

ARTICLE 9

BUILDING AND LOT TYPE STANDARDS & SPECIFICATIONS

9.1 Purpose

The purpose of this Article is to establish standards and specifications for the buildings, and lots permitted in each of the zoning districts established in Article 8. The standards and specifications set forth below are established to ensure that new development and construction is enduring and compatible with the character of the Town of Morven, that it accomplishes the purposes of this Ordinance, and that it achieves the goals identified in “the Plan” referenced in Article 1 of this Ordinance and other adopted and or approved plans.

9.2 Detached House Lot and Building Type

9.2-1 Description. The detached house is the most prevalent building type in Morven. The detached house building type is generally found in residential neighborhoods, although it may coexist with other, similarly scaled buildings in commercial or mixed-use areas. Where possible, structures should be designed to maintain a harmonious image of the neighborhood when viewed from a distance. Where appropriate and possible, structures shall be designed to terminate vistas. For detached homes on large lots accessed by a private drive, building placement and site planning shall be dictated by landscape features and landscape preservation. Within the limits described below and unless the zoning district standards require greater measures, these regulations shall apply to all houses built in the Town of Morven.

The photographs of detached single-family houses in the Carolinas below are examples for illustration purposes only and not intended to regulate lot/building styles, patterns, or forms.



9.2-2 Detached House Lot Type.

(A.) Building Placement, Parking, and Vehicle Access.

- (1.) Along new streets:
 - (a.) the front setback shall be measured behind street ROW;
 - (b.) the rear setback shall be measured from the rear property line;
 - (c.) the side setbacks on interior lots shall be measured from the side property line;
 - (d.) the side setback on corner lots for the side of the building that faces the street shall be measured from the street ROW on a corner lot.
- (2.) Building placement may be further defined by zoning districts.
- (3.) Parking standards of Article 12 apply (see Section 12.3 and Table 12-1).
- (4.) Accessory structures, including detached garages, shall be located at least 5' behind the primary structure.
- (5.) Only in the most exceptional circumstances having to do with extreme topography or very special design composition may the rules of residential building placement be varied.
- (6.) Grading shall provide for smooth grade transitions to avoid abrupt "v" ditches, swales and other disruptions to the landscape, particularly between buildings where open space enhancements for use by persons actively utilizing the landscape and/or yard area. The use of either crawlspace and/or stem-wall construction techniques in detached residential structures, or professional landscape design is required to meet this characteristic of site development.
- (7.) The maximum building coverage for the primary structure shall be 30% of the lot area.
- (8.) Driveways to individual lots shall be separated a minimum of 47 linear feet, measured at the right-of-way along streets, within the TNDO.

(B.) Encroachment, Pedestrian Access, and Commercial Use Standards & Specifications.

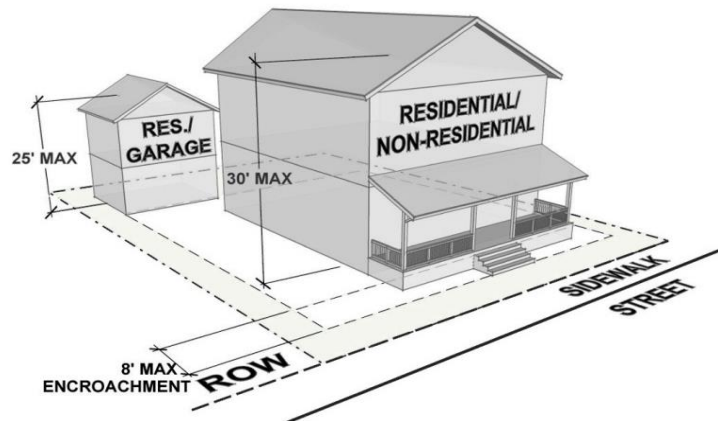
- (1.) Primary pedestrian access into the building shall be from the street frontage line with a concrete walkway connecting the edge of street or back of curb to base of step for emergency response to primary residence. Walkways shall be built to sidewalk standard. Secondary access may be from parking areas.
- (2.) Balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into the front setback area up to 8'.
- (3.) Mechanical equipment exceeding 16 square feet shall not encroach into any required setback.

- (4.) Commercial Use in a Detached House in the Main Street (“MS”), Main Street Periphery (MSP), Mixed Use (“MU”), and “TNDO” Districts shall comply with the following:
- (a.) Parking shall be located in the side or rear yards only. If provided in the side yards, the parking area shall not exceed 25% of the frontage line and shall not be in the yards adjacent to a street.
 - (b.) Parking areas on adjacent mixed-use lots shall be connected whenever practical.
 - (c.) Trash containers shall be located in the rear yard. If adjacent to existing single-family residential uses, trash containers shall be limited to residential rollout containers only, dumpsters are prohibited.
 - (d.) Mechanical equipment at ground level shall be placed on the parking lot side of the building away from buildings on adjacent sites and shall be screened from view by an opaque screen.
 - (e.) Hedges, garden walls, or knee walls may be built immediately adjacent to property lines or as the continuation of building walls. A garden wall, hedge or knee wall, a minimum 2.5’ in height, maximum 3.5’ in height, shall be installed along any street frontage adjacent to parking areas. Knee walls shall either be built of brick, stone or other decorative masonry material, or shall be built of wrought iron or other decorative metal and shall generally match the architectural style of Morven.

9.2-3 Detached House Building Type.

(A.) Permitted Height, Uses, Encroachments, and Resiliency Standards.

- (1.) Building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.
- (2.) Building height to the ridge may vary depending on the roof pitch.
- (3.) Permitted uses are controlled by zoning district standards.
- (4.) A minimum 8” overhanging gable end-rake and vented eaves shall be provided and finished by profiled molding or gutters to prevent wind-driven rain from compromising structure.



- (5.) Vinyl siding materials are prohibited except where approved landscape plans restrict the use of pine needles or other combustible bedding material within eight (8) feet of the foundation wall.

(B.) Architectural Standards in approved “TNDO” Districts requested by the developer.

(1.) Principles for maintaining the character of the Town:

- (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment. Manufactured homes shall not be permitted as part of any development.
- (b.) The front elevations facing the street and the overall massing must communicate an emphasis on the human scale and the pedestrian environment. The intention of buildings in all locations must be to relate the principal facade to the sidewalk and public space of the street to maintain compatibility with the character of structures within the Town.
- (c.) Each building shall be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration to maintain compatibility with the character of structures within the Town.
- (d.) Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings to maintain compatibility with the character of structures within the Town.

(2.) Configurations & Techniques:

- (a.) Main roofs on residential buildings should be symmetrical gables or hips with a pitch of between 4:12 and 12:12. Mono-pitch (shed) roofs should be attached to the wall of the main building. No mono-pitch roof should be less than 4:12. Grandiose roof pitches with multiple changes of outline are acceptable. It is recommended that accessory buildings have roof pitches that conform to those of the main building to maintain compatibility with the character of structures within the Town.
- (b.) Front Porches extending across a minimum of 40% of the façade width, excluding front-loading garages, shall average 6'-0" in depth from façade to front edge and be included on all Detached Single-family and Duplex (Two-family) houses.
- (c.) Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets to maintain compatibility with the character of structures within the Town.

- (d.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below to maintain compatibility with the character of structures within the Town.
- (e.) Exterior chimneys should be finished in brick or stone to maintain compatibility with the character of structures within the Town.
- (f.) Overhanging eaves may expose rafters to maintain compatibility with the character of structures within the Town.

9.3 Attached House Lot Type and Building Type Standards

9.3-1 Description. The attached house is also known as row-house or Town house. Traditional southern homes in Savannah and Charleston provide a model. The Southside neighborhood in Greensboro provides a good contemporary example. Generally, building plans will have narrow frontages with the plan depth being greater than its width. Groups of attached house buildings that are not integrated into a pedestrian oriented mixed-use urban pattern shall not be permitted within Morven. Attached house structures should complement the neighborhood through their design, location on the site, and building materials. Within the limits described below and unless the zoning district standards require greater measures, these regulations shall apply to all attached houses built on public streets.



The photograph (left) is of a four-unit single-family attached townhouse property in Kannapolis, North Carolina is an example for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.

The photograph (right) of a six-unit single-family attached townhouse property in Concord, North Carolina is an example for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



9.3-2 Attached House Lot Type Standards & Specifications.

(A.) Building Placement, Parking and Vehicle Access.

