

Town of Beaufort Live Oak Street Corridor Overlay District



Live Oak Street Corridor Overlay District

- 2018 – The endorsement of the 2018 Small Area Plan developed by Stantec was one of the driving forces in revisiting the Live Oak Street Corridor Overlay District. Eventhough the plan only focused on the southern portion from a concept of a future boulevard staff is proposing breaking the corridor into two separate areas.
- 2017 – First discussions looking at the Live Oak Area as a potential overlay district. Like the Cedar Street Zoning District this concept closely resembles recommendations found in the existing CAMA Land Use Plan.
- The outcome is a new “Draft Live Oak Corridor Overlay District broken into two separate areas ” that closely matches the boundaries of the CAMA Land Use Plan and even though focuses on the built environment like materials its primary focus is signage and asestics.
- As part of this process Staff has put together some “draft” text to complement the mapped areas.



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FINAL JUNE 2018

6 MOBILITY AND URBAN DESIGN | 6.3 Concept Designs 75

Live Oak Street (from Cedar Street to NC 101): This section of Live Oak Street is currently 4 lanes with a posted speed limit of 35 MPH. Local speed measurements have been recorded with 25% of the speeds in excess of 45 MPH, making this one of the most dangerous roads (i.e., travel safety) within the Town of Beaufort. With the shift in traffic demand created as a result of the new US 70 Bypass, a significant drop in traffic is expected along this corridor. With this in mind, it is recommended to implement a “road diet” and rebuild this section of Live Oak Street to accommodate a 2-lane divided (with plantable median islands) and 3-lane cross section as indicated on the concept designs. Buffered and/or protected bike lanes should be installed between Cedar Street and NC 101, making a healthy connection to the future Cedar Street community park (west of Live Oak) as well as the proposed multi-use path along Live Oak Street north of NC 101. These improvements could be accommodated all within the existing curb to curb width. In some cases, curb displacement may be required at specific intersections to accommodate proper turn lanes (to be determined during final design).

This segment of Live Oak Street includes recommendations for intersection treatments (for bicycle and pedestrian crossings) at Cedar Street, Mulberry Street, Loftin Lane and NC 101, minor upgrades for sidewalks (i.e., upgrades as well as closing the gaps). Additional improvements include:

- Replacing and maintain damaged curb & gutter and drainage inlets where appropriate.
- Adding canopy street trees and ADA compliant ramps as indicated on concept designs.



