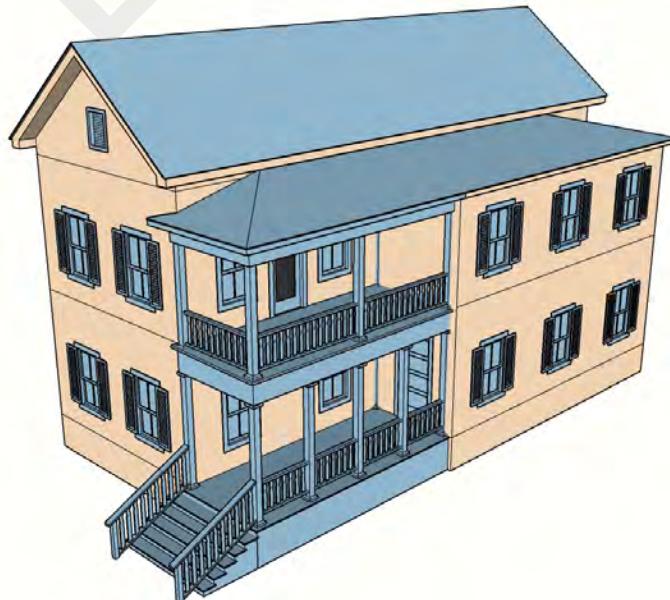
A 2 to 3-story building program in a rectangular footprint. A side entry provides privacy on busy streets.



The narrow front facade is easily made pedestrian-friendly with just a few windows.



With the entries on the side, they can be less ornate and still be appropriate.



The side porches add detail to the front elevation while providing a private outdoor space for residents.

Charter

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Porch roof

Match main roof

6. Columns

Square metal or wood with beveled corners

7. Doors

Metal or wood storefront with transoms

8. Ground floor windows

Metal or wood storefront with transoms

9. Building Main Entry

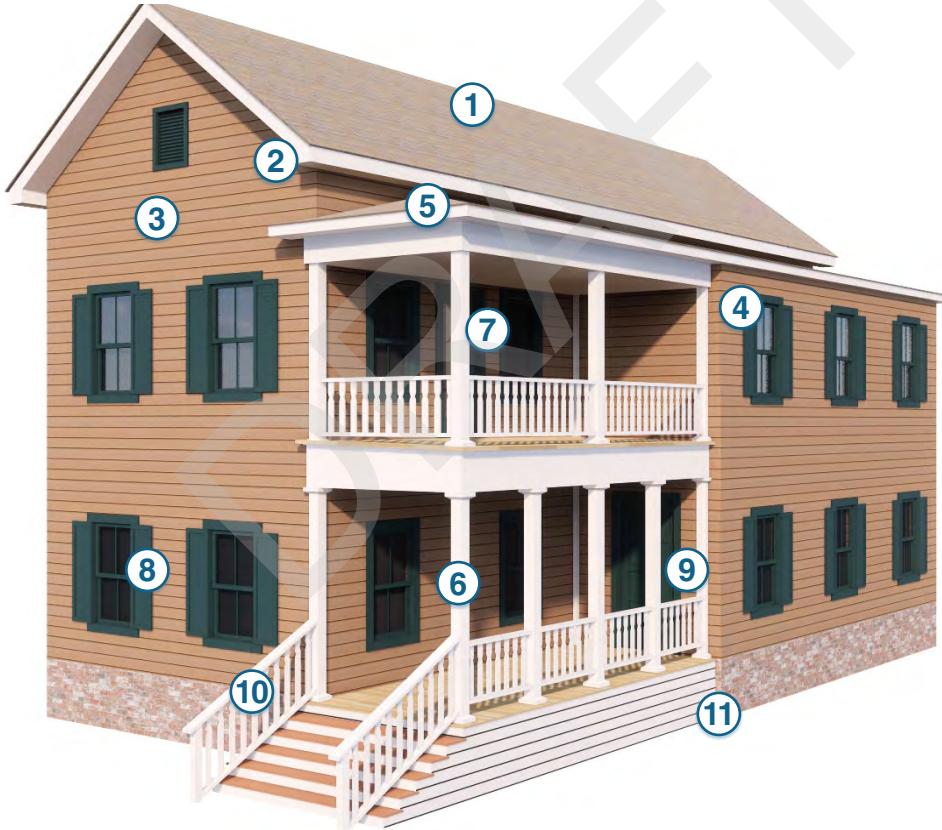
Wood, metal, or fiberglass entry door

10. Railings

Brick, cast-in-place concrete, or parged CMU

11. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



Charter

Multifamily Buildings

Small 3-story building

Triplex Style Apartment

1. A narrow building with 3 stacked apartments.
2. A compact footprint and simple detailing keep construction costs low while providing high density.



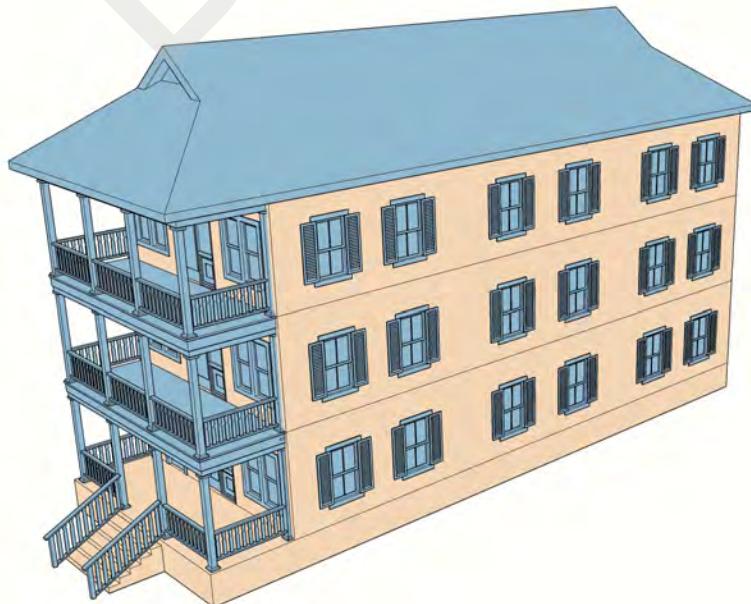
A 2 to 3-story building program in a rectangular footprint. A side entry provides privacy on busy streets.



The front facade is a simple composition with regularly spaced windows and doors.



Windows should be placed to daylight and ventilate all interior spaces.



A hipped or gable roof helps to step the mass of the building back.

Charter

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingles

2. Trim

Simple profile, wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Windows

Double hung, divided lite, transparent glass windows

5. Columns

Square metal or wood with beveled corners

6. Building Main Entry

Wood, metal, or fiberglass entry door with transom or sidelites

7. Railings

Brick, cast-in-place concrete, or parged CMU

8. Foundation skirt

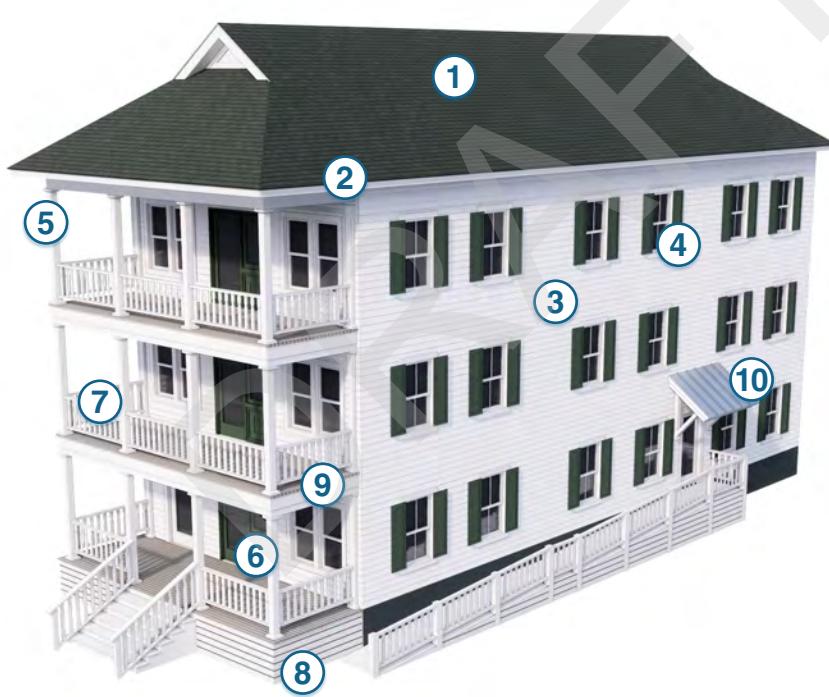
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure

9. Porch Decking

Wood or wood composite deck with finished undersides of porches in wood or vinyl beadboard or cementitious fiber board panels

10. Awnings

Match main roof or standing seam metal with wood or metal structure



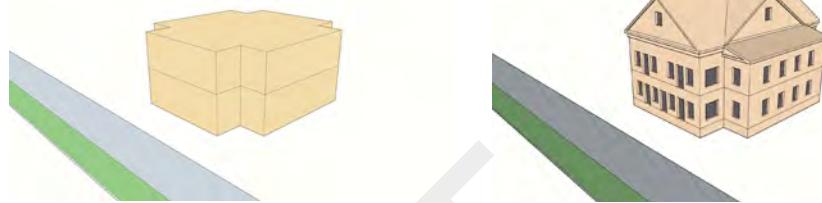
Charter

Multifamily Buildings

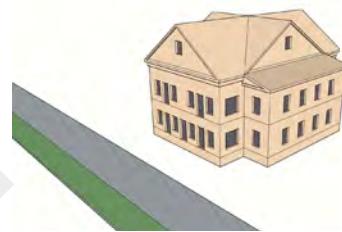
Medium 2-story building

Mansion Style Apartment

1. Intended to appear like a large house that has been broken up into smaller dwelling units, the design should be that of a large residence.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



A 2 to 3-story building program in a rectangular or square footprint.



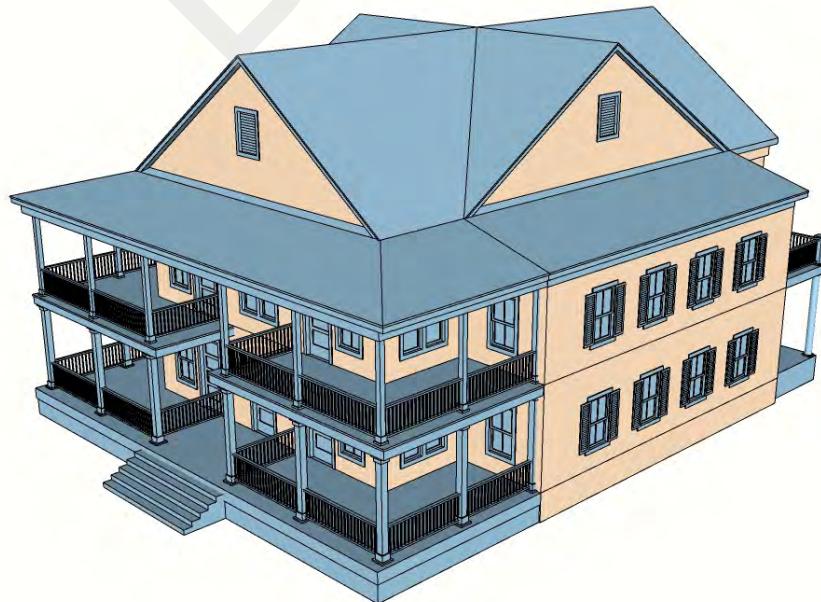
Typical residential windows and details are appropriate.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly.



The windows should continue around the perimeter of the building to provide daylighting for all of the interior spaces.



Wrap-around porches provide outdoor space for residents and accommodate a coastal lifestyle.

Charter

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cedar shake, or cementitious lapped siding

4. Windows

Double hung, divided lite, transparent glass windows

5. Porch roof

Match main roof

6. Columns

Square metal or wood or wood

7. Entry Doors

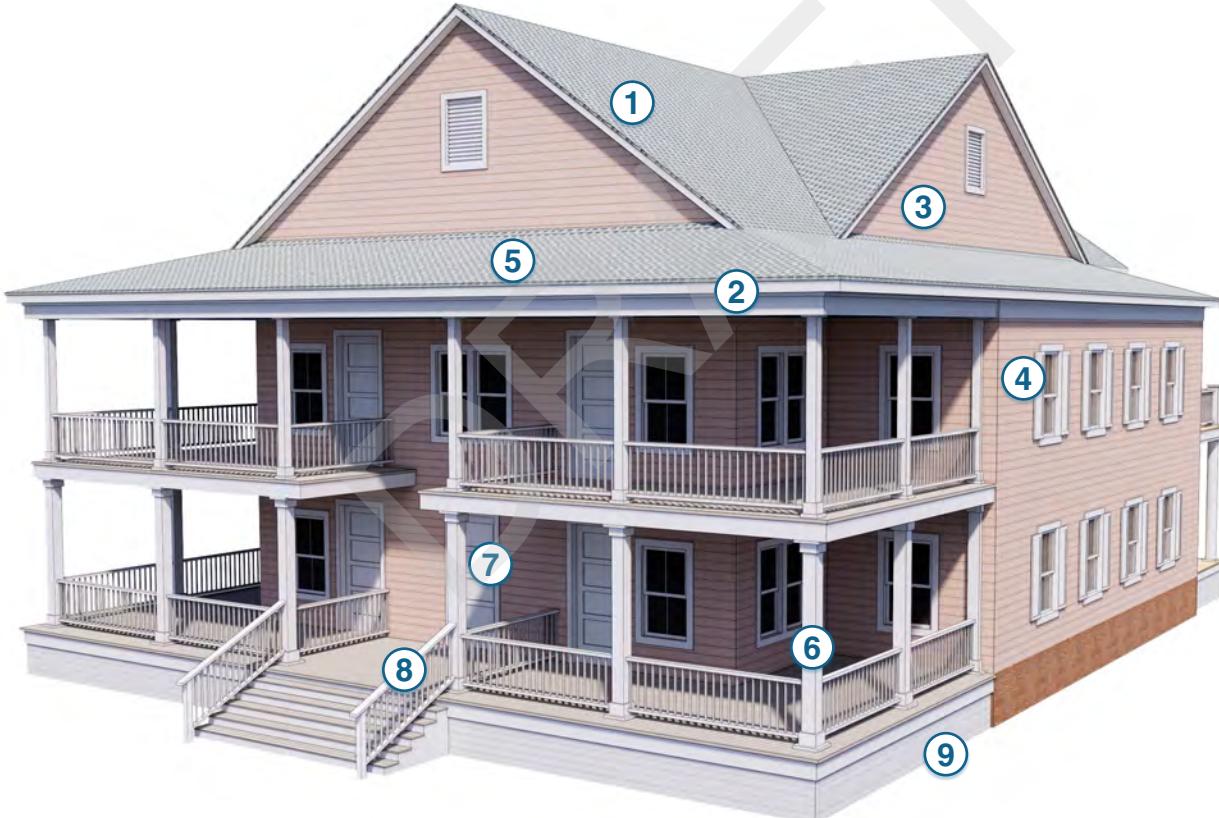
Wood, metal, or fiberglass entry door

8. Railings

Wood or wood composite

9. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure



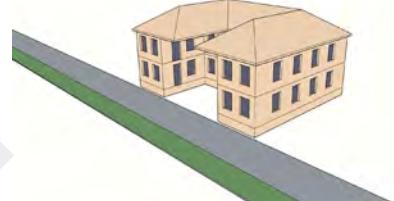
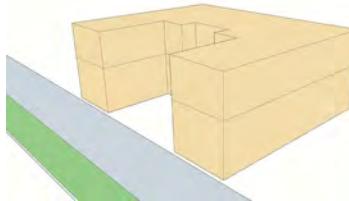
Charter

Multifamily Buildings

Medium 2-story building

Courtyard Style Apartment

1. A multifamily building with a small scale.
2. A courtyard allows all units to be naturally lit from multiple directions.



A 2 to 3-story building program in a square or rectangular footprint with a courtyard.

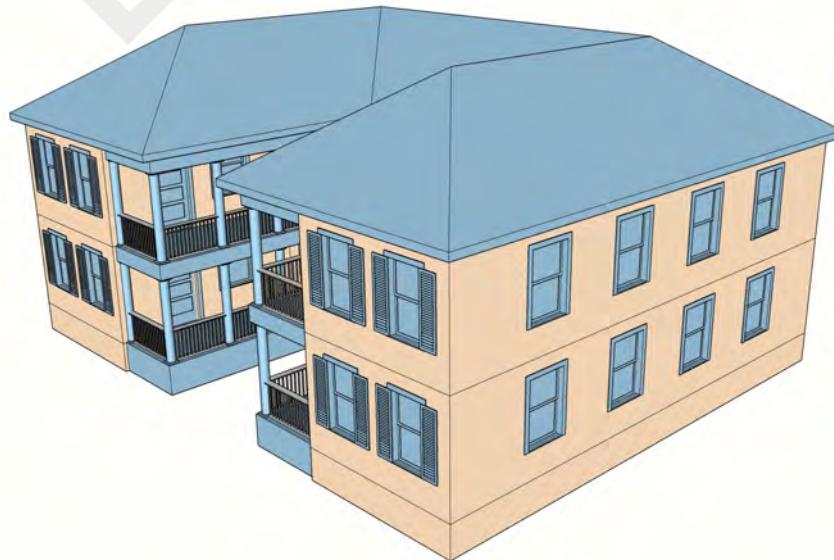
Windows and porches are placed to take advantage of the natural light available around the exterior perimeter, and the privacy afforded by the courtyard.



