CORRIDOR OVERLAY DISTRICT

A Component of the Pineville Comprehensive Plan

Comprising:

Corridor Overlay District
Minimum Architectural Standards
Minimum Site Design
Corridor Pedestrian and Transportation Plan
Greenway Improvement

Adopted
March 11, 2008

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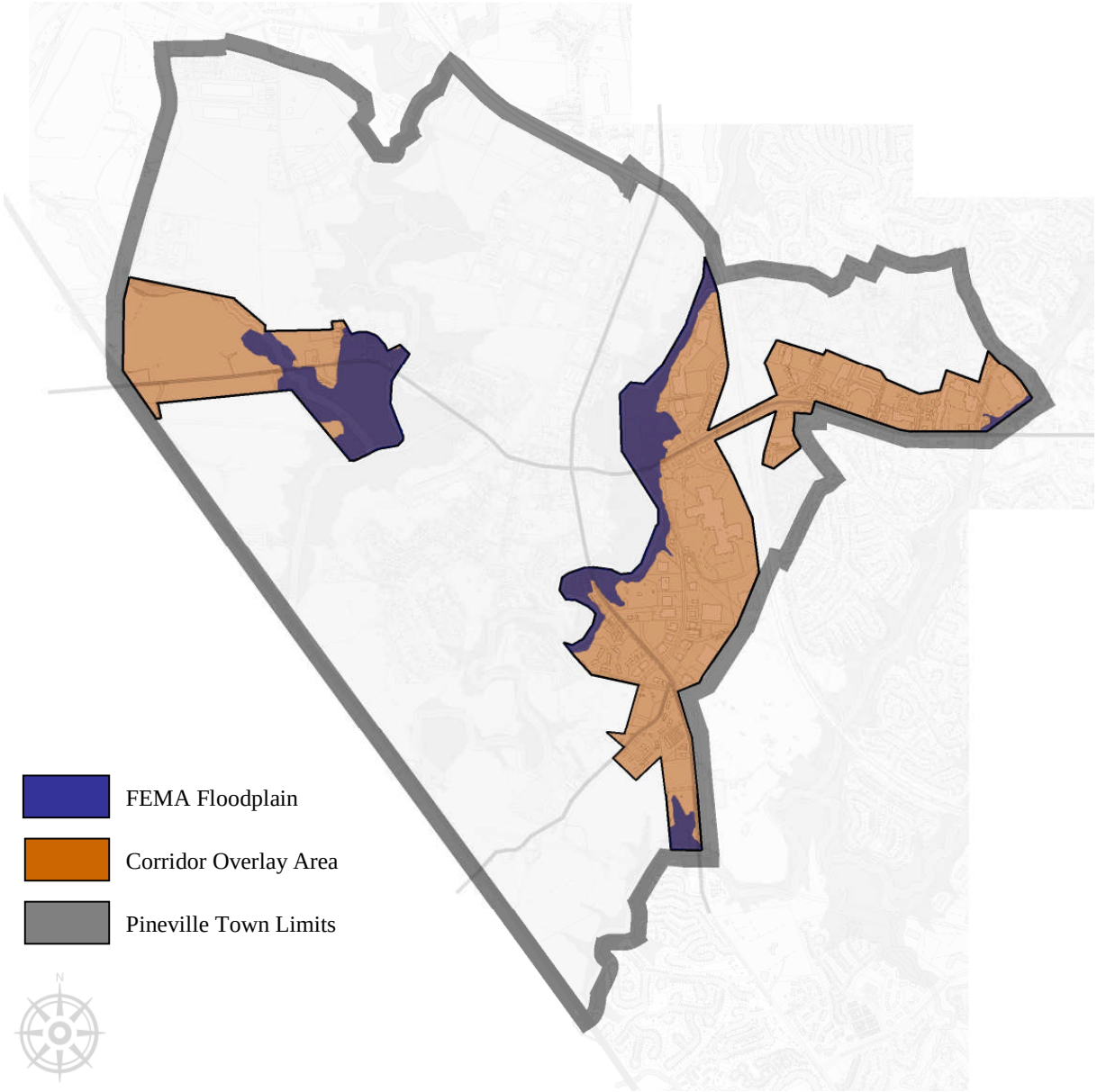
0.0 CORRIDOR DISTRICT OVERLAY MAP



1.0 VISION STATEMENT

To determine and set the long range aspirations, goals, and planning needed in the Corridor Overlay District in the form of a small area plan. This plan shall strive to both provide and enhance quality of life through such items as multi-modal forms of transportation (walking, biking, and automobile), overall connectivity and the quality of development throughout this district and the Town of Pineville.

All Encompassing Goals:

- **To provide for the continued growth and economic sustainability for the Town of Pineville**
- **To expand and better the Town of Pineville in all areas of design and regulation.**
- **To provide solutions and improve land use, traffic, and parking for the long term needs of Pineville.**

Goals

Objectives

1] Maintain and Reinforce Downtown Pineville as the Center of the Community.

[To reinforce downtown Pineville through the primary transportation corridors leading into it.]

A]-Encourage pedestrian friendly businesses along the first floor of all buildings in the Corridor Overlay District with particular focus on primary transportation routes.
B]-Encourage development and redevelopment in the Corridor Overlay District.
C]-Improve pedestrian access and comfort in the Corridor Overlay District.
D]-Improve land use, density, mixed-uses, and living options.
E]-Enhance district identity.

2] Improve the Consistency and Predictability of Development.

[*To achieve manageable, organized, aesthetically pleasing and interconnected town network.*]

A]-Development should follow a consistent manner that enhances and integrates into the existing town.
B]-Set a specific form, allowances, details, and features for development throughout the Corridor Overlay District.
C]-Create a building template that is user friendly and easily followed by staff, residents, and developers alike.
D]-Require 'build to' line along property frontages instead of minimum or maximum setbacks to ensure a consistent streetscape building line.

Goals

Objectives

3] Simplify Development Codes to Promote Best Development and Feasibility.

[*To make building and doing the right thing easy to understand, fast, and streamlined.*]

A]-Blend town goals with development feasibility to ensure the realization of future plans.
B]-Streamline the process for higher quality development in the Corridor Overlay District.
C]-Simplify zones and allowable use tables.
D]-Enact new zoning and/or zoning overlay districts to fit current and best future land uses to minimize or ease rezoning requests.

4] Improve the Design Quality of Development

[To make the Town of Pineville the most attractive and appealing place to live, work and play possible.]

A]-Focus on a buildings details, street front, massing, placement and general aesthetics.
B]-Require architectural minimal standards for all development.
C]-Require all development and façade retrofits to submit elevations of all sides of a project for staff approval.
D]-Require greenway accesses and improvements.
E]-Require all onsite parking for developments (excluding on street) to be located entirely behind all primary facades.

5] Improve Walkability

[To create a vibrant town focused on people and the spaces and goods we all use and need rather than around the automobile. Reduce automobile dependence by placing goods, services, and residents within easy reach of each other and promote the outdoors and exercise.]

A]-Well designed commercial and mixed-uses in particular should be incorporated into the Corridor Overlay District to facilitate walkability through pedestrian features and amenities located within close proximity to each other. Cater streets to pedestrians and bicyclists instead of to the automobile.
B]-Adopt standard streetscape sections showing the design of pedestrian, bicycle, and planting (tree) locations.
C]-Require streetscape sections including wide sidewalks, bike lanes and planting strips to be implemented.
D]-Encourage one stop centralized parking.
E]-Mandate parking connectivity. Require that parking must be connected between adjacent parcels where possible.
F]-Revise parking requirements.

3.0 PLANNING CONCEPTS

Build and Enhance Small Town Character

-Focus on traditional town design and organization, line streets with buildings instead of parking lots. Provide wide sidewalks, street trees, and multiple/mixed-use developments to foster a pedestrian friendly and walkable town.

Centeredness and Districts

-Focus and center Pineville on the Downtown Core along Main Street. Create distinct yet interconnected districts to provide individual identity to different sections of Pineville that interact and support Downtown Pineville.

Community

-Reinforce community by districts, design, and architecture to create a sense of place focused on public places, people, and memorable buildings.

Connectivity

-Connectivity in all forms of transportation and movement is critically vital for the overall health, well-being, and future of Pineville. All streets should be as interconnected as possible and made to be extended (if possible) in the future. Wider sidewalks and bicycle lanes should also be installed where absent and improved where applicable.

Amenities

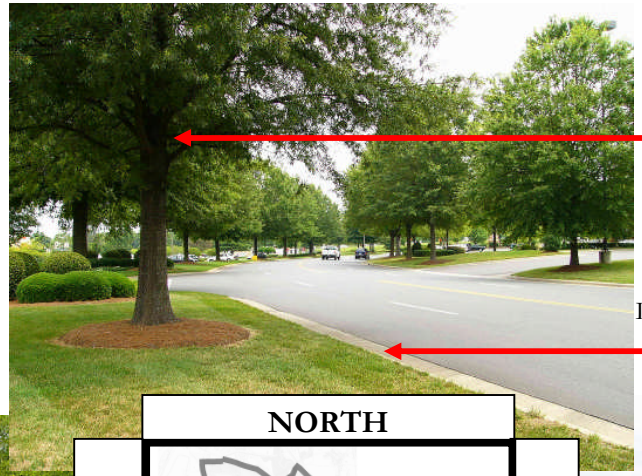
-Set the ground work for amenities desired and needed for the future. Amenities such as parks, schools, public parking, transportation, and government/civic buildings should be accommodated in the future.

4.0 EXISTING CONDITIONS AND FUTURE DEVELOPMENT MODELS

4.1 Existing Corridor Areas

Key Issues to Address:

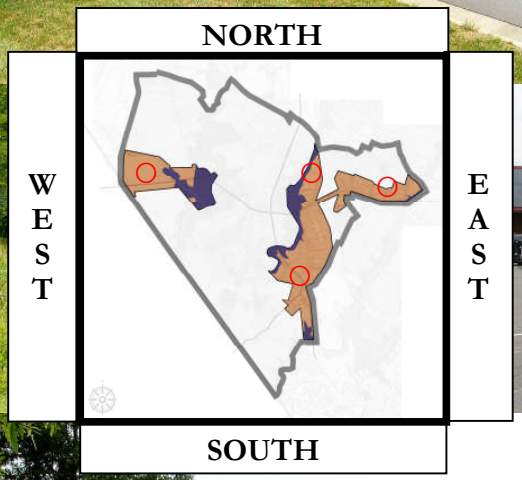
- Maintaining and improving streetscape design and infill development.
- Additional street trees to be added
- Wider sidewalks, bike lanes, and pedestrian features to be added
- Buildings to be placed closer to the street



Attractive maturing landscaping

Lack of wide pedestrian friendly sidewalks

Undevelopend areas where bicycle lanes and sidewalks can be added



Older strip center development isolated from the street and adjacent properties

Newer sidewalk installations

Street trees to buffer pedestrians from traffic should be placed between the road and the sidewalk

4.2 Corridor District

Carolina Place Mall. Singularly the largest retail attraction in Pineville encompassing approximately 1.3 million square feet of floor area and supports numerous other local businesses.

In the Westernmost portions of the Corridor District are vast areas of undeveloped property that are under increasing development pressure. Development here should set benchmark standards for other properties in both design and conservation.

Growth and prosperity have fostered new demand for space as can be seen here in the Carolinas Medical Center expansion. This interest offers the possibility to redevelop, revitalize, and redefine the primary commercial corridors through Pineville.

The draw of many favorite shopping destinations for people creates good public exposure for the town. This exposure creates the importance of setting new design criteria for the future to support both sustainable and attractive development.

Alternative forms of transportation such as wide sidewalks and bicycle lanes should be installed to help ease traffic and connect separated areas within the town.

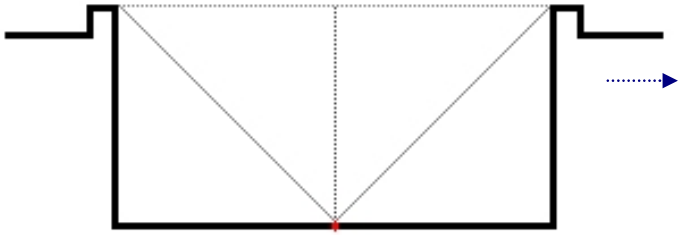
Older, underutilized strip developments offer potential to redevelop and redefine themselves in a more sustainable and pedestrian friendly way.

4.3 Future Corridor Development Pattern: APPROPRIATE SCALE

The Corridor Overlay District shall be scaled in terms of height by a simple and time proven ratio between building height and total street area width.

The minimum height ratio of ½ to one should be the lowest ratio permitted between a buildings height and the centerline of the street. The average ratio should be approximately a one to one ratio with flexibility for some items such as church spires and clock towers.

These ratios are intended as a range for building heights to foster a comfortable social, pedestrian, and small town aesthetic. Scales less that ½ to one, such as image 4.3 should be avoided.

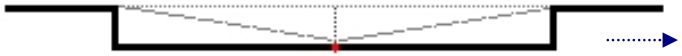


1 : 1 Scale

Image 4.1 = 1 : 1 Scale

1/2 : 1 Scale

Image 4.2 = 1/2 : 1 Scale



1/4 : 1 Scale

Image 4.3 = 1/4 : 1 Scale

4.4 Future Corridor Development Pattern: DETAIL and LAYERS

Image 4.4

Image 4.5

Appropriate scale, detail, and layers shall be incorporated in the creation of pedestrian friendly streetscapes. Features such as trees, street lights, and benches shall be used to provide comfortable and human scaled public places.