Proposed cross-section



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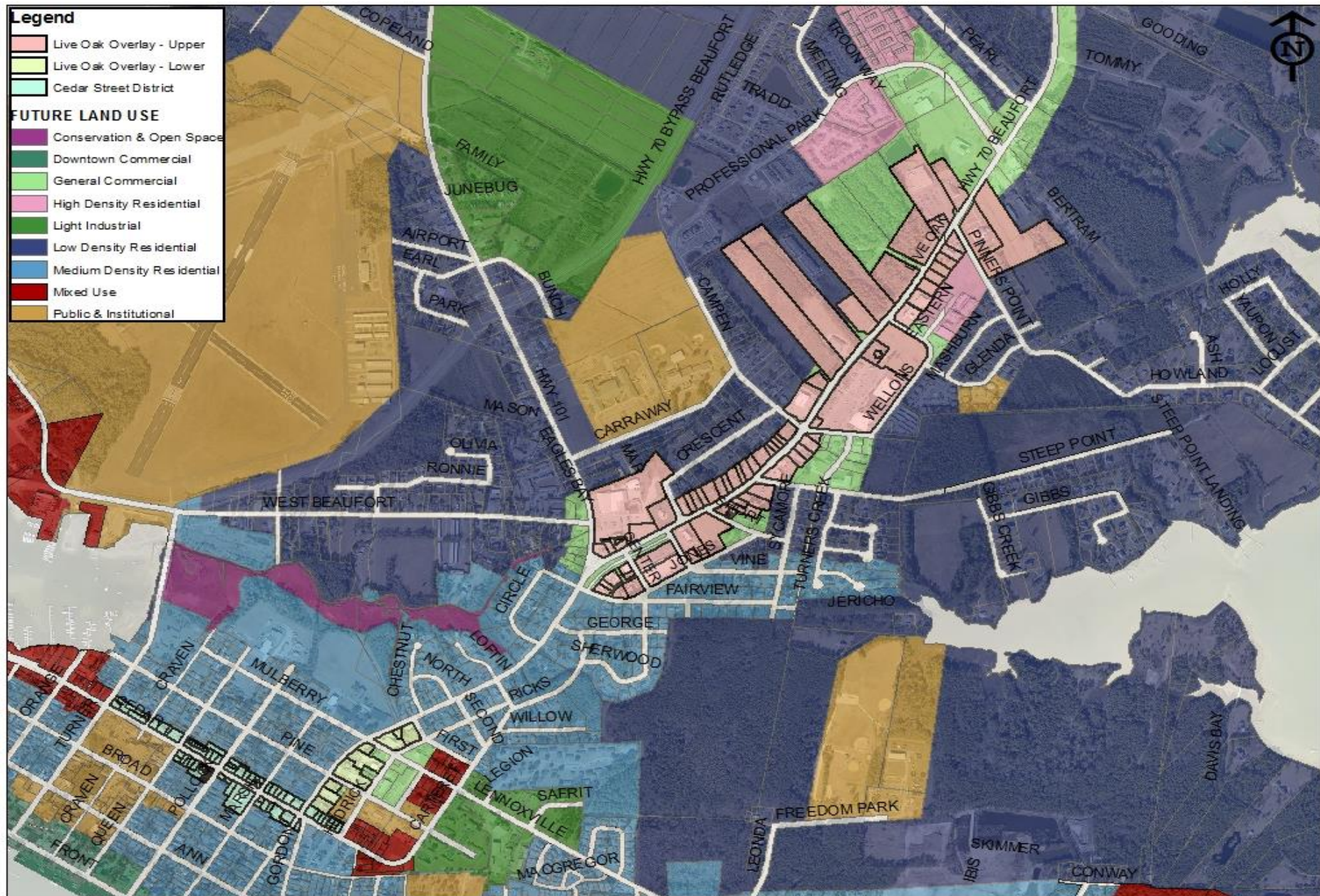
Live Oak Street-Complete Streets Improvement Plan



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Section Live Oak Street Corridor Overlay District

A) Purpose.

The purpose of this overlay district is to protect, enhance, and guide the development of the Live Oak Street commercial corridor by reducing visual clutter through the implementation of commercial design standards. These standards are designed to improve the aesthetics, traffic congestion, and provide for a solid and vibrant tax base as well as promote the public health, safety, and welfare of the town.

B) The Live Oak Street Corridor Overlay District for the Town of Beaufort, as set forth on a map so entitled and dated 00-00-0000 is hereby adopted by reference as an element of the Land Development Ordinance hereafter known as the LDO, and the Official Zoning Map of the Town of Beaufort.

C) Permitted Uses.

The uses listed below with the exception of single-family residential uses located within the Live Oak Street Corridor Overlay District, shall be subject to design criteria.

Amusement Establishment	Outdoor Retail Display/Sales
Assisted Living	Personal Service Establishment
Boat Sales/Rentals	Produce Stand/Farmers' Market
Commercial Indoor Recreation Facility	Public Utility Facility
Convenience Store	Religious Institution
Day Care Center	Resource Conservation Area
Dwelling, Single Family (permitted only if allowed in the underlying zoning district)	Restaurant with Drive-Thru Service
Financial Institution	Restaurant with Indoor Operation
Hotel or Motel	Retail Store
Office, Business, Professional, or Medical	Temporary Construction Trailer
	Utility Minor
	Vehicle Service

D) Special Uses (Special Use Requirements may be found in Section 20 of the LDO).