A central courtyard provides a semi-private entrance and porch area while maintaining the building facade line of the block.



Ground floor side windows are necessary to maintain the visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



Roof and window types, awnings, trim, and brackets add detail to the building and give it a coastal appearance.

Charter

Multifamily Buildings

1. Roof

Cedar shingle, architectural shingle, standing seam metal

2. Trim

Simple profile, multi-layered wood or PVC

3. Cladding

Wood lapped siding, brick, cementitious lapped siding

4. Upper story windows

Double hung, divided lite, transparent glass windows

5. Columns

Square or round metal or wood

6. Doors

Metal or wood storefront with transoms

7. Ground floor windows

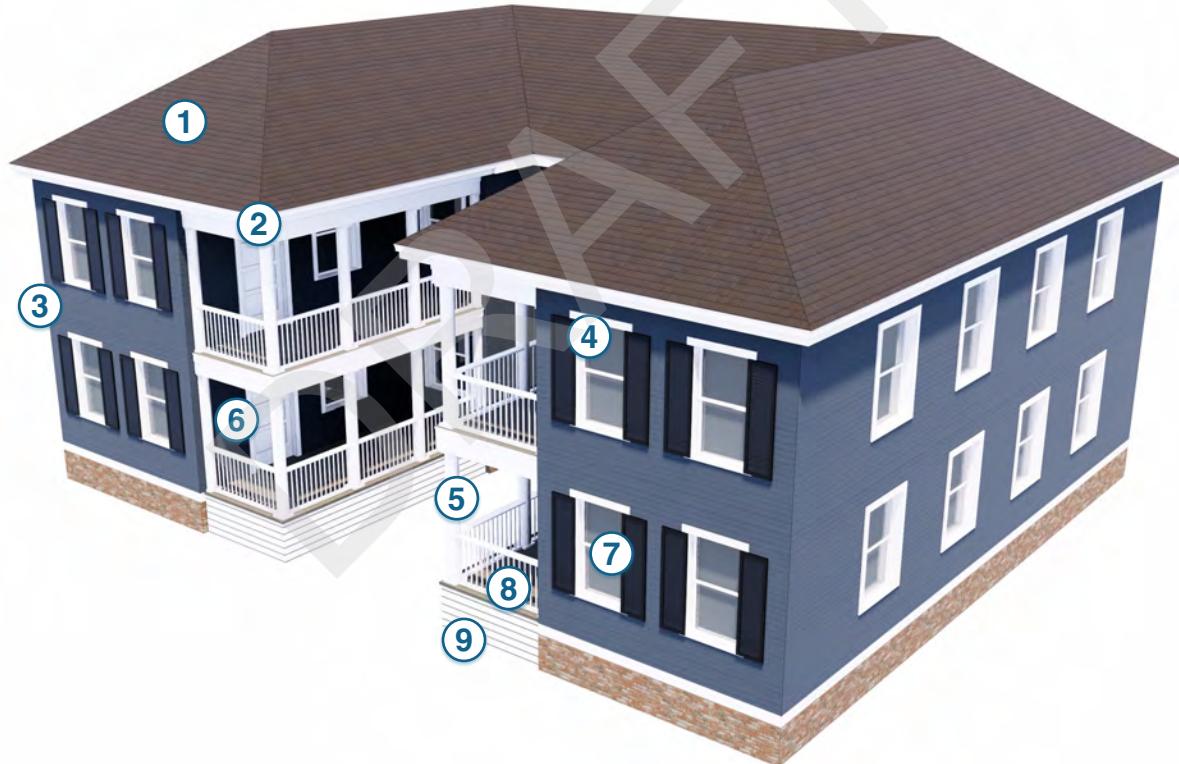
Metal or wood storefront with transomsmetal

8. Railings

Wood or composite

9. Foundation skirt

Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.



Charter

Commercial, Mixed Use & Multifamily

Building details

Roof materials



Architectural shingles. Dark green, medium brown, medium gray, or dark red in color.



Standing seam metal. 1 1/2" vertical seam with 12"-18" spacing. Silver metallic, medium gray, dark green, or dark red in color



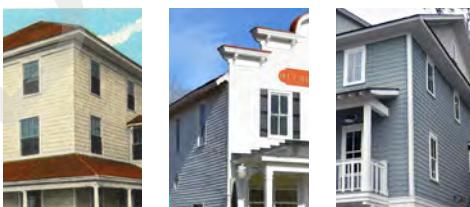
Cedar or cypress shingles.



Exterior cladding details



Full brick buildings as well as buildings that have brick foundations and clapboard or shingle cladding above are appropriate.



Wood or fiber cement clapboard siding in a variety of colors in whites, grays, earth tones, and pastels are appropriate. Exposures should be 8" or less.



Cedar shake or fiber cement simulated shake siding, stained, painted, or natural, is appropriate. Colors should be whites, grays, earth tones, or pastels.

Windows and doors details



Doors and windows set in brick - recessed with brick mold with brick lintels or arches above and brick or wood/composite sills below.



Doors and windows set in clapboard siding with trim 3" to 6" in width. The door/window trim width should always be less than the width of the corner trim of the building.



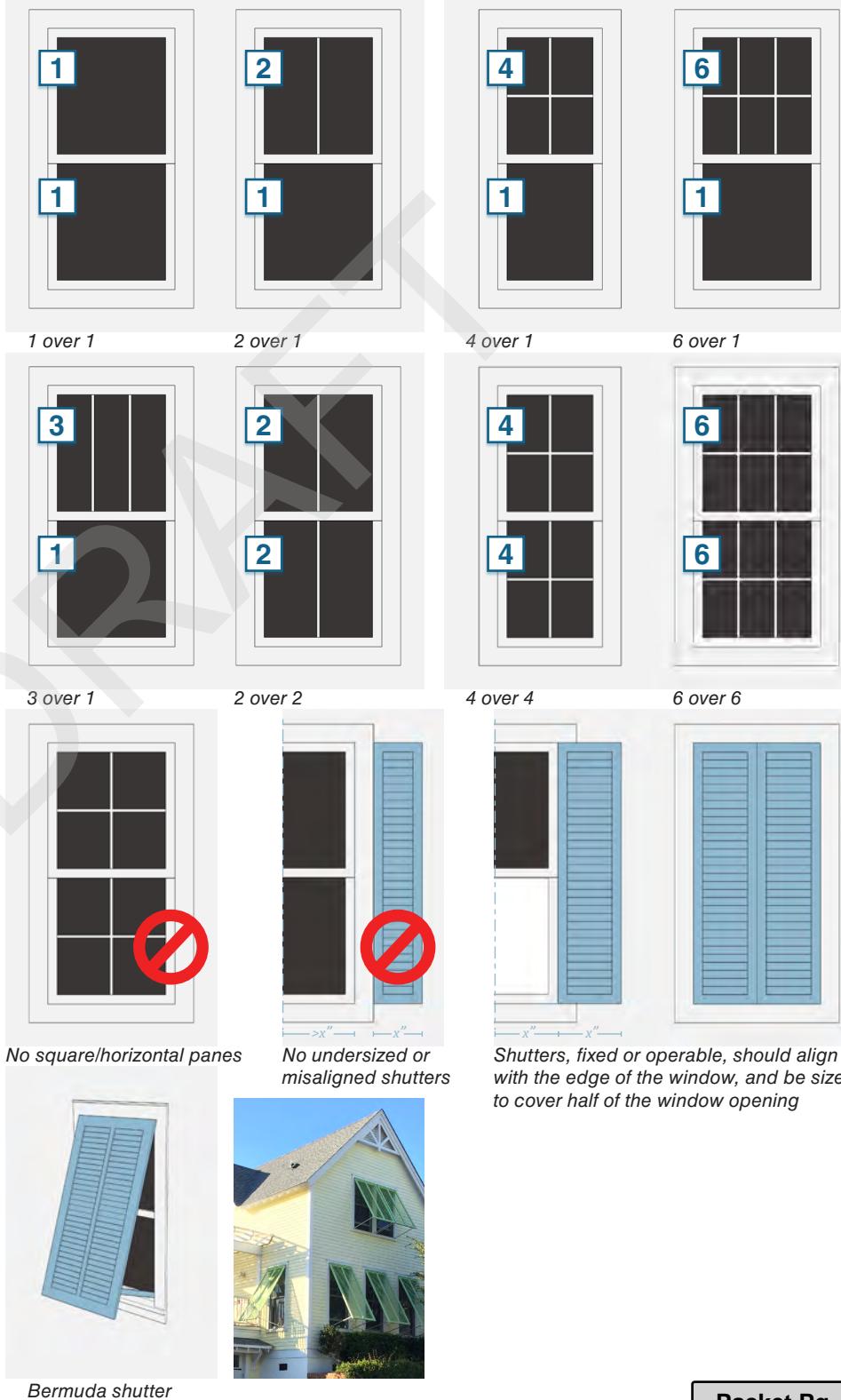
Doors and windows set in cedar or cypress shake siding with 1 1/2" to 3" flat trim.

Charter

Commercial, Mixed Use & Multifamily

Double-hung windows

1. Upper story windows, and windows in residential spaces on any level should be operable.
2. Casement and awning windows are appropriate in circumstances where the window sill is higher than typical, such as in bathrooms or over a counter top.
3. Double-hung windows are the most common and are appropriate in most circumstances.
 - a. Muntin divisions should result in individual panes (also called *lites/lights*) with a vertical proportion, rather than being square or horizontal.
 - b. Vary the number of divisions in differently-sized windows in order to maintain a similar pane proportion from one window to the next rather than maintaining the same number of divisions for every window.
4. Operable shutters are preferred for protection from storm-borne debris as well as their functionality in maintaining privacy and reducing solar gain while windows are open in nice weather.
 - a. Shutters should always be sized (whether operable or not) so that they would fully cover the window when closed.
 - b. Mulled windows should not have shutters alongside them unless each shutter is sized to cover half of the mulled unit.
5. Operable Bermuda shutters are a great solution in coastal environments to protect from hot sun and storm-borne debris.
 - a. Bermuda shutters should be sized to overlap the window by at least 1" on all sides.



Charter

Commercial, Mixed Use & Multifamily

Building details

Railing Styles details



Cable Railing
Contemporary style of railing with high visibility and horizontal emphasis



Decorative Railing
Transitional style of railing with low visibility and horizontal emphasis



Plank Railing
Rustic style of railing with low visibility and horizontal emphasis



Picket Railing
Traditional style of railing with vertical emphasis, picket styles vary

Column Styles



Doric Column
Classical style



Square Column
Simple style, tapered sides shown above

Bracket Styles



Ornate Bracket



Double Columns on plinths
Contemporary style. Plinths can be wood or masonry



Square Column
Simple style, shown with brackets above



Simple Bracket

DRAFT

Charter Public Space

The Charter sub-district is intended to be a little more conventional in its pattern of development, though it should still be a pleasantly walkable place. Connections between developments and connections to the adjacent subdistricts are the primary focus.

Intersections of primary roadways and the focal points of developments within the sub-district are the main opportunities for amenity spaces and community assets.

The following public space types are appropriate to use in the Charter sub-district.



Charter Public Space

Squares



Mid-block Square



Intersection Square

1. Located along paved walkway, between 2 businesses
2. Business adjacent may use squares.
3. Square minimum size 60' x 80'
4. Square paving to reflect heat, not light.
5. Color to contrast adjacent paving or groundcover
6. Square amenities may vary, at a minimum, provide shaded seating

1. Located at the nexus of adjacent sub-districts.
2. Vehicular traffic surrounds the square.
3. Maintain a buffer between vehicular traffic outside of square and pedestrians inside square.
4. Suitable buffers are a continuous row of trees, planters, and/or on-street parking

Greenbelts



Greenbelt Path

1. Gently meandering path.
2. Greenbelts widen at building entrances.
3. Benches, trash receptables, and water fountains shall be regularly spaced along the greenbelt.



Greenbelt Activity Node

1. Activity nodes are to be set back from the path, while remaining visible from the R.O.W.
2. Activity nodes should offer various options for visitors:
3. Exercise equipment.
4. Rest areas.
5. Scenic looks.
6. Picnic venues.
7. Bike repair stations.

Charter Public Space

Parks



Pocket Parks

1. Located within the open space of one lot
2. Typically between 100 - 200 sq. ft.
3. These small parks are most useful on lots with multiple residences.
4. Paving at perimeter of space should be of contrasting color.
5. Seating and plants are common amenities here



Neighborhood Playgrounds

1. Located within or near large public space.
2. Neighborhood playgrounds must be visible from the right-of-way.
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include



Dog Parks

1. Continuous Fencing around dog parks.
2. Bull fencing and picket fencing are acceptable styles.
3. Planting at base of fence is encouraged, to eliminate burrowing.
4. When possible, provide water fountain for pets
5. The groundcover should be artificial turf or seeded grass.
6. A trash container should be provided for collection of animal waste.



Fitness stations

1. Paving should be soft and durable, rubber mats are typical.
2. Paving color should have a low heat reflectivity
3. Plaza paving to reflect heat, not glare. Color to contrast adjacent paving or groundcover
4. Plaza amenities may vary, at a minimum, provide shaded seating and paved walking paths

Amenities



Area of concentrated amenities including shaded bike racks, drinking fountains, and trash receptacles.



Benches placed across from each other for social interaction

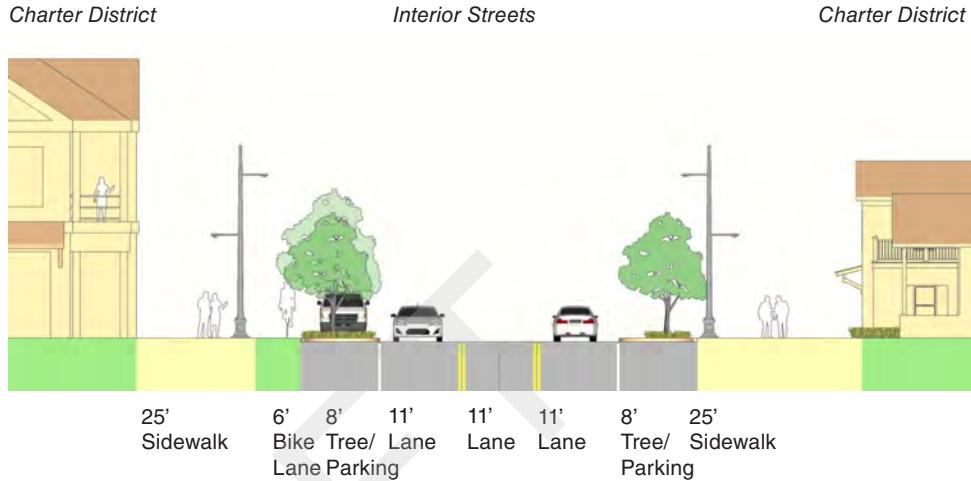
Charter

Public Right-of-Way

Local streets

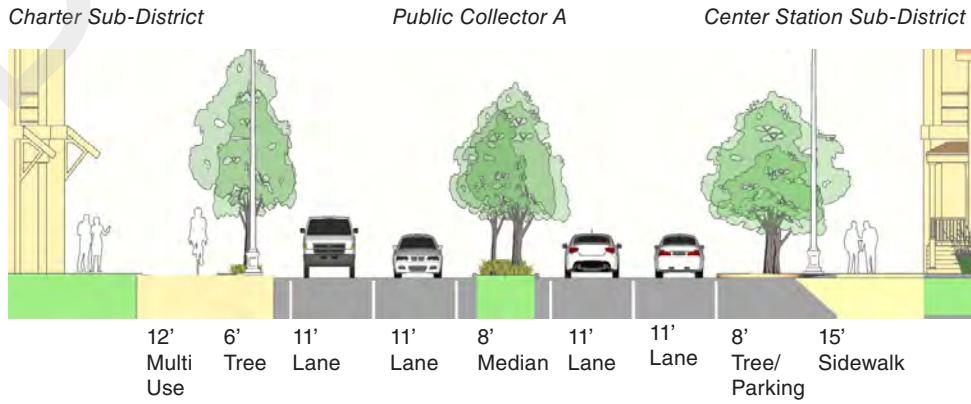
Interior Streets

1. Sidewalks are sized to accommodate pedestrian movement as well as pedestrian oriented amenities such as seating area and outdoor dining
2. The bicycle lane is protected from traffic by a row of parallel parking and trees
3. The center lane is for turning vehicles and may be upgraded to a planted median as required
4. The parallel parking lane is used to accommodate tree wells at regular intervals of 2 to 3 parking spaces
5. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians
6. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be no cooler than 3000K in color temperature and provide a CRI of 80 or better



Center Station - Charter Boundary

1. The lower density development of the Charter sub-district allows for a wide multi-use path that accommodates both pedestrians and cyclists along a pleasant, meandering path
2. The 2 travel lanes exiting the development allow for morning rush traffic to more effectively stack at Caratoke Highway
3. Parallel parking, and generous sidewalks help establish the pedestrian-friendly, retail-oriented nature of the Charter sub-district



Charter Public Right-of-Way

Pedestrian paths

1. Pedestrian paths within Charter may serve several uses.
2. Where there is little commercial activity, it is appropriate to designate a bike lane along the pedestrian path.
3. Bike lanes are to be painted in a contrasting color with the adjacent pavement
4. Pedestrian paths crossing a street are to be raised when in the middle of a block.
5. Pedestrian path lighting shall be continuous and even.
6. Pedestrian multi-use paths shall gently meander in locations where the building setback exceeds 20'.