- (1.) There shall be at least 12' of separation between units that are not attached.
- (2.) Only in the most exceptional circumstances having to do with extreme topography or very special design composition may these rules of residential building placement be varied.
- (3.) Building facades shall be generally parallel to front street right-of-way lines.
- (4.) All buildings shall front onto a public street.
- (5.) Grading shall provide for smooth grade transitions to avoid abrupt “v” ditches, swales and other disruptions to the landscape, particularly between buildings where open space enhancements for use by persons actively utilizing the landscape and/or yard area. The use of either crawlspace and/or stem-wall construction techniques in attached residential structures, or professional landscape design is required to meet this characteristic of site development to establish a Finished Floor Elevation (FFE) a minimum of two (2.0) vertical feet above adjacent sidewalk.
- (6.) Parking standards of Article 12 apply (see Section 12.3 and Table 12-1).
- (7.) Accessory structures shall be located at least 5' behind the primary structure and shall have the same side and rear setbacks as the main structure.

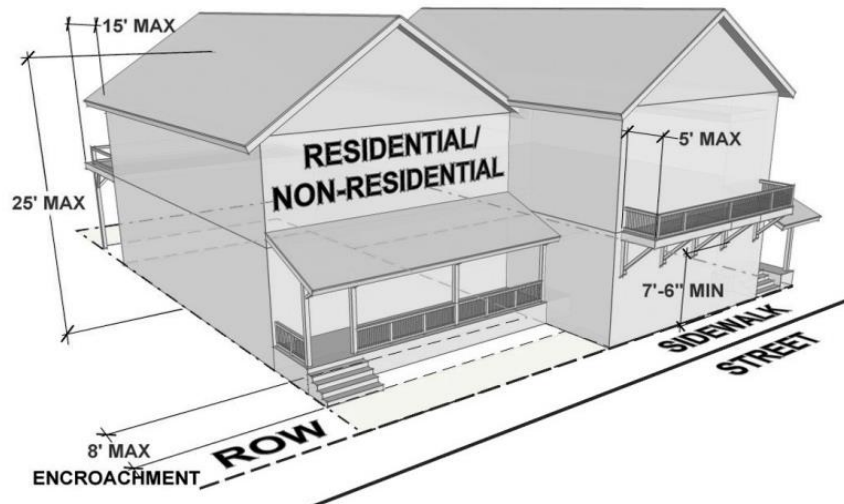
(B.) Encroachment and Pedestrian Access.

- (1.) For buildings set up to the sidewalk, balconies and bay windows at an upper level and their supports are permitted and encouraged within the sidewalk area. Encroachments affixed to the building and horizontally protruding more than 6” from the face of the building must have a minimum 7’6” clearance from the finished grade. Encroaching canopies should cover the entire sidewalk within the permitted distance shown by the shaded area.
- (2.) For buildings set back from sidewalk, balconies, stoops, stairs, unenclosed porches and bay windows are permitted to encroach into the front setback area up to 8’.
- (3.) Mechanical equipment exceeding 16 square feet shall not encroach into any required setback.
- (4.) Main pedestrian access to the building is from the street. Secondary access may be from parking areas.
- (5.) Decks shall be constructed only in an established rear yard and are not permitted to encroach into the rear setback.

9.3-3 Attached House Building Type.

(A.) Permitted Height, Uses, Encroachments and Resiliency Standards.

- (1.) Building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.



- (2.) Building height to the ridge may vary depending on the roof pitch.
- (3.) Permitted uses are controlled by zoning district standards.
- (4.) Vinyl siding materials are prohibited except where approved landscape plans restrict the use of pine needles or other combustible bedding material within eight (8) feet of the foundation wall.

(B.) Architectural Standards.

- (1.) Principles for maintaining the character of the Town:
 - (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment. Manufactured homes shall not be permitted as part of any attached residential development under this ordinance.
 - (b.) The front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment. The intention of buildings in all locations must be to relate the principal facade to the sidewalk and public space of the street to maintain compatibility with structures within the Town. Setbacks should be used in a manner which encourages pedestrian activity.
 - (c.) Each building should be designed to form part of a larger composition of the area in which it is situated to maintain compatibility with structures within the Town.

- (d.) Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings to maintain compatibility with structures within the Town.
 - (e.) Porches should form a predominant motif of house designs and be located on the front or to the side of the dwelling. When attached to the front, they shall extend over at least 40% of the front facade. All porches should be constructed of materials in keeping with those of the main building to maintain compatibility with structures within the Town.
 - (f.) Front loaded garages, if provided, shall meet the standards of Article 2 to maintain compatibility with structures within the Town.
- (2.) Configurations:
- (a.) Main roofs on residential buildings shall be symmetrical gables or hips with a pitch of between 4:12 and 12:12 to maintain compatibility with structures within the Town. Mono-pitch (shed) roofs are allowed only if they are attached to the wall of the main building. No mono-pitch shall be less than 4:12. All accessory buildings shall have roof pitches that conform to those of the main buildings to maintain compatibility with structures within the Town.
 - (b.) Balconies should generally be simply supported by posts and beams to maintain compatibility with structures within the Town. For balconies overhanging the sidewalk, supports should be from visible brackets, as supports cannot be located in the sidewalk. The support of cantilevered balconies should be assisted by visible brackets.
 - (c.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below to maintain compatibility with structures within the Town.
 - (d.) Exterior chimneys should be finished in brick, stone or stucco to maintain compatibility with structures within the Town.
- (3.) Techniques:
- (a.) Overhanging eaves may expose rafters to maintain compatibility with structures within the Town.
 - (b.) The gable end-rake and minimum 8” overhanging vented eaves shall be finished by profiled molding or gutters to maintain compatibility with structures within the Town.

9.4 Multi-Family Lot Type and Building Type Standards

9.4-1 Description. The multi-family building is a residential building accommodating several households. In traditional Cities, this building type coexists with a variety of other building types and is located in or near mixed use districts. A successful contemporary design permits its integration with other building types through the coordination of site and building design. The multi-family building type helps to build the residential density necessary for mixed- use areas to function properly by helping to create a base of people who can walk to employment, goods and services. Where possible, structures shall be designed to terminate vistas. Structures should be designed to establish the design template and serve as a key focal point in the neighborhood. Within the limits described below and unless the zoning district standards require greater measures, these regulations shall apply to all multi-family houses built on public streets.

The photograph of a multi-family building in Concord, North Carolina below is an example of Piedmont region architecture transitioning between the non-residential building mass of a downtown area to a single-family residential neighborhood. The photograph is for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



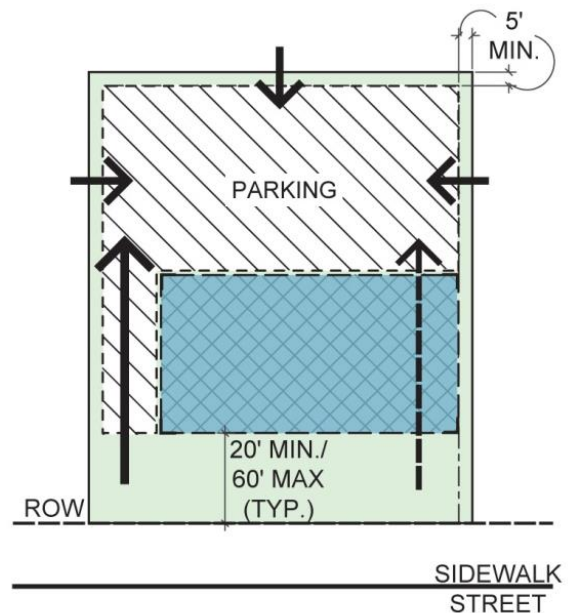
9.4-2 Multi-Family Lot Type Standards.

(A.) Building Placement, Parking, and Vehicle Access.

- (1.) Buildings shall be placed on the lot within the zone represented within the hatched area.
- (2.) In most cases, the front build-to line will be 20'-35' behind street ROW in residential districts. Special site conditions such as topography, pattern of lot widths, or setbacks of existing buildings permit a larger setback. In districts that allow commercial uses and where this building type is permissible, multi-family buildings may be set up to the sidewalk if the sum of the sidewalk and planting strip width are 12' or greater.

- (3.) Corners: Setback at street corners will generally replicate frontage conditions. However, side setbacks on a minor residential street may be less than the front dimension.
- (4.) Within the limits described, side and rear setbacks will vary depending upon buffering requirements. When no buffer is required, a minimum 5' side and rear setback is required.
- (5.) Building facades shall be generally parallel to front property lines. All buildings shall front onto a public street. All ground floor residential units with exterior access shall front a public street.
- (6.) Grading shall provide for smooth grade transitions to avoid abrupt “v” ditches, swales and other disruptions to the landscape, particularly between buildings where open space enhancements for use by persons actively utilizing the landscape and/or yard area. The use of either crawlspace and/or stem-wall construction techniques in multi-family residential structures, or professional landscape design is required to meet this characteristic of site development to establish a Finished Floor Elevation (FFE) a minimum of two (2.0) vertical feet above adjacent sidewalk.