Any commercial use which results in a structure or combination of structures over 15,000 square feet	Mixed Use
Any use which would be located within the Airport Overlay Zone	Restaurant with Outdoor Operation
Manufacturing, Light	Utility Facility
Microbrewery	Wholesale Establishment

E) Prohibited Uses.

Any use not listed in subsections C and D of this section is prohibited.

F) Development Standards.

1) Design Criteria.

The intent of the following design criteria is to maintain and strengthen the unique character of Beaufort's gateway corridors by insuring new development projects are architecturally compatible with the historic characteristics of the community. These characteristics include building forms, proportions, treatments, exterior materials, and architectural styles. It is intended for front elevations and overall massing of new structures shall be of human scale and related to the street.

It is not the intent for new structures to closely duplicate existing historic structures. The intent is for new structures to include elements in ways which achieve a design compatible with and complementary to the historic character of the Town.

a) Site Plan Submission.

A detailed site plan, meeting all N.C. State Building Codes and Town Ordinances, shall be required for all development within this overlay zone.

b) Signage.

- Only ground/monument type signs made of wood or substitute materials which have the appearance of wood are permitted, these signs shall also not exceed twenty-five square feet (25 ft²) in area or eight feet (8') in height.
- The use of internally lit or flashing signs of any kind is prohibited. The use of ground-mounted spotlights concealed by landscaping to light signs during night hours is preferred.
- The total square footage of wall signage allowed shall not exceed seventy-five percent (75%) of the total lot frontage.
- All existing freestanding signage will have a period of five (5) to come into compliance with subsection i) of this section. At the end of the five (5) year amortization period the Town will follow code enforcement violation procedure that may include fines and the removal of signage by the Town.

c) Landscaping.

A detailed landscape plan identifying all shrub and tree types as well as the number of such trees and shrubs shall be submitted for review and approval as per section 14 of the LDO. Additionally if developing adjacent to a different kind of land use, a screening and buffering plan shall be required.

d) Exterior Building Materials.

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The primary building material constituting a minimum of **eighty percent (80%)** of the façade shall be one or a combination of two of the following materials:

- i) Brick
- ii) Stone – natural, limestone or granite
- iii) ~~Split faced block~~
- iv) Fiber cement siding, or
- v) Treated wood (beaded board or clapboard design only)

e) Outside Walls.

- i) The total area of glass, windows, and any similar transparent areas for any side of a commercial structure shall not exceed **twenty percent (20%)** of the surface area for such side of the building, and must be positioned uniformly along the face of the structure. This percentage may be increased if it needs to meet the state fire code.
- ii) Each exterior wall of a building viewable from any public or private right-of-way shall incorporate architectural design features to create a visual break at least every one hundred feet (100') along the exterior wall in order to avoid a box like appearance. All plans for exterior walls shall be approved by the Board of Commissioners as part of the site plan approval process.

f) Roof Forms.

- i) Roof forms shall be similar to those used on historic structures. The dominant shape shall be gabled or hipped. The minimum pitch shall be five over twelve (5/12). Gable ends shall face the street. Mansard roofs are prohibited.
- ii) All roof top mounted equipment shall be fully screened from view and the method of screening shall be integrated into the overall building design, for example within or behind pitched roofs. Hipped or gabled roofs with a mechanical element will not be considered mansard roofs when the roof appears to be a true hipped or gabled roof design.

g) Driveway Limitations.

- i) Two driveways entering the same street from a single lot shall only be permitted if the minimum distance between the closest edges of the driveways equals to or exceeds one hundred feet (100').
- ii) In no case shall the total width of all driveways exceed fifty percent (50%) of the total property frontage.
- iii) No driveway shall be located within ten feet (10') of an adjacent property except in the case of a shared driveway utilized by two or more lots.
- iv) No driveway shall be located within a hundred feet (100') of an intersection except in cases where no other access to a public street is available.

h) Parking.

Parking and vehicle accommodation areas (VAAs) shall meet the requirements set forth in section 15 of the *LDO*.

i) Exterior Drawings.

Exterior elevation drawings shall be submitted in color to determine the visual break of exterior walls and the color palate chosen for the structure or structures.