Image 4.4

- Well defined corners at street intersections
- Proportionate and appropriate windows
- Three dimensional and appropriately scaled cornice
- Ground floor storefronts architecturally distinguished

Image 4.5

- Pedestrian friendly and harmonious street architectural details
- Street trees
- Interesting and varying cornice heights and details
- Outdoor patios and unobtrusive balconies to enjoy the outdoors

Image 4.6

- Visual diagram illustrating progression to improve streetscape design using scale, details, and layers of features.
- Wide and well detailed sidewalks with ample seating

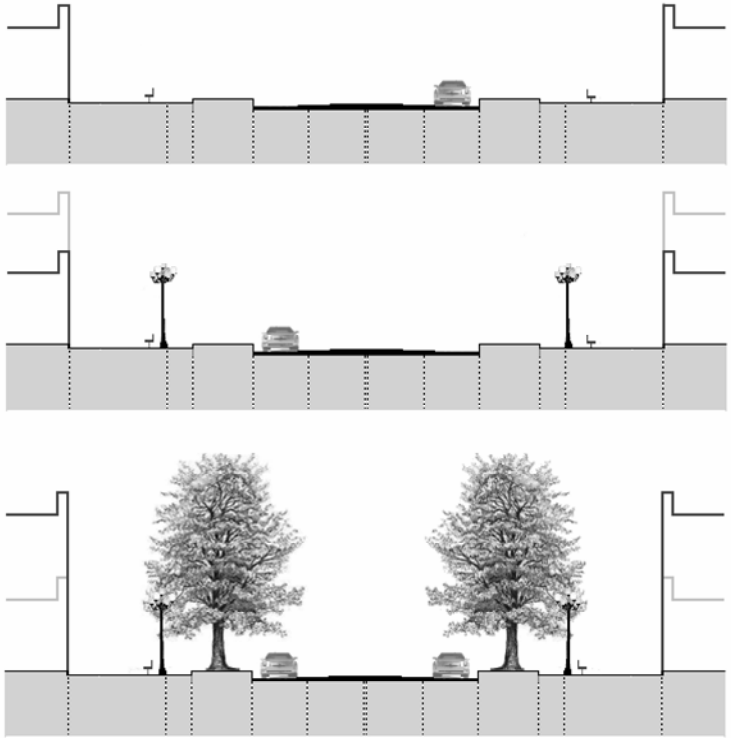


Image 4.6

4.5 Future Bicycle and Pedestrian Network Photographic Examples

Image 4.7

●Usable urban open space and ample seating at places of natural or centralized pedestrian congregation

Image 4.8

●Dedicated bicycle lanes throughout town

Image 4.9

●Wide sidewalks reinforced by buildings and architectural detail

Image 4.10

●Street trees
●Centralized usable urban open space

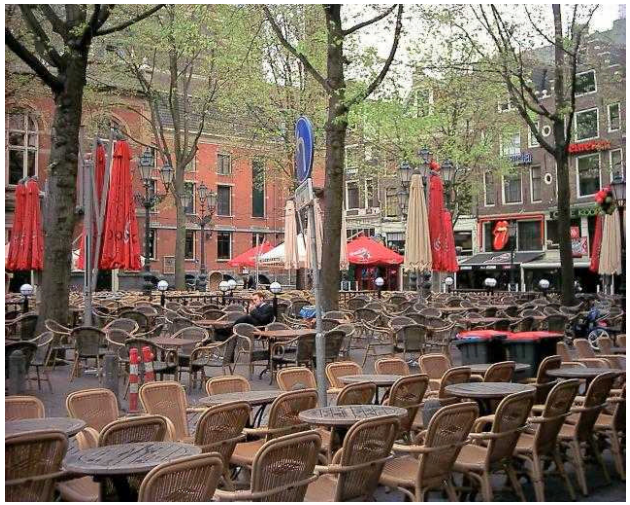


Image 4.7

Image 4.8

Image 4.9

Image 4.10

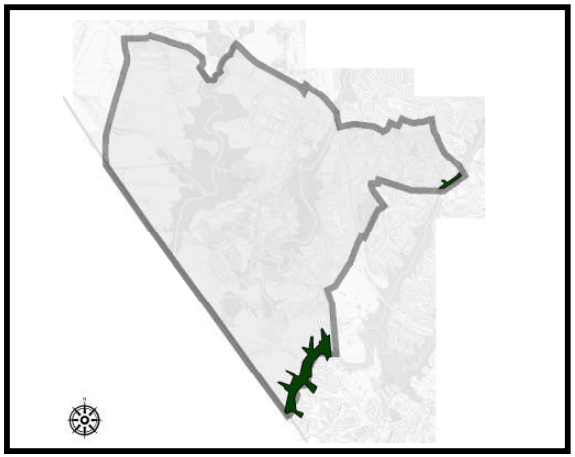
4.6 Current Greenways

[McMullen/McAlpine Creek]

Creek bank vegetation and relative stability

Grassy recreational areas

Overgrowth and debris



McMullen/Lower McAlpine Creeks and the existing greenway park system (above) is the smallest and Eastern most greenway located within the Pineville town limits and defines portions of both the Eastern and Southern town limits.

The McAlpine Creel is currently the oldest of the Charlotte-Mecklenburg greenway park systems from 1978. It is improved in sections including maintained grassy areas, recreational equipment, relatively stable creek banks, and preserved creek side vegetation. Unmaintained understory growth however, limits water and creekside views.

Currently most of this greenway system is under the jurisdiction of Charlotte-Mecklenburg Greenway System. Portions of properties to be developed in currently unimproved areas of this greenways system must contact the appropriate governmental entity in regard to improvements and dedication.

4.7 Future Greenway Amenities and Features

See Chapter 12 Public Open Space and Greenways.

5.0 INTENT

The purpose of the following guidelines is to enact regulations that implement the information from both the preceding, and following chapters into a specific set of design regulations and general land use for the Corridor Overlay District.

These regulations are to be in the form of an overlay to supplement existing zoning regulations. The overall intent is to guide the design of all projects within this overlay district into the most attractive, long lasting, sustainable, and pedestrian friendly environment possible. Design features within this overlay district include placing buildings closer to each other as well as closer to the street to foster a more comfortable pedestrian streetscape where activity and amenities are expected to occur. As sidewalks remain the principal place of pedestrian movement and casual social interaction, designs and uses should therefore be complementary, and reinforce that function.

These regulations are also intended to meet the long term goals as stated in Chapter 2 managing such things as improving quality of life, managing development pressure, and providing various forms of amenities for all residents of Pineville to enjoy. Buildings are expected to be added to the area that reinforce, improve, and define a lasting architectural character of Pineville. It is the ultimate intent to encourage both well planned and high quality sustainable development. Uses in this district are foreseen to be primarily commercial, commercial/residential mixed-use, higher density residential, offices, and neighborhood services.

6.0 USER'S GUIDE

Users of this document will hopefully notice that the Urban Code, Land Use Plan and other ideas and documents have been consolidated into this document for ease of use. This document is intended as the starting point for any development interest within the Corridor Overlay District. It is also to be used in connection with any and all other applicable documents such as the Pineville Zoning Ordinance. It should be noted that these documents are by no means a replacement for actual consultation, recommendations, and review from all appropriate officials. Single family or duplex developments are deferred to the Residential Small Area Plan for compliance rather than this document.

7.0 APPLICABILITY MATRIX

The standards described or referenced in this document apply to both new and existing development as listed or exempted in the adjacent table for all parcels in the Corridor Overlay District. All such projects shall require full compliance with all applicable regulation including reviews/approvals/permits from the Pineville Planning Department prior to the start of any project or any land disturbance. Single family or duplex developments are deferred to the Residential Small Area Plan for compliance rather than this document.

	Sidewalk and Streetscape Features	Greenway Dedication	Architectural Minimum Standards	Signage	Full Compliance
Parking Area Expansion					
Any New or Expanded Parking Area (must meet 11.10+)	✓	✓		✓	
Existing Development					
Renovation Due to Disaster (Fire, Flood, etc) See Zoning Ordinance 2.8.4					
Change in Use-Minor				✓*	
Change in Use-Major (must meet 11.10+)	✓	✓		✓	
Reoccupation after Extended Vacancy (Greater than 180 days) (must meet 11.10+)	✓			✓*	
Alteration on Existing Development ≤25% of Total Area and Exterior Remodeling. (must meet 11.10+)**	✓	✓	*(consistent with existing materials)*	✓*	
Alteration on Existing Development: >25% of Total Area Excluding Exterior Remodeling (must meet 11.1+)**	✓ *(Must meet build-to line and required frontage)*	✓	✓ *(For entire building)*	✓	✓
New Construction					
New Construction (Including Out Parcels), Tear-Down Redevelopments, etc. (must meet 11.1+)	✓	✓	✓	✓	✓

✓ - Compliance with regulations required.
No Check = Compliance not required.

Notes:

*Existing Multi-tenant signage is exempt.

** Total square footage of individual store(s), walls etc. altered; demolition included. Alterations are counted as cumulative over time. No new development may be placed that obstructs any future road network connectivity.

8.0 ADMINISTRATION

8.1 APPROVAL AND COMPLIANCE

The Planning Director or their designee shall make all determinations of approval and/or compliance of the standards or interpretations of this document unless otherwise specified. This document and all other applicable regulations or documents must be met before any permits are granted or land disturbance begun. The approval process set forth in the Zoning Ordinance or other adopted legislation shall be followed relating to other rules, processes, and procedures not found in this document.

8.2 MODIFICATION OF STANDARDS

The Planning Director or their designee may make modifications to these standards found in this document upon the written request of the applicant if the standard(s) in question conflict with mandated standards, or other legitimate non-monetary concerns such as preserving existing vegetation, so long as the proposal is in compliance with intent and spirit of this document. Where FEMA or other governmental regulation come into conflict these regulations they shall be modified to be within full compliance of all applicable laws while still maintaining the spirit of these regulations. Under no circumstance will financial expense be considered a legitimate concern for the modification of these standards in any instance whatsoever. If the applicant and Planning Director or their designee cannot come to an agreement the proposal shall then be decided by the Town Council following typical procedure unless otherwise specified.

8.3 CONFLICTING REQUIREMENTS

Where these requirements conflict with each other or with any requirement of the Zoning Ordinance, subdivision regulation, or similar not specifically noted and addressed herein, the more strict standards shall apply as determined by the planning director or their designee. Any part or portion herein that is found to be unconstitutional or similar shall be held separate and severable from the remainder of this document.

8.4 CONNECTIVITY AND OTHER COMPLIANCES

Where new streets are shown on any town adopted plan and full compliance is mandated by the applicability matrix in this document, the reservation and construction of any portion of these streets and pedestrian features thereof as proposed in any applicable streetscape section shall be public and constructed across the entirety of the parcel(s) in question and stopped in such a way at property boundaries as to be allowed to connect and continue into adjacent properties. Permanent cul-de-sacs are prohibited. Street stubs and temporary cul-de-sacs which can be extended in the future are allowed and required into adjacent parcels where most feasible for future connectibity. Projects with more than 100 housing units or 100,000 gross square feet shall be required to conduct a Traffic Impact Study and shall be responsible for any improvements called for in the study.

8.5 CARRY-OVER STANDARDS

Where any standard, definition, requirement, or similar exists in one overlay district is missing or is less specific in another, the applicable and relevant standard(s) shall be carried over and have the same applicability.

9.0 ZONING OVERLAY DISTRICT

9.1 CORRIDOR OVERLAY DISTRICT

The immediate areas surrounding the principal transportation thoroughfares through Pineville have been identified and define this overlay district to anticipate and regulate future development pressure and as follows:

Corridor District

(COD)

The Corridor Overlay District is intended to manage and guide the continued development/redevelopment of the primary transportation corridors of Main Street, Polk Street, and Dorman road as they pass through the Town of Pineville. This district has been established based on the primarily commercial viability of properties along these roads. It is anticipated that best use for any residential development in this district will take the form of live/work units, condominiums, or for larger parcels lighter use residential units to be located a significant distance behind these travel corridors and well buffered allowing commercial units to best utilize the traffic and visibility along the front portions of these thoroughfares.

High architectural integrity and additional streetscape features such as street trees, seating, bicycle lanes, and wide sidewalks will greatly improve both the aesthetics and pedestrian oriented potential in these areas. Ground floor uses facing any primary travel corridor in this district shall be comprised of pedestrian friendly and/or active uses. Mixed and multiple tenant buildings are encouraged as are additional connector roads to ease traffic burdens on existing roads and to provide more options to travel between destinations.

