



Highway 211 Corridor Discussion April 6, 2016

Bruce Gould, Principal Planner

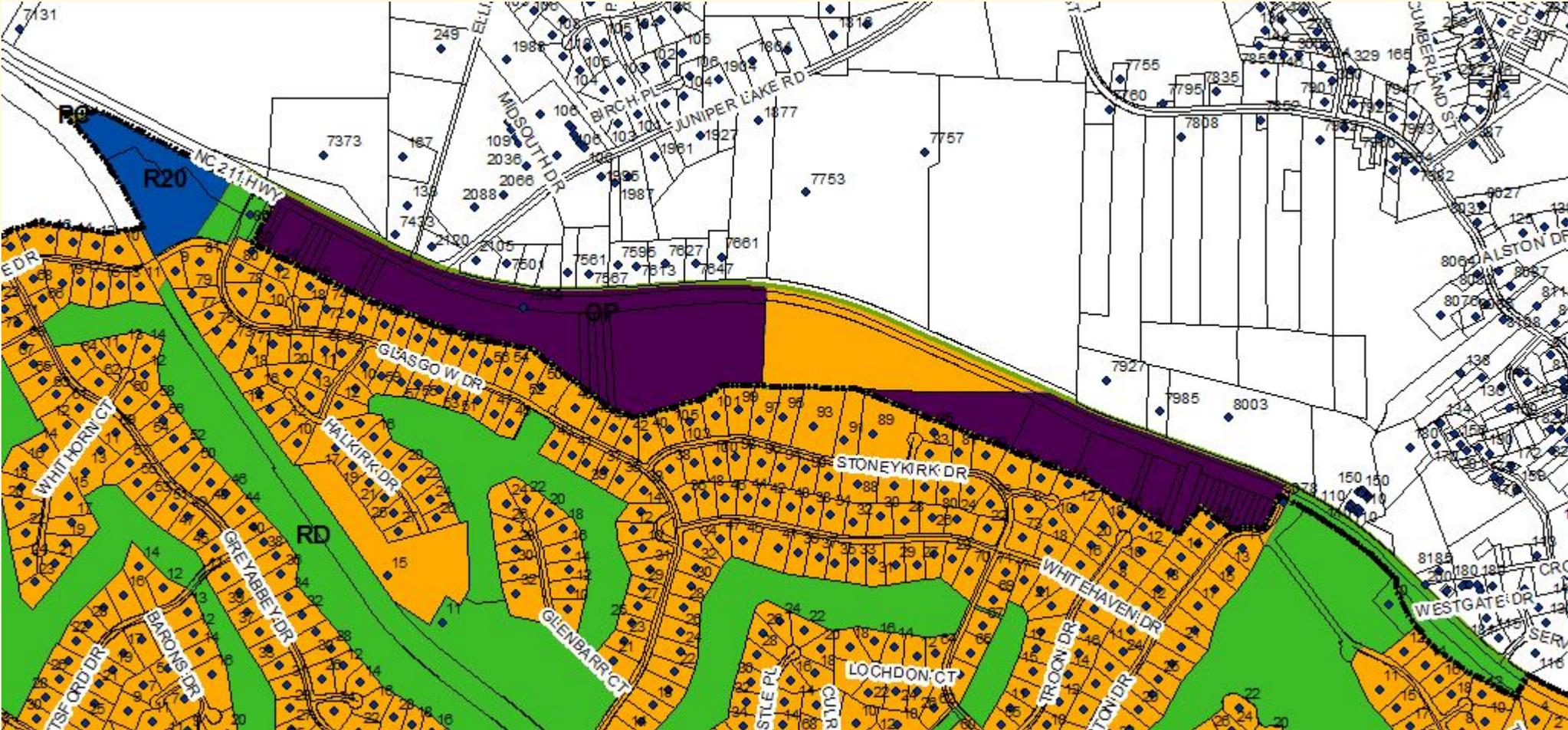
# Highway 211 Corridor Discussion April 6, 2016



## Topics of Discussion

- Zoning of Properties
- Allowable Uses
- Landscape Requirements
- Building Design
- Lighting Standards
- Sign Standards
- Other Requirements
- Hwy 211 Corridor Study