- (7.) Parking shall be located to the rear of the building, unless there are extenuating circumstances that make it impractical to park in the rear of the building, in which case parking may be permitted to the side. When parking is permitted to the side of the building, the parking area shall comprise no more than 35% of the road frontage and shall be buffered according to the buffering standards in Article 11.



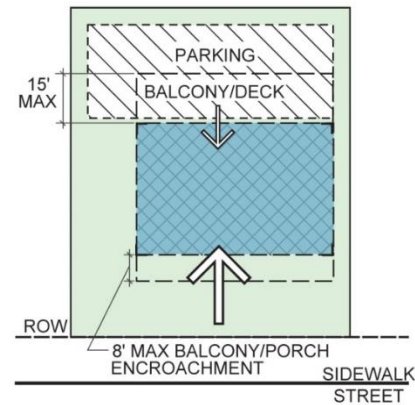
- (8.) Points of permitted access to the parking indicated by arrows.

- (9.) Hedges, garden walls, or knee walls may be built on property lines or as the continuation of building walls. A garden wall, hedge or knee wall a minimum 2.5' in height, maximum 3.5' in height, shall be installed along any street frontage adjacent to parking areas. Knee walls should be built of brick, stone or other decorative masonry material, or should be built of wrought iron or other decorative metal, and shall generally match the architectural style of Morven.

- (10.) Trash containers shall be located in a rear parking area (see Parking Regulations) and shall be screened from the right-of-way per standards set forth in Article 11.
- (11.) Mechanical equipment at ground level shall be placed on the parking lot side of building away from buildings on adjacent sites and shall be screened from view per standards set forth in Article 11.
- (12.) All rooftop equipment shall be screened from view from public Right-of-Ways by a building material that matches the structure or is visually compatible with the structure. The screening apparatus should be incorporated as part of the architectural theme to maintain compatibility with structures within the Town.

(B.) Encroachment and Pedestrian Access.

- (1.) For buildings set back from sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into setback area up to 8’.
- (2.) Attached decks are permitted to encroach into the rear setback up to 15 feet.
- (3.) For buildings set up to the sidewalk, balconies and bay windows at an upper level and their supports are permitted within the sidewalk area. Encroachments affixed to the building and horizontally protruding more than 6” from the face of the building must have a minimum 7’6” clearance from the finished grade.
- (4.) Main pedestrian access to the building and to individual units is from the street. Secondary access may be from parking areas.

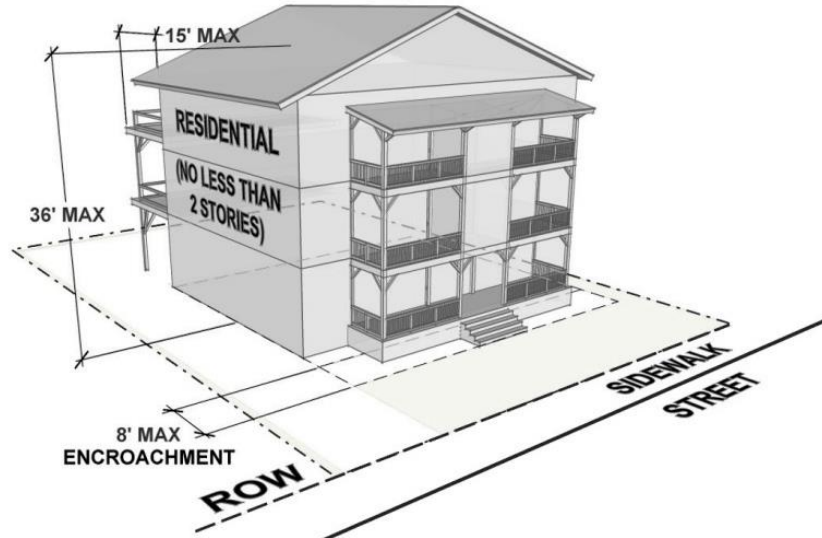


9.4-3 Multi-Family Building Type Standards.

(A.) Permitted Height, Uses, Encroachments, and Resiliency Standards.

- (1.) For buildings with flat roofs, building height shall be measured as the vertical distance from the mean elevation of the existing grade to the highest finished roof surface. The height of parapet walls is not counted in the building height calculations and may vary depending upon the need to screen mechanical equipment.
- (2.) For buildings with pitched roofs, building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.
- (3.) Building height to the ridge may vary depending on the roof pitch.

- (4.) Buildings shall have a maximum of 42' in height, except for pitched roof type measured as shown in sketch below.
- (5.) For buildings set back from sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into setback area up to 8'.



- (6.) Vinyl siding materials are prohibited except where approved landscape plans restrict the use of pine needles or other combustible bedding material within eight (8) feet of the foundation wall.

(B.) Architectural Standards.

(1.) Principles:

- (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment.
- (b.) The front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment. Buildings in all locations shall relate the principal facade to the sidewalk and public space of the street to maintain compatibility with structures within the Town.
- (c.) Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration to maintain compatibility with structures within the Town.
- (d.) Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings to maintain compatibility with structures within the Town.

- (e.) Porches should form a predominant motif of building designs, and be located on the front or to the side of the dwelling. When attached to the front, they should extend over at least 15% of the front facade. All porches should be constructed of materials in keeping with those of the main building to maintain compatibility with structures within the Town.
 - (f.) Front loaded garages, if provided, shall meet the standards of Article 2 to maintain compatibility with structures within the Town.
 - (g.) At a minimum, the Americans with Disabilities Act standards for accessibility shall be met.
- (2.) Configurations:
- (a.) Main roofs on multi-family buildings shall be symmetrical gables, hips with a pitch of between 4:12 and 12:12 or flat roofs with a parapet wall. Mono-pitch (shed) roofs are allowed only if they are attached to the wall of the main building. No mono-pitch shall be less than 4:12. All accessory buildings shall have roof pitches that conform to those of the main building to maintain compatibility with structures within the Town.
 - (b.) Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets to maintain compatibility with structures within the Town.
 - (c.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below to maintain compatibility with structures within the Town.
 - (d.) Exterior chimneys should be finished in brick, stone, or stucco to maintain compatibility with structures within the Town.
- (3.) Techniques:
- (a.) Overhanging eaves may expose rafters to maintain compatibility with structures within the Town.
 - (b.) The gable end-rake and minimum 8” overhanging vented eaves shall be finished by profiled molding or gutters to maintain compatibility with structures within the Town.

9.5 Civic Building Lot and Building Type

9.5-1 Description. Civic buildings are used for purposes that are public in nature (e.g. schools, libraries, government buildings, and churches). These buildings must be designed to take their appropriate places within neighborhoods as integral parts of the community. It is expected that the scale and architectural sophistication of these buildings will match their civic importance. Civic structures should be designed to serve as key focal points in the neighborhood. When located at intersections or other appropriate locations, Civic Buildings shall be designed to terminate vistas. The intention of buildings in all locations must be to relate the principal facade to the sidewalk and public space of the street. Civic buildings shall not be set back on the lot behind a standard parking lot; however, a plaza may be used for occasional parking and/or passenger drop-off. Large institutions with multiple buildings are encouraged to adopt campus master plans.

The photograph below is an example located in Kannapolis, North Carolina for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



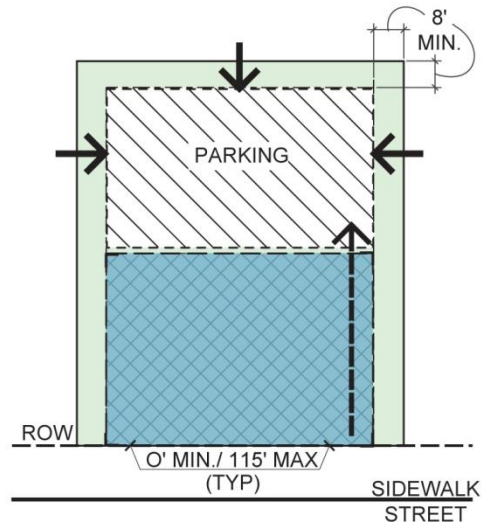
9.5-2 Civic Building Lot Type.

(A.) Building Placement, Parking, and Vehicle Access

(1.) Buildings shall be placed on the lot within the zone represented by the hatched area. In most cases, the build-to line will range from 0' to 115' behind street ROW. Special site conditions such as topography, lot width, or provision of a green or plaza will permit a larger building setback.

(2.) Side and rear setbacks will vary according to side and rear buffer requirements as set forth in Article 11, with a minimum 8-foot setback where buffers are required and 15-foot setback when no buffer is required.

(3.) Parking shall be located to the rear of the building; side-yard parking shall occupy no more than 25% of the primary frontage line and shall not be placed in any side-yard abutting an intersecting street. Where dimensions of existing lots restrict parking behind buildings, the limitations on side-yard parking may be modified.