Charter - Interior Streets



Center Station - Charter Boundary

The following pages provide examples of building massing, architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Section 7

Cypress Development Principles

The Cypress sub-district forms the low density, single-family residential development of the Currituck Station District. To support the residences in this sub-district, small, neighborhood-serving commercial and office uses are permitted. These non-residential uses may be provided when adjacent to or fronting a collector street or arterial street.

To maintain the residential, family-oriented nature of Cypress, parking garages should be set back, towards the interior of the lot. Development is designed to support the residential nature of the sub-district. Small office and retail shall use vegetated buffers to screen off-street parking, mechanical equipment, trash enclosures, and other non-residential features. An interconnected network of sidewalks, multi-use paths, public spaces, and parks provide access to the mix of uses found throughout the sub-district.

Cypress is the low-density family sub-district of Currituck Station, in order to present a welcoming and safe environment to the families here, landscape and buffer enhancements are encouraged.



Dimensions

The allowable dimensions for the Center Station sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
Single Family (Attached) Duplex	Neighborhood-serving retail Office	None	Community-serving amenities Education Government

DRAFT

Cypress Commercial Development

Commercial development in the Cypress sub-district is limited to neighborhood serving retail and services. These buildings should not dramatically stand out from the neighborhood houses in either style or scale. Small to medium sized, residential-type buildings are adaptable enough to suit the needs of the variety of businesses which are needed to support daily life, while not being so out of character for the neighborhood that they are not identified as being part of it.

If drive-through retail is necessary for the business occupying the building, then the drive-through lanes and canopies should be placed at the rear of the building, out of sight of the primary street frontage. The canopies should be of a similar roof type to the primary building, matching either the main roof or the porch roof construction.

Additions such as drive-through canopies and garage doors support the more auto-oriented nature of the Charter sub-district. These additions should be placed at the rear of the building to maintain a pedestrian oriented front.

Building massing



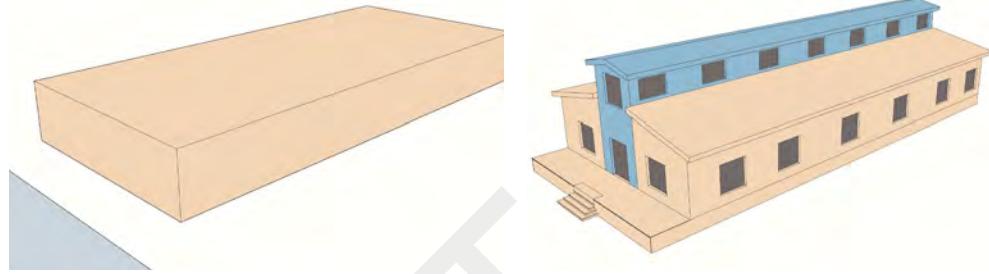
Cypress

Commercial Development

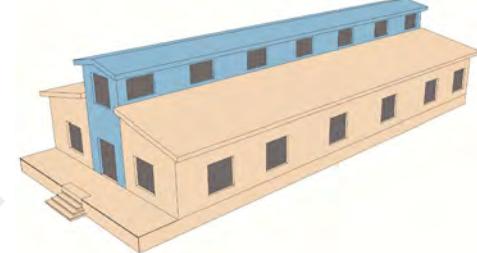
Small 2-story building

Clerestory building

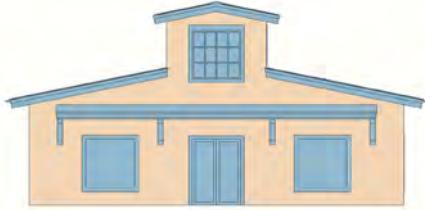
1. Use features such as clerestories to give a small building a 2-story appearance. The second floor may or may not be occupied.
2. Simple details give the building a pedestrian-friendly facade while keeping costs low.



A 1-story building program in a rectangular footprint. A 1-story building can only be accommodated if the facade is at least 20' tall giving a 2-story appearance.



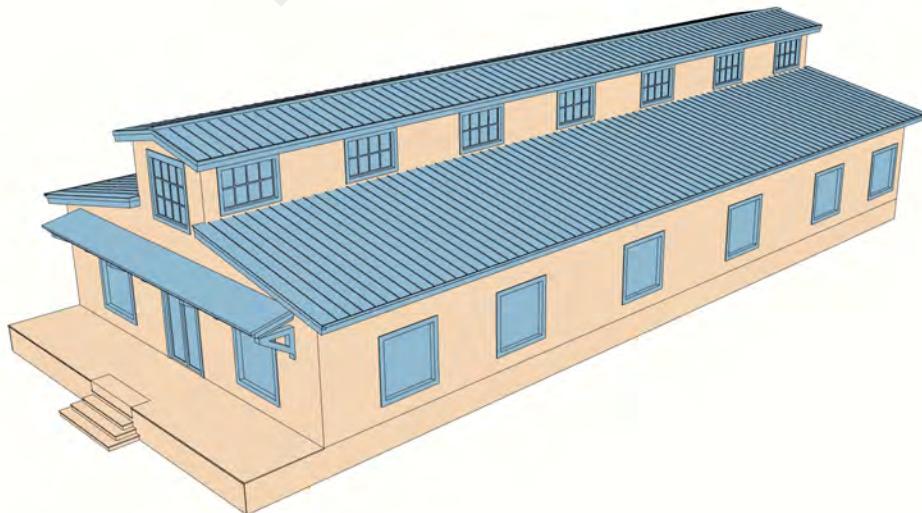
Adding a clerestory gives the building a usable 2nd story for offices or studio apartments. Alternatively, the clerestory can be used to provide additional natural light and an airy feeling to the 1st floor space while meeting the 20' building height requirement.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly. The width of the clerestory section can be adjusted to suit the building program needs.



Ground floor side windows near the street are necessary to maintain visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



A small, simple fixed awning with support brackets and simple trim profiles add detail to the building and give it a coastal appearance.

Cypress Commercial Development

1. Roof

Standing seam metal due to low pitch

2. Trim

Simple profile, multi-layered

3. Cladding

Board & batten, cedar shake, or cementitious clapboard

4. Clerestory windows

Divided lite, clear glass windows

5. Awning

Metal or wood with simple brackets

6. Railings

Metal or wood

7. Doors

Metal or wood storefront

8. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

9. Decking

Wood (rot resistant)

10. Foundation

Brick, wood slat, cast-in-place concrete

11. Sign boards

Wood, metal, or composite with raised perimeter



Local Pie in Bluffton, SC



The Hitching Post (The Spry Store) in Currituck, NC

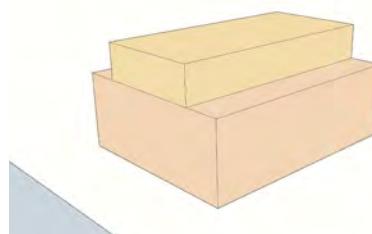
Cypress

Commercial Development

Small 2-story building

A-Frame with Porch

1. An iconic building form along the eastern seaboard, the A-frame is easy to construct, weathers storm events, and provides ample floor space while presenting a compact facade to the public.
2. A deep wrap-around porch shades the windows from hot summer sun and makes an inviting place for customers to enjoy.



A 2-story building program in a rectangular footprint.



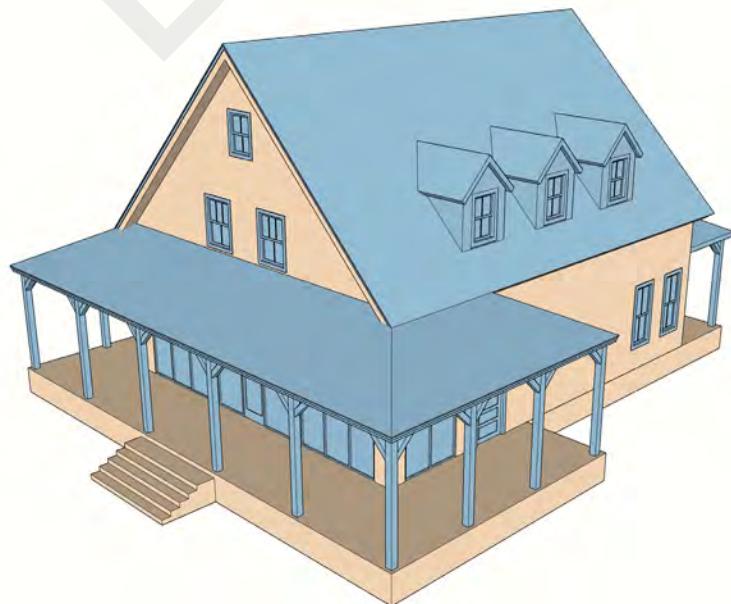
A steeply pitched roof encompasses the entire upper story.



A front facade with storefront glazing and transom windows allows natural light into the lower story space and invites pedestrians in.



Dormers let light into the upper story space and provide additional floor space. If the upper story is to be occupied by a different tenant, or is for a residential use, then a separate side entry can be added.



Straight or braced columns support the deep porch. Dormers can be separate or combined into one large dormer.

Cypress Commercial Development

1. Roof

Cedar shingle, architectural shingle, or standing seam metal

2. Trim

Simple profile, multi-layered

3. Upper story windows

Divided lite, clear glass windows

4. Porch roof

Cedar shingle, standing seam metal, or architectural shingle

5. Columns and brackets

Painted wood or composite wood

6. Ground floor windows

Metal or wood storefront with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

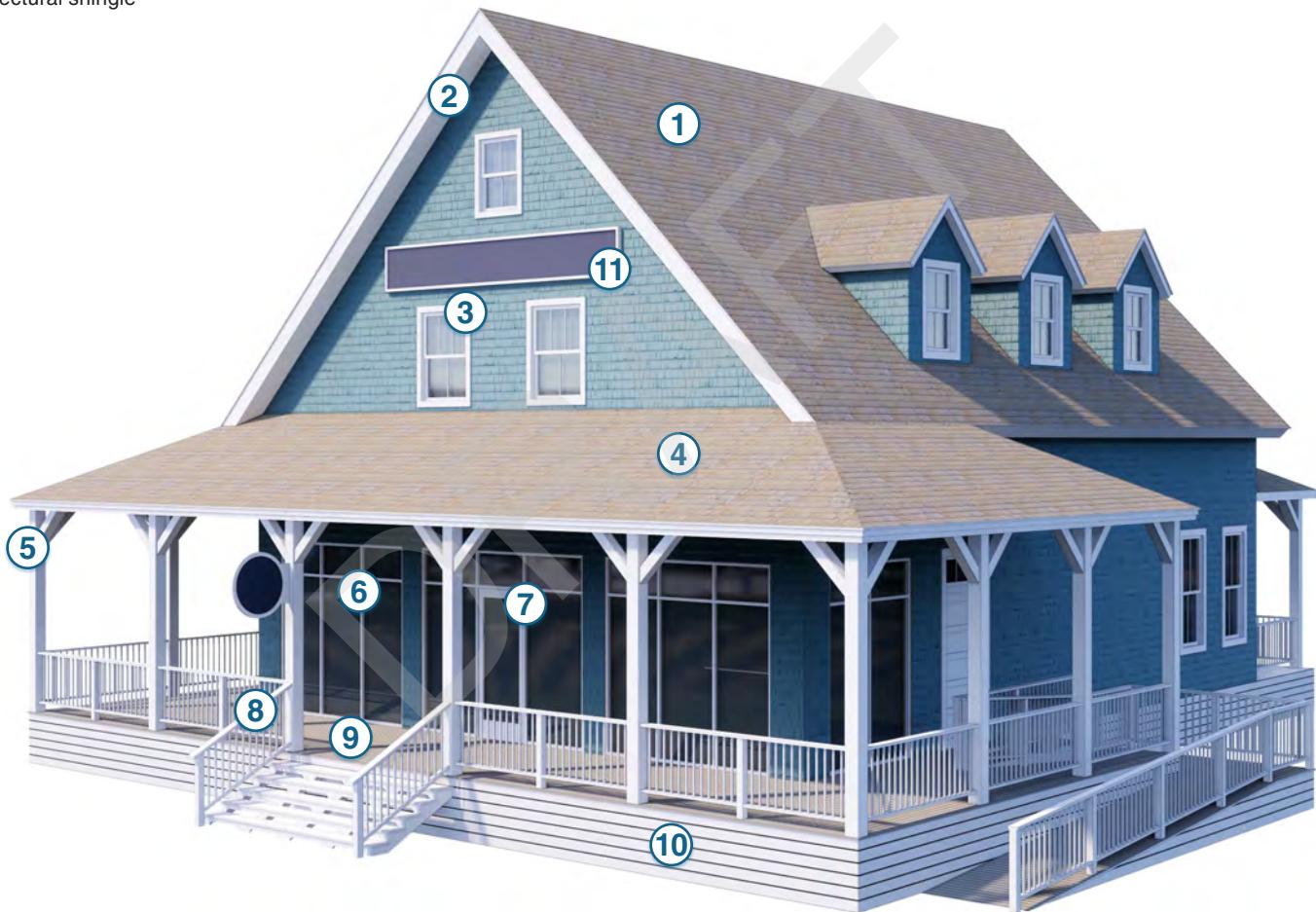
Wood (rot resistant), or composite wood.

10. Foundation skirt

Painted wood (rot resistant) or painted PVC

11. Sign board

Wood, metal, or composite with raised perimeter



Caffey's Inlet Lifesaving Station
in Dare County, NC



Seatack Station, Virginia Beach, VA



The Purnell Hotel, Ocean City, MD

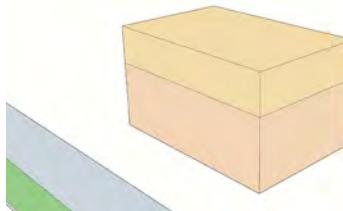
Cypress

Commercial Development

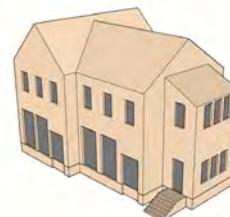
Medium 2-story building

L-shaped

1. Use gable ends to break up longer facades and create the appearance of a series of smaller masses.
2. Simple details give the building a pedestrian friendly facade while keeping construction costs low.



A 2-story building program in a rectangular broadfront footprint.



Adding a gable end breaks up the building facade and provides multiple distinct storefronts.



Storefront windows and doors allow pedestrians to see into the ground floor spaces. A stair and elevator tower on the end of the building gives private access to the upper story if desired.



Awnings with brackets and shutters protect the windows from sun and rain.



A drive-through canopy added to the rear of the building allows auto-oriented uses to occupy the building while maintaining the vernacular character.

Cypress Commercial Development

1. Roof

Standing seam metal, cedar shingle, or architectural shingle

2. Trim

Simple profile, multi-layered wood or painted PVC

3. Cladding

Wood clapboard, cedar shake, or cementitious clapboard, brick

4. Upper story windows

Double hung, true or simulated divided lites, clear glass windows

5. Shutters

Wood or fiberglass, 1/2 width and full height of window, operable louvered or solid shutters

6. Awning

Metal or wood with simple brackets

7. Doors

Metal or wood storefront with transoms and clear glass.

8. Ground floor windows

Metal or wood storefront with transoms. Wood, metal, or painted PCV paneling

9. Foundation

Brick, cast-in-place concrete, or parged CMU

10. Residential door

Wood, metal, or fiberglass entry door



Cypress

Commercial Development

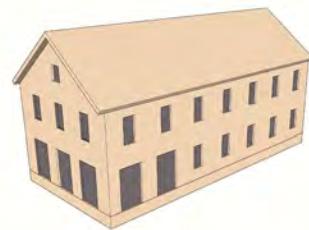
Medium 2-story building

Gable-front building

1. A classic and versatile building form lends itself well to a vertical mix of uses.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



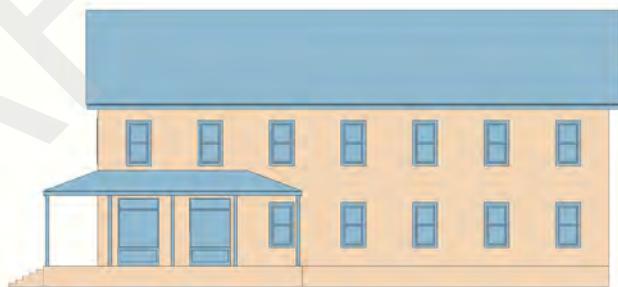
A 2 to 3-story building program in a rectangular footprint.



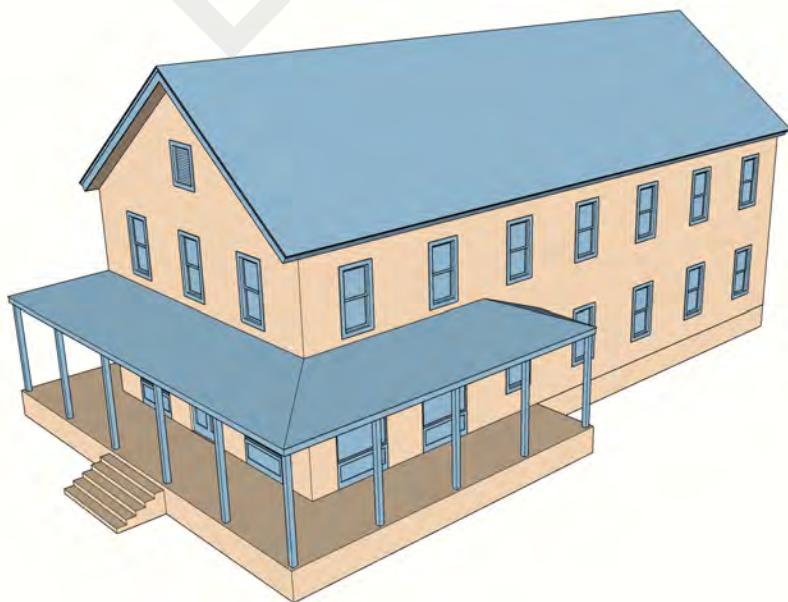
A gable above the upper story makes an easy-to-construct, adaptable, and durable building.