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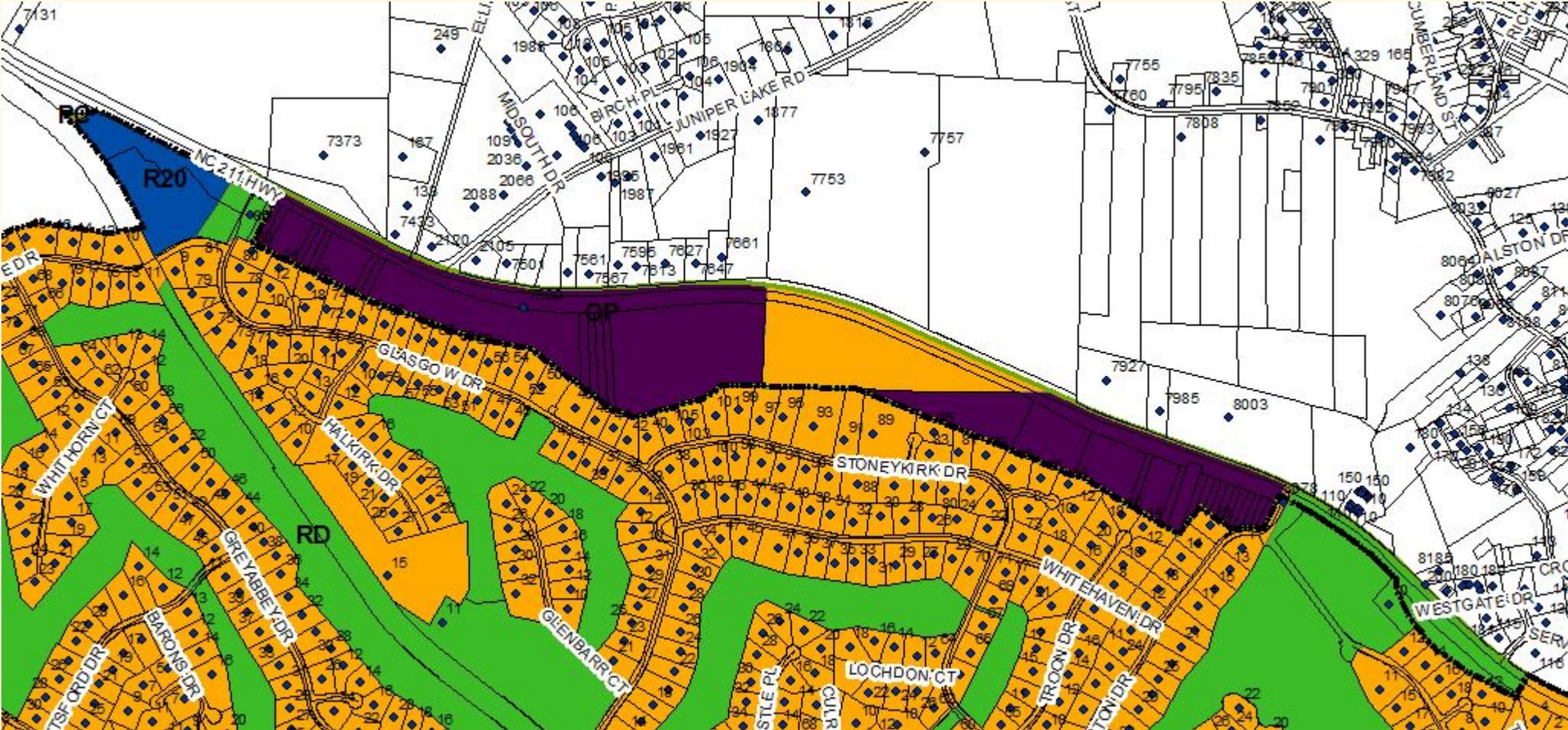


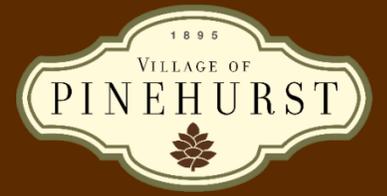
## Zoning of the Properties

- Current Zoning

- Office and Professional (OP) District is intended to provide limited office and retail development as a spatial development between business districts and residential land uses.
- Recreation Development (RD) District is established as a district in which the primary use of the land is predominately reserved for privately owned recreation, clubhouses and support structures, natural or man-made bodies of water, resort complexes and other similar uses.
- R-30 & R-20 Residential Districts are established as a district in which the principal use of land is for medium-density residential uses.