(4.) A planting strip, lawn or defined plaza should be provided to relate the building to the street.

(5.) Generally, building and street facades must be parallel to frontage property lines.

(6.) Points of permitted access to the parking indicated by arrows.

(7.) Hedges, garden walls, or knee walls may be built on property lines or as the continuation of building walls. A garden wall, hedge or knee wall a minimum 2.5' in height, maximum 3.5' in height, shall be installed along any street frontage adjacent to parking areas. Knee walls should be built of brick, stone or other decorative masonry material, or should be built of wrought iron or other decorative metal, and shall generally match the architectural style of Morven.

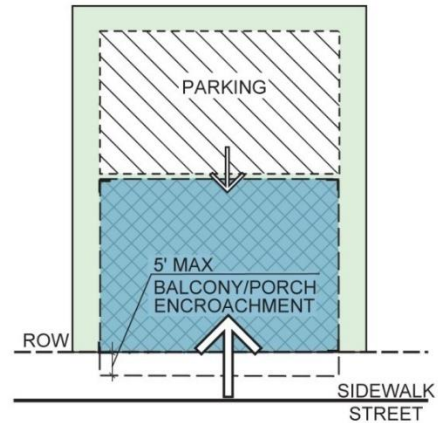
(8.) Parking areas on adjacent lots shall be connected with vehicular and pedestrian connections wherever practical.

(9.) Trash containers shall be located in a rear parking area (see Parking Regulations) and shall be screened from the right-of-way per standards set forth in Article 11. Exception to this provision applies where the building is located on public school property within the Civic ("CIV") district and the building is screened and buffered from a contiguous residential district by a Type A Buffer Yard per the standards and specifications appearing in Article 11 of this Ordinance.

(10.) Mechanical equipment at ground level shall be placed on the parking lot side of the building away from buildings on adjacent sites and shall be screened from view by either an opaque screen or fence, or a Type D Buffer Yard per standards set forth in Article 11.

(B.) Encroachment and Pedestrian Access.

- (1.) Balconies, bay windows, arcades, awnings and porches at an upper level and their supports at ground level are permitted and encouraged within the sidewalk as shown by the shaded area. Encroachments affixed to the building and horizontally protruding more than 6" from the face of the building must have a minimum 7'6" clearance from the finished grade. Encroaching canopies should cover the entire sidewalk within the permitted distance shown by the shaded area.

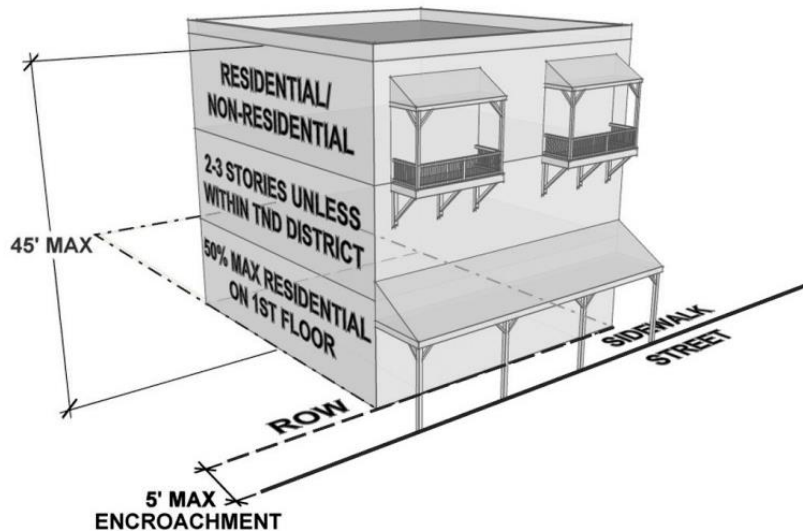


- (2.) For buildings set back of the sidewalk, balconies, stoops, stairs, porches, bay windows, and awnings are permitted to encroach into front setback area up to 8'.
- (3.) Main pedestrian access to the building is from the street (indicated by larger arrow). Secondary access may be from parking areas (indicated by smaller arrow).
- (4.) Mechanical equipment exceeding 16 square feet shall not encroach into any required setback.

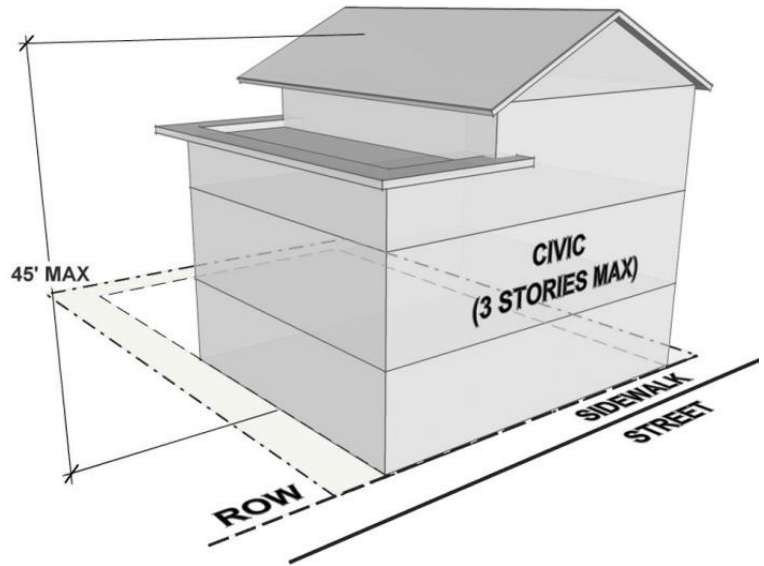
9.5-3 Civic Building Type.

(A.) Permitted Height.

- (1.) For buildings with flat roofs, building height shall be measured as the vertical distance from the mean elevation of the existing grade to the highest finished roof surface. The height of parapet walls is not counted in the building height calculations and may vary depending upon the need to screen mechanical equipment.



- (2.) For buildings with pitched roofs, building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.
- (3.) Building height to the ridge may vary depending on the roof pitch.
- (4.) Buildings shall have a maximum height of 45 feet.



(B.) Architectural Standards.

(1.) Principles:

- (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment.
- (b.) Building elevations fronting or visible from public streets shall be clad with masonry, wood, stucco, or similar material. Vinyl siding shall not comprise a street fronting building face to maintain compatibility with structures within the Town.
- (c.) The front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment to maintain compatibility with structures within the Town.
- (d.) Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration to maintain compatibility with structures within the Town.
- (e.) Schools, churches, and government buildings shall be built so that they terminate a street vista whenever possible, and shall be of sufficient design quality to create visual anchors for the community and serve as focal points for the neighborhood to maintain compatibility with structures within the Town.

(2.) Configurations:

- (a.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below the “lighter” material and the “heavier” material can cover the first floor only (i.e. brick below wood siding) to maintain compatibility with structures within the Town.
- (b.) Street level windows should be un-tinted to maintain compatibility with structures within the Town. Tinted glass with a minimum visual transmittance factor of 35 is permitted. Mirrored or reflective glass is not permitted in any location. Clear textured glass is allowed in restrooms with windows. Stained glass or decorative art glass is permitted.
- (c.) Windows shall be of square or vertical proportion. Special windows may be circular or regular polygons.
- (d.) Flat roof lines are permissible.

(3.) Techniques:

- (a.) Windows should be set to the inside of the building face wall to maintain compatibility with structures within the Town.
- (b.) All rooftop equipment shall be screened from view from public Right-of-Ways by a building material that matches the structure or is visually compatible with the structure. The screening apparatus should be incorporated as part of the architectural theme to maintain compatibility with structures within the Town.

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9.6 Shop-front Commercial Lot and Building Type

9.6-1 Description. The shop-front building is a small-scale structure that can accommodate a variety of uses. The structure is typically less than 15,000 square feet of gross leasable area. A group of shop-front buildings can be combined to form a mixed-use neighborhood center. Individual shop-front buildings can be used to provide some small-scale commercial service, such as a convenience store or restaurant, in close proximity to homes. Traditional commercial buildings in southern towns provide good examples. Hotels, inns, and conference centers may be placed in shop-front or mixed-use buildings. Structures shall be designed to encourage pedestrian activity and interest. When located at the end of a block or other appropriate location, structures shall be designed to terminate vistas.

The photograph is an example located in Davidson, North Carolina for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



9.6-2 Shop-front Lot Type.

(A.) Building Placement, Parking, and Vehicle Access.

(1.) Buildings will range from 10' to 18' behind the street curb-line in Mixed Use ("MU"), Main Street ("MS"), and "TNDO" districts. Within the limits described above, front setbacks will vary depending upon site conditions.

Special site conditions such as topography, pattern of lot widths, or setbacks of existing buildings on the same block permit a larger setback. Setbacks should be used in a manner that encourages pedestrian activity. For example, squares or spatially defined plazas within building setback areas can act as focal points for pedestrians.