Minimal overhangs are typical, but the eaves can be extended up to 3' or 4' with exposed rafter tails for a more Craftsman appearance.



Evenly spaced side windows on all levels produce usable light throughout the building.



The wraparound porch can be supported by simple square columns or brackets.

Cypress Commercial Development

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered

3. Upper story windows

Single or divided lite, clear glass windows

4. Porch roof

Standing seam metal, or to match main roof

5. Columns and brackets

Painted wood or metal, 4"-8" square or round

6. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

Wood (rot resistant) or composite wood

10. Foundation skirt

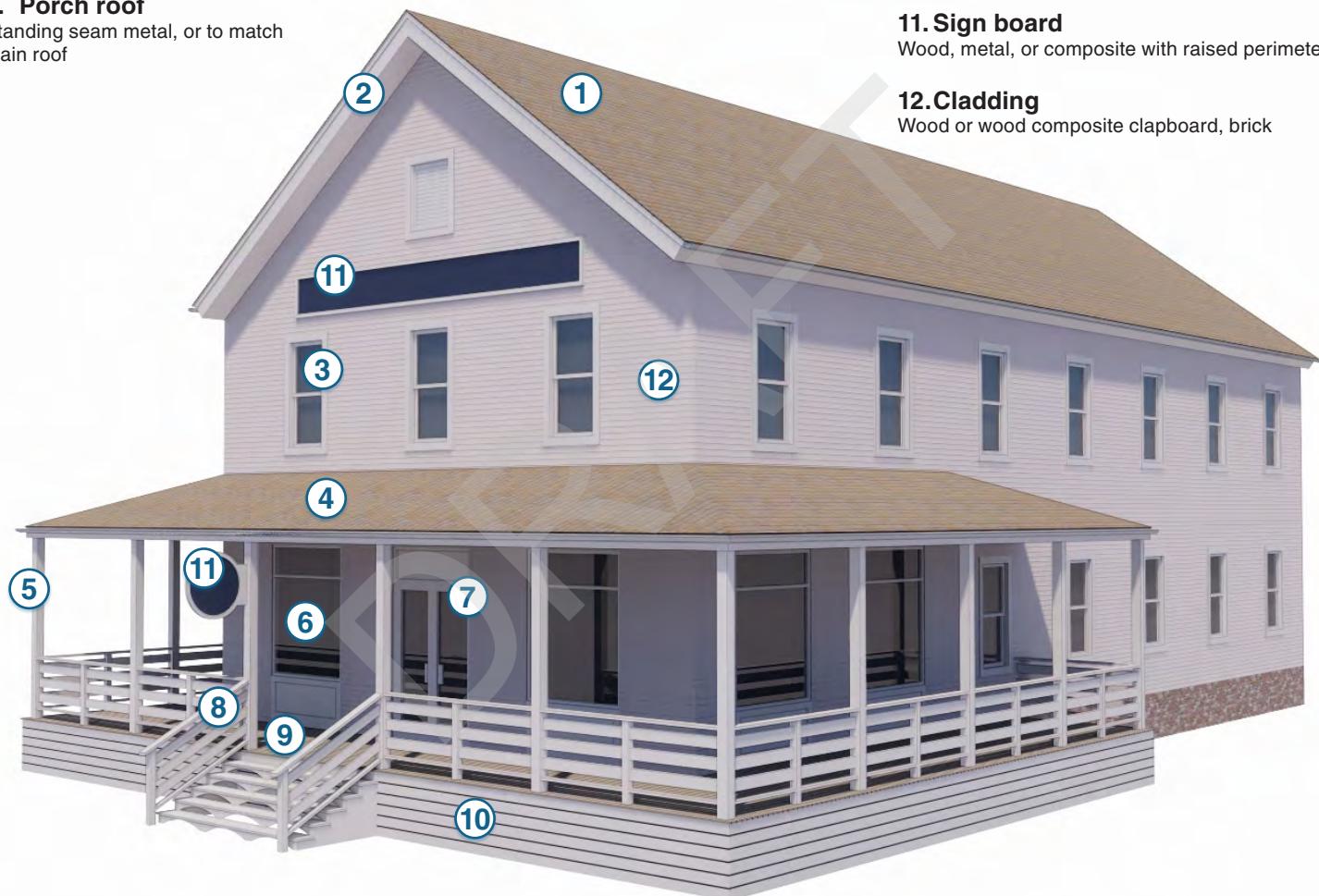
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.

11. Sign board

Wood, metal, or composite with raised perimeter

12. Cladding

Wood or wood composite clapboard, brick



Cheap John's Store, Currituck County, NC



Creekmore Brothers Store, Currituck
County, NC



JM Roberts House, Currituck County, NC

Cypress Commercial Development

Building details

Roof materials



Architectural shingles. Dark green, medium brown, medium gray, or dark red in color.



Standing seam metal. 1 1/2" vertical seam with 12"-18" spacing. Silver metallic, medium gray, dark green, or dark red in color



Cedar or cypress shingles.



Exterior cladding details



Full brick buildings as well as buildings that have brick foundations and clapboard or shingle cladding above are appropriate.



Wood or fiber cement clapboard siding in a variety of colors in whites, grays, earth tones, and pastels are appropriate. Exposures should be 8" or less.



Cedar shake or fiber cement simulated shake siding, stained, painted, or natural, is appropriate. Colors should be whites, grays, earth tones, or pastels.

Windows and doors details



Doors and windows set in brick - recessed with brick mold with brick lintels or arches above and brick or wood/composite sills below.



Doors and windows set in clapboard siding with trim 3" to 6" in width. The door/window trim width should always be less than the width of the corner trim of the building.



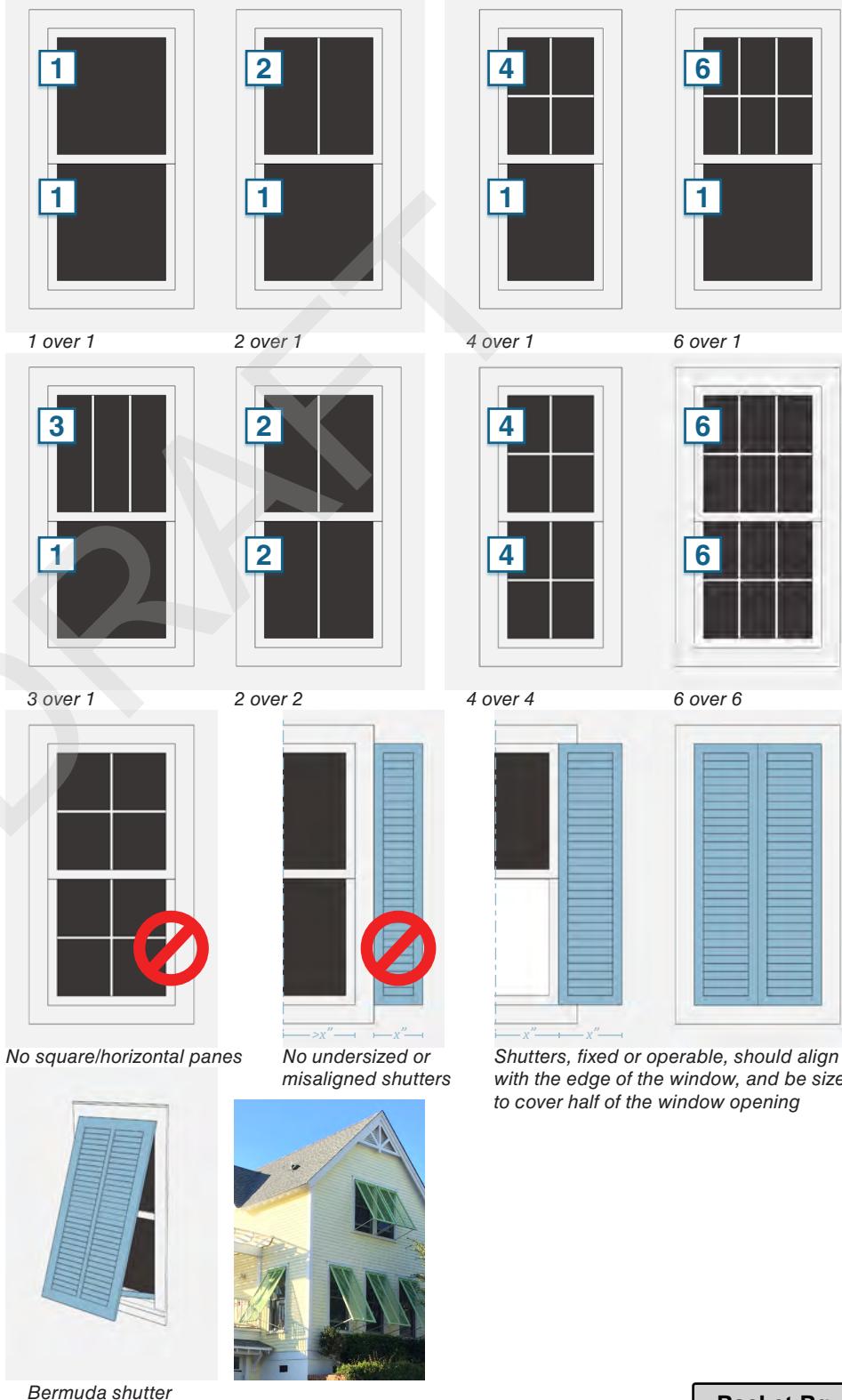
Doors and windows set in cedar or cypress shake siding with 1 1/2" to 3" flat trim.

Cypress

Commercial Development

Double-hung windows

1. Upper story windows, and windows in residential spaces on any level should be operable.
2. Casement and awning windows are appropriate in circumstances where the window sill is higher than typical, such as in bathrooms or over a counter top.
3. Double-hung windows are the most common and are appropriate in most circumstances.
 - a. Muntin divisions should result in individual panes (also called *lites/lights*) with a vertical proportion, rather than being square or horizontal.
 - b. Vary the number of divisions in differently-sized windows in order to maintain a similar pane proportion from one window to the next rather than maintaining the same number of divisions for every window.
4. Operable shutters are preferred for protection from storm-borne debris as well as their functionality in maintaining privacy and reducing solar gain while windows are open in nice weather.
 - a. Shutters should always be sized (whether operable or not) so that they would fully cover the window when closed.
 - b. Mulled windows should not have shutters alongside them unless each shutter is sized to cover half of the mulled unit.
5. Operable Bermuda shutters are a great solution in coastal environments to protect from hot sun and storm-borne debris.
 - a. Bermuda shutters should be sized to overlap the window by at least 1" on all sides.



Cypress Commercial Development

Building details

Railing Styles details



Cable Railing
Contemporary style of railing with high visibility and horizontal emphasis



Decorative Railing
Transitional style of railing with low visibility and horizontal emphasis



Plank Railing
Rustic style of railing with low visibility and horizontal emphasis



Picket Railing
Traditional style of railing with vertical emphasis, picket styles vary

Column Styles



Doric Column
Classical style



Square Column
Simple style, tapered sides shown above

Bracket Styles



Ornate Bracket



Double Columns on plinths
Contemporary style. Plinths can be wood or masonry



Square Column
Simple style, shown with brackets above



Simple Bracket

Cypress Public space

The Cypress sub-district is intended to be suburban in its pattern of development, though it should still be a pleasantly walkable place. Connections between developments, public amenities, and recreation areas, and connections to the adjacent subdistricts are the primary focus of the public space.

Intersections of primary roadways and the focal points of developments within the sub-district are the main opportunities for amenity spaces and community assets.

The following public space types are appropriate to use in the Cypress sub-district.



Cypress Public Space

Amenities



Area of concentrated amenities



Benches placed across from each other for social interaction

Mail collection areas



Mail collection areas should be covered, complement the coastal vernacular architecture, and have a pull-off area large enough to accommodate at least 3 automobiles.

Cypress Public Space

Squares



Mid-block square

1. Located along paved walkway, between 2 businesses
2. Business adjacent may use squares.
3. Square minimum size 60' x 80'
4. Square paving to reflect heat, not light.
5. Color to contrast adjacent paving or groundcover
6. Square amenities may vary, at a minimum, provide shaded seating



Intersection square

1. Located at the nexus of adjacent sub-districts.
2. Vehicular traffic surrounds the square.
3. Maintain a buffer between vehicular traffic outside of square and pedestrians inside square.
4. Suitable buffers are a continuous row of trees, planters, and/or on-street parking

Greenbelts



Greenbelt path

1. Gently meandering path.
2. Greenbelts widen at building entrances.
3. Benches, trash receptables, and water fountains shall be regularly spaced along the greenbelt.



Greenbelt activity node

1. Activity nodes are to be set back from the path, while remaining visible from the R.O.W.
2. Activity nodes should offer various options for visitors:
 3. Exercise equipment.
 4. Rest areas.
 5. Scenic looks.
 6. Picnic venues.
 7. Bike repair stations.

Cypress Public Space

Parks



Pocket Parks

1. Located within the open space of one lot
2. Typically between 100 - 200 sq. ft.
3. These small parks are most useful on lots with multiple residences.
4. Paving at perimeter of space should be of contrasting color.
5. Seating and plants are common amenities here



Neighborhood Playgrounds

1. Located within or near large public space.
2. Neighborhood playgrounds must be visible from the right-of-way.
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include



Dog Parks

1. Fencing around dog park should be continuous.
2. Bull fencing and picket fencing are acceptable styles.
3. Planting at base of fence is encouraged, to eliminate burrowing.
4. When possible, provide water fountain for pets
5. The groundcover should be artificial turf or seeded grass.
6. A trash container should be provided for collection of animal waste.



Fitness stations

1. Paving should be soft and durable, rubber mats are typical.
2. Paving color should have a low heat reflectivity
3. Plaza paving to reflect heat, not glare. Color to contrast adjacent paving or groundcover
4. Plaza amenities may vary, at a minimum, provide shaded seating and paved walking paths

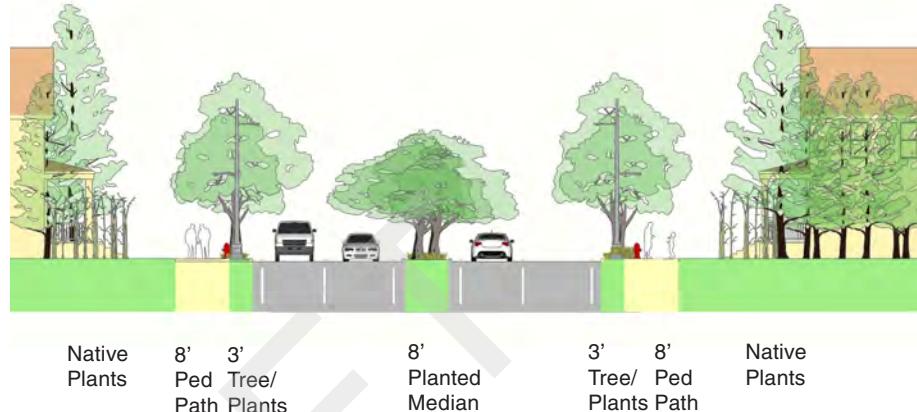
Cypress

Public Right-of-Way

Local Streets

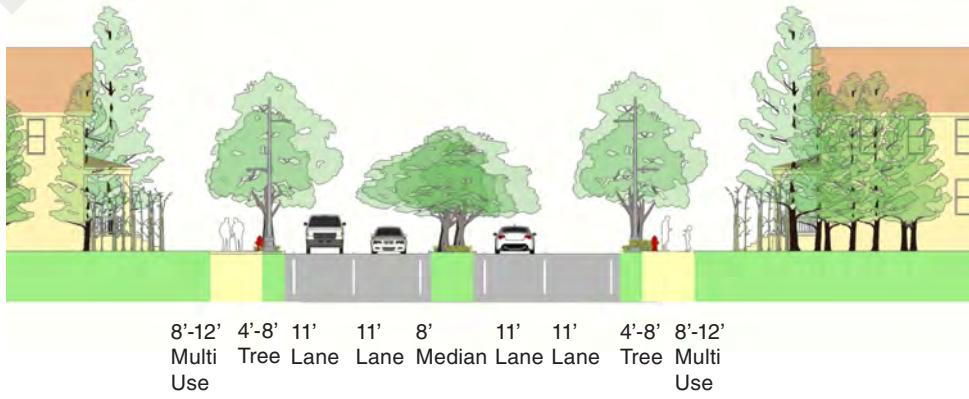
Interior Streets

1. Sidewalks are protected from traffic by a row of trees.
2. A central median, planted with trees, provide a shaded roadway as well as traffic-calming.
3. 2 travel lanes may be utilized to as needed to facilitate commuter traffic.
4. Outer travel lane may be marked for parking in front of commercial uses as needed.
5. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians
6. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be no cooler than 3000K in color temperature and provide a CRI of 80 or better



Arterials

1. The lower density development of the Cypress sub-district allows for a wide multi-use path that accommodates both pedestrians and cyclists along a pleasant, meandering path
2. Parking for individual lots can be handled on-site
3. The 4 total lanes are divided by a central median to create a continuous tree canopy.