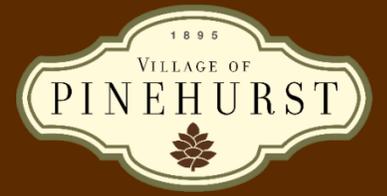
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## Allowable Uses in the OP District

- Banks, Credit Unions and Financial Services
- Business Support Services
- Dry Cleaners/Laundry Services
- Funeral Home
- Medical Offices
- Personal Services
- Professional Services
- Radio TV/Studio



## Allowable Uses in the OP District Continued

- Veterinary Services/Indoor Kennels W/ Special Requirements
- Restaurants as a Special Use
- Public Safety Stations w/ Special Requirements
- Religious Institutions
- Parks
- Residential Care Facilities
- Child/Adult Day Cares
- Schools as a Special Use



## Allowable Uses in the OP District Continued

- Studio-Art, Dance, Martial Arts, Music
- Mixed Use Dwellings or Residential Uses on Upper Floors

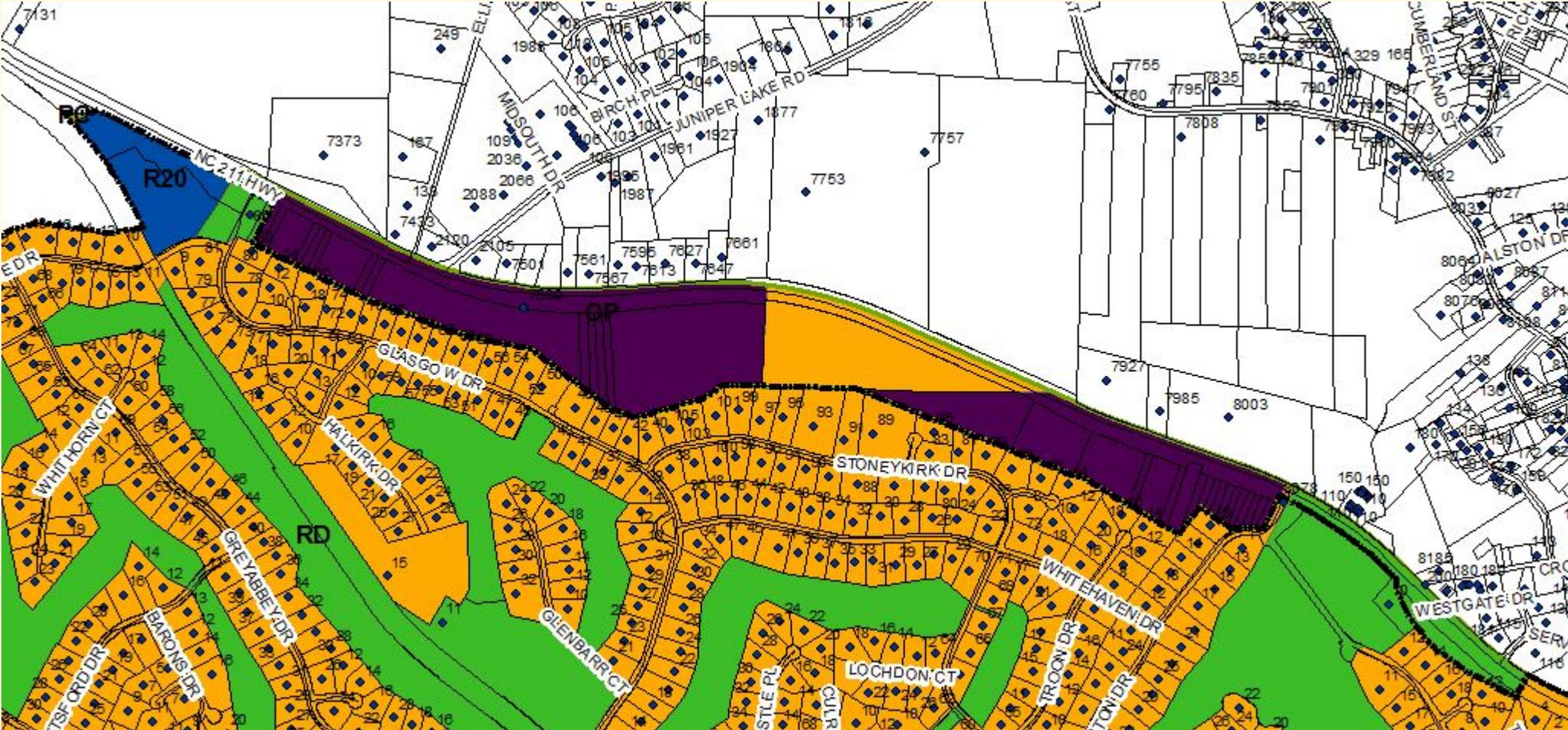
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## Uses Not Allowed in the OP District

- Small Equipment/Engine Sales, Rental and Service
- General Retail
- Theatres
- Private Clubs
- Indoor Recreation and Amusement
- Gas Stations
- Artisan Workshops
- Vehicle Sales/Repair
- Cellular Facilities

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## Previous Zoning

- Neighborhood Commercial (NC) District is established as a district in which the principal use of land is for small scale commercial, retail, office and service uses to serve the surrounding residential districts.
- After the completion of the 2003 Comprehensive Plan it was recommended that the Pinewild Commercial Properties be downzoned from NC to OP.
- In the Fall/Winter of 2003 the village initiated and completed a rezoning of 105 parcels of land to OP.