(a.) Corners: Setback at street corners will generally replicate frontage conditions. Side setbacks on a minor residential street may be less than the front dimension.

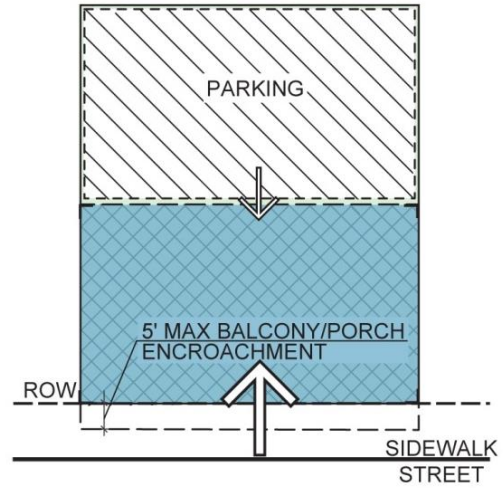
(2.) Side and rear setbacks will vary according to side and rear buffer requirements as set forth in Article 11, with a minimum 0-foot setback when no buffer is required.

- (3.) Building facades shall be generally parallel to frontage property lines. Buildings in all locations should relate the principal façade to the sidewalk and public space of the street.
- (4.) Parking shall be located primarily to the rear of the building; side-yard parking shall occupy no more than 25% of the primary frontage line and shall not be placed in any side-yard abutting an intersecting street. Where dimensions of existing lots restrict parking behind buildings, the limitations on side-yard parking may be modified.
- (5.) Hedges, garden walls, or knee walls may be built on property lines or as the continuation of building walls. A garden wall, hedge or knee wall a minimum 2.5' in height, maximum 3.5' in height, shall be installed along any street frontage adjacent to parking areas. Knee walls should be built of brick, stone or other decorative masonry material, or should be built of wrought iron or other decorative metal and shall generally match the architectural style of Morven.
- (6.) Parking areas on adjacent lots shall be connected with vehicular and pedestrian connections wherever practical.
- (7.) Trash containers shall be located in a rear parking area (see Parking Regulations, Article 12) and shall be screened from the right-of -way with a Type D Buffer Yard per standards set forth in Article 11.
- (8.) Mechanical equipment at ground level shall be placed on the parking lot side of the building away from buildings on adjacent sites and shall be screened from view by an opaque screen or fence.
- (9.) Building facades at street frontage lines shall be pedestrian oriented and of pedestrian scale. The building's design shall promote pedestrian activity and pedestrian-driven commerce. The sidewalk shall be an extension of the street level businesses' operations. As such, pedestrians should be able to preview businesses' merchandise and/or dine from the sidewalk. Business activities shall not impede on the required pedestrian travel widths and shall not encroach more than 5 feet into the sidewalk.

(B.) Encroachments and Pedestrian Access to Building.

- (1.) Balconies, bay windows, arcades, awnings and porches at an upper level and their supports are permitted and encouraged within the sidewalk as shown by the un-shaded area. Encroachments affixed to the building and horizontally protruding more than 6" from the face of the building must have a minimum 7'6" clearance from the finished grade. Encroaching canopies should cover the entire sidewalk within the permitted distance shown by the un-shaded area.

(2.) Primary pedestrian access into the building shall be from the street frontage line (indicated by larger arrow). Secondary access may be from parking areas (indicated by smaller arrows).

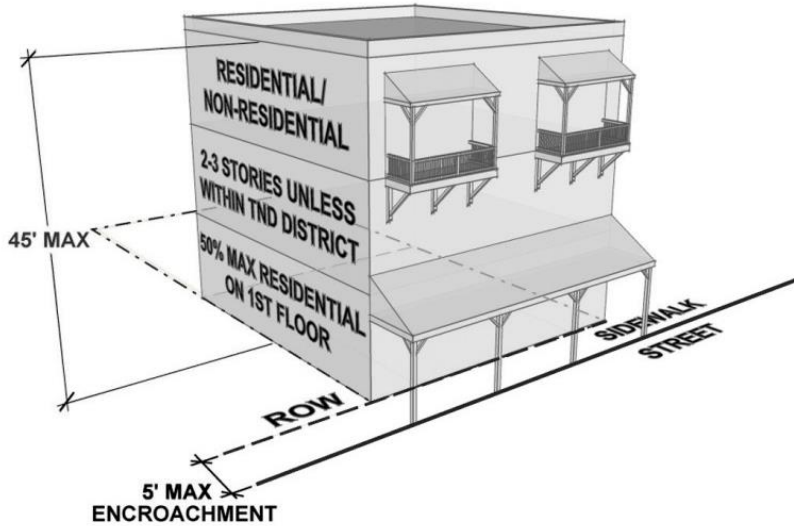


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9.6-3 Shop-front Building Type.

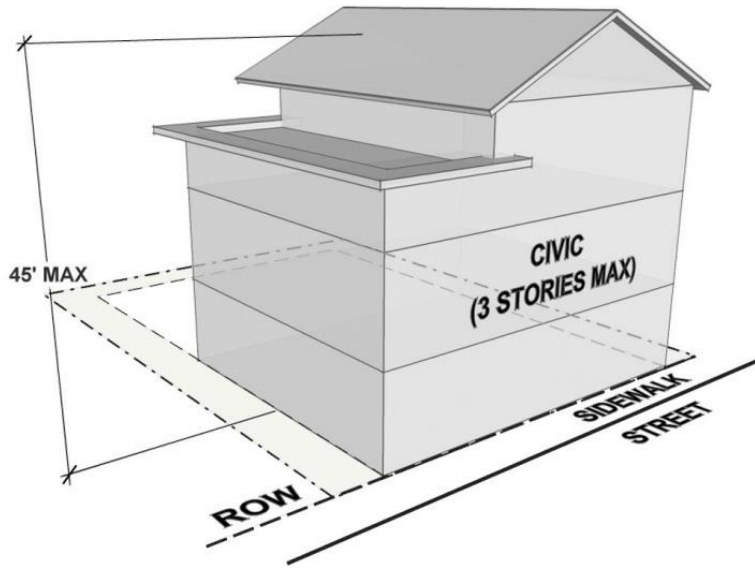
(A.) Permitted Height and Use Limitations.

- (1.) For buildings with flat roofs, building height shall be measured as the vertical distance from the mean elevation of the existing grade to the highest finished roof surface. The height of parapet walls is



not counted in the building height calculations and may vary depending upon the need to screen mechanical equipment.

- (2.) For buildings with pitched roofs, building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.



- (3.) Building height to the ridge may vary depending on the roof pitch.
- (4.) Buildings shall have no less than 2 stories. Buildings shall have no more than 3 stories, unless the building is in a “TND” district, in which case the maximum number of stories and maximum building height is regulated by the procedure for “TND” approval in Article 7 of this Ordinance.
- (5.) Buildings shall have no more than 50% of the 1st floor in residential use.

(B.) Architectural Standards.

(1.) Principles:

- (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment.
- (b.) Building elevations fronting or visible from public streets shall be clad with masonry, wood, stucco, or similar material. Vinyl siding shall not comprise a street fronting building face to maintain compatibility with structures within the Town.
- (c.) The front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment to maintain compatibility with structures within the Town.
- (d.) Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration to maintain compatibility with structures within the Town.
- (e.) Drive-through customer services, if permitted in the district, must be located at the rear of the building or on a side which does not abut a street to maintain compatibility with structures within the Town.
- (f.) Trailers (mobile and/or manufactured units) may not be used as permanent workplace buildings.

(2.) Configurations:

- (a.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below the “lighter” material and the “heavier” material can cover the first floor only (i.e. brick below wood siding) to maintain compatibility with structures within the Town.
- (b.) Street level windows adjacent to public sidewalks shall be un-tinted to maintain compatibility with structures within the Town. Tinted glass with a minimum visual transmittance factor of 35 is permitted in all other instances. Mirrored or reflective glass is not permitted in any location.
- (c.) Windows shall be of square or vertical proportion. Special windows may be circular or regular polygons.

(3.) Techniques:

- (a.) Windows should be set to the inside of the building face wall to maintain compatibility with structures within the Town.
- (b.) All rooftop equipment shall be screened from view from public Right-of-Ways by a building material that matches the structure or is visually

compatible with the structure. The screening apparatus should be incorporated as part of the architectural theme to maintain compatibility with structures within the Town.

9.7 Urban Workplace Lot and Building Type

9.7-1 Description. The urban workplace building may be a large structure (15,000+ square feet) and can have one or multiple tenants. Office, light industrial, and commercial tenants are typical. Southern mill villages often provide examples of how these buildings can reasonably coexist with other businesses and homes. These buildings serve as employment centers and commercial service locations. The buildings will provide space for industry and large offices, as well as hotels, conference facilities, and large retail uses such as a full-service grocery store. Structures shall be designed to serve as key focal points and to establish the design template for the area. When located at the end of a block or other appropriate location, structures shall be designed to terminate vistas.