Cypress

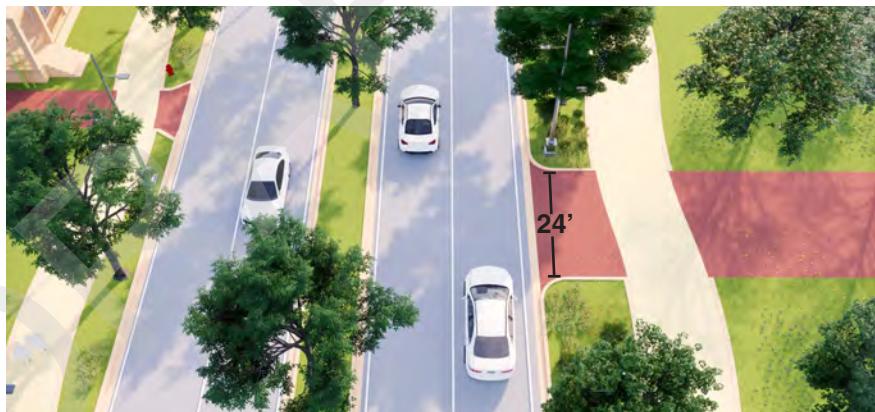
Public Right-of-Way

Pedestrian paths

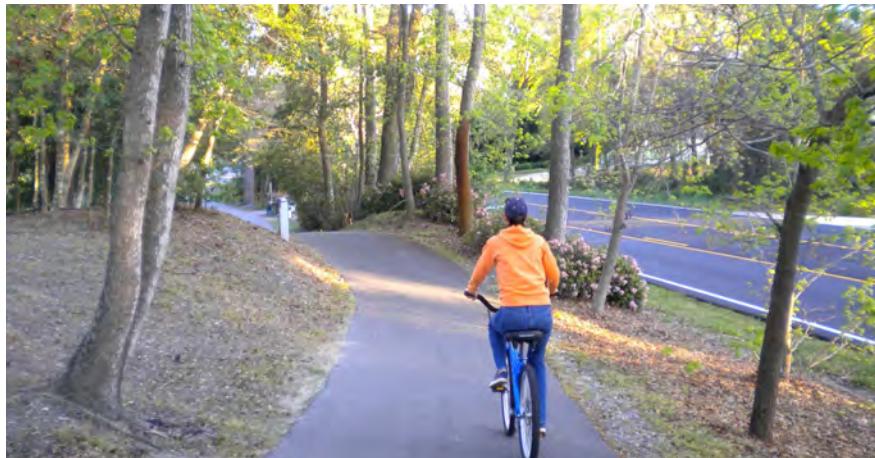
1. Pedestrian paths are multi-use.
2. Pedestrian path should have porous paving to facilitate drainage.
3. Pedestrian path street crossings shall be raised, colored to contrast adjacent road.
4. Pedestrian paths shall be continuously lit.
5. Pedestrian multi-use paths may gently meander.
6. Where driveways interrupt pedestrian paths, pedestrian path must be indicated with contrasting pavement.
7. Driveway pavement should be permeable.
8. The maximum driveway apron width is 24'



Cypress - Interior Street Option A



Cypress - Driveways at pedestrian paths



Corolla Greenway is an example of a good pedestrian path.

The following pages provide examples of building massing and architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Junction & Newtown Development Principles

Development principles

The Junction and Newtown sub-districts support the district through residential, single-family, detached development. The Junction sub-district is an existing residential development. Newtown will be developed in a similar manner. Limited single family attached and multi-use development is permitted.

To maintain the family-oriented nature of Junction and Newtown, mixed use and single-family attached development is encouraged along collectors and arterial streets. Single-family detached residential will be developed within theb interior of the sub-district. Non-residential development is designed to support residents by placing buildings close to the street with active and public uses on the ground floor and pedestrian entrances accessed from the street. An interconnected network of sidewalks, multi-use paths, public spaces, and parks provide access to the mix of uses found throughout the sub-district.

Junction, as it is currently developed, is a low density residential sub-division. Typically these developments require paving new roads, resulting in the need to store stormwater in ponds on-site. In order to provide a healthy, and active place for the public, large developments are encouraged to provide pedestrian paths and site amenities around landscaped retention ponds.



Dimensions

The allowable dimensions for the Junction/Newtown sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

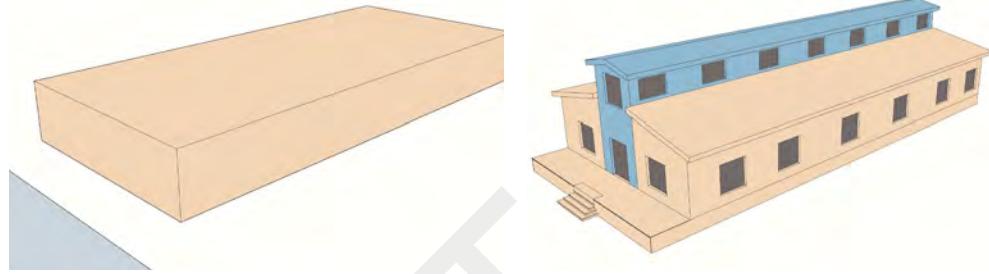
Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
Single Family (Attached) Multifamily	Neighborhood-serving retail Restaurant Office	None	Community-serving amenities Education Government

Junction & Newtown Commercial Development

Small 2-story building

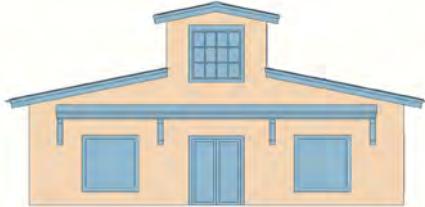
Clerestory building

1. Use features such as clerestories to give a small building a 2-story appearance. The second floor may or may not be occupied.
2. Simple details give the building a pedestrian-friendly facade while keeping costs low.



A 1-story building program in a rectangular footprint. A 1-story building can only be accommodated if the facade is at least 20' tall giving a 2-story appearance.

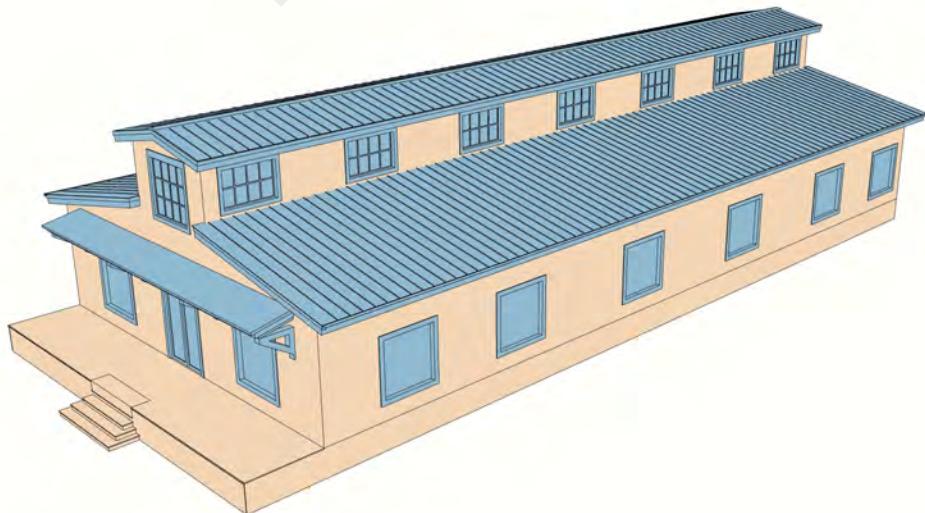
Adding a clerestory gives the building a usable 2nd story for offices or studio apartments. Alternatively, the clerestory can be used to provide additional natural light and an airy feeling to the 1st floor space while meeting the 20' building height requirement.



A front facade with doors and generous windows centered on bays is functional and pedestrian friendly. The width of the clerestory section can be adjusted to suit the building program needs.



Ground floor side windows near the street are necessary to maintain visual permeability of the street frontage. Side windows towards the rear of the building are optional, but encouraged.



A small, simple fixed awning with support brackets and simple trim profiles add detail to the building and give it a coastal appearance.

Junction & Newtown Commercial Development

1. Roof

Standing seam metal due to low pitch

2. Trim

Simple profile, multi-layered

3. Cladding

Board & batten, cedar shake, or cementitious clapboard

4. Clerestory windows

Divided lite, clear glass windows

5. Awning

Metal or wood with simple brackets

6. Railings

Metal or wood

7. Doors

Metal or wood storefront

8. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

9. Decking

Wood (rot resistant)

10. Foundation

Brick, wood slat, cast-in-place concrete

11. Sign boards

Wood, metal, or composite with raised perimeter



Local Pie in Bluffton, SC



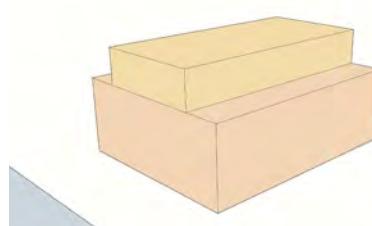
The Hitching Post (The Spry Store) in Currituck, NC

Junction & Newtown Commercial Development

Small 2-story building

A-Frame with Porch

1. An iconic building form along the eastern seaboard, the A-frame is easy to construct, weathers storm events, and provides ample floor space while presenting a compact facade to the public.
2. A deep wrap-around porch shades the windows from hot summer sun and makes an inviting place for customers to enjoy.



A 2-story building program in a rectangular footprint.



A steeply pitched roof encompasses the entire upper story.



A front facade with storefront glazing and transom windows allows natural light into the lower story space and invites pedestrians in.



Dormers let light into the upper story space and provide additional floor space. If the upper story is to be occupied by a different tenant, or is for a residential use, then a separate side entry can be added.



Straight or braced columns support the deep porch. Dormers can be separate or combined into one large dormer.

Junction & Newtown Commercial Development

1. Roof

Cedar shingle, architectural shingle, or standing seam metal

2. Trim

Simple profile, multi-layered

3. Upper story windows

Divided lite, clear glass windows

4. Porch roof

Cedar shingle, standing seam metal, or architectural shingle

5. Columns and brackets

Painted wood or composite wood

6. Ground floor windows

Metal or wood storefront with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

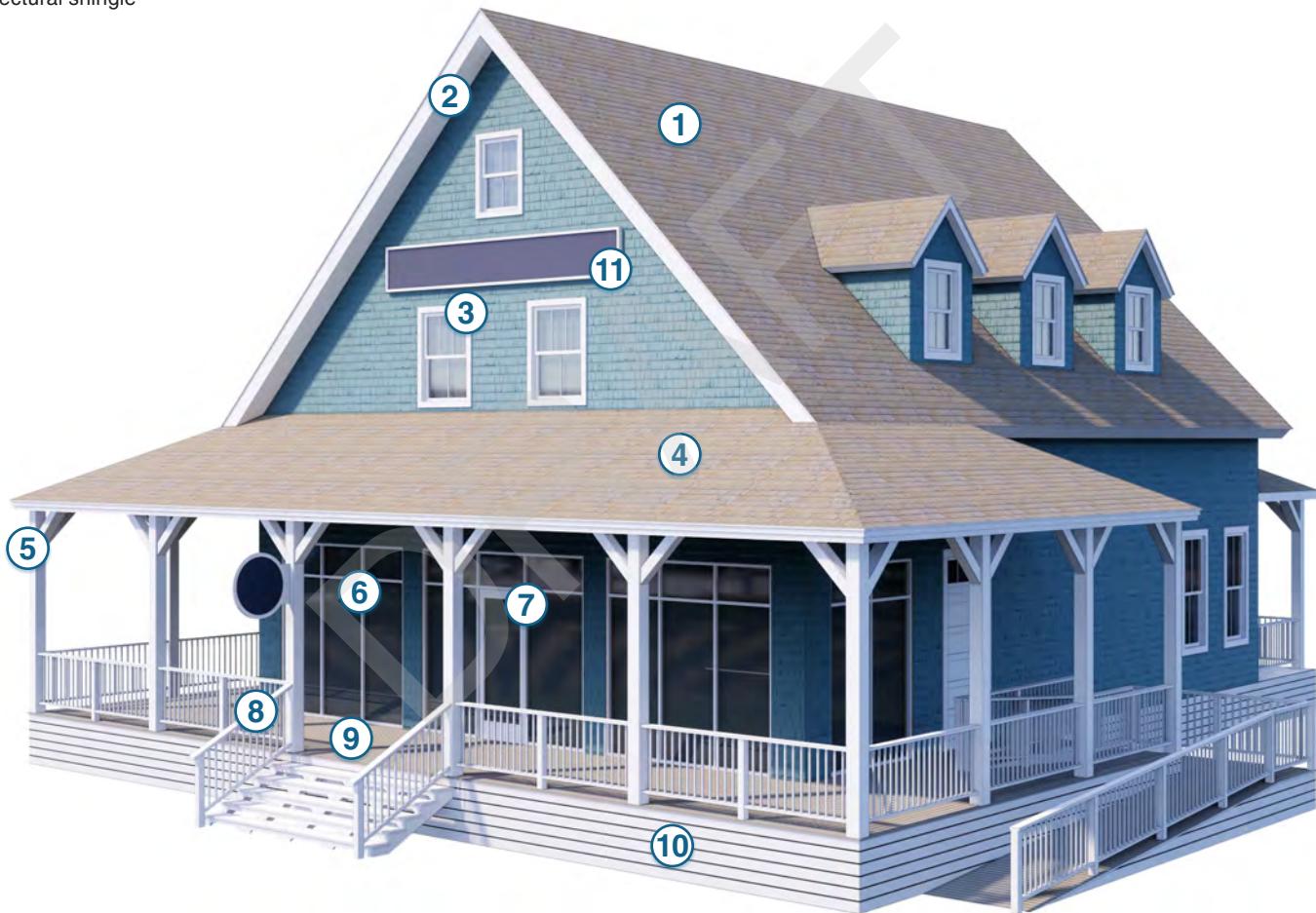
Wood (rot resistant), or composite wood.

10. Foundation skirt

Painted wood (rot resistant) or painted PVC

11. Sign board

Wood, metal, or composite with raised perimeter



Caffey's Inlet Lifesaving Station
in Dare County, NC



Seatack Station, Virginia Beach, VA



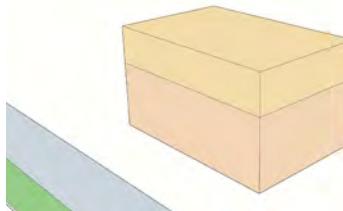
The Purnell Hotel, Ocean City, MD

Junction & Newtown Commercial Development

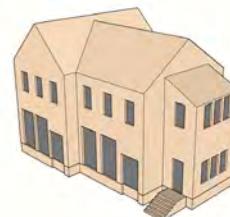
Medium 2-story building

L-shaped

1. Use gable ends to break up longer facades and create the appearance of a series of smaller masses.
2. Simple details give the building a pedestrian friendly facade while keeping construction costs low.



A 2-story building program in a rectangular broadfront footprint.



Adding a gable end breaks up the building facade and provides multiple distinct storefronts.



Storefront windows and doors allow pedestrians to see into the ground floor spaces. A stair and elevator tower on the end of the building gives private access to the upper story if desired.



A drive-through canopy added to the rear of the building allows auto-oriented uses to occupy the building while maintaining the vernacular character.



Awnings with brackets and shutters protect the windows from sun and rain.

Junction & Newtown Commercial Development

1. Roof

Standing seam metal, cedar shingle, or architectural shingle

2. Trim

Simple profile, multi-layered wood or painted PVC

3. Cladding

Wood clapboard, cedar shake, or cementitious clapboard, brick

4. Upper story windows

Double hung, true or simulated divided lites, clear glass windows

5. Shutters

Wood or fiberglass, 1/2 width and full height of window, operable louvered or solid shutters

6. Awning

Metal or wood with simple brackets

7. Doors

Metal or wood storefront with transoms and clear glass.

8. Ground floor windows

Metal or wood storefront with transoms. Wood, metal, or painted PCV paneling

9. Foundation

Brick, cast-in-place concrete, or parged CMU

10. Residential door

Wood, metal, or fiberglass entry door

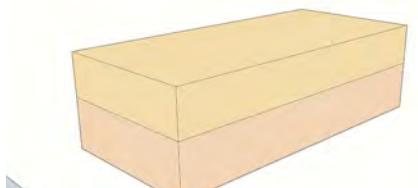


Junction & Newtown Commercial Development

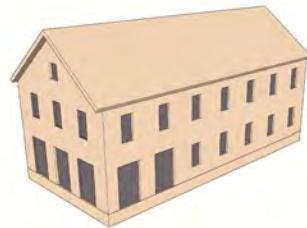
Medium 2-story building

Gable-front building

1. A classic and versatile building form lends itself well to a vertical mix of uses.
2. Simple details give the building a pedestrian friendly facade while keeping costs low.



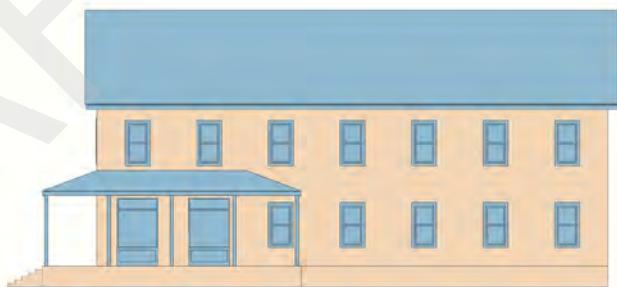
A 2 to 3-story building program in a rectangular footprint.



A gable above the upper story makes an easy-to-construct, adaptable, and durable building.



Minimal overhangs are typical, but the eaves can be extended up to 3' or 4' with exposed rafter tails for a more Craftsman appearance.



Evenly spaced side windows on all levels produce usable light throughout the building.



The wraparound porch can be supported by simple square columns or brackets.