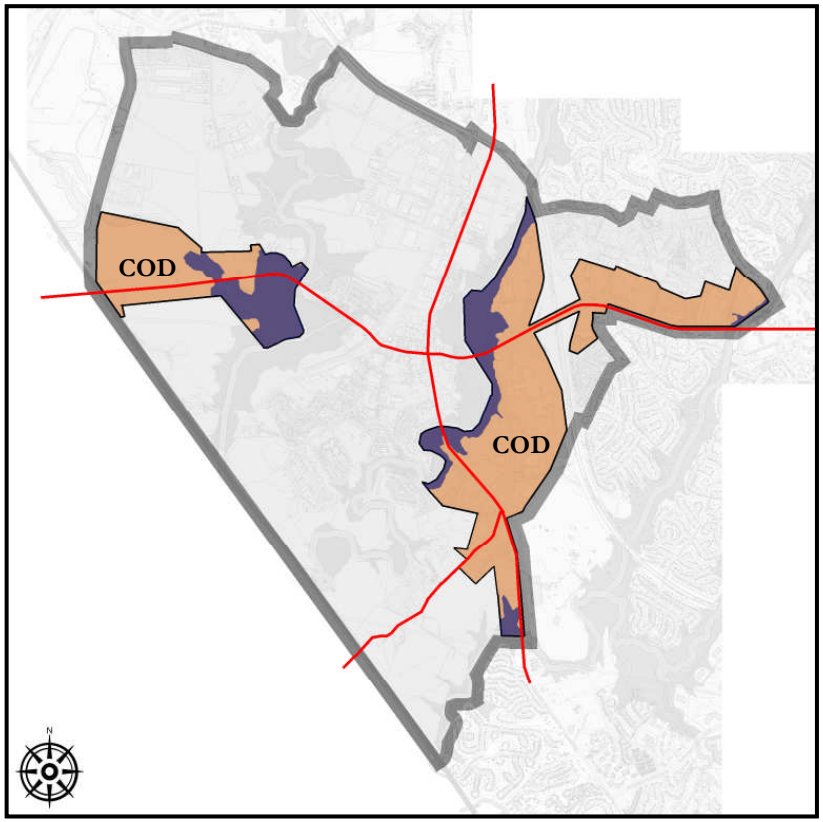


Image 9.1

9.2 SUMMARY TABLE OF PROVISIONS[1]

Lot Setbacks	
Front Setback[2]	Build-to-line from street sections
Side Setback	0 ft
Side Setback on corner lots facing a street[2]	Build-to-line from street sections
Rear Setback	0 ft
Minimum Linear Building Frontage[3]	75%
Height	
Minimum[4]	1 story and 20 feet
Maximum[5]	3 Stories 3+ with approval from Town Council
Single Occupant	
Maximum Single Occupant Size[6]	50,000 sqft (50,001+ with approval from Town Council)
Parking Requirements, Minimum (also see Section 11.5)	
On-Street Parking	Parallel only
Residential (Multifamily/Mixed use)	See Zoning Ordinance
All other uses[7]	None
Detention	
Storm water runoff	Phase II compliant or similarly approved regulation.
Roadway Specifications	
Travel Lane Width (minimum)	See Meck. Co. Building Standards
Curb Return Radii (maximum)	20 ft
Curb and Gutter	Curbing mandatory or drainage as required.
Street Planting Strip Specifications	
Street Planting Type[8,9]	Wells or a Continuous Strip
Planting Strip/Well Width (minimum)[9]	8 ft, 10ft preferred
Street Tree Spacing[10]	35 ft (on center)
Tree Caliper (unless specified)	3 inches
Streetscape Bench Spacing	70 ft (on center)
Pedestrian Streetlights (average)	105 ft (on center) minimum 10' maximum 16' height
Sidewalk Requirements	
Sidewalk Width (minimums)[11]	See Applicable Streetscape Section
Architectural Requirements See Chapter 10	
Site Design See Chapter 11	

1 *Town facilities exempt. Single family and duplex developments are referred to the Residential Small Area Plan.*

2 *Build-to-line from street sections is the line that the overall majority and mass of a buildings façade must touch following immediately behind all required streetscape and pedestrian improvements.*
Encroachments: Balconies, stoops, stairs, chimneys, open porches, bay windows, balconies, roof overhangs and raised doorways are permitted to encroach into setbacks or build-to lines (except were required for screening/buffering) with permission from the Town.

3 *Applies to all street front and primary façades along the build-to line from applicable streetscape sections. Measurement is calculated directly along property lines or build-to line from the applicable streetscape section.*

4 *Two stories are encouraged. At no point may any part of any façade to be below 20'. Measurement shall be from grade to the lowest portion of roof (pitched) or parapet (flat).*

5 *Three stories measured from front grade to top floor structural roof. One additional half-story allowed if entirely under a complete pitched roof with a maximum knee wall height of 4 feet.*

6 *Civic/cultural/non-profit/governmental facilities are exempt.*

7 *Subject to additional Zoning Ordinance parking requirements.*

8 *Street trees are required to be of oak or disease resistant 'Princeton' Elm where utilities are not overhead, where overhead utilities must remain similar single trunk small maturing approved tree shall be substituted.*

9 *See applicable streetscape section. Planting strips and wells must be mulched, attractively vegetated, or similarly detailed to allow for tree growth and water infiltration.*

10 *Where overhead utilities or similar restrictions require the use of a shorter or more compact tree, an approved small maturing tree shall be substituted in place of a large maturing tree.*

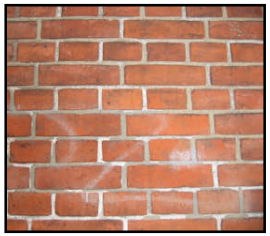
11 *Sidewalks located in the interior of a property not adjacent to a street and intended for simple pedestrian connectivity are permitted to be a minimum width of 5 feet. All sidewalks must be of brick pavers or concrete only.*

10.0 ARCHITECTURAL REQUIREMENTS

10.1 Primary Façade Materials

10.1.1 Façade Materials:

The primary material used for external siding shall be entirely brick and/or fiber-cement clapboard (d). Mortar joints between brick may be no greater than 1/2 inch. Mortar color must be brick color or gray, white is prohibited. The majority brick pattern shall be English bond (a), Flemish bond (b), or Running bond (c).



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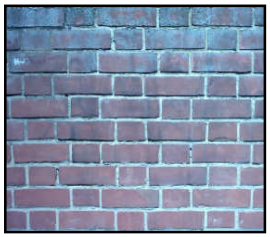

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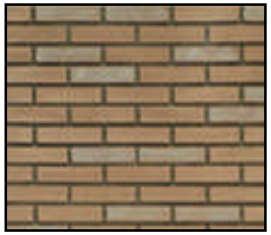

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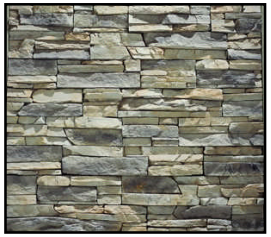
d

10.1.2 Trim:

In addition to the permitted primary façade materials listed above, additional materials may be used to detail or embellish a façade if they do not exceed 25-35% of a façade and/or overpower the primary façade material (as determined by the planning director or their designee). The additional materials permitted for trim shall be fiber-cement or wood clapboards(e), horizontally oriented cultured or natural stone (f), fiber-cement or wood shakes(g), approved vinyl soffits/vents (h), terra cotta or architectural fiberglass composite such as GFRC (glass fiber reinforced concrete), GRG (glass reinforced gypsum/plaster) or similar (i), non-reflective or patina metals such as copper or zinc (j), decorative concrete (k), and painted wood (l). Stonework that does not have an overall horizontal pattern (m) and vinyl siding (n) and EIFS are prohibited.

e



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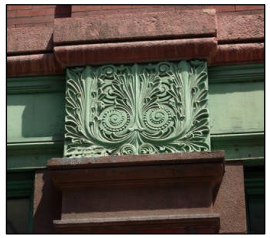

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10.2 Primary Façade(s) General Requirements

10.2.1 **General Form:**
The typical architectural façade pattern to be followed in the Downtown District is shown in Image 10.1.

10.2.3 **Colors:**
No garish or otherwise inappropriate colors.

10.2.4 **Corporate Architecture:**
No corporate architecture.

10.2.5 **Façade Length:**
Buildings with a street façades longer than 120 feet must be made to appear as a collection of smaller buildings (Image 10.2) instead of a single mass (Image 10.3) and vary roof/parapet details and heights.

10.2.6 **Minimum Window Area:**
Each floor above the street level must have transparent windows that total a minimum of 1/3 or 33% of the façade for primary facades unless otherwise specified in this document. Windows are to be generally vertical in orientation (twice as tall as wide) as shown in Image 10.1. Windows must be of transparent glass with a minimum visible viewing depth of 4 feet. Mirror, tinted, translucent, and opaque glass are prohibited.

10.2.7 **Street Level Windows:**
All windows at street level must allow the pedestrian to view into them as in Image 10.1 and 10.8 (except for ground floor residential units) to a minimum depth of 4 feet.

10.2.8 **Recessed Window Detail:**
All window glass must be recessed into the façade a minimum of 2 inches.

10.2.9 **Blank Wall Area on Primary Facades:**
Blank, unappealing, windowless or architecturally undefined sections of walls wider than 10 feet are prohibited. (Image 10.3)

10.2.10 **General Materials and Detail:**
All building elements must be proportionate, sturdy, and well detailed.

10.2.11 **Elevations Etc. Required:**
All elevations, sections, floor plans needed to determine compliance shall be submitted.

10.2.12 **Wood:**
All external wood must be painted or stained.

10.2.13 **Shutters:**
Any shutters must be proportional to the window and cover neither more nor less than the glass area of the adjacent window.

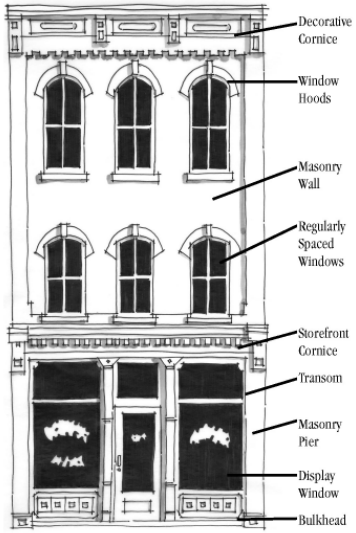


Image 10.1

Image 10.2

Image 10.3

10.2.14 **Front Door(s):**
A functional front door facing onto the most active or visible street or streets is required. This front door shall be directly accessible by the pedestrian, sidewalk, and architecturally distinguishable from the rest of the building. Such entrances shall be designed to convey their prominence on the fronting façade. (Image 10.4).

10.2.15 **Canopy and Awnings:**
When used, canopies and awnings shall be placed at the top of windows or doorway openings and shall relate to the shape of the top of the window or opening. Pitched awnings shall be made of canvas, treated canvas, glass, metal or similar material (Image 10.5 pitched awnings). Horizontal cantilever awnings must be metal or glass (Image 10.5 entry canopy). Vinyl (or plastic) awnings are prohibited. No awning shall extend more than the width of the sidewalk or ten feet, whichever is less. Awnings must be self-supporting from the wall. No supports shall rest on or interfere with the use of pedestrian walkways or streets. In no case shall any awning extend beyond the street curb or interfere with street trees or public utilities. Canopies and awnings along the first floor along sidewalks are encouraged but discouraged on upper floors.

10.2.16 **Roofing Material:**
Roofing material visible to pedestrians must be either metal, dimensional asphalt shingles, or concrete/slate shingles. Other similar material maybe approved by staff. Wood roofing material prohibited.

10.2.17 **Mechanical and Service Equipment:**
Any variety of pipes, mechanical and service equipment, drive-through windows, air conditioner vents, garage doors, loading docks or similar are entirely prohibited from primary façades. Gutters excluded. See 10.7 for the location of these features.

10.2.18 **External Access:**
External access to upper stories is prohibited on primary facades. (Image 10.6).

10.2.19 **Chimneys:**
Any and all externally visible portions of chimneys must be faced with brick or stone only. Chimney tops must be specially detailed by such items as corbelling, terra cotta chimney pots, etc. Undetailed chimney tops are prohibited. Chimney siding and chimney top flashing caps are strictly prohibited. See also Residential Overlay District for pictures.

10.2.20 **Balconies, Balustrades, and Railings:**
All balconies balustrades, and railings must be attractively detailed and compliment the style of building. See also Residential Overlay District for pictures.

Image 10.4

Image 10.5

Image 10.6

10.2.21 **Columns and Pilasters:**
The spacing, ornament, shape, visual appearance of materials, and style of all columns and pilasters must be attractive and consistent with the established style of the building. See also Residential Overlay District for pictures.

10.2.22 **Edge Detailing:**
The edges running vertically along the furthest opposite ends of a primary façade (corners) in addition to the corners of any protrusion (such as bay windows) must be specially and more intensively detailed. Examples of this corner and edge detailing may include but are not limited to such architectural features as pilasters (Image 10.7) and quoins (Image 10.8). These features must be detailed. Stucco appliqué is not permitted. Brick pattern changes/color/embossing along the corners may be sufficient to satisfy this requirement.

10.2.23 **Compliance and Modifications:**
The Planning Director or their designee shall determine either compliance or non-compliance with any and all regulation in within this document in addition to the ability to modifying the standards herein depending on specific and unique site issues so long as the intent of this document is maintained unless otherwise specified.

10.2.24 **Violations:**
Violation or alteration of any condition or requirement of this document other than what has been approved without written consent from the Planning Director or their designee shall warrant a stop work order, cancellation of permits, and/or fines up to $100 per day per violation in addition to any other corrective measure permitted by law.

10.2.25 **Accessory Structures:**
All accessory structures must be located in the rear, side, or interior (courtyard) area and be a minimum of 5 feet inside the property boundary. All accessory structures must be built entirely of the same materials of the primary façade if visable to the public from any road, driveway, right-of-way, or similar.