The photograph below is an example for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



9.7-2 Urban Workplace Lot Type.

(A.) Building Placement, Parking, and Vehicle Access.

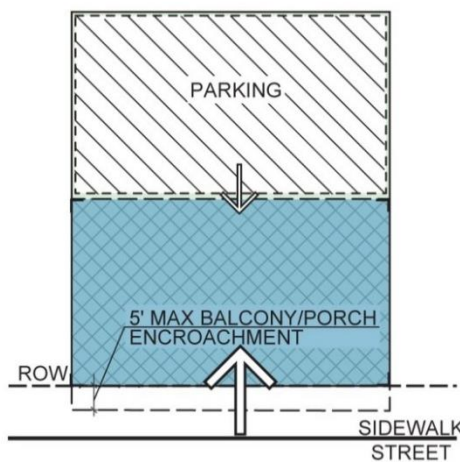
- (1.) Buildings will range from 10' to 18' behind the street curb-line in Mixed Use ("MU"), Main Street ("MS"), and "TNDO" districts. Within the limits described above, front setbacks will vary depending upon site conditions. Special site conditions such as topography, pattern of lot widths, or setbacks of existing buildings on the same block permit a larger setback. Setbacks should be used in a manner that encourages pedestrian activity. For example, squares or spatially defined plazas within building setback areas can act as focal points for pedestrians.
 - (a.) Corners: Setback at street corners will generally replicate frontage conditions. Side setbacks on a minor residential street may be less than the front dimension.
- (2.) Side and rear setbacks will vary according to side and rear buffer requirements as set forth in Article 11, with a minimum 0-foot setback when no buffer is required.
- (3.) Front and rear building facades shall be generally parallel to frontage property lines. The façade shall be determined by the massing of the building. Buildings in all locations should relate the principal façade to the sidewalk and public space of the street.
- (4.) Parking shall be located primarily to the rear of the building; side-yard parking shall occupy no more than 35% of the primary frontage line and shall not be placed in any side-yard abutting an intersecting street. Where dimensions of existing lots restrict parking behind buildings, the limitations on side-yard parking may be modified.
- (5.) Hedges, garden walls, or knee walls may be built on property lines or as the continuation of building walls. A garden wall, hedge or knee wall a minimum 2.5' in height, maximum 3.5' in height, shall be installed along any street frontage adjacent to parking areas. Knee walls should be built of brick, stone or other decorative masonry material, or should be built of wrought iron or other decorative metal, and shall generally match the architectural style of Morven.
- (6.) Parking areas on adjacent lots shall be connected with vehicular and pedestrian connections wherever practical.
- (7.) Trash containers shall be located in a rear parking area (see Parking Regulations, Article 12) and shall be screened from the right-of-way with a Type D Buffer Yard per standards and specifications set forth in Article 11.
- (8.) Mechanical equipment at ground level shall be placed on the parking lot side of the building away from buildings on adjacent sites and shall be screened from

view by either an opaque screen or fence, or a Type D Buffer Yard per standards and specifications set forth in Article 11.

- (9.) Building facades at street frontage lines shall be pedestrian oriented and of pedestrian scale. The building's design shall promote pedestrian activity and pedestrian-driven commerce. The sidewalk shall be an extension of the street level businesses' operations. As such, pedestrians should be able to preview businesses' merchandise and/or dine from the sidewalk. Business activities shall not impede on the required pedestrian travel widths and shall not encroach more than 5 feet into the sidewalk.

(B.) Encroachments and Pedestrian Access to Building.

- (1.) Balconies, bay windows, arcades, awnings and porches at an upper level and their supports are permitted and encouraged within the sidewalk as shown by the unshaded area. Encroachments affixed to the building and horizontally protruding more than 6" from the face of the building must have a minimum 7'6" clearance from the finished grade. Encroaching canopies should cover the entire sidewalk within the permitted distance shown by the unshaded area.



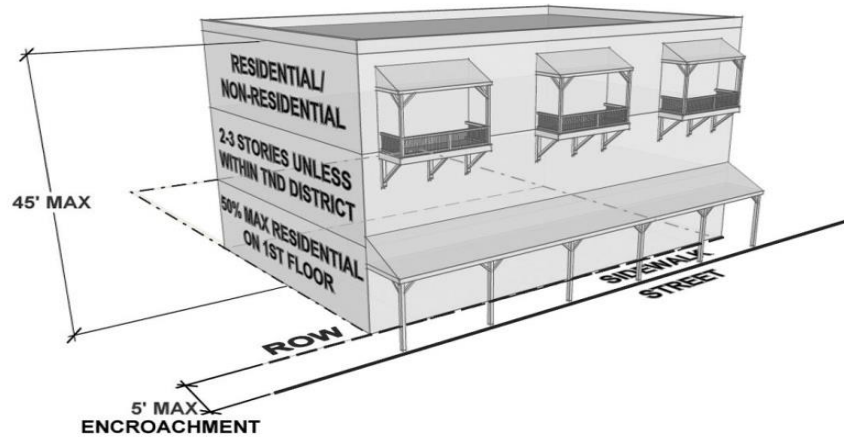
- (2.) Primary pedestrian access into the building shall be from the street frontage line (indicated by larger arrow). Secondary access may be from parking areas (indicated by smaller arrows).

9.7-3 Urban Workplace Building Type.

(A.) Permitted Height and Use Limitations.

- (1.) For buildings with flat roofs, building height shall be measured as the vertical distance from the mean elevation of the existing grade to the highest finished roof surface. The height of parapet walls is not counted in the building height calculations and may vary depending upon the need to screen mechanical equipment.
- (2.) For buildings with pitched roofs, building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.

- (3.) Building height to the ridge may vary depending on the roof pitch.
- (4.) Buildings shall have no less than 2 stories. Buildings shall have no more than 3 stories, unless the building is in a “TNDO” district, in which case the maximum number of stories and maximum building height is regulated by the procedure for “TNDO” approval in Article 7 of this Ordinance.



- (5.) Buildings shall have no more than 50% of the 1st floor in residential use.

(B.) Architectural Standards.

(1.) Principles:

- (a.) To perpetuate the unique building character of the Town and its environs, and to re-establish its local identity, development shall generally employ building styles that are compatible with the architectural vocabulary of the area in their external treatment.
- (b.) Building elevations fronting or visible from public streets shall be clad with masonry, wood, stucco, or similar material. Vinyl siding shall not comprise a street fronting building face to maintain compatibility with structures within the Town.
- (c.) The front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment to maintain compatibility with structures within the Town.
- (d.) Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration to maintain compatibility with structures within the Town.
- (e.) Drive-through customer services, if permitted in the district, must be located at the rear of the building or on a side which does not abut a street to maintain compatibility with structures within the Town.
- (f.) Trailers (mobile and/or manufactured units) may not be used as permanent workplace buildings.

(2.) Configurations:

- (a.) Two wall materials may be combined horizontally on one facade. The “heavier” material should be below the “lighter” material and the “heavier” material can cover the first floor only (i.e. brick below wood siding) to maintain compatibility with structures within the Town.
- (b.) Street level windows adjacent to public sidewalks shall be un-tinted to maintain compatibility with structures within the Town. Tinted glass with a minimum visual transmittance factor of 35 is permitted in all other instances. Mirrored or reflective glass is not permitted in any location.
- (c.) Windows shall be of square or vertical proportion. Special windows may be circular or regular polygons.

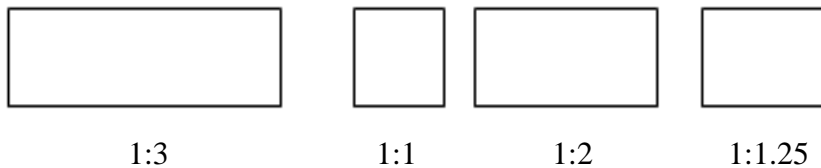
(3.) Techniques:

- (a.) Windows should be set to the inside of the building face wall to maintain compatibility with structures within the Town.
- (b.) All rooftop equipment shall be screened from view from public Rights-of-Way by a building material that matches the structure or is visually compatible with the structure. The screening apparatus should be incorporated as part of the architectural theme to maintain compatibility with structures within the Town.

9.7-4 Building Standards and Anti-Monotony Standards for Urban Workplace Buildings.

(A.) Massing and Rhythm

- (1.) To insure a consistent scale and compatible character of each and every building, massing and rhythm shall be considered in the site design. Examples of appropriate height to width ratios are depicted in the following below. A single large dominant building mass shall be avoided in new buildings and, to the extent reasonable and feasible, in development projects involving changes to the mass of existing buildings.