Junction & Newtown Commercial Development

1. Roof

Cedar shingle, standing seam metal, or architectural shingle

2. Trim

Simple profile, multi-layered

3. Upper story windows

Single or divided lite, clear glass windows

4. Porch roof

Standing seam metal, or to match main roof

5. Columns and brackets

Painted wood or metal, 4"-8" square or round

6. Ground floor windows

Metal or wood storefront or folding glass windows with clear glass

7. Doors

Metal or wood storefront with clear glass

8. Railings and stairs

Painted wood

9. Decking

Wood (rot resistant) or composite wood

10. Foundation skirt

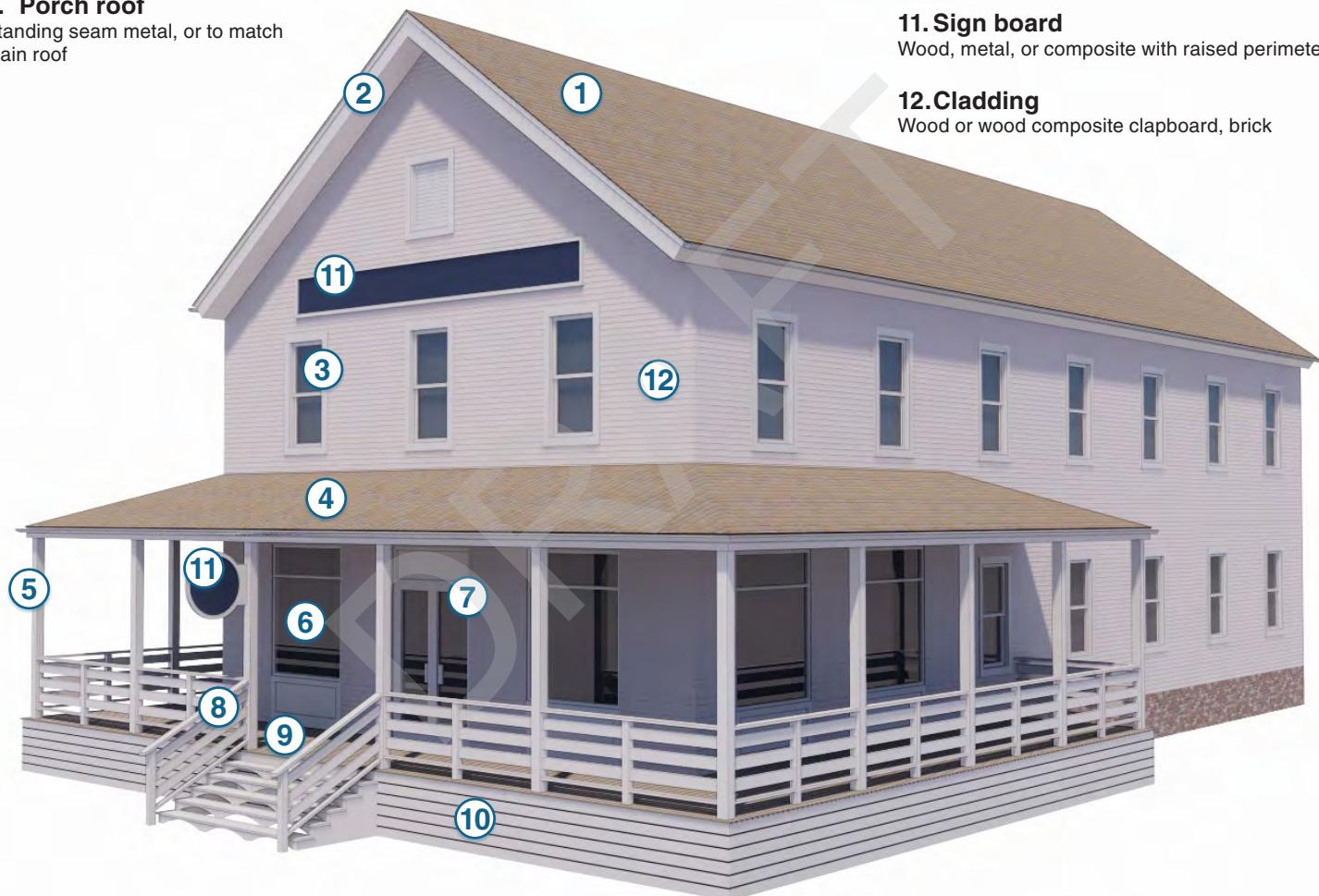
Painted wood (rot resistant) or painted PVC at the porch. Brick, cast in place concrete, or parged CMU at the main structure.

11. Sign board

Wood, metal, or composite with raised perimeter

12. Cladding

Wood or wood composite clapboard, brick



Cheap John's Store, Currituck County, NC



Creekmore Brothers Store, Currituck County, NC



JM Roberts House, Currituck County, NC

Junction & Newtown Public Spaces

Junction/Newtown, the established single-family region of Currituck Station, is primarily a place to live and play. Residential development will feature dispersed public spaces for families to use.

A public space, is an area that a resident or visitor has access to from the public right-of-way (R.O.W.), typically a road in Junction and Newtown.

There are various types of public spaces appropriate for Junction and Newtown. The following requirements guide developing all public space in the Junction and Newtown sub-districts.



Junction & Newtown Public Spaces

Greenbelts



Greenbelt path



Greenbelt activity node

1. Gently meandering path.
2. Greenbelts widen at building entrances.
3. Benches, trash receptables, and water fountains shall be regularly spaced along the greenbelt.

1. Activity nodes are to be set back from the path, while remaining visible from the R.O.W.
2. Activity nodes should offer various options for visitors: Exercise equipment, Rest areas, Scenic looks, Picnic venues, Bike repair stations.

Parks



Dog Parks

1. Fencing around dog park should be continuous.
2. Planting at base of fence is encouraged, to eliminate burrowing.
3. When possible, provide trash receptacles and water fountain for pets
4. The groundcover should be artificial turf or seeded grass.



Fitness stations

1. Paving should be soft and durable, rubber mats are typical.
2. Paving color should have a low heat reflectivity
3. Plaza amenities may vary, at a minimum, provide shaded seating and paved walking paths

Amenities

1. Drinking fountains
2. Benches/Seating
3. Bike racks



Area of concentrated amenities



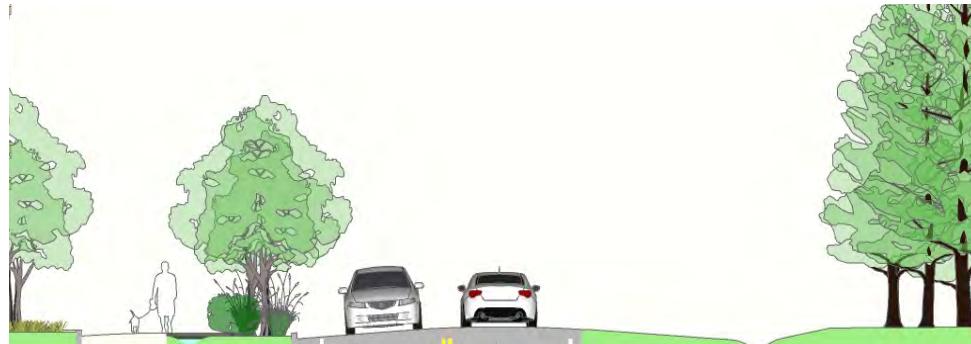
Benches placed across from each other for social interaction

Junction & Newtown Public Right-of-Way

Local streets

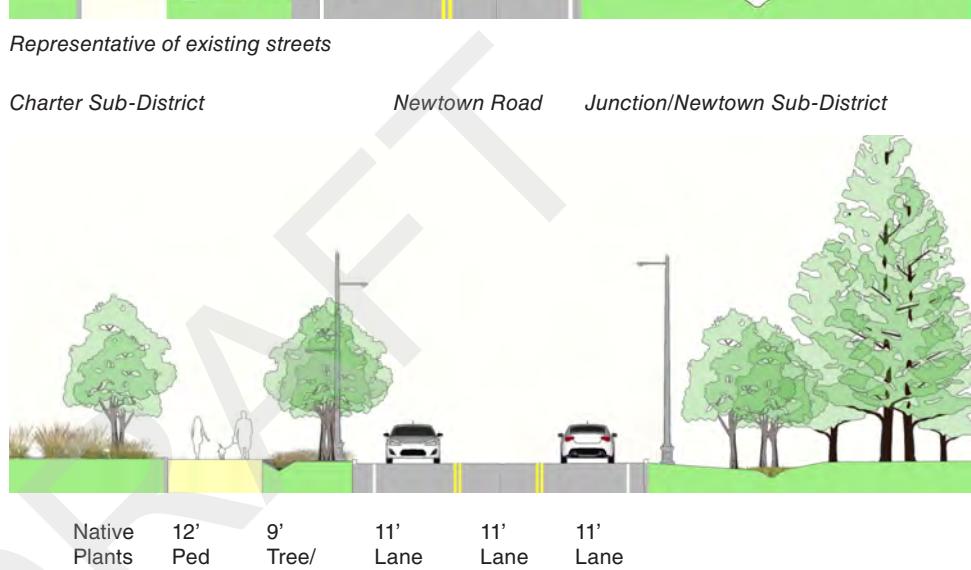
Interior Street Options

1. New streets will be designed to match the character of existing streets within the Junction and Newtown sub-districts



Arterials

1. New development in the Junction and Newtown sub-districts should allow for a wide multi-use path that accommodates both pedestrians and cyclists along a pleasant, meandering path
2. The pedestrian path meanders with a constant width of 12'
3. The pedestrian path is screened with a row trees to serve as a barrier from any errant vehicles.
4. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians



Pedestrian paths

1. Pedestrian path types will be a multi-use path in these districts
2. Pedestrian path paving
3. Pedestrian path street crossings must be striped with pedestrian crossing signs for approaching vehicles.
4. Pedestrian path lighting shall be continuous, and even
5. Pedestrian multi use paths shall gently meander



The following pages provide examples of building massing and architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Crossroads Development Principles

The Crossroads sub-district forms the industrial and job producing, non-residential core of the Currituck Station District. In addition to industrial development, Crossroads is appropriate for small offices, professional services, childcare facilities, medical facilities, and limited restaurant or cafe uses.

Uses within the Crossroads sub-district will provide buffers and, where necessary, additional stormwater mitigation techniques to the adjacent residential and environmentally identified areas of the district. Where retention ponds are required for treating stormwater, pedestrian paths are encouraged to allow workers and visitors an accessible amenity.

Crossroads is the place where many people in Currituck Station will come to work. In order to facilitate the increased traffic in this area, additional attention to detail of circulation for pedestrians and vehicles is required. The industrial commotion of Crossroads is insulated from neighboring residential development with significant perimeter buffers.



Dimensions

The allowable dimensions for the Crossroads sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
None	Office Restaurant	Yes	Education Government

Crossroads Industrial Development

Building massing

6. While not as architecturally sensitive as other sub-districts in Currituck Station, developments in Crossroads should still welcome visitors and those passing through with a human-scaled entry facing the street.



Industrial buildings should have a welcoming entry prominently located closest to the frontage street.

Crossroads Public Right-of-Way

Crossroads, the industrial region of Currituck Station, is primarily a place to work and conduct business. Commercial and office uses in this sub-district will produce more vehicular activity than other sub-districts.

A public space, is an area that a resident or visitor has access to from the public right-of-way (R.O.W.), typically a multi-use path in Crossroads.

There are various types of public spaces appropriate for Crossroads. The following requirements guide developing all public space in the Crossroads sub-district.

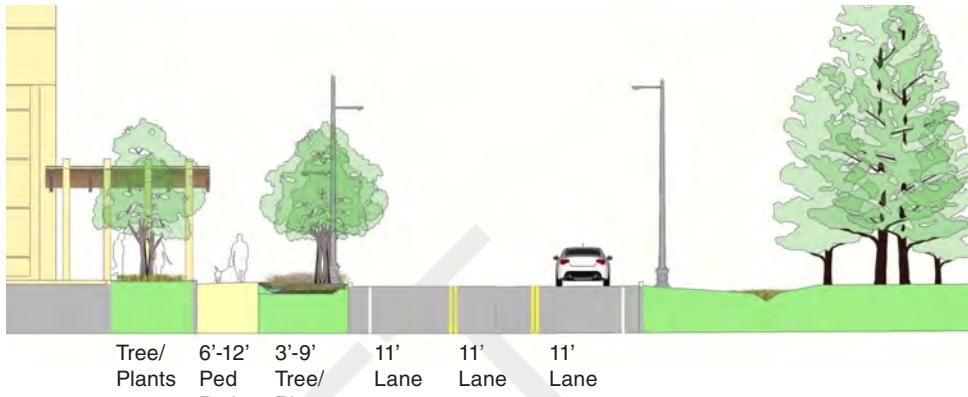


Crossroads Public Right-of-Way

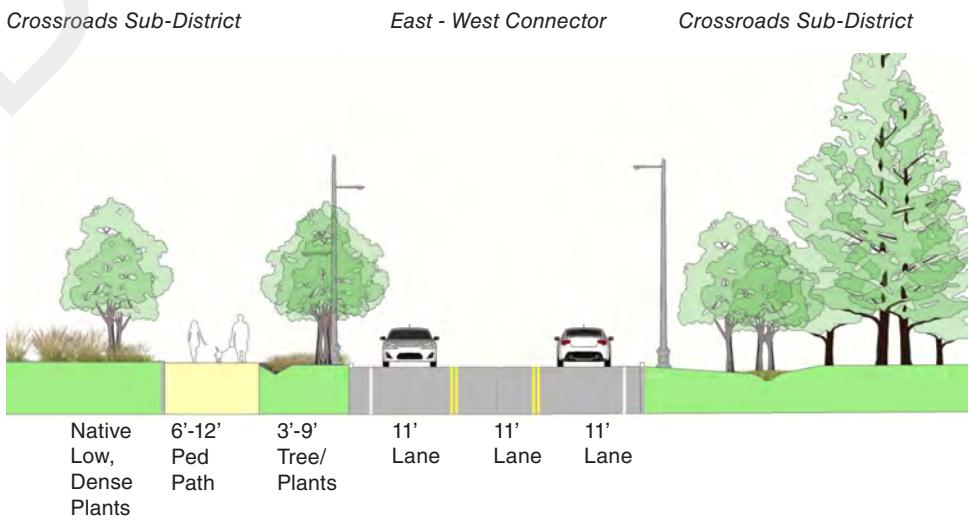
Local Streets

Interior Street Options

1. Sidewalks are protected from traffic by a row of trees
1. Pedestrian paths widen towards the verge at building entrances to facilitate increased pedestrian volumes
2. The center lane is for turning vehicles and may be upgraded to a planted median, as required
3. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians
4. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be no cooler than 3000K in color temperature and provide a CRI of 80 or better



Arterials

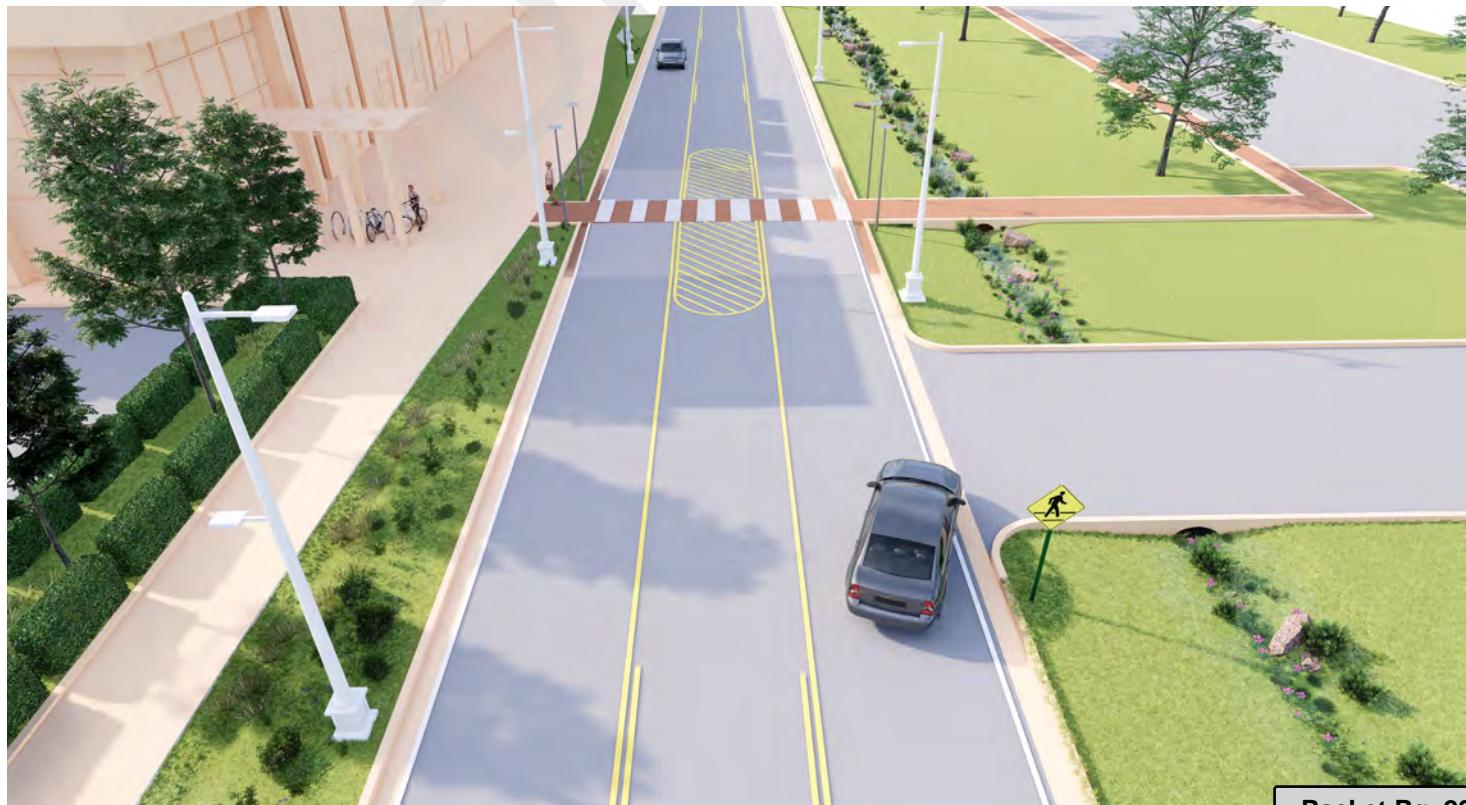


1. Wide multi-use path that accommodates both pedestrians and cyclists along a pleasant, meandering path
2. Pedestrian paths widen towards the verge at building entrances to facilitate increased pedestrian volumes
3. The center lane is for turning vehicles and may be upgraded to a planted median as required
4. A row of native grasses and trees protects pedestrians on the multi-use path from errant vehicles
5. A screen of bamboo planting may be utilized to hide industrial facilities from pedestrian view

Crossroads Public Right-of-Way

Pedestrian paths

1. Pedestrian paths are multi-use.
2. Pedestrian path should have porous paving to facilitate drainage.
3. Pedestrian path street crossings shall be raised, colored to contrast adjacent road.
4. Pedestrian paths shall be continuously lit.
5. Pedestrian multi-use paths may gently meander.