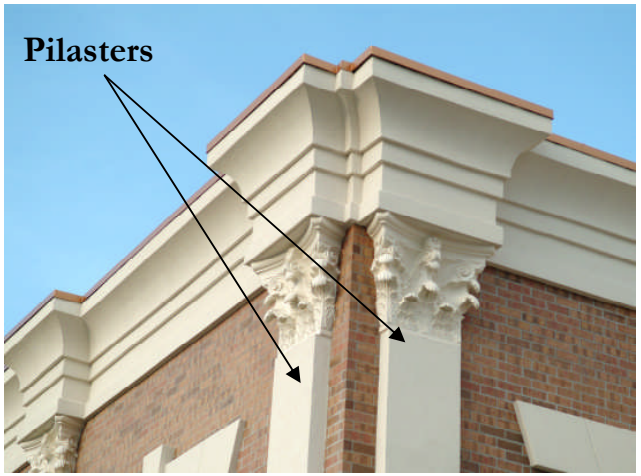


Image 10.7

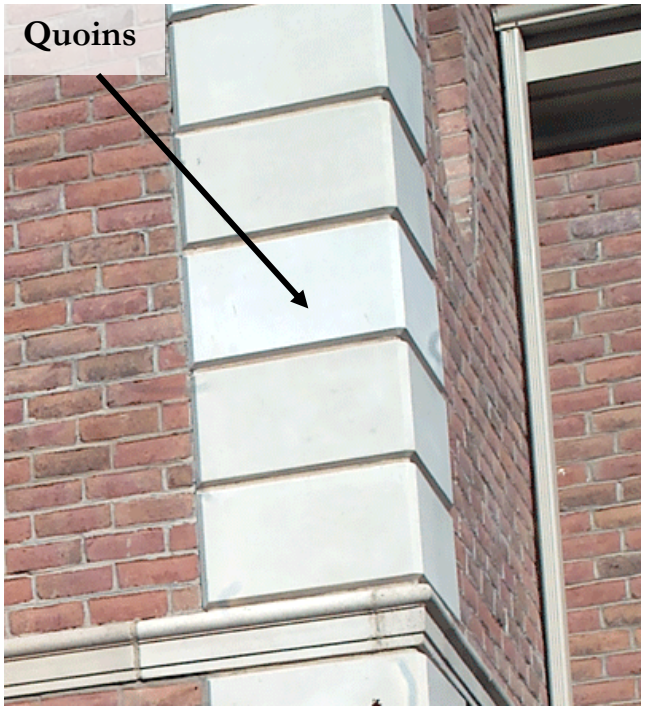
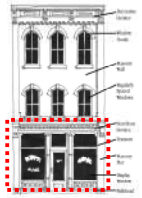


Image 10.8

10.3 Primary Façade Articulation

Each primary façade has been divided for ease of use and regulatory reasons into Base, Middle, and Top categories as listed and defined below.



10.4 Base Detailing

The general mass of a building from the first storey above grade up to the floor level of the second storey above grade shall be defined as the base.

Image 10.9

Image 10.10

Image 10.11

10.4.1 Foundation Detail:

The foundation along each primary façade must be specially detailed to a minimum height of 2 feet in a way that is different from the general mass of the building whether by material, detailing, pattern, organization or similar. (Images 10.9-12) The storefront condition as shown in Image 10.12 may satisfy this condition.

10.4.2 Minimum Windows and Glass:

The first floor of a primary façade along street level must have a minimum 40% transparent glass and a minimum inside viewing depth of 4 feet to be detailed following the general pattern in Images 10.1 and 10.12. These windows are to be or approximate display type floor to ceiling windows and be generally vertical in orientation. Ground floor residential uses are excluded.

Image 10.12

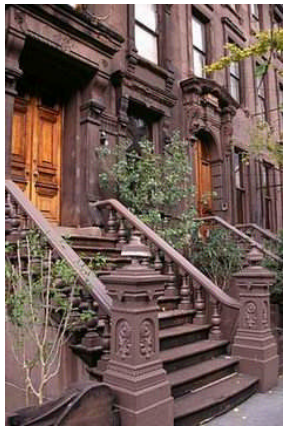
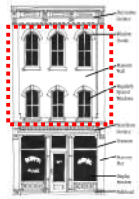


Image 10.13

10.4.3 Residential Uses:

If the first floor above ground is to be for residential units other than single family in this district, it must be elevated a minimum of 3.5 feet above grade to provide a sense of privacy and follow the typical brownstone model (image 10.13). Stairways must be fully enclosed underneath with opaque material.

10.5 Middle Detailing



The general mass of a building from the floor level of the second storey above grade to the ceiling of the uppermost storey shall be defined as the middle.

10.5.1 General Composition:
Arrangement of the middle portion of a building shall be ordered into a symmetrical arrangement or groupings of symmetrical arrangements. This shall be achieved through the use of elements such as windows, balconies, belt courses, and pilasters.

10.5.2 Window Glass:
Each floor must have viewing windows of transparent glass and vertical in orientation and well detailed see also 10.2.6 and Image 10.18.

10.5.3 Window Top Detail:
Windows must have lentil detailing immediately above them. This detailing shall be a pediment, arch, jack arch, or similar special detailing approved by staff (Image 10.14-20).

10.5.4 Window Base Detail:
Windows must have a window sill that protrudes a minimum of 1 inch from the façade. This sill must be a minimum of 4 inches thick. (Image 10.20).

10.5.5 Balconies:
Balconies are encouraged where feasible and architecturally integrated into the facade. (Image 10.19)

10.5.7 General Window Shape:
Triangular and non-orthogonal windows are prohibited (curved toped widows such as image 10.18 excluded).

Image 10.14 Pediment

Image10.15 Arch

Image 10.16 Jack Arch

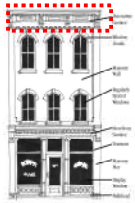
Image 10.17 Sculptural Window Hood

Image 10.18

Image 10.19

Image 10.20

10.6 Top Detailing



The general cornice area or mass of a building from the ceiling of the uppermost storey to the uppermost portion of roof or parapet shall be defined as the top.

Cornice and Parapets Roofs

10.6.1 Cornice Required:
Cornice detailing is required from the top of the upper most edge of a buildings parapet and/or eaves extending parallel down the façade and well detailed.

10.6.2 Cornice Detailing:
Every cornice must be detailed to have traditional repetitive layers of horizontal and vertical elements such as corbelling, brackets, and/or similar features (Image 10.21-24).

10.6.3 Cornice Integration:
Cornice detailing must be complimentary and proportionate to the remainder of the façade (Image 10.22)

10.6.4 Parapet Requirement:
If a building's structural roof pitch is less than 7:12 then the facade must be terminated visually by a parapet wall instead. A cornice must be located immediately below and follow the parapet line. This cornice shall be a minimum of 4 feet in height and corbel to project a minimum of 18 inches. A cornice under a pitched roof is also required and must meet 10.6.2.

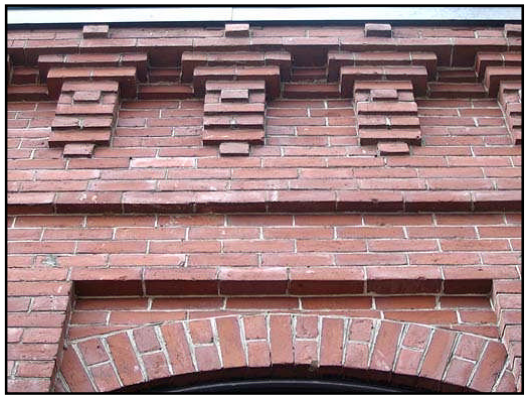


Image 10.21

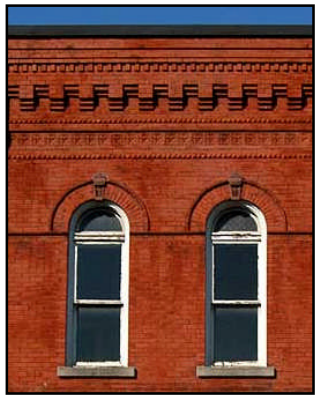


Image 10.22

Image 10.23

Image 10.24

Pitched Roofs

10.6.5 Dutch Parapet Gable

Any end facing gable -stepped, neck gabled, or curvilinear (Image 10.25, 10.30 and 10.27 respectively) that is facing a primary façade and extends entirely above the roof system in the typical Dutch parapet style (image 10.26) must be sufficiently detailed with cornice or cornice type ornamentation. Detailing is to be along the uppermost and outermost edges along the roof. Detailing examples may be, but not limited to: Stepped cornice, edge embellishment, statuary, and scroll work as in images 10.25-30.

Image 10.25

Image 10.26

Image 10.27

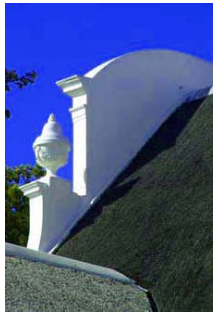


Image 10.28

Image 10.29

Image 10.30

10.6.6 Other Pitched Roofs

10.6.6-1 If a roof is neither Parapet nor Parapet gable it shall follow traditional roofing types such as gabled or hipped.

10.6.6-2 Corporate identifiable roofs and architecture (Image 10.31) are prohibited

10.6.6-3 Cornice detailing is required. It is to follow the pitch of the roof and/or along eaves for the entirety of the externally visible perimeter (Image 10.32-35).

10.6.6-4 Height and/or depth of eaves and cornice detailing for pitched roofs is subject to the approval of the Planning Director of their designee.

Image 10.31

Image 10.32

Image 10.33

Image 10.34

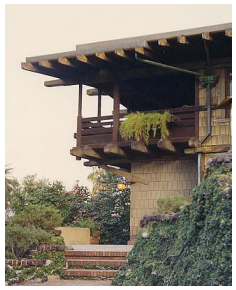


Image 10.35

10.7 Non-Primary Façade Articulation

Those facades not classified or deemed as being a primary façade shall be regulated under this section and labeled as non-primary facades. Non-primary facades are intended as the facades least visible to the public and intended as typically the rear façade for location of loading docks and services. See also Section 11.8.

10.7.1 Non-primary facades are exempt from the regulations above pertaining to primary facades.

10.7.2 The external building material of non-primary facades are required to be of any of the approved primary or trim materials permitted of the primary façade with the addition of stucco or similar durable and compatible material. EIFS is prohibited.

10.7.3 All garages, garage doors, electric meters, water meters, and all other similar exposed services or utilities are permitted on non-primary facades.

10.7.4 If all facades are deemed primary then the least visible façade (determined by staff) shall be the location of services in this Section and Section 11.8.

10.7.5 In no instance shall exposed services or utilities be located on the most pedestrian and/or publicly visible façade(s).

10.7.6 Landscaping is encouraged.

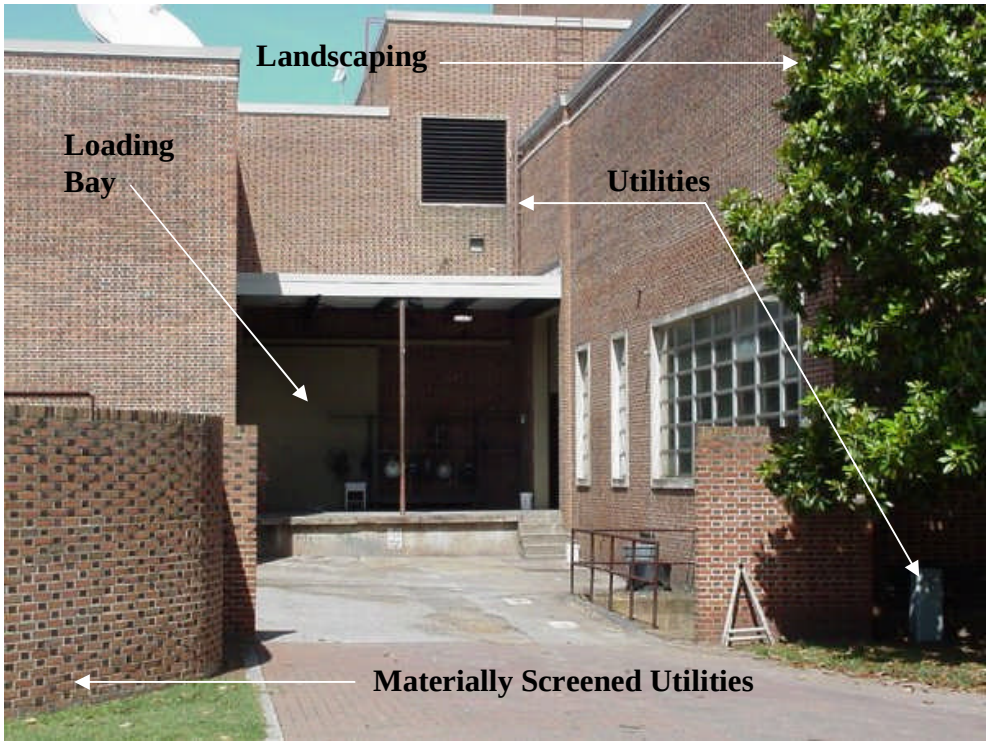


Image 10.36

11.0 SITE DESIGN

11.1 Streetscape Improvements (New Development)

11.1.1 Streetscape Improvements Required:
The streetscape shall be improved following the exact features and organization shown as specified in Image 11.1 as well as the 75% required building frontage along the build-to line shown and also stated in 9.2. Sidewalks and similar are to be paved in concrete or pavers, asphalt is prohibited.

11.1.2 Street Trees:
Large maturing trees required 35 feet on center. Medium/small street trees are only permitted where overhead utilities require their use. Street tree variety must be of Oak or disease resistant Elm such as 'Princeton' for large maturing trees. Medium/small street trees shall be an approved Zelkova variety unless otherwise permitted.

11.1.3 Lighting:
Overhead streetscape sidewalk lighting is required to be offset from trees and placed a maximum of 105 feet on center. See also section 11.7.

11.1.4 Seating:
Public seating required (a minimum of 6' in length) spaced a maximum of 70 feet on center. See also section 12.5.8+.