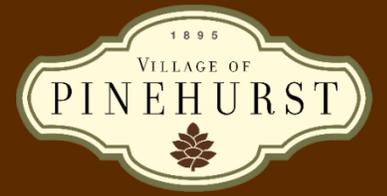
## Landscape Requirements

- Class 3 planted buffer is required along and adjacent to Hwy 211 for all new developments
  - Existing vegetation should be used to meet the requirement when possible
  - Class 3 is 30' x the length of the property = area of buffer
  - One Longleaf Pine per 200 sq. ft. of buffer area
  - Two understory trees per 500 sq. ft. of buffer area. One is to be evergreen
  - One shrub per 75 sq. ft. of buffer area

- Class 3 Hwy Buffer Continued
  - Example, A 200 foot wide property would have a buffer area of 6,000 sq. ft. and contain the following
    - 30 Longleaf Pines
    - 24 Understory Trees
    - 80 shrubs

- Buffer to Adjacent Properties

- There is a required buffer between non-residential uses and residential uses.
- Buffer width and area is determined by land use.
- Class 2 or 20' would be the most likely scenario based on the zoning of the Hwy 211 properties of OP
- Planting are calculated the same as the Hwy. Buffer



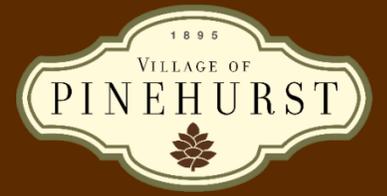
- Parking Lot Landscaping

- Requires 10% of parking areas to be in planted medians w/ trees and shrubs
- No parking space greater than 75' from a shade tree
- Perimeter shrub and trees required
- Street trees required in the ROW. 1 per 40' linear feet.
- Maximum lot coverage in the OP District is 70%.



- Building Design

- Franchise Architecture not Allowed
- 35' maximum building height in the OP District. Same as surrounding residential districts
- All buildings visible from the street or adjoining properties shall be covered with one or more of the following materials: utility brick, standard brick, stucco, colored split faced block, stone, wood, cementitious siding, vinyl sided or other similar materials. Corrugated metal, plywood, particle board, untreated wood and similar material are not permitted.
- Building colors shall be in accordance with the Village's Color Palette



- Lighting Standards

- Primarily relate to Parking areas.
- Intended to mitigate spill over of light onto adjacent properties and streets.
- Standards for both non-cutoff and cutoff lighting (90 degree).