- (2.) Horizontal masses shall not exceed a height-width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed elements. Changes in mass shall be related to entrances, the integral structure, and/or the organization of interior spaces and not merely for cosmetic purposes.



Sample building with acceptable massing composition

(B.) Height

- (1.) Building height shall be regulated in accordance with Section 9.8-3(A) of this Article.

(C.) Scale and Roofline

- (1.) The goal for scale is to be reiterated in regard to height. The scale of buildings must be such that street edges are defined and relate to human proportions. This scale can be achieved through the use of architectural detailing on the first floor of buildings so that larger buildings are broken up into smaller units, by maintaining height limits, by using large picture windows along front facades and by using plantings around the buildings.
- (2.) A range of roof forms is acceptable as long as they are compatible with the architectural character, scale, and height of surrounding buildings. Mansard roofs are not permitted except in the Agricultural (“AG”) district.

(D.) Fenestration

- (1.) Fenestration includes the structural openings to buildings, including doors and windows, to intuitively guide people toward their destination and improve emergency response.
- (2.) All buildings shall have their principal entrance opening to a street, square, plaza, or sidewalk. Access from the public sidewalk, street right-of-way or driveway to the principal structure shall be provided through an improved surface. Buildings shall comply with this standard for all buildings that provide a non-vehicular service to customers. Exempt uses include vehicle fueling stations, vehicle sales and vehicle repair.
- (3.) The first floor of all buildings shall be designed to reduce automobile dependency and encourage pedestrian-scale activity by the use of windows and doors. These openings should be arranged so that uses are visible and/or accessible to both the sidewalk and street. A minimum of fifty percent (50%) of the length and twenty-five percent (25%) of the surface of the primary structure(s) shall be in public

entrances or windows. No more than fifty (50) percent of the surface of the building shall be windows.

(E.) Access

- (1.) Structures should be sited so that the primary access is from the street front sidewalk leading to the parking area. In the event that a structure is located on a U.S. or State Numbered Highway, the *Planning, Zoning & Subdivision Administrator* may permit the primary access to be located facing the parking area when this option is deemed not to impede public safety and found aesthetically desirable to achieve the description of purpose stated in Section 9.8-1 of this Article.
- (2.) All street level retail uses with sidewalk frontage shall be furnished with an individual entrance and direct access to the sidewalk in addition to any other access which may be provided.
- (3.) Doors shall be recessed into the face of the building to prevent doors from operating outward into and/or obstructing the public sidewalk. An entryway shall not be less than fifteen (15) square feet.

(F.) Articulation

- (1.) To improve distinction of buildings and various building spaces along long walls viewed from sharp angles and at long distances, the following standards shall apply:
 - (a.) No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding twenty (20) feet.



- (2.) All building walls must include at least two of the following:
 - (a.) change in plane,
 - (b.) change in texture or masonry pattern,
 - (c.) windows, or
 - (d.) Include an equivalent aspect that subdivides the wall into proportions such as

an articulated base with a height no more than ten (10) feet.

- (3.) In the event that actual doors and windows are not feasible because of the nature of the use of the building, side or rear walls that face walkways should include false windows and door openings defined by the following:
 - (a.) Frames,
 - (b.) Sills,
 - (c.) lintels, or
 - (d.) Proportioned modulations of the wall.
- (4.) All sides, including the rear, of the building shall include materials and design characteristics consistent with those on the front.
- (5.) Use of inferior or lesser quality materials on side or rear walls is prohibited except for areas where public access is prohibited by the proprietor.
- (6.) In the event that canopies, awnings or other similar appurtenances are used, the following standards shall apply:
 - (a.) Such appurtenances shall be constructed of materials designed to full-fill the principles of the standards herein.
 - (b.) Any appurtenance may extend from the building up to eighty (80%) percent of the width of the sidewalk area or nine feet, whichever is less.
 - (c.) In no case shall any such facility extend beyond the curb line of the street, nor shall it interfere with maintenance of bio-retention pits with street trees for stormwater management, or maintenance of street lights or street signs.
 - (d.) A minimum overhead clearance of seven (7) feet from the sidewalk shall be maintained.

(G.) Materials

- (1.) All buildings shall be constructed of durable fire retardant and wind resistant materials to prevent hazards to persons and/or property. These materials include brick, either plain or painted, horizontal fiber-cement siding, wood shingle, stone, or concrete-based stucco. All trim materials shall be stone, cast stone, cast concrete, or painted wood.
- (2.) It is recommended that the primary structure be neutral in color, i.e. light grays, browns, beiges, whites or earth tones and not of colors that are distractive to motorist or cause concern among proximate proprietors of diminished property value or customer discomfort. The trim may be of various contrasting colors to that of the primary structure.
- (3.) Where any sloped roofs are utilized, they shall be covered with high profile asphalt shingles, natural clay tiles, slate, concrete tiles (with natural texture and color), ribbed metal, or shingles.
- (4.) Finish materials of buildings, signage, gasoline pump canopies and other accessory structures, shall be compatible with the architectural character of the principal structure(s) through compliance with the following guidelines:

- (a.) all buildings, including gasoline pump canopies, shall utilize a consistent architectural style;
- (b.) differing buildings, businesses, or activities within the same development may be distinguished by variations;
- (c.) Sides and backs of buildings shall be as visually distinguishable as the front through the design of roof lines, architectural detailing, and landscaping features. Non-public and restricted access areas may be exempted from this provision upon review by the Planning, Zoning & Subdivision Administrator.

9.8 Highway Lot Type and Building Type Standards

9.8-1 Description. This building type generally comprises fast food retail, drive through banks, motels, industry, and other highway dependent uses. These regulations are designed to bring these building types into a framework of Town streets and provide for an aesthetically pleasing suburban environment. Structures should be designed to present an interesting and uniquely Morven design to the passing motorist. Access shall be designed to not impede safe traffic movement.

The photograph is an example located in Kannapolis, North Carolina for illustration purposes only and is not intended to regulate lot/building styles, patterns, or forms.



9.8-2 Highway Lot Type Standards.

(A.) Building Placement, Parking, and Vehicle Access.

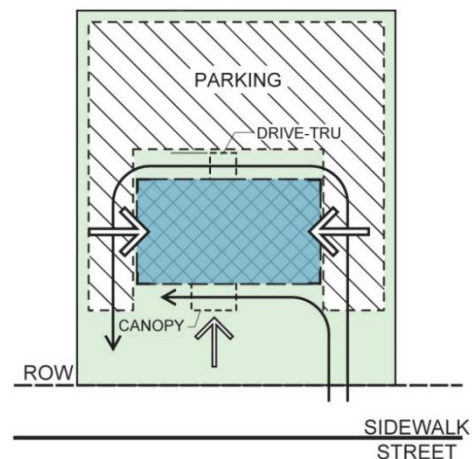
- (1.) Buildings will be 12' to 115' behind street ROW. Special site conditions such as topography, pattern of lot widths, or setbacks of existing buildings on the same street within 500 feet of the proposed building may permit a larger setback.

- (2.) Side and rear setbacks will vary according to side and rear buffer requirements as set forth in Article 11, with a minimum 12-foot setback when no buffer is required.
- (3.) Building facades shall be generally parallel to frontage property lines.
- (4.) Parking shall be located to the rear and/or side of the building. Side-yard parking may occupy no more than 35% of the principal frontage line and shall be buffered from the street according to the buffer requirements as set forth in Article 11. Parking shall not be placed in any side-yard abutting an intersecting street. Where dimensions of existing lots restrict parking behind buildings, the limitations on side-yard parking may be modified.
- (5.) Hedges, garden walls, or knee walls may be built on property lines or as the continuation of building walls. A garden wall, hedge or knee wall minimum 2.5' in height, maximum 3.5' in height, shall be installed along any street frontage adjacent to parking areas. Knee walls should be built of brick, stone or other decorative masonry material, or should be built of wrought iron or other decorative metal, and shall generally match the architectural style of Morven.
- (6.) Parking areas on adjacent lots shall be connected with vehicular and pedestrian connections wherever practical.
- (7.) Trash containers shall be located in the rear parking area and shall be screened from the right-of-way per standards set forth in Article 11.
- (8.) Mechanical equipment at ground level shall be placed on the parking lot side of building away from buildings on adjacent sites and shall be screened from view per standards set forth in Article 11.

(B.) Vehicular Circulation and Pedestrian Access.

- (1.) Main pedestrian access to the building may be from the side (indicated by the larger arrows) and shall not be from the rear. If the primary pedestrian access is from the side of the building, secondary pedestrian access must be from the front (indicated by the smaller arrow). However, primary pedestrian access to the building may be from the front.