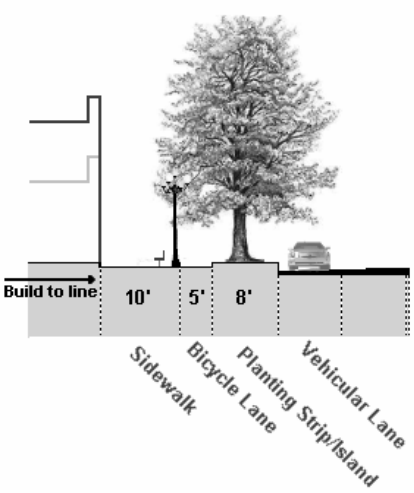


Image 11.1

11.1.5 Block Size:
Maximum block size shall be 400 feet by 400 feet or 160,000 square feet for development where new streets are created.

11.1.6 Street Connectivity:
New or extended streets shall be made to interconnect to form a complete street grid network. Permanent cul-de-sacs that are unable to be extended in the future are prohibited. Projects abutting undeveloped land or adjacent parcels where future road connectivity can be achieved must install street stub accessibility points. See also Image 11.4.

11.1.7 Infill Compatibility:
Infill development is encouraged. Transitions to dissimilar building types (i.e. Detached House to Commercial Buildings) should generally occur at the rear lane/alley, rear property line, or in the next block.

11.2 Streetscape Outdoor Pedestrian Rooms

11.2.1 Outdoors Cafés and Similar:
Outdoor cafés, patios, and other concrete, stone, or brick paved areas built as pedestrian space (Image 11.2) and that meets the requirements of useable open space are permitted to encroach into the build-to line shown in the applicable streetscape section with approval from the Planning Director or their designee.

Image 11.2

11.3 Site Design (Comprehensive)

11.3.1 **Unified Composition:**
Development shall be consolidated and interconnected by a grid network of streets to lessen/disperse traffic, encourage inter-neighborhood walkability and appear as a cohesive and traditional town streetscape (Image 11.4) instead of isolated, auto dependant, and scattered collection of parts (Image 11.3).

11.3.2 **Building Frontage:**
All primary buildings must be placed along the build to line as show in the streetscape section(s). Accessory structures shall be placed in the rear or side yards and designed not to visually compete with the primary building.

Image 11.3

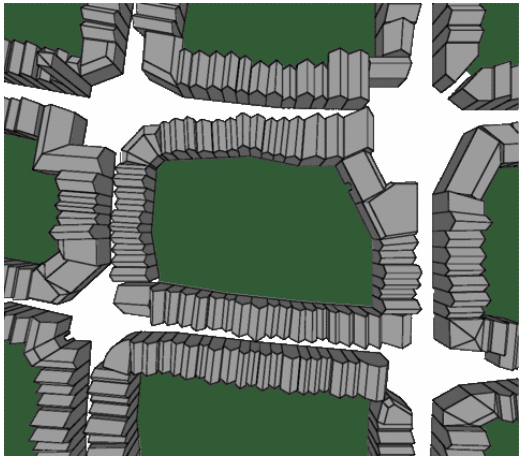


Image 11.4

11.3.3 **Corner lots:**
Buildings must originate at the corner of corner lots to help define intersections and create a stronger sense of place.

11.3.4 **Street Vistas:**
Development where possible, shall take advantage of their individual location to enhance and frame street, vistas, parks, views, etc.

11.3.5 **Public Easement Established:**
A dedicated and recorded public easement shall be established along all street fronts and similar of properties where the required streetscape improvements such as sidewalks extend beyond existing right of way area or are otherwise located on private property to ensure public and pedestrian access in perpetuity.

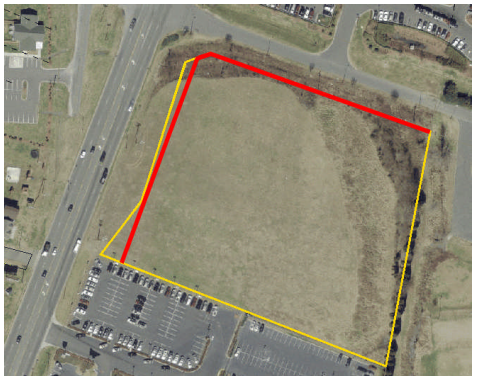
11.3 Site Design (Setback, Build-to line, and Property Boundary)

11.3.6 **Build-To Line and Setbacks:**
Front setbacks shall take the form of a build-to line that follows the streetscape diagram in Image 11.1 along all public or private roads. The actual build-to line shall follow Image 11.1; as shown, after all improvements (such as bicycle lanes and sidewalks) have been included. The exception shall be accessory structures as noted and regulated in the Zoning Ordinance. If the build-to line happens to fall inside a street right-of-way or similar then the build-to line shall be either:

11.3.6-1 **Option A:** The closest interior line entirely parallel to this street, right-of-way, or similar and/or…

11.3.6-2 **Option B:** The property boundary itself (along streets).

Site Boundary: In Yellow



Option A: Build-To Line (In Red)

Option B: Build-To Line (In Red)

11.3.6-3 **Option Selected:**
The option or any combination of options selected above shall be determined by the developer or property owner.

11.3.6-4 **Additional Right-of-Way Area:**
Additional right-of-way area or similar such as in Option A and Option B above exceeding the applicable streetscape section shall use that additional space as part of the planting strip in Image 11.1 and otherwise adhere to that applicable streetscape section. Wider sidewalks are encouraged above the required minimums in this additional right-of-way area.

11.4 Walls, Retaining Walls, and Significant Grade Changes

11.4.1 Fences, Walls, Retaining Walls, and Significant Grade Changes

11.4.1-1 Grade Change:

A: Retaining Walls greater than 10 feet in height are prohibited, walls associated with basements or daylight basements are excluded. Retaining walls over 4 feet must be decorative (Image 11.5) incorporating such items as varying block sizes, finials, block patterns, recessed panels and/or screened with approved evergreen trees and shrubs. Blank concrete and standard stacked masonry block alone shall not be considered decorative. Shrubs for retaining wall screening are required to be a minimum of 1'x1' foot at planting; trees are required to be a minimum of 2" caliper. Spacing requirements shall be 1 tree (large or small maturing) and 4 evergreen shrubs for every 20 feet with a minimum planting strip width of 5 feet.

Image 11.5

B: Final Elevation Slopes greater than 5:12 or 41.66% are prohibited for new grading. Elevation changes at or greater than 3:12 or 25% are prohibited for new grading* unless planted with approved low maintenance and non-invasive evergreen groundcover such as creeping or spreading Junipers, Mondo grass, or Asiatic Jasmine. Spacing of this groundcover shall be such that at maturity the entire slope is covered (Image 11.6) or a minimum of every 4 feet in an offset grid pattern, whichever is less.
*Roads Excluded

Image 11.6

11.4.1-2 General Fences and Walls:

The best or most attractive side of all fencing or similar must face outward toward adjacent properties. Chain link fencing is prohibited.

11.5 Parking Integration

11.5.1 **Connectivity:**
Adjacent lots shall be interconnected where most feasible (Image 11.7). Connectivity shall not be refused if all provisions of development are still able to be met.

11.5.2 **Shared Parking Standards:**
Developments that operate at different times may jointly use or share the same parking lot(s) with a maximum reduction of one-half (½) of the required on site parking spaces credited to both uses if it can be proven or shown that peak parking demands are not primarily during the same hours of operation and within 1000 walking feet of each other. Proof of agreements is required in writing.

11.5.3 **Location of Parking Areas:**
Parking lots must not be in the front yard of any property except those properties entirely dedicated to parking. Side yard parking must be setback a minimum of 10 feet behind any primary façade (Image 11.7). Existing front yard parking shall be grandfathered, but all additional parking shall be placed in the side or rear yards. Parallel on street parking is permitted pending the approval from NCDOT, Mecklenburg County, Town of Pineville, and any other similar regulatory body.

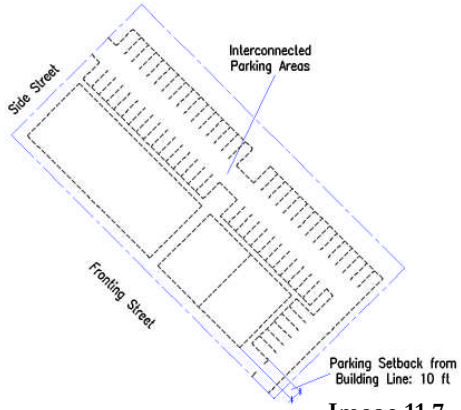


Image 11.7

11.5.4 **Associated Features:**
No garages doors, service bays, storage situation or similar is permitted in front or in view from street level of a primary façade. Painted bicycle markers required every 100 feet on paved bicycle lanes. Additional features such as bicycle racks see Zoning Ordinance.

11.5.5 **Circulation Drives:**
Circulation drives and drive-through windows are not permitted along any primary facade frontage or within view of any public street, right of way, or similar.

11.5.6 **Parking Space Dimensions:**
a. Parking space dimensions (other than handicap parking) shall be a minimum of 18 feet by 9 feet.
b. Parallel parking space dimensions shall be a minimum of 22 feet by 8 feet
c. Aisle widths and angle space dimensions shall be in accordance with Mecklenburg County Building Standards.

11.5.7 **Parking Area Landscaping:**
a. Maximum Distance from a Parking Space to a Shade Tree (on center): 60 feet
b. Planting Island Requirements: Required trees shall be located within or adjacent to parking lots as tree islands, medians, at the end of parking bays, traffic delineators, or between rows or parking spaces. The minimum planting area for Parking Lot Shade Trees shall be 200 square feet with a minimum inside dimension of nine (9) feet and a minimum prepared depth of 18 inches.
c. Parking Area Screening: All parking areas visible from the right-of-way should be screened from view. These parking areas shall be screened up to a height of 4 feet (minimum 2'x2' at planting) using approved evergreen shrubs planted a maximum of 4 feet on-center. Brick walls, wrought iron/non-reflective metal fencing, or any combination thereof may be used in addition to required evergreen screening. Planting area width shall not be less than 4 feet and must be located in front of any wall or similar planted facing the roadway right-of-way. Planning staff reserves the right to amend these requirements in any efforts to preserve existing vegetation.

.11.5.8 **Parking Structures:**

a. The ground-level of a parking structure should be wrapped by retail, office or some other active use along the primary façade(s) if feasible. All levels of a structured parking facility shall be designed and decoratively screened in such a way as to minimize visibility of all parked cars.

b. Along pedestrian-oriented streets or primary facades, parking structure facades should be treated with high quality materials and given vertical articulation and emphasis compatible to surrounding development and subject to architectural requirements of Section 10 (except openings need not be of glass). In no instance shall rails or cabling alone be sufficient screening.

c. Pedestrian entries should be clearly visible. The vertical circulation should not be located so that it is difficult or circuitous to locate.

d. In addition to the above requirements, in the event that any openings for ventilation, service, or emergency access are located at the first floor level in the building façade, then they shall be an integral part of the overall building design. These openings as well as pedestrian and vehicular entrances shall be designed to minimize visibility of parked cars. The remainder of the street level frontage shall be either commercial space or an architecturally articulated façade designed to minimize the visibility of parked cars.

11.6 Supplemental Landscaping

Image 11.8

The appropriate use of existing and supplemental landscaping fosters unity of design for new development and blends new development with the natural landscape. Quality landscaping is an essential and encouraged component of the built form of the Town.

11.6.1 **Entries and Intersections:**

The corners of street intersections, particularly gateways and site entries (entries from both street and sidewalk Image 11.8) are to be distinguished by special landscape treatments such as: flower displays, specimen trees and shrubs, accent rocks, low walls, signage, decorative lighting, sculpture, architectural elements, and/or special paving. Features for vehicular entry points must meet the Town's sight triangle (35'X35') requirements.

11.6.2 **Synthetic Outdoor Plants**:

Synthetic or artificial plants located outdoors are prohibited. Small decorative plants in planters that can be moved by a one individual are excluded.

11.6.3 **Desert Plants:**

Desert and similar plant life such as palm trees, cacti, yucca, aloe, large succulents or eucalyptus are strictly prohibited

11.7 Lighting

11.7.1 **Light Control:**

Use appropriate intensity, high-quality, directed light which will provide good, uniform visibility for general site lighting. Avoid light pollution. No light is permitted to reflect directly into the atmosphere. All fixtures shall be partial or full-cutoff and strive to be IDA or 'Dark Sky' compliant.

11.7.2 **Overhead Streetlights:**

Decorative streetscape overhead light pole fixtures are required (existing wooden or other non-decorative pole lights do not count toward this requirement) and must be consistent and/or similar to existing Main Street streetlights by design, material, and placement. Spacing is to be a maximum of 105 feet (on center) and is required along any street as part of any applicable streetscape section (alleys excluded). Lighting shall be in between (offset) from any trees to minimize future conflicts. Placement shall be consistent with Image 11.1.

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11.8 Utilities and Trash Containment

11.8.1 Underground Wiring:
All new utilities and services such as electricity and gas lines must be installed underground.

11.8.2 Trash Containment Areas:
All trash containment devices, including compactors and dumpsters, shall be located and designed so as to be least visible from streets as possible. If the device is not publicly visible from off site, then it need not be screened. If it is visible from the right of way or public space then it shall be materially screened by approved opaque wall or fence and landscaped.

11.8.3 Mechanical and Utility Equipment:
Mechanical and utility equipment shall be screened from view if visible from off site from any primary façade or any public area (Image 11.9) using approved materials or plants. Ground mounted equipment shall be located in the rear or side yard. Equipment located on the roof of the building shall also be screened from view if visible from the street level.