The following pages provide examples of building massing and architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Moyock Run Development Principles

The Moyock Run sub-district provides centralized governmental and public oriented uses. These uses include, but are not limited to, schools, parks, regional facilities as well as environmental and mitigation areas. Moyock Run is intended to be a natural setting in which these public facilities are placed.

To maintain the civic nature of Moyock Run buildings are encouraged along collectors and arterial streets. Each development should implement centralized (internal) roads and paths that connect to the public right-of-way. An interconnected network of sidewalks, multi-use paths, public spaces, and parks provide access to the civic and public uses found throughout the sub-district.

Moyock Run is intended to be a mostly natural and green area within the Currituck Station district. To maximize the available natural land available, connected and shared parking areas are encouraged.



Dimensions

The allowable dimensions for the Moyock Run sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
None	None	None	Community-serving facilities Education Government

Moyock Run Public Spaces

Moyock Run, the park-like civic region of Currituck Station, is primarily a place to conduct business and government. Civic uses in this sub-district will produce more vehicular activity than other sub-districts.

A public space, is an area that a resident or visitor has access to from the public right-of-way (R.O.W.), typically a multi-use path in Moyock Run.

There are various types of public spaces appropriate for Crossroads. The following requirements guide developing all public space in Moyock Run.



Moyock Run Public Spaces

Squares



Intersection square

1. Located at the nexus of adjacent sub-districts.
2. Vehicular traffic surrounds the square.
3. Maintain a buffer between vehicular traffic outside of square and pedestrians inside square.
4. Suitable buffers are a continuous row of trees, planters, and/or on-street parking

Greenbelts



Greenbelt path

1. Gently meandering path.
2. Greenbelts widen at building entrances.
3. Benches, trash receptables, and water fountains shall be regularly spaced along the greenbelt.



Greenbelt activity node

1. Activity nodes are to be set back from the path, while remaining visible from the R.O.W.
2. Activity nodes should offer various options for visitors: Exercise equipment, Rest areas, Scenic looks, Picnic venues, Bike repair stations.

Moyock Run Public Spaces

Parks



Fitness stations

1. Paving should be soft and durable, rubber mats are typical.
2. Paving color should have a low heat reflectivity
3. Fitness station amenities may vary, at a minimum, provide shaded seating and paved walking paths



Neighborhood Playgrounds

1. Located within or near large public space.
2. Neighborhood playgrounds must be visible from the right-of-way.
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include

Amenities



Buildings and parks should have amenities at their entrance.



Water fountains and trash cans are to be provided within parks in Moyock Run.

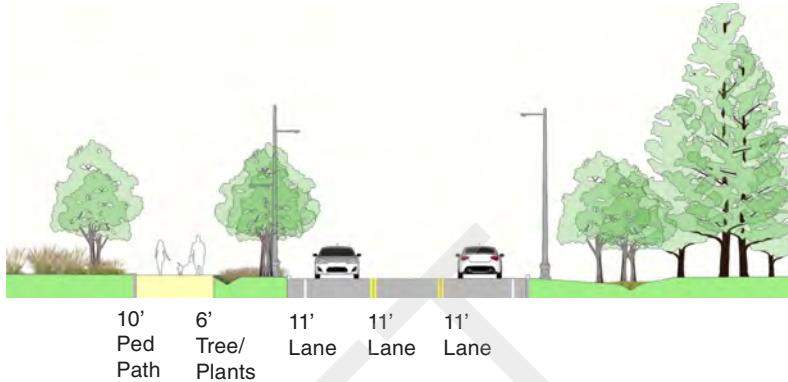
Moyock Run

Public Right-of-Way

Local Streets

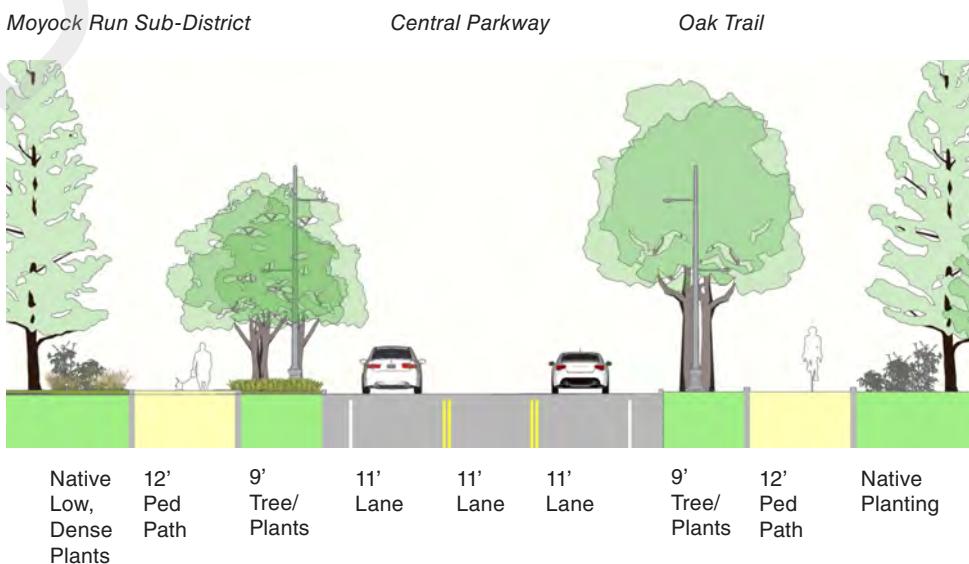
Interior Street Options

1. The large setback in this district allows for a wide winding path that facilitate cyclists in opposing travel directions.
2. The center lane is for turning vehicles or passing traffic
3. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians
4. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be no cooler than 3000K in color temperature and provide a CRI of 80 or better



Arterials

1. The pedestrian path is along the Moyock Run sub-district.
2. The 12' wide path gently meanders.
3. Rows of native trees and grasses serve as a physical barrier for any errant vehicles



Moyock Run Public Right-of-Way

Pedestrian paths

1. Pedestrian path types will be a multi-use path.
2. Pedestrian path paving should be soft and porous.
3. Pedestrian path street crossings must be striped, with signage alerting oncoming vehicles of crossing pedestrians.
4. Pedestrian path lighting shall be continuous, and even.
5. Pedestrian multi use paths shall gently meander, typically widening at entrances.



The following pages provide examples of building massing, architectural styles that are compatible with the Currituck Station design intent. Designers are not expected to copy these, only to use them as a guide towards their own compatible designs.

Oak Trail Development Principles

The Oak Trail sub-district is intended to reflect areas generally identified as environmentally sensitive. This includes, but is not limited to, native habitats, wetlands, riparian buffers, and floodplains. Low density residential uses may be permitted upon determination of environmental area limits.

The Oak Trail sub-district is generally at the periphery of the Currituck Station district. Connecting the new development with the existing rural lands surrounding by an interconnected network of greenbelt paths, parks, activity nodes, and scenic lookouts.

To maintain as much of the existing natural land as possible, development should be oriented towards collector and arterial roads. Shared parking and access roads should be utilized to minimize the amount of required paved surfaces. When paving is necessary, permeable materials should be utilized where there is no negative environmental effect.



Dimensions

The allowable dimensions for the Junction/Newtown sub-district are designated in the Currituck Unified Development Ordinance.

Allowable uses

This is an abbreviated table of uses for reference only. For a current and complete table of uses, see the Unified Development Ordinance

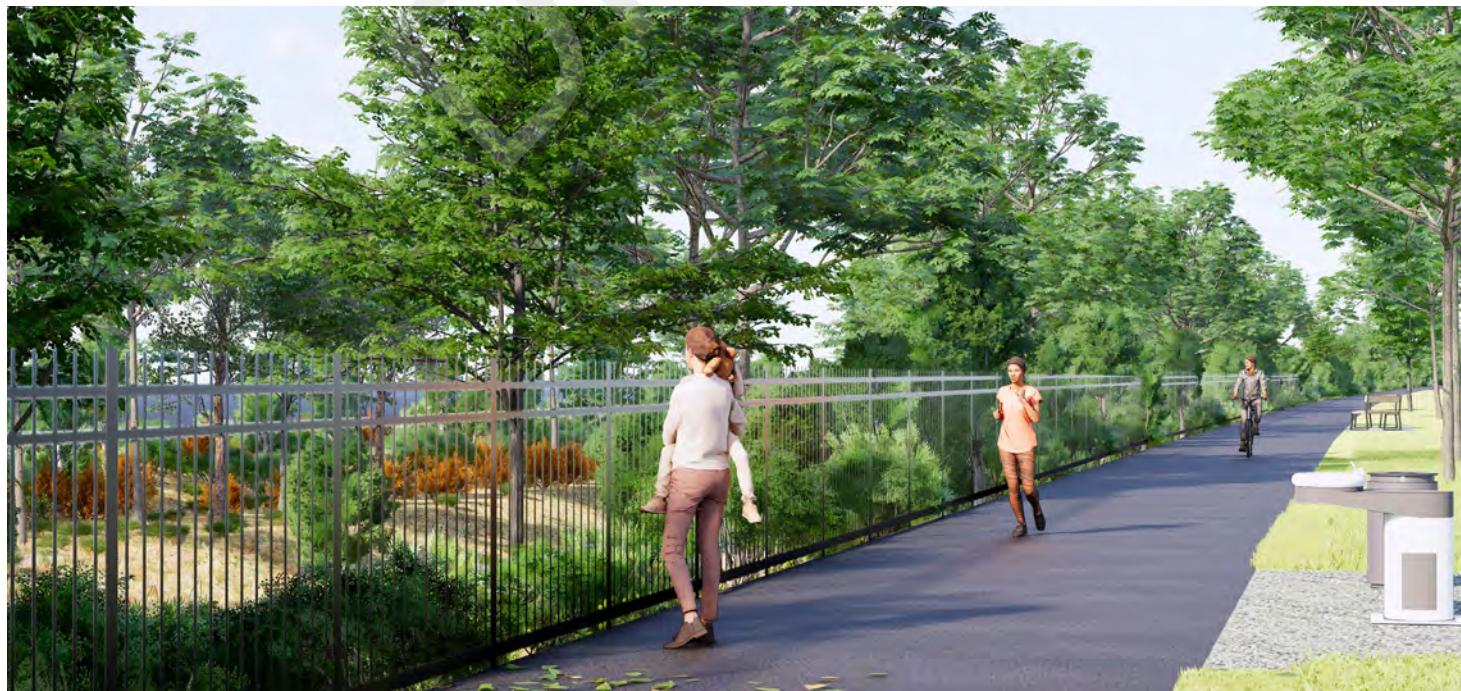
Residential Uses	Commercial Uses	Industrial Uses	Civic Uses
Single Family (Detached)	None	None	Environmental Facilities Government

Oak Trail Public Spaces

Oak Trail, the natural open and scenic region of Currituck Station, is primarily a place to conduct business and government. Civic uses in this sub-district will produce more vehicular activity than other sub-districts.

A public space, is an area that a resident or visitor has access to from the public right-of-way (R.O.W.), typically a path or trail in Oak Trail.

There are various types of public spaces appropriate for Oaktrail. The following requirements guide developing all public space in the Oak Trail sub-district.



Oak Trail Public Spaces

Greenbelts



Greenbelt path

1. Gently meandering path.
2. Greenbelts widen at building entrances.
3. Benches, trash receptables, and water fountains shall be regularly spaced along the greenbelt.



Greenbelt activity node

1. Activity nodes are to be set back from the path, while remaining visible from the R.O.W.
2. Activity nodes should offer various options for visitors: Exercise equipment, Rest areas, Scenic looks, Picnic venues, Bike repair stations.



Greenbelt path

1. Located within or near environmental features.
2. Fencing should allow visibility to natural site features where possible
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include

Oak Trail Public Spaces

Parks



Fitness stations



Neighborhood Playgrounds

1. Paving should be soft and durable, rubber mats are typical.
2. Paving color should have a low heat reflectivity
3. Fitness station amenities may vary, at a minimum, provide shaded seating and paved walking paths

1. Located within or near large public space.
2. Neighborhood playgrounds must be visible from the right-of-way.
3. Provide non-opaque fencing that is continuous and secured around the perimeter.
4. Seating, water fountains, and trash receptacles are common amenities to include

Amenities



Buildings and parks should have amenities at their entrance.



Water fountains and trash cans are to be provided within parks in Moyock Run.

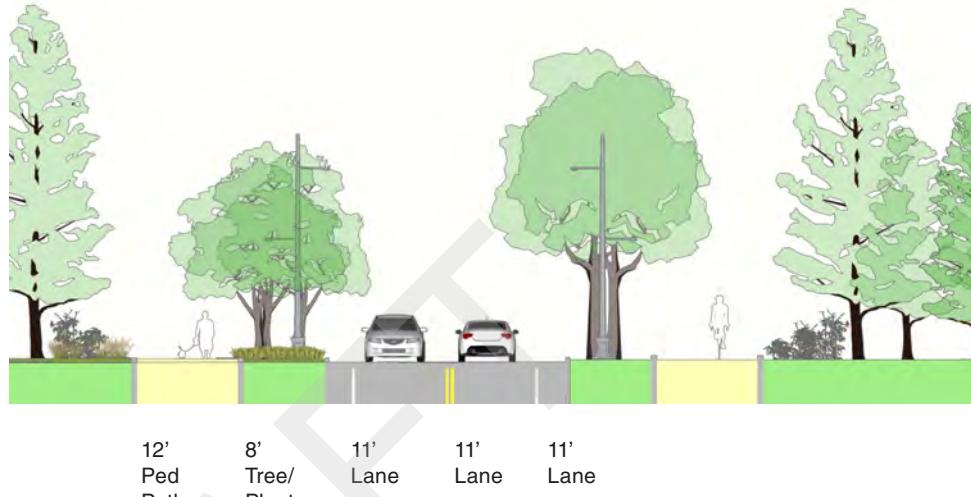
Oak Trail

Public Right-of-Way

Local Streets

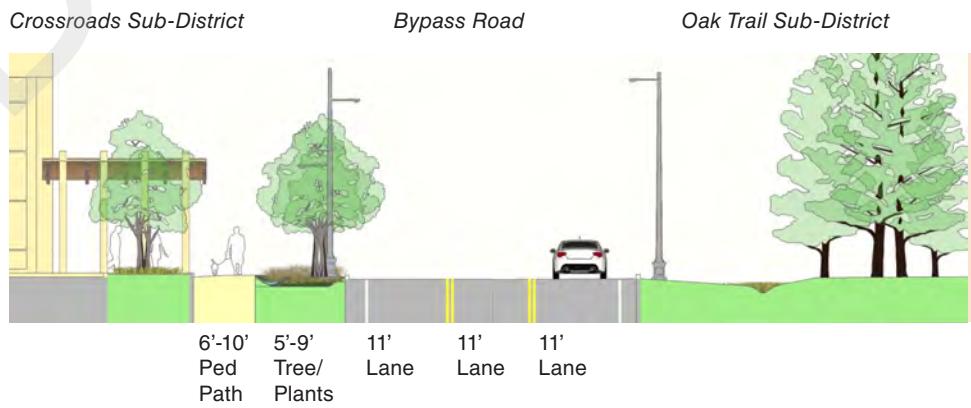
Interior Street Options

1. The large setback in this district allows for a wide winding path that facilitate cyclists in opposing travel directions.
2. The center lane is for turning vehicles or passing traffic
3. Trees shall be placed at regular intervals and of a species sized to provide continuous shade to pedestrians
4. Lighting shall be provided for both vehicular and pedestrian paths; lighting shall be no cooler than 3000K in color temperature and provide a CRI of 80 or better



Arterials

1. The pedestrian path is closest to the crossroads sub-district, facilitating connection to building entrances
2. The pedestrian path is a minimum of 6' where there is no building frontage adjacent.
3. The path widens at building frontages to facilitate increased pedestrian traffic
4. A row of trees serve as a barrier to protect the pedestrian path from errant vehicles