- (2.) Drive-through, gasoline and fuel pumps, and auto-oriented service facilities shall be located to the rear of the building.
- (3.) Entrance canopies (for motels, etc.) shall be oriented towards the primary street.
- (4.) Typical vehicular circulation movement is indicated by thin line arrows.



9.8-3 Highway Building Type Standards.

(A.) Permitted Height and Uses.

- (1.) For buildings with flat roofs, building height shall be measured as the vertical distance from the mean elevation of the existing grade to the highest finished roof surface. The height of parapet walls is not counted in the building height calculations and may vary depending upon the need to screen mechanical equipment.
- (2.) For buildings with pitched roofs, building heights shall be measured as the vertical distance from the mean elevation of the finished grade to a point representing the midpoint of the peak and eave heights.
- (3.) Building height to the ridge may vary depending on the roof pitch.
- (4.) Building height is limited to 50 vertical feet. Exemption to this provision applies where the building is located within business or employment centers within the Industrial (IND) district on local streets and the building is a minimum of 300 feet from major thoroughfare(s) appearing on the approved thoroughfare plan.

(B.) Architectural Standards.

(1.) Principles:

- (a.) Building elevations fronting or visible from public streets shall be clad with masonry, wood, stucco, or similar material. Metal paneling may not comprise a street fronting building face to maintain compatibility with structures within the Town, exception to this provision applies where the building frontage is located within business or employment centers within the Industrial (IND) district on local streets not visible from designated thoroughfare(s) upon the approved thoroughfare plan.
- (b.) All walls not visible from a public right-of-way may be constructed of cinder block, brick, wood or vinyl siding, or metal paneling.
- (c.) Buildings in all locations should relate a principal facade to the sidewalk and public space of the street.
- (d.) Corners: Setback at street corners will generally replicate frontage conditions.
- (e.) Trailers (mobile and/or manufactured units) may not be used as permanent highway buildings.

(2.) Configurations:

- (a.) Two wall materials may be combined horizontally on one façade. The “heavier” material should be below the “lighter” material (i.e. brick below wood siding) to maintain compatibility with structures within the Town.
- (b.) Street level windows should be un-tinted to maintain compatibility with structures within the Town. Tinted glass with a minimum visual transmittance

factor of 35 is permitted. Mirrored or reflective glass is not permitted in any location.

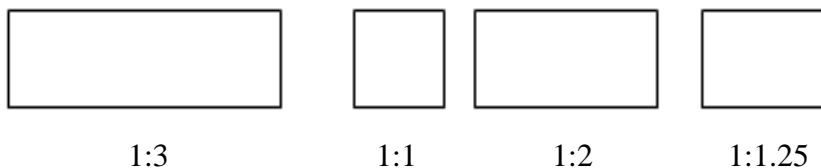
(3.) Techniques:

- (a.) All rooftop equipment shall be screened from view from public Right-of-Ways by a building material that matches the structure or is visually compatible with the structure. The screening apparatus should be incorporated as part of the architectural theme to maintain compatibility with structures within the Town.

9.8-4 Building Standards and Anti-Monotony Standards for Highway Buildings.

(A.) Massing and Rhythm

- (1.) To insure a consistent scale and compatible character of each and every building, massing and rhythm shall be considered in the site design. Examples of appropriate height to width ratios are depicted in the following below. A single large dominant building mass shall be avoided in new buildings and, to the extent reasonable and feasible, in development projects involving changes to the mass of existing buildings.



- (2.) Horizontal masses shall not exceed a height-width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed elements. Changes in mass shall be related to entrances, the integral structure, and/or the organization of interior spaces and not merely for cosmetic purposes.



Sample building with acceptable massing composition

(B.) Height

- (1.) Building height shall be regulated in accordance with Section 9.8-3(A) of this Article.

(C.) Scale and Roofline

- (1.) The goal for scale is to be reiterated in regard to height. The scale of buildings must be such that street edges are defined and relate to human proportions. This scale can be achieved through the use of architectural detailing on the first floor of buildings so that larger buildings are broken up into smaller units, by maintaining height limits, by using large picture windows along front facades and by using plantings around the buildings.
- (2.) A range of roof forms is acceptable as long as they are compatible with the architectural character, scale, and height of surrounding buildings. Mansard roofs are not permitted except in the Agricultural (“AG”) district.

(D.) Fenestration

- (1.) Fenestration includes the structural openings to buildings, including doors and windows, to intuitively guide people toward their destination and improve emergency response.
- (2.) All buildings shall have their principal entrance opening to a street, square, plaza, or sidewalk. Access from the public sidewalk, street right-of-way or driveway to the principal structure shall be provided through an improved surface. Buildings shall comply with this standard for all buildings that provide a non-vehicular service to customers. Exempt uses include vehicle fueling stations, vehicle sales and vehicle repair.
- (3.) The first floor of all buildings shall be designed to reduce automobile dependency and encourage pedestrian-scale activity by the use of windows and doors. These openings should be arranged so that uses are visible and/or accessible to both the sidewalk and street. A minimum of fifty percent (50%) of the length and twenty-five percent (25%) of the surface of the primary structure(s) shall be in public entrances or windows. No more than fifty (50) percent of the surface of the building shall be windows.

(E.) Access

- (1.) Structures should be sited so that the primary access is from the street front sidewalk leading to the parking area. In the event that a structure is located on a U.S. or State Numbered Highway, the *Planning, Zoning & Subdivision Administrator* may permit the primary access to be located facing the parking area when this option is deemed not to impede public safety and found aesthetically desirable to achieve the description of purpose stated in Section 9.8-1 of this Article.
- (2.) All street level retail uses with sidewalk frontage shall be furnished with an individual entrance and direct access to the sidewalk in addition to any other

access which may be provided.

- (3.) Doors shall be recessed into the face of the building to prevent doors from operating outward into and/or obstructing the public sidewalk. An entryway shall not be less than fifteen (15) square feet.

(F.) Articulation

- (1.) To improve distinction of buildings and various building spaces along long walls viewed from sharp angles and at long distances, the following standards shall apply:

- (a.) No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding twenty (20) feet.



- (2.) All building walls must include at least two of the following:
 - (a.) change in plane,
 - (b.) change in texture or masonry pattern,
 - (c.) windows, or
 - (d.) Include an equivalent aspect that subdivides the wall into proportions such as an articulated base with a height no more than ten (10) feet.
- (3.) In the event that actual doors and windows are not feasible because of the nature of the use of the building, side or rear walls that face walkways should include false windows and door openings defined by the following:
 - (a.) Frames,
 - (b.) Sills,
 - (c.) lintels, or
 - (d.) Proportioned modulations of the wall.
- (4.) All sides, including the rear, of the building shall include materials and design characteristics consistent with those on the front.
- (5.) Use of inferior or lesser quality materials on side or rear walls is prohibited

except for areas where public access is prohibited by the proprietor.

- (6.) In the event that canopies, awnings or other similar appurtenances are used, the following standards shall apply:
 - (a.) Such appurtenances shall be constructed of materials designed to full-fill the principles of the standards herein.
 - (b.) Any appurtenance may extend from the building up to eighty (80%) percent of the width of the sidewalk area or nine feet, whichever is less.
 - (c.) In no case shall any such facility extend beyond the curb line of the street, nor shall it interfere with maintenance of bio-retention pits with street trees for stormwater management, or maintenance of streetlights or street signs.
 - (d.) A minimum overhead clearance of seven (7) feet from the sidewalk shall be maintained.

(G.) Materials

- (1.) All buildings shall be constructed of durable fire retardant and wind resistant materials to prevent hazards to persons and/or property. These materials include brick, either plain or painted, horizontal fiber-cement siding, wood shingle, stone, or concrete-based stucco. All trim materials shall be stone, cast stone, cast concrete, or painted wood.
- (2.) It is recommended that the primary structure be neutral in color, i.e. light grays, browns, beiges, whites or earth tones and not of colors that are distractive to motorists or cause concern among proximate proprietors of diminished property value or customer discomfort. The trim may be of various contrasting colors to that of the primary structure.
- (3.) Where any sloped roofs are utilized, they shall be covered with high profile asphalt shingles, natural clay tiles, slate, concrete tiles (with natural texture and color), ribbed metal, or shingles.
- (4.) Finish materials of buildings, signage, gasoline pump canopies and other accessory structures, shall be compatible with the architectural character of the principal structure(s) through compliance with the following guidelines:
 - (a.) all buildings, including gasoline pump canopies, shall utilize a consistent architectural style;
 - (b.) differing buildings, businesses, or activities within the same development may be distinguished by variations;
 - (c.) Sides and backs of buildings shall be as visually distinguishable as the front through the design of roof lines, architectural detailing, and landscaping features. Non-public and restricted access areas may be exempted from this provision upon review by the Planning, Zoning & Subdivision Administrator.