Image 11.9

11.9 Screening, Buffering, & Replacements

11.9.1 Parking lot screening is subject to sections 11.5.7

11.9.2 Minimum Setbacks and Buffers Between Zoning and Uses: See Zoning Ordinance

11.9.3 Required Replacement:
Any required element in this or any other official document that either dies or goes missing at any point in time (such as trees or benches) must be replaced with a duplicate within 60 days of notification or face penalties of up to $100 dollars per day per item unless an extended amount of time is granted by the Zoning Administrator due to weather conditions etc. Maturing required trees at 8 inches diameter at breast height or greater must be replaced with a minimum replacement tree of 4" diameter or greater. Required trees or landscaping that are intentionally removed without approval from the town face similar penalties such as mentioned above or as stated in any adopted vegetation protection ordinance.

11.10 Streetscape Improvements (Existing Building Expansions and Façade Remodeling)

11.10.1 Streetscape Improvements Required:

For existing building expansions and façade remodeling or otherwise indicated in Chapter 7, the additional streetscape section details shown in Image 11.10 must be implemented. For properties with existing streetside sidewalks, these sidewalks may be re-used as bicycle lanes as shown in Image 11.10 or added at street grade. Sidewalks and similar are to be paved in concrete or pavers, asphalt is prohibited except where added at or included at street grade as part of the street pavement area.

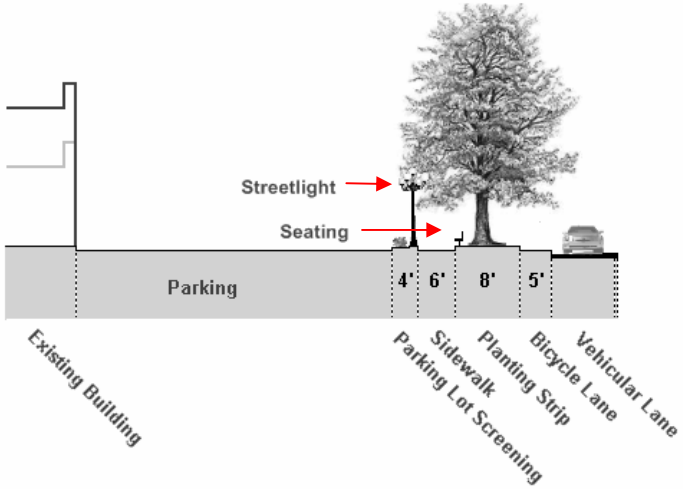


Image 11.10

11.10.2 Street Trees:
Large maturing trees required a maximum of 35 feet on center. Medium/small street trees are only permitted where there are overhead utilities. Street tree variety must be of Oak or disease resistant Elm such as 'Princeton' for large maturing trees. Medium/small street trees shall be Zelkova's such as 'Village Green' or 'Green Vase' unless otherwise permitted.

11.10.3 Sidewalks and bicycle lanes:
Sidewalks and bicycle lanes are to be ADA compliant wherever possible by such features as ramps, etc and be linked to all current or future adjacent properties. Sidewalk and bicycle lane minimum width requirements exclude curbing. Bicycle lanes must be clearly marked every 100 feet with a standard bicycle decal.

11.10.4 Lighting:
Overhead lighting is required to be placed a maximum of 105 feet on center and offset from street trees. See also section 11.7.

11.10.5 Seating:
Public seating required. See also section 12.5.8+.

11.10.6 Utilities and Trash Containment:
See section 11.8.

11.10.7 Screening and Buffering:
Parking lot screening per 11.5.7 required. Other: See Zoning Ordinance.

11.10.8 Other:
All other requirements such as 11.3 (Walls, Retaining Walls, and Significant Grade Changes) apply depending on redevelopment proposals.

11.11 Required Plantings and Tree Quality

11.11.1 General:

All required plantings must be of good quality, disease free, and the minimum size specified. Any required plant that goes missing, dies, or is otherwise compromised must be replaced with the same plant species unless otherwise approved, in addition to having the entire portion of the previous plant removed (roots included). Required trees replaced that are over 8 inch caliper dbh (diameter at breast height) must be replaced with a minimum dbh tree of 4 inch caliper.

11.11.2 All Trees Planted:

All trees planted must be a minimum of good quality as shown in Image 11.11 and 11.12. A good quality tree shall have only one central leading trunk (for street trees), in addition to being free of any girdling roots, trunk or branch gouges, scrapes, splitting, pests, diseases, fungi, kinks, twists, or large knots and generally has symmetrical evenly spaced branches that are typical of the tree species selected.

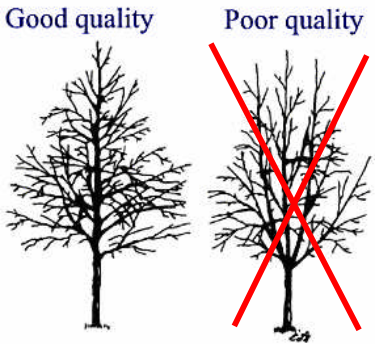


Image 11.11

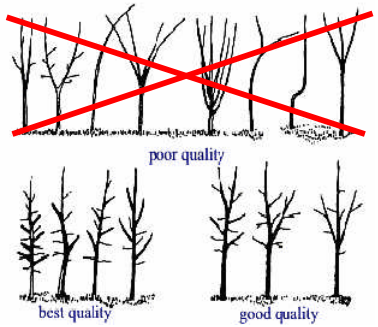


Image 11.12

12.0 Public Open Space

All development shall provide *useable* public open space or be within easy walking distance of it. This open space may take the form of a central village park, improved greenways, or in certain cases a simply well designed streetscape frontage with wide sidewalks and street trees as shown in the streetscape sections. Public right-of-way, landscaped parking lot islands, and preserved vegetation alone are not considered useable open space. The character and size of the public open space should be influenced by the surrounding uses (e.g. residential, retail, office) as well as by the prospective user groups (e.g. workers, shoppers, and youth).

12.1 Future Greenway/Open Space Amenities and Examples

Some Visual Examples of Improvements:

Image 12.1

- Large single trunk maturing trees with a high overhead canopy
- Attractive pedestrian lighting
- benches adjacent to but setback from walkways

Image 12.2

- Special water overlooks at scenic views
- Possible locations for picnic areas or barbeque grills at scenic locations

Image 12.3

- Wide pedestrian walkway within an attractive colonnade or allee of trees
- Water view from walkway
- Broad expanses of grassy areas
- Convenient location of features such as trash cans and bicycle racks

Image 12.4

- Stabilized creek banks
- Wide walkways
- Abundant seating
- Scenic water views

Image 12.1

Image 12.2

Image 12.3

Image 12.4

12.2 Public Usable Open Space Standards

Minimum Dedication Requirement	Development on ≤ 4 Acres (174,240 sqft)	Development on over 4 Acres (174,240 sqft)	Payment-In-Lieu Option*
For Residential-Only Units	Standard Streetscape Requirements	100 square feet per housing unit (May Include Improved Streetscape Requirement Areas)	$ Market Rate of Property Per Square Foot
For Mixed-Use Development	Standard Streetscape Requirements	5% of Total Buildable Lot Area (May Include Improved Streetscape Requirement Areas)	$ Market Rate of Property Per Square Foot
For Non-Residential Only Development	Standard Streetscape Requirements	5% of Total Buildable Lot Area (May Include Improved Streetscape Requirement Areas)	$ Market Rate of Property Per Square Foot

***See section 12.3.2-3.**

12.3 Greenway Improvement and Dedication Requirements

12.3.1 General Requirements:

Greenway requirements apply as indicated in 7.0 Applicability Matrix. Areas immediately adjacent to any creek system and the associated FEMA floodplain, and particularly the 'SWIM' buffers protecting these water systems shall be negotiated regarding greenway dedication between the landowner/developer, Charlotte-Mecklenburg Parks and Recreation Department, and appropriate official representing the Town of Pineville. At the very minimum the primary SWIM buffer area (currently extending 100 feet) on either side of the waterway centerline, as mapped through Mecklenburg County, must be subdivided and dedicated per 12.3.2-1 below.

12.3.2 Greenway Improvement and/or Dedication Options:

Greenways indicated in this or any other adopted town or county document must comply with one or more of the following options relating to the inclusion of greenway areas that are not currently part of the greenway system for the sake of both the protection of riparian zones and future public enjoyment. Greenway easement or dedication shall be to either Mecklenburg County Parks and Recreation or the Town of Pineville. The Town of Pineville shall reserve the option of first acquisition, however, for all greenway easements or dedications.

12.3.2-1 Option 1: Subdivision and Public Dedication

'SWIM' buffer area (minor tributaries excluded) in addition to area jointly agreed upon by the landowner/developer, Charlotte-Mecklenburg Parks and Recreation Department, and appropriate official representing the Town of Pineville are to be separately subdivided and dedicated to either the Town of Pineville or Mecklenburg County Parks and Recreation to become part of the greenway parks system. All town fees shall be waved relating only to the subdivision and public dedicated of greenway areas. Greenway improvements by the owner/developer are not required unless included and agreed upon in a Conditional Use Permit or the owner/developer wishes to improve this entire area for use as required usable open space.

12.3.2-2 Option 2: Easement Established

A permanent public greenway easement shall be established and recorded across the properties in question as determined and agreed upon by both the Charlotte-Mecklenburg Parks and Recreation Department and appropriate official representing the Town of Pineville. This easement shall include at the very minimum the primary creek SWIM buffer areas (minor tributaries excluded). This easement shall be both improved and maintained by the developer or owner in its entirety to 12.5 Usable Open Space Requirements.

12.3.2-3 **Option 3: Payment-In-Lieu Option:**
Under special written consideration of site or development requirements and/or limitations a payment-in lieu option may be allowed depending on unique or otherwise special site or development challenges so long as the spirit of this or any other adopted ordinance is not undermined. The payment-in-lieu option may be applied to both required land for usable open space and required usable open space improvements, it shall not be applied to required streetscape features, organization, architectural requirements or SWIM buffer required dedication areas.

The developer shall make the payment before approval of a final plat for the development, provided, however, the Town Administrator may allow phasing of payments consistent with any proposed and approved phasing of the development.

This option shall be a payment based upon the tax value of the land in question (per square foot) multiplied by the area of required usable open space that is to remain unimproved or undedicated (per square foot) as proposed in submitted development plans.

Payment is shall be made payable to the Town of Pineville for use in improving, maintaining, or purchasing this unimproved greenway area or any other similar public open space application.

12.3.2-4 **Option 4: Negotiated Dedication**
Development that wishes to otherwise amend, contest, or negotiate the above options shall be denied all new permits, approvals, reviews, plans, grading, utilities and similar relating to the entire development in question for a minimum of 18 months to allow for the negotiated resolution of the topics in question. At the end of the 18 months if a resolution has not been agreed upon then the resolution shall be pursued in applicable standard legal proceedings.

12.4 Required Usable Open Space Organization

12.4.1 **Organization and Location:**
The design and location of public open space on a site is perhaps the most important determinant in a successful pedestrian environment. To ensure that public open space is well-used, the most useable and feasible location should be selected and must be approved by staff. Priority is placed on broad multi-functional sidewalks and the greenway parks system.

12.4.1-1 Public usable open space shall be completely public, clearly defined, fronted by streets and/or primary building facades to encourage their use and patrol their safety.

12.4.1-2 Views and sun exposure should be taken into account in design and location.

12.4.1-3 The space should be well-buffered with trees and evergreen shrubs from moving cars so that users can enjoy and relax in the space.

12.4.1-4 Further define the space with low walls, landscaping, raised planters, or on-street parking to help buffer and create a comfortable "outdoor room".

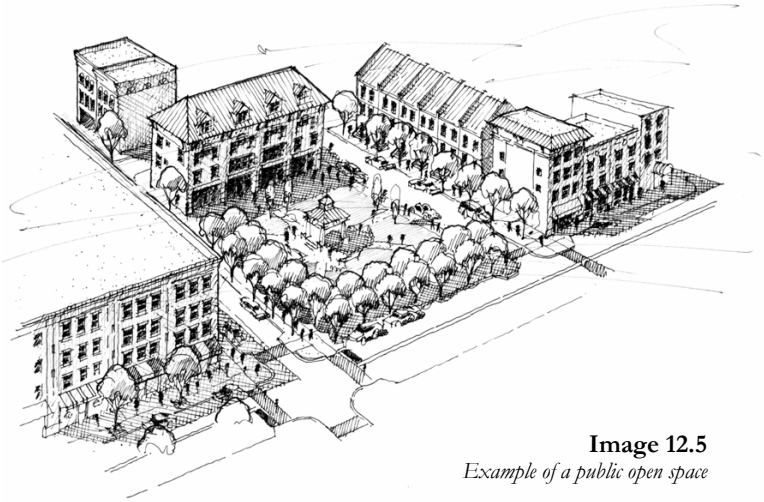


Image 12.5
Example of a public open space

12.5 Usable Open Space and Greenway Requirements

12.5.1 General Improvements:
The general aesthetic template to be followed is shown in Image 12.7. Improvements must consist of clearing weeds/understory brush, establishing/maintaining usable grassy and paved areas, wide clearly defined walkways, and seating.

12.5.2 Greenway Specific Standards:
Greenway improvement is required to fulfill both these requirements in addition to the requirements of the Mecklenburg County Parks and Recreation Greenway Standards. In the case of conflicting requirements the more strict requirement(s) shall be upheld. Combined pedestrian walkways and bicycle lanes (minimum 5 feet wide each) are required through the entirety of the greenway portion of the property in question and made to view the waterway (where possible). Greenway paths are required to be paved in asphalt, concrete, or masonry pavers. The bicycle lane must be marked and striped. Connectivity into adjacent parcels within the greenway or future greenway is required. Large maturing trees are required along both sides of greenway walkways at a maximum 35 feet on center and minimum 3 inch caliper. Existing vegetation may count toward this requirement.