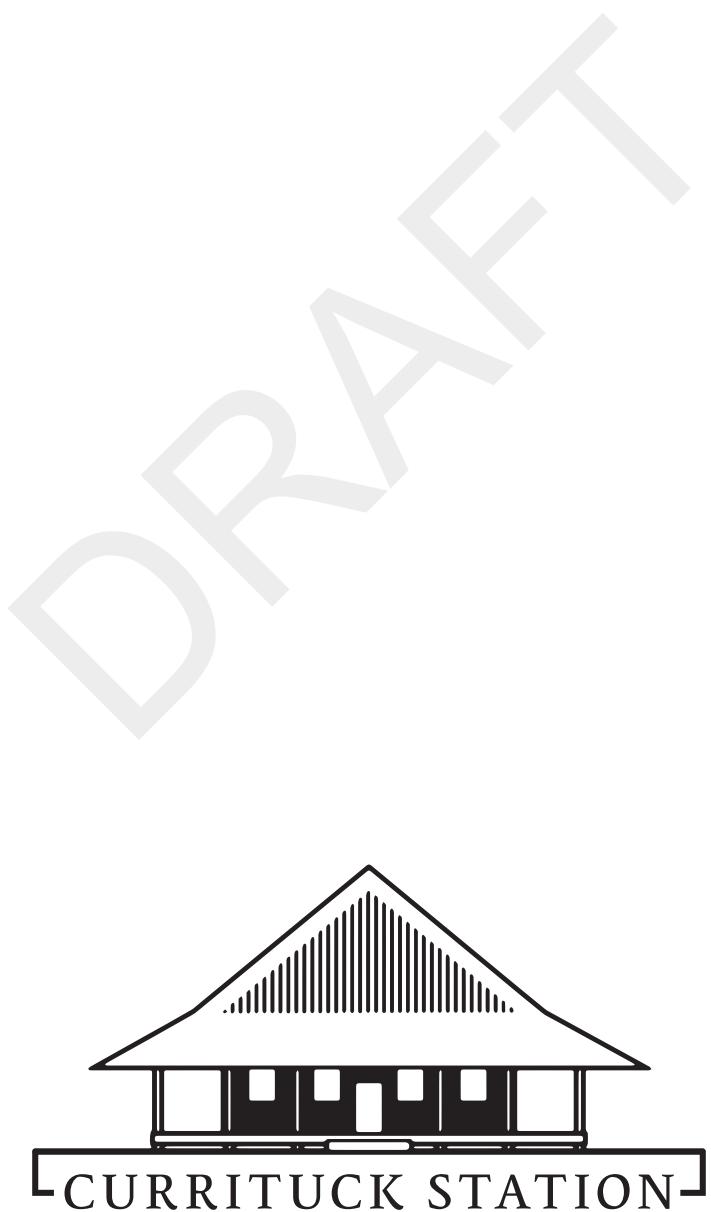
Oak Trail Public Right-of-Way

Pedestrian paths

1. Pedestrian path types will be multi-use paths.
2. Pedestrian path paving should be soft and porous.
3. Pedestrian path street crossings must be striped, with signage alerting oncoming vehicles of crossing pedestrians.
4. Pedestrian path lighting shall be continuous, and even.
5. Pedestrian multi use paths shall gently meander, typically widening at entrances.



Oak Trail - Street at Building Entrance



CURRITUCK STATION
GUIDELINES
2019



Currituck County Agenda Item Summary Sheet

Agenda ID Number – (ID # 2696)

Agenda Item Title

PB 19-28 Curtis Bay Medical Waste

Brief Description of Agenda Item:

A text amendment to the Unified Development Ordinance, Chapter 4: Use Standards and Chapter 10: Definitions and Measurement to allow warehousing and distribution of medical waste with a use permit in the Heavy Industrial (HI) zoning district.

Board Action Requested

Action

Person Submitting Agenda Item

Donna Voliva, Assistant Planning Director

Presenter of Agenda Item

Jason Litteral


Currituck County

Planning and Community Development Department
 Planning and Zoning Division
 153 Courthouse Road Suite 110
 Currituck NC 27929
 252-232-3055 Fax 252-232302

To: Planning Board
 From: Planning Staff
 Date: January 14, 2020
 Subject: PB 19-28 Curtis Bay Medical Waste

The purpose of the proposed text amendment is to allow warehousing and distribution of medical waste in the Heavy Industrial (HI) zoning district with a Use Permit, and to allow these activities to occur on the same parcel as a state permitted mining operation.

Background

Curtis Bay provides medical waste collection services to Currituck County and surrounding areas. The collection process involves gathering of medical waste in containers which are stored inside tractor trailers until they can be hauled to an off-site location for processing and disposal. Curtis Bay is currently operating in the county but has not yet obtained the necessary approvals. They are operating on the same parcel of land as the state permitted Spruill Mine located at 913 Caratoke Hwy. The county has sent Curtis Bay a Notice of Violation which has been temporarily stayed while the text amendment application is processed.

In 2009 the Board of Adjustment granted a conditional use permit to *Stericycle* for operation of a similar business in the HI zoning district located at 181 Windchaser Way in Moyock. Below are the relevant conditions placed on the Conditional Use Permit for *Stericycle*.

- The type C bufferyard is required along the entire lot frontage, excluding the powerline easement.
- Please clarify and provide details for vehicle maintenance including interior trailer wash down.
- Please clarify any odors that could be generated from this storage.

The applicant offers the following standards:

- A use permit is required.
- The processing or disposal of medical waste shall not occur on site.
- Warehousing and distribution of medical waste shall be allowed on the same parcel of land as a state permitted mine so long as the medical waste does not remain on site for more than five days.

A definition of *medical waste* is proposed as follows:

Any isolation wastes, infectious agents, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes, potentially contaminated laboratory wastes, and dialysis wastes, as such terms may be further defined and used in the Currituck County Code of Ordinances.

Text Amendment Review Standards

The advisability of amending the text of the UDO is a matter committed to the legislative discretion of the Board of Commissioners and is not controlled by any one factor. In determining whether to adopt or deny the proposed text amendment, the Board of Commissioners may weigh the relevance of and consider whether and the extent to which the proposed text amendment:

1. Is consistent with the goals, objectives, and policies of the Land Use Plan and other applicable county-adopted plans;
 - a. *The proposed text amendment is consistent with the following 2006 Land Use Plan Policies:*

POLICY ID1: To diversify the local economy and broaden the local tax base, the County shall encourage a public service and regulatory environment conducive to COMPATIBLE INDUSTRIAL DEVELOPMENT. "Compatible" shall be defined as, among other things, industries that do not adversely impact the environmental quality of the area, or overburden the local infrastructure.

POLICY ID5: WAREHOUSING, STORAGE AND DISTRIBUTION facilities shall have access to thoroughfares of adequate traffic carrying capacity, and shall be appropriately designed and/or visually buffered according to the visibility of their location.

POLICY ED1: NEW AND EXPANDING INDUSTRIES AND BUSINESSES should be especially encouraged that: 1) diversify the local economy, 2) train and utilize a more highly skilled labor force, and (3) are compatible with the environmental quality and natural amenity based economy of Currituck County.

2. Is not in conflict with any provision of this Ordinance or the County Code of Ordinances;
 - a. *The text amendment request is consistent with the provisions of the UDO and the County Code of Ordinances.*
3. Is required by changed conditions;
4. Addresses a demonstrated community need;
 - a. *Collection and disposal of medical waste is a necessary service.*
5. Is consistent with the purpose and intent of the zoning districts in this Ordinance, or would improve compatibility among uses and ensure efficient development within the county;
 - a. *The text amendment request is consistent with the purpose and intent of the zoning districts. The HI zoning district is the appropriate location for this type of business.*
6. Would result in a logical and orderly development pattern; and

7. Would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.
 - a. *The collected medical waste will be transported in regulated and approved containers and will then be stored in a trailer until it is hauled off site. The applicant has proposed a specific standard requiring the material to be removed from the site within 5 days.*

Staff Recommendation

Staff recommends approval of this request subject to the staff suggested Statement of Consistency and Reasonableness listed in the staff report.

Staff recommends the following changes to the amendment request:

1. That Ordinance section 4.2 (Use Specific Standards) is amended to include Warehousing and Distribution of Medical Waste and the following standards:
 - a. Medical waste shall not be held on site for more than 5 days.
 - b. When medical waste warehousing and distribution occurs on the same parcel as a state permitted mining operation, the warehousing and distribution activities shall not take place within the area permitted for use as a mine.
 - c. There shall be no outdoor storage of medical waste. All waste shall be kept inside approved containers, trailers, or structures.
 - d. All required federal, state, and local permits are maintained.

Please note that neither the current nor the previous unified development ordinance allow storage of hazardous waste on the property where an extractive industry use is being conducted. Approval of this text amendment will be a change in policy regarding mines. Staff suggested standard (b.) above is intended to address this issue.

If the text amendment is approved, Curtis Bay will then need to obtain a Use Permit.



**PB 19-28 CURTIS BAY MEDICAL
WASTE
TEXT AMENDMENT
PLANNING BOARD
JANUARY 14, 2020**

Curtis Bay Medical Waste Services of North Carolina, LLC request an amendment to the Unified Development Ordinance, Chapter 4 Use Standards and Chapter 10 Definitions and Measurement, to allow warehousing and distribution of medical waste with a Use Permit in the Heavy Industrial Zoning District.

BE IT ORDAINED by the Board of Commissioners of the County of Currituck, North Carolina that the Unified Development Ordinance of the County of Currituck be amended as follows:

Item 1: That Chapter 4 is amended by deleting the following bold and strikethrough language and adding the bold and underlined language in Section 4.1.2 Use Table:

TABLE 4.1.1: SUMMARY USE TABLE

Z = Zoning Compliance Permit; U = Use Permit;
MP = Allowed with Master Plan; CZ= Allowed in a
Conditional Zoning District blank cell = Prohibited

USE CATEGORY	USE TYPE	ZONING DISTRICT (CURRENT DISTRICT IN PARENTHESIS) [NOTE: OVERLAY OR SUB-DISTRICT REQUIREMENTS MAY FURTHER LIMIT USES]														ADDITIONAL REQ. (4.2.____)		
		RC	AG	SFM	SFO	SFR	SFI	MXR	GB	LB	CC	VC	L	H	PD-R	PDM		
INDUSTRIAL USE CLASSIFICATION																		
Warehouse and Freight Movement	Warehouse (distribution)												Z	Z		MP	5.D.3	
	<u>Warehouse (distribution)</u>													<u>U</u>			<u>5.D.3</u>	
	<u>Medical Waste</u>																	
	Warehouse (storage)												Z	Z	MP	MP	MP	5.D.3

Item 2: That Chapter 4 is amended by deleting the following bold and strikethrough language and adding the bold and underlined language in Section 4.1.5 Industrial Uses:

A. Extractive Industry

(8) Refuse

No bulk waste, hazardous waste, commercial waste, garbage, construction or demolition waste shall be placed on site. Notwithstanding the forgoing, warehousing and distribution of medical waste for processing or disposal off

site may be authorized by Use Permits so long as any medical waste brought on site does not remain on site for more than five (5) days.

Item 3: That Chapter 10 is amended by deleting the following bold and strikethrough language and adding the bold and underlined language in Section 10.5 Definitions.

Medical Waste

Any isolation wastes, infectious agents, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes, potentially contaminated laboratory wastes, and dialysis wastes, as such terms may be further defined and used in the Currituck County Code of Ordinances.

Item 2: Staff suggested Statement of Consistency and Reasonableness:

Land Use Plan Consistency

The UDO requires that the Board of Commissioners adopt a statement of consistency and reasonableness that describes whether the decision on the amendment is consistent with county adopted plans that are applicable and why the decision is reasonable and in the public interest.

The requested text amendment is consistent with the goals, objectives and policies of the 2006 Land Use Plan including:

POLICY ID1: To diversify the local economy and broaden the local tax base, the County shall encourage a public service and regulatory environment conducive to COMPATIBLE INDUSTRIAL DEVELOPMENT. "Compatible" shall be defined as, among other things, industries that do not adversely impact the environmental quality of the area, or overburden the local infrastructure.

POLICY ID5: WAREHOUSING, STORAGE AND DISTRIBUTION facilities shall have access to thoroughfares of adequate traffic carrying capacity, and shall be appropriately designed and/or visually buffered according to the visibility of their location.

POLICY ED1: NEW AND EXPANDING INDUSTRIES AND BUSINESSES should be especially encouraged that: 1) diversify the local economy, 2) train and utilize a more highly skilled labor force, and (3) are compatible with the environmental quality and natural amenity based economy of Currituck County.

The request is reasonable and in the public interest because:

1. It is an existing and necessary support service for the medical services industry.

Item 3: The provisions of this Ordinance are severable and if any of its provisions or any sentence, clause, or paragraph or the application thereof to any person or circumstance shall be

held unconstitutional or violative of the Laws of the State of North Carolina by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions which can be given effect without the invalid provision or application.

Item 4: This ordinance amendment shall be in effect from and after the _____ day of _____, 2020.

Board of Commissioners' Chairman
Attest:

Leeann Walton
Clerk to the Board

DATE ADOPTED: _____

MOTION TO ADOPT BY COMMISSIONER: _____

SECONDED BY COMMISSIONER: _____

VOTE: _____ AYES _____ NAYS _____

PLANNING BOARD DATE: _____

PLANNING BOARD RECOMMENDATION: _____

VOTE: _____ AYES _____ NAYS _____

ADVERTISEMENT DATE OF PUBLIC HEARING: _____

BOARD OF COMMISSIONERS PUBLIC HEARING: _____

BOARD OF COMMISSIONERS ACTION: _____

POSTED IN UNIFIED DEVELOPMENT ORDINANCE: _____

AMENDMENT NUMBER: _____



Text Amendment Application

OFFICIAL USE ONLY:

 Case Number: _____
 Date Filed: _____
 Gate Keeper: _____
 Amount Paid: _____

Contact Information
APPLICANT:

Name: Curtis Bay Medical Waste Services of North Carolina, LLC
 Address: 1501 S. Clinton St, Suite 130
Baltimore, MD 21224
 Telephone: (443) 290-9822
 E-Mail Address: caugust@curtisbaymws.com

Request

I, the undersigned, do hereby make application to change the Currituck County UDO as herein requested.

Amend Chapter(s) _____ Section(s) _____ as follows:

(See attached.)

*Request may be attached on separate paper if needed.

Petitioner

A handwritten signature in black ink, appearing to read "C. A. August".

Date

11/21/2018

SUPPLEMENTAL MATERIALS IN CONNECTION WITH
TEXT AMENDMENT APPLICATION BY
CURTIS BAY MEDICAL WASTE SERVICES OF NORTH CAROLINA, LLC

Curtis Bay Medical Waste Services of North Carolina, LLC respectfully requests that the Currituck County UDO be amended as follows:

Amendment to Chapter 4, Use Standards, Section 4.1.2: Use Table, in relevant part, as reflected below:

Under the **Waste-Related Services Use Category** in the **Industrial Use Classification** Section of the **Use Table**, adding a row to permit “Warehousing and distribution of medical waste” in the HI District by Use Permit (“U”) and subject to the additional requirements of Section 4.2.5.D.3

and

Amendment to Chapter 4, Use Standards, Section 4.2, Use-Specific Standards, Subsection 4.2.5, Industrial Uses, in relevant part, as reflected below:

A. Extractive Industry

(8) Refuse

No bulk waste, hazardous waste, commercial waste, garbage, construction or demolition waste shall be placed on site. Notwithstanding the forgoing, warehousing and distribution of medical waste for processing or disposal off site may be authorized by Use Permit so long as any medical waste brought on site does not remain on site for more than five (5) days.

and

Amendment to Chapter 10, Definitions and Measurement, Section 10.5, Definitions, inserting a new defined term as reflected below:

MEDICAL WASTE

Any isolation wastes, infectious agents, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes, potentially contaminated laboratory wastes, and dialysis wastes, as such terms may be further defined and used in the Currituck County Code of Ordinances.

Text Amendment Submittal Checklist

Staff will use the following checklist to determine the completeness of your application. Only complete applications will be accepted.

Text Amendment
Submittal Checklist

Date Received: _____

Project Name: _____

Applicant/Property Owner: _____

Text Amendment Submittal Checklist

1	Complete Text Amendment application	
2	Application fee (\$300)	
3	2 hard copies of ALL documents	
4	1 PDF digital copy of all documents (ex. Compact Disk – e-mail not acceptable)	

For Staff Only

Pre-application Conference

Pre-application Conference was held on _____ and the following people were present:

Comments



Text Amendment Application

OFFICIAL USE ONLY:			
Case Number:	_____		
Date Filed:	_____		
Gate Keeper:	_____		
Amount Paid:	_____		

Contact Information

APPLICANT:

Name: Curtis Bay Medical Waste Services of North Carolina, LLC
 Address: 1501 S. Clinton St. Suite 130
Baltimore, MD 21224
 Telephone: (443) 290-9822
 E-Mail Address: eaugust@curtisbaymws.com

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(See attached.)

*Request may be attached on separate paper if needed.

Petitioner

A handwritten signature in black ink, appearing to read "John J. Augest".

Date

11/21/2018

**SUPPLEMENTAL MATERIALS IN CONNECTION WITH
TEXT AMENDMENT APPLICATION BY
CURTIS BAY MEDICAL WASTE SERVICES OF NORTH CAROLINA, LLC**

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and

Amendment to Chapter 4, Use Standards, Section 4.2, Use-Specific Standards, Subsection 4.2.5, Industrial Uses, in relevant part, as reflected below:

A. Extractive Industry

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Text Amendment Submittal Checklist		
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For Staff Only

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Comments