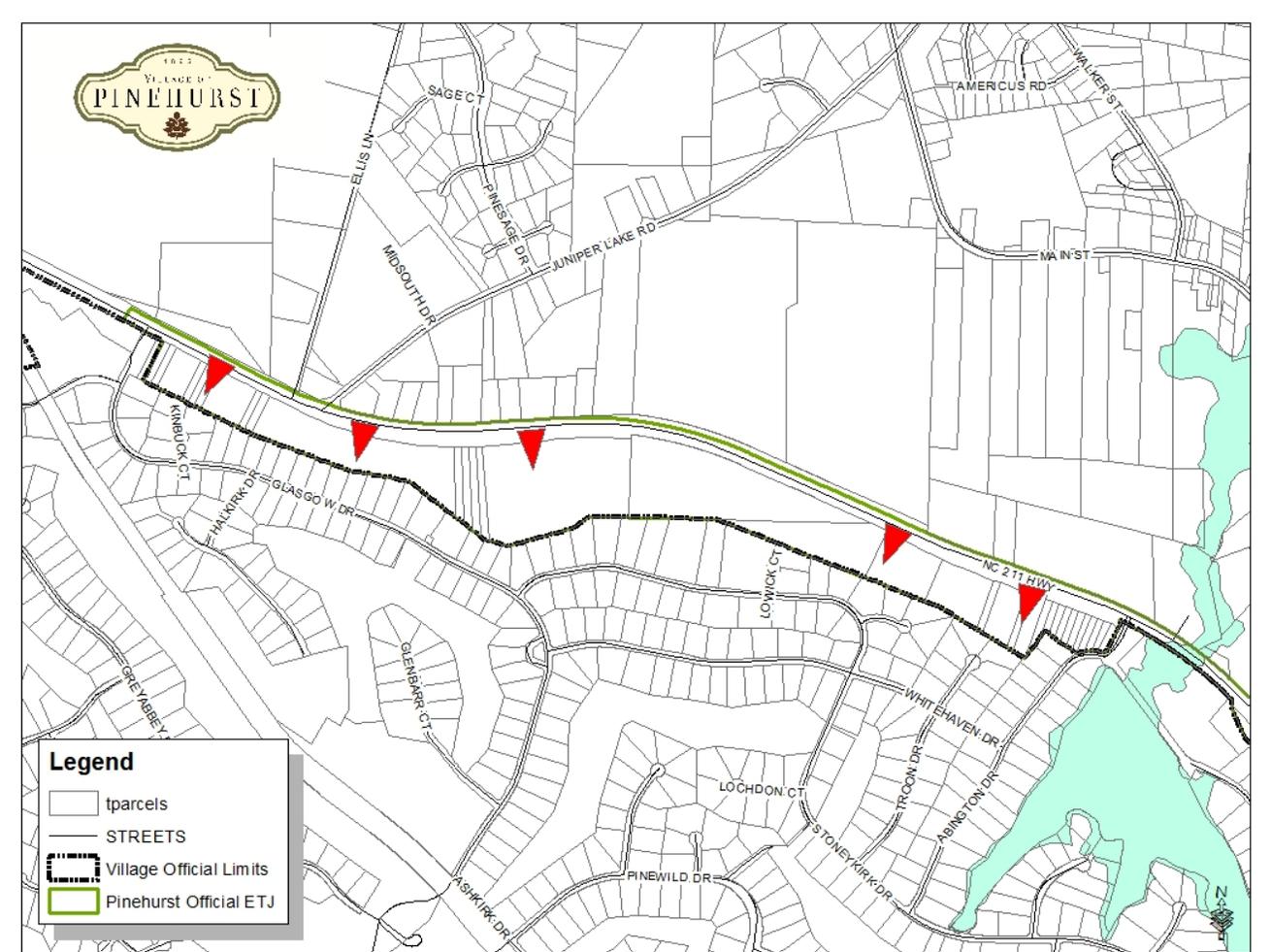
- Sign Standards

- Ground Signs 4 to 5 feet maximum height and 12 to 16 square feet.
  - “Monument Signs”
- Wall Signs limited to 12 Sq. Ft.
- Awning/Canopy Signs limited to 50% of the awning
- Window Signs limited to 20% of the window
- Roof signs, off premise signs, etc.. not permitted



- Other Requirements of Note
  - Sidewalks
  - Watershed provisions/Best Management Practices
  - Pinewild Commercial Lots required to have 5 access points and cross access easements to minimize curb cuts on 211
  - Due to this area being within the ETJ and not the corporate limits of Pinehurst many requirements of the Municipal Code are not applicable.

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2015

## Highway 211 Corridor Study



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## 2015 Hwy 211 Corridor Study

*Study a section of NC Highway 211 to develop a collaborative and comprehensive approach that addresses mobility, safety and aesthetics along the corridor.*

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## 2015 Hwy 211 Corridor Study

- Existing Conditions Study
- Opportunities and Constraints
- Recommendations
- Conclusions
- Studied Hwy. 211 from the traffic circle to the west gate of Pinewild

## 2015 Hwy 211 Corridor Study

- 10 Recommendations

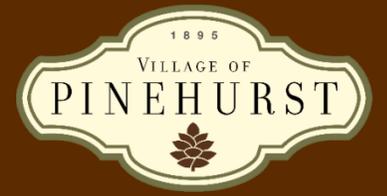
- The Village, in concert with NCDOT, should implement regulations to limit access. (mobility, safety and aesthetics)
- The Village should review the speed limit. (mobility and safety)
- The Village should review its signage regulations. (safety and aesthetics)
- The Village should review its landscaping standards for new residential and commercial development along the corridor. (aesthetics)
- The Village should work with NCDOT to enhance landscaping within the public ROW. (safety and aesthetics)
- The Village should review its zoning along the corridor. (mobility, safety and aesthetics)



## 10 Recommendations Continued

- The Village should review its lighting standards for new residential and commercial development along the corridor. (mobility, safety and aesthetics)
- The Village should review its architectural design standards for new development along the corridor. (aesthetics)
- The Village and NCDOT should review street lighting standards along the corridor to ensure attractive and consistent lighting is erected. (safety and aesthetics)
- The Village should review its development regulations to ensure that appropriate pedestrian and bicycle facilities are constructed along the corridor. (mobility and aesthetics)

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Questions?

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