12.5.3 General Pedestrian Walkways (Non-Greenway):
Paved (non-asphalt) pedestrian sidewalks are required in or around all spaces to be considered usable open space where most logical to a minimum width of 5 feet located behind a minimum width planting strip of 10 feet.

12.5.4 Creek/Slope Erosion:
In places where erosion is talking place, the bank(s) must be stabilized using naturalizing techniques including various sizes and colors of rocks (Image 12.6). Limiting the angle of creek banks to not exceed 30 degrees is recommended. Vegetation must be established and maintained onsite in areas where eroding sediment is entering any creek.

12.5.5 Pedestrian Pathway Lighting:
Decorative lighting where possible is encouraged along pedestrian paths.

12.5.6 Greenway Applied to Required Usable Open Space:
Improved greenways count toward and may satisfy the usable open space requirements.

Image 12.6

Image 12.7

12.5.7 **Existing Features:**
Significant stands of trees and other valuable topographic features shall be preserved and incorporated within the required open space areas where applicable.

12.5.8 **Public Seating:**
Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring casual social interaction. Seating can be both formal and informal from benches to low garden walls. Seating should be no less than 18 inches and no more than 30 inches in height above the pedestrian accessible grade and not less than 16 inches in depth. Seating of 32 inches in depth or greater and accessible from two sides shall count double. Individual chairs and spaces count as 1 ½ linear feet toward required seating. Moveable chairs and sidewalk cafes are strongly encouraged.

12.5.8-1 **Non-Streetscape Seating:**
Seating that is not part of street side or streetscape section is recommended to provide a minimum of 1.5' linear feet or 1 individual seat provided for every 300 square feet of required open space or fraction thereof.

Image 12.8
Example of friendly useable open space and seating.

12.5.8-2 **Streetscape and Greenway Seating Not Otherwise Specified:**
A town approved bench or similar structure no shorter than 72 inches in length is recommended every 70 feet on center beside any sidewalk or walkway as part of any applicable streetscape section or greenway path.

12.5.9 **Other Minimum Amenities (Streetscape and Greenway excluded):**

12.5.9-1 One large maturing tree (2 inch caliper) every 35 feet on center in at least a 10 foot planting strip around the perimeter or along a linear path for required open space. Preserved trees may count toward this goal.

12.5.9-2 At least half of the open space should be at street level or grade.

12.5.9-3 Playground equipment, statues, and fountains, if provided, should be located toward the interior of open spaces.

12.5.9-4 One water tap is required for every 10,000 square feet of usable open space (greenway area excluded).

12.5.9-5 One garbage receptacle is required for every 5,000 square feet of usable open space.

12.5.9-6 Any and all additional but not required common space shall follow the same requirements as required usable open space.

12.5.9-7 Usable open space shall be located in the most central and/or easily accessible location possible.

12.5.10 **Public Art:**
Developments are encouraged to provide outdoor public art on their property or in any adjacent public/town/greenway areas to enrich the pedestrian experience and create a stronger sense of place.

13.0 Transportation and Pedestrian Plan

13.1 Existing Streetscape and Pedestrian Features

13.1.1 Sidewalks:

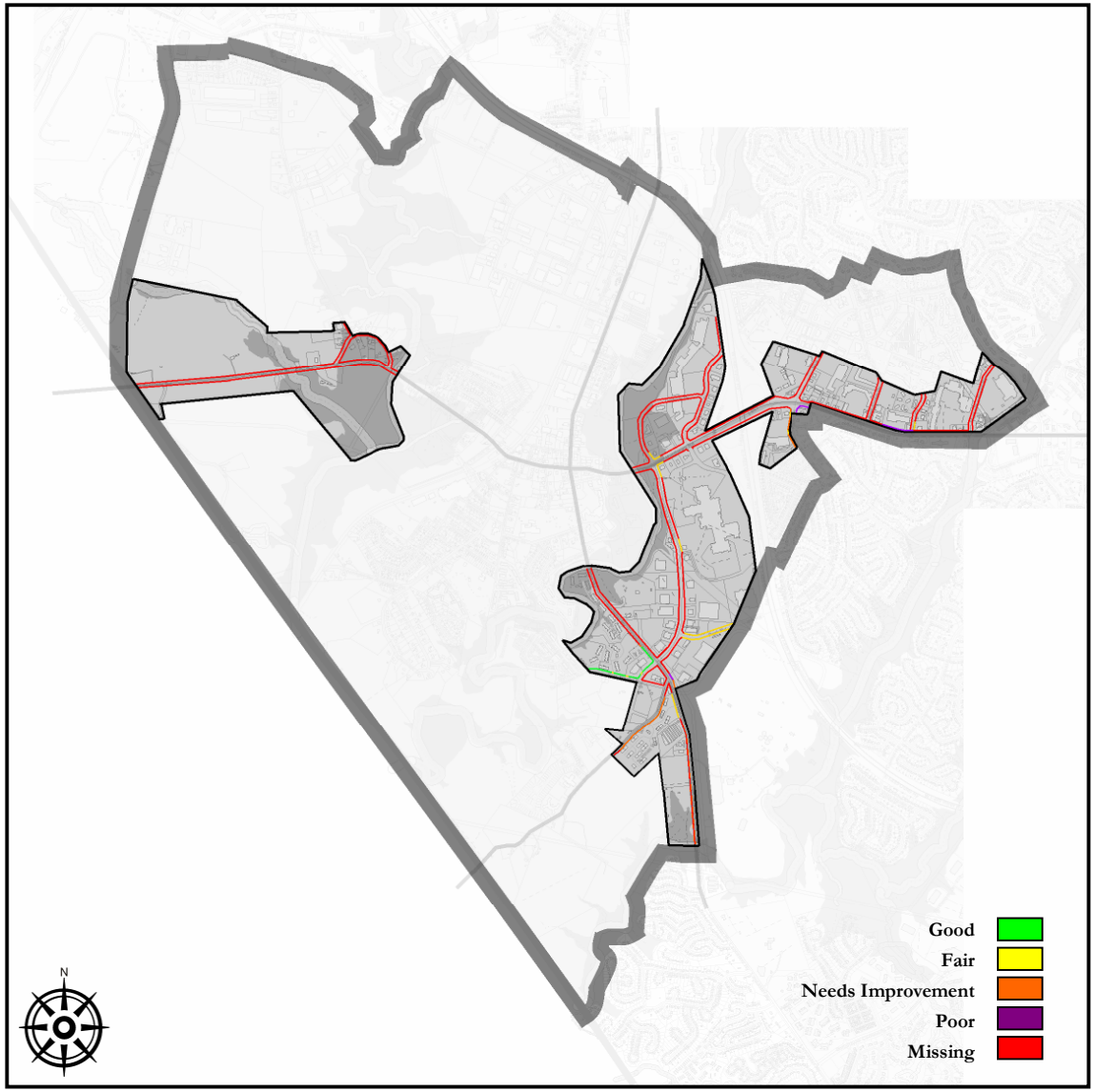


Image 13.1

13.1.2 **Sidewalks:** Existing Pedestrian Condition Photographs

Image 13.2

●New clearly marked and higher quality pedestrian crossings are making walking both easier and safer

Image 13.3

●Missing sidewalk
●Missing street trees
●Missing bicycle lane

Image 13.4

●Missing sidewalk
●Missing clearly marked pedestrian crossings such as in image 13.3

Image 13.5

●New sidewalk installations are greatly improving pedestrian connectivity especially along primary travel corridors
●Parking lots still line most streets instead of buildings

Image 13.2

Image 13.3

Image 13.4

Image 13.5

13.2 Future Bicycle and Pedestrian Network and Amenities

13.2.1 **Pedestrian and Bicycle Network:** Provide a complete network of pedestrian and bicycle paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site. Avoid steps; provide curb ramps to accommodate wheelchairs, bicyclists, and baby strollers (Image 13.6/13.8).

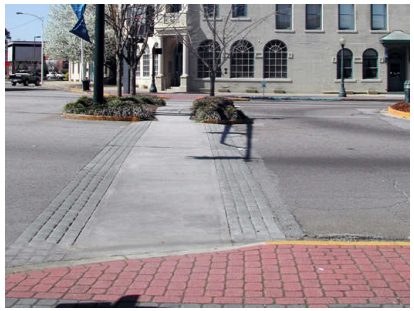


Image 13.6

13.2.2 **Adherence to streetscape section(s) and pedestrian design:** Streetscape section arrangements as shown incorporating sidewalks, street trees, and bicycle lanes, etc. must be incorporated where mandated by the applicability matrix from chapter 7.0. The exact location of bicycle lane within the streetscape section may be modified upon approval of the planning director.

13.2.3 **Pedestrian Pathways:** Pedestrian pathways should be provided from the street to the parking area between buildings, as necessary to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. To aid pedestrian navigation and comfort, the following elements along paths are recommended (Image 13.7):

- Landscaping, such as rows of trees and shrubs, flower beds, and planters
- Pedestrian scaled lighting, such as lighted bollards
- Small, color-coded way-finding signs, or a directory
- Vertical architectural elements, such as arches
- Seating and resting spots
- Special paving

Image 13.7

13.2.4 **Crosswalks:** Whenever pedestrian pathways cross internal drives, curb cuts, and streets or similar (Image 13.8), a different material or texture such as stamped asphalt or concrete in addition to a different color must be used. Where stamped concrete is used it need not be a different color.

13.2.5 **Bicycle Parking:** See Zoning Ordinance.

13.2.6 **Curb-Return Radii:** Curb radii shall be designed to reduce pedestrian crossing times along all streets requiring sidewalks. Curb radii should not exceed 20 ft.

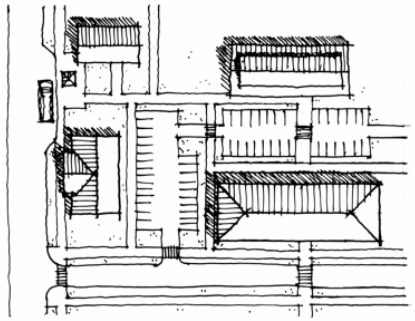


Image 13.8

13.3 Future Public Roads

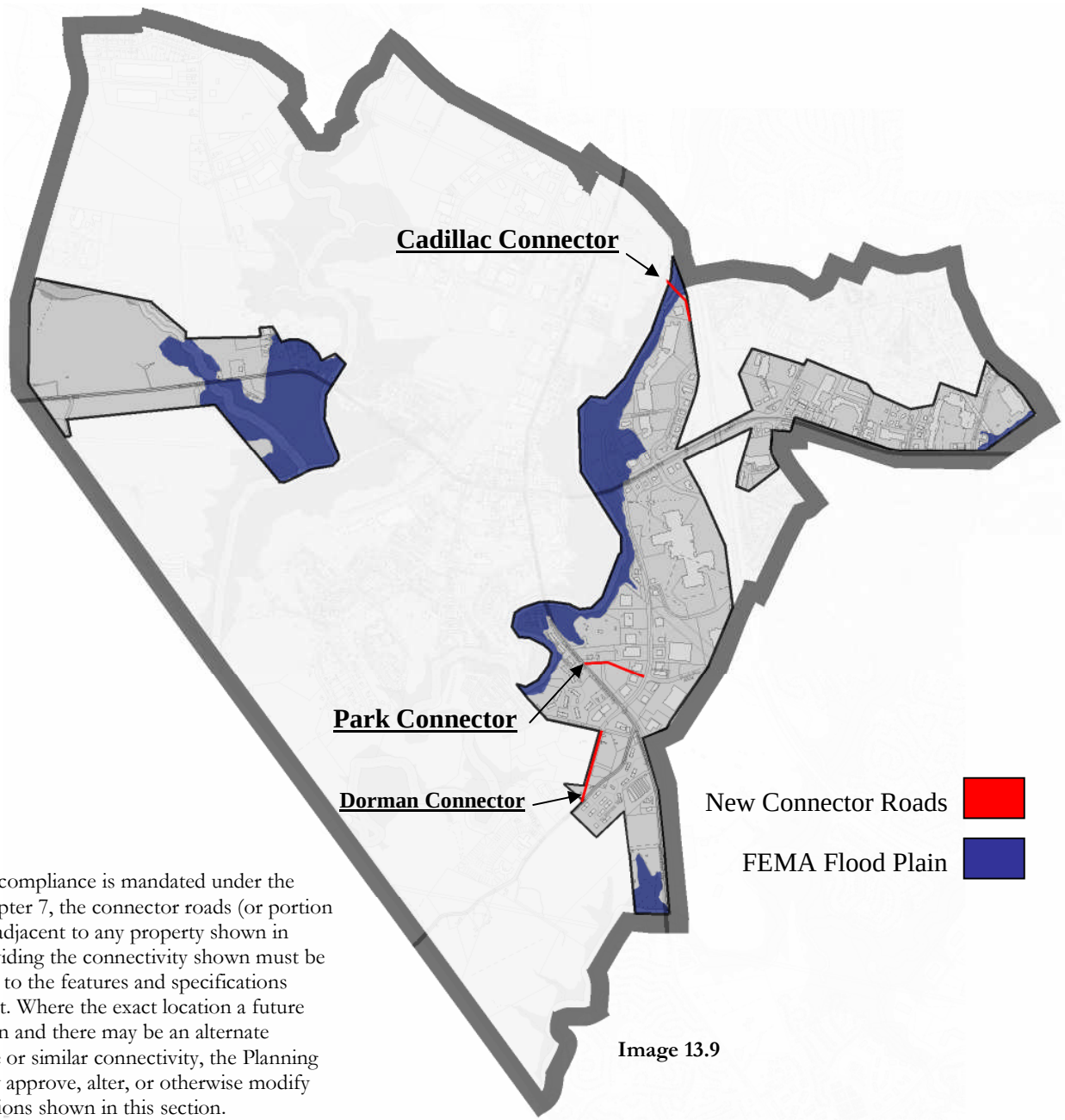


Image 13.9

13.3.1 **Implementation:** Where full compliance is mandated under the Applicability Matrix from Chapter 7, the connector roads (or portion thereof) that transverses or is adjacent to any property shown in Image 13.9, a public road providing the connectivity shown must be constructed in full compliance to the features and specifications indicated in this overlay district. Where the exact location a future public connector road is shown and there may be an alternate possibility to provide the same or similar connectivity, the Planning Director or their designee may approve, alter, or otherwise modify the requirements and/or locations shown in this section.

14.0 Definitions

Accessory Structure – Any building, structure or portion thereof that is subordinate or secondary in function to the primary building or structure such as garages, ATM machines, flag poles, gazebo's, etc.

Alteration – Any external change of a wall, building footprint, canopy, etc. or operation that changes the general mass or material from the previous condition.

Buildable – The ability to be built or developed, by the addition of impervious elements such buildings, parking lots, and similar associated features.

Complete Pitched Roof – An angled roof that converges at a peak over a building to shed rain (Image 10.32) that in no instance has a flat, nearly flat or partial pitched roof (Image 14.1).

Corporate Architecture – Any commonly repeated design, architectural feature, detail or similar structure that is easily identifiable as belonging to a common or specific corporate, commercial, or other enterprise. Typically using standardized branding elements such as, but not limited to roofs, towers, arches, bells, windows, and curves.

Daylight Basement – A basement which is primarily underground but has windows to allow daylight to enter, such as for properties with significant changes in elevation.

Dormers – Window projections extending from a sloped roof.

Eaves – The overhanging or lower edge of a roof.

Exterior Remodel – The general cosmetic retrofit improvement to an existing building façade including but not limited such items as modified/added windows, canopies, doors, etc. New paint or simple façade material replacements are excluded.

Floor Plate – The gross square footage of a single floor occupied by a single tenant.

Grade – Ground level at given spot for fences and walls, or where the ground intersects a building, sign, etc. measured from top of curb or pavement

Greenway – Any perennial stream, creek, or otherwise proposed water feature and the surrounding area as stated or identified by either the City of Charlotte or the Town of Pineville, such as Sugar Creek, Little Sugar Creek, or McAlpine Creek.

Knee Wall – Any short wall used as a part of the support for a roof structure and built to create additional useable space under a roof, usually paired with dormers in the creation of a half-story.

Large Maturing Tree – A tree listed as an approved large maturing tree in Pineville's Approved Tree and Shrub list. Typically growing over 40', tolerant of our particular climatic zone, pollution tolerant, and long-lived.

Image 14.1

Linear Building Frontage – The entirely enclosed and occupied portion of a building as it faces or extends along a property boundary.

Partial Pitched Roof – A roof that begins as angled but whose majority is actually flat and/or does not converge at a common peak from all sides to shed rain. See Image 14.1.

Pilaster – A rectangular protrusion or addition to a façade that takes on the form of a column, but which is not freestanding consisting of a base, middle, and capital.

Planning Director – The head planner for the Town of Pineville, or their designee.

Primary Façade - Any building façade or portion thereof that looks directly onto or is visible from any street (alleys excluded) or public space intended as park, usable open space, or similar.

Proportionate – Harmonious and balanced in traditional scale and detail to all parts of the composition as determined by the Planning Director or their designee.

Quoin – A solid architectural element such as brick or stone forming the external corner of a wall. Quoins are a decorative element that are usually larger, a different color, or different shape than the rest of the surrounding wall.

Rectilinear/Orthogonal – Straight lines meeting at no more or no less than ninety degrees.

Street Planting Terms – **(Tree Wells)** a square or circular area within a paved area, usually a sidewalk, that is planted with a single approved tree, mulched over and sometimes planted with additional vegetation to provide shade, overhead canopy, and buffer from another area such as a street.
(Planting Strip) a generally continuous planting strip in which an orderly planting of multiple trees and sometimes other vegetation and is mulched over that creates a buffer between two or more areas such as the street and sidewalk.

Street Trees – Trees planted in either tree wells or a planting strip located immediately adjacent to a road, generally between a road and sidewalk.

Streetscape – A building, series of buildings façades, and the space running parallel between these facades and the street comprising an overall street vista or comprehensive visual impression by general pedestrian and/or vehicular traffic.

Temporary – Not intended or allowed to remain in perpetuity. For construction: lasting no longer than the time needed to complete construction.

Trim – The integrated proportionate architectural embellishment of a buildings façade taking place along strategic edges or borders such as under, over, or around windows, doors, foundation, parapet, roof, etc. Trim must not overpower, interfere, or become greater than 25-35% of the composition of a single façade.

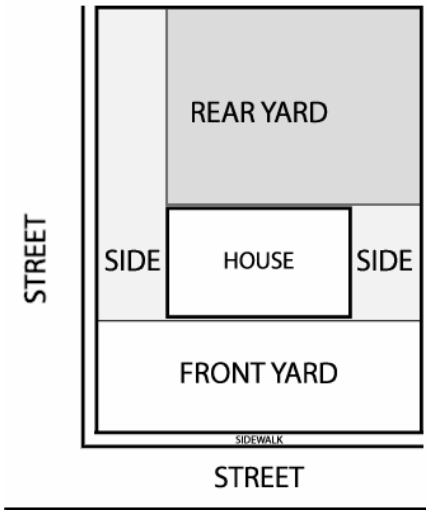
Usable Open Space – Is outdoor open space that is an amenity by way of features and able to occupied by the pedestrian or general population. This space shall have sidewalks, common and easy accesses, seating, generally flat topography, cleared of weeds, overgrowth, and debris, in addition to being consolidated in distribution rather than dispersed.

Well Detailed – Visually interesting, attractive, well fitted, and integrated into various other components as to hide gaps and resist weathering.

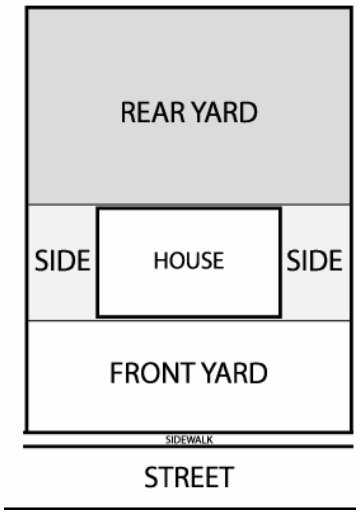
Yard (front/side/rear) see Image 14.2 – 14.3
(Front yard) is the area measured from the primary building façade and/or formal front door extended both outward to side property boundaries and forward to a street, right-of-way, or similar.
(Side yard non-corner) is the property area immediately between the front and rear façades extended outward to property lines. See Image 14.3.
(Side yard corner) is the property area immediately behind the front façade extended both outward to the adjacent street and backward from the rearmost corner facing this street, right-of-way, or similar to the rear property limits. See Image 14.2.
(Rear yard) is the area behind the rear façade of a building extended outward and backward to property boundaries in area which is not a front or side yard. Image 14.2/14.3.

Zoning Ordinance – The Pineville Zoning Ordinance

Corner Lot Image 14.2



Standard Lot Image 14.3



Images

CHAPTER 1
CHAPTER 2
CHAPTER 3

CHAPTER 4
Image 4.1:
http://www.usaniagara.com/UploadedFiles/projectimages/Streetscape2.jpg
Image 4.2:
http://www.absolutedsm.com/images/Highland%20Park/down%20euclid.JPG
Image 4.3:
http://www.westarproperties.com/RealEstate/1555Sibley_big.jpg
Image 4.4:
http://www.arrowstreet.com/images/project/upload/511496313.jpg
Image 4.5:
http://www.avoe.org/URBANLOVERS-4/FLAG%20HOUSE%20COURTS-2.jpg
Image 4.6: Image by Travis Morgan
Image 4.7:
http://www.travelcreek.com/leidesplein.jpg
Image 4.8:
http://www.marinbike.org/Campaigns/Infrastructure/NSGreenway/SausaLane1K.jpg
Image 4.9:
http://www.showofthemonth.com/travelclub/destinations/us/nantucket/images/main_st.jpg
Image 4.10:
http://www.domnik.net/topoi/commons/DE/berlin/mitte/04n_unterdenlinden.jpg

CHAPTER 5
CHAPTER 6
CHAPTER 7
CHAPTER 8

CHAPTER 9
Image 9.1: Image by Travis Morgan

CHAPTER 10
Image 10.1: The Lawrence Group: Pineville Urban Code
Image 10.2:
http://www.prestige-services.com/eflaspo/images/Boulder/DCP_0037.JPG
Image 10.3:
http://www.owt.com/ebchs/architecture/Kennewick/pic_emigh-howe_building.jpg

Image 10.4:
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Image 10.13:
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Image 10.14:
http://www.scholarsresource.com/images/thumbnails/192/a/arc5002.jpg
Image 10.15:
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http://www.stratfordhall.org/architect/flatarch.jpg
Image 10.17:
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http://formertopdog.tripod.com/bostonbrickwork/index.album/windows?i=22&s=1
Image 10.19:
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Image 10.20:
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http://www.christchurch1735.org/architecture/entablature_arch1.jpg
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http://www.cawrse.com/pages/landplanning/aspenlakesapartments.html
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http://www.carfree.com/block.html
Image 11.5:
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Image 13.9: The Lawrence Group: Pineville Urban Code
Image 13.10: Image by Travis Morgan

CHAPTER 14
Image 14.1: Courtesy Kevin Krouse from Bessemer City
Image 14.2*:
http://www.ci.trenton.oh.us/images/servicedirectorpics/yard_diagram.gif
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Image 14.3:
http://www.ci.trenton.oh.us/images/servicedirectorpics/yard_diagram.gif

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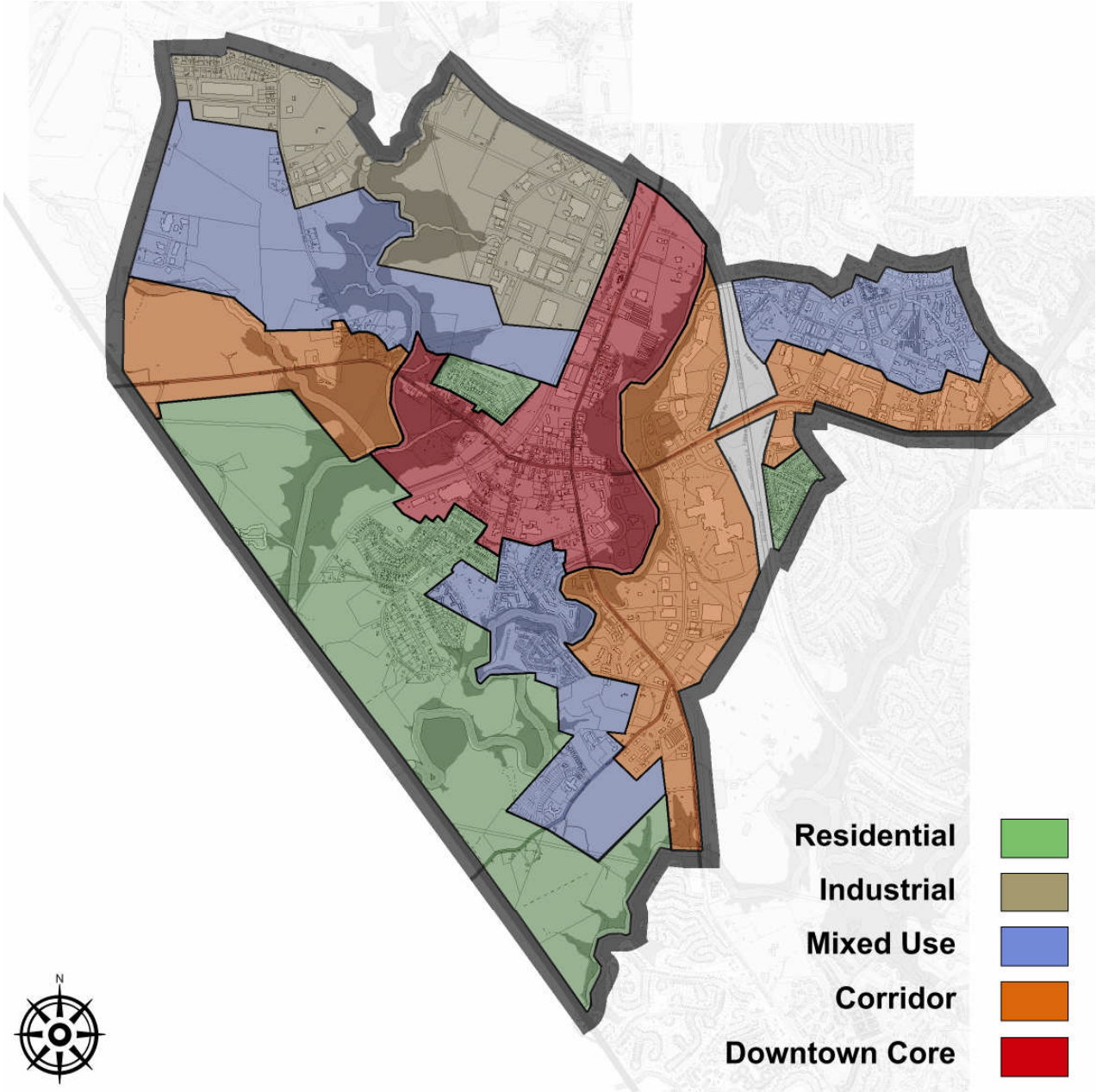
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