Existing Conditions

Context

Shackleford Landing

Master Plan Submission

Planned Unit Development Booklet

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Existing Conditions

Shackleford Landing

0.2 PCT ANNUAL CHANCE FLOOD HAZARD

Legend:
- Site
- Existing Floodplain
- CAMA Buffers

Potential 404 Wetland Areas which may come under USACE-EPA 404 Wetland Jurisdiction

Potential High Coastal Wetlands which may come under USACE-EPA and NCDEQ-DCM Wetland Jurisdiction

Potential Low Coastal Wetlands which may come under USACE-EPA and NCDEQ-DCM Jurisdiction. Upper limit is normal high tide line.

Open Tidal Waters of Gibbs Creek classified as S.A.-H.Q.W. Waters under USACE-EPA and NCDEQ-DCM Jurisdiction.

Environmental Conditions

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Existing Conditions

Town of Beaufort, North Carolina
Official Zoning Map

Existing Zoning

Shackleford Landing
Master Plan Submission
Imagine if you would a neighborhood that the residents along with the surrounding community are invited to enjoy the beautiful waterfront of the Beaufort coast all while promoting the sense of community with architecture and amenities that maximize human (and dog!) interactions.

Shackelford Landing was conceived from inception to complement the historic Beaufort downtown and these fundamental guiding principles influence every decision pertaining to the neighborhood:

• Provide residential homes that support all life stages and family budgets - long term rentals, single family homes and townhomes designed for the local workforce, work from home and retiree market,

• Always use the civil and architectural vernacular of the Beaufort area to inform all design components.

• Do not reclaim nor disturb any wetlands or coastal waterways, instead enhance these areas with public access walking paths with shaded seating areas,

• Allow access to all open spaces to the surrounding community, invite the public to enjoy this neighborhood,

• Nurture the current tradition of golf cart and bicycle transportation by aligning to existing paths,

• Encourage social interactions through design - front porches, a flexible park, pocket park areas, dog park and commercial areas for food and beverage venues,

• Promote energy efficiency and alternatives, including solar roofs, Tesla Supercharger Stations and architectural design elements that reduce the need for electricity and water,

• Maximize open space while increasing community interaction by creating distinct neighborhood,

• Bring additional vitality to the commercial community and conformity of property usage by only allowing nightly rentals for travelers to the Beaufort area at the Inn, and

• Utilize neo-traditional design techniques that assure street frontages are the pride of the home owner and parking, trash and utilities are located in the rear.

These guiding principles inform all of the concepts and planning that are exhibited in the following pages, come along with us as we share our vision for a robust community that will be a tremendous asset to the Beaufort area.
Project Team

There are two critical components that drive the success of a new neighborhood project:

1. The location of the project and a thorough understanding of the history of the community and what assets are missing that are most immediately required to introduce into the vicinity for the benefit of both the future residents and greater community at large.
2. Building a project team that is committed to the vision of the project and are capable through their own resources to assure the overall success by implementing the original project plan.

Much may be written about the three partners whose logos grace the front page of this book, each comes with a long resume of individual and company successes in designing forward thinking neighborhoods that respect the local culture, vernacular and environment, while amplifying new strategies to provide both commercial and residential products that satisfy the ever changing needs of the real estate consumer.

The developer, Beltway Investment Group, Inc. has a twenty-five year history of creating project teams with members that are respected nationally and even internationally for their work and combining them with locally sourced engineers, builders, vendors and craftspeople - to deliver a project that benefits the local economy throughout its life cycle.

I'd like to introduce two partners that will further inform the design and marketing of the project:

1. Amanda Lindroth - Amanda has been a designer of apparel, residences and even grand yachts for customers and projects throughout the world. With hundreds of design magazine covers under her belt and retail shops in Charleston, Palm Springs and the Bahamas, Amanda brings a sense of ease and joy in all of projects through her innovative use of color and materials. amandalindrothdesign.com
2. Southern Living - an iconic magazine that has graced the coffee table in many southern homes since 1965, has earned a reputation for having a pulse on the current lifestyle trends informing the residents in the Southern USA. Southern Living looks to partner with great real estate projects to both assist in the design of the residential product and to highlight exceptional building projects that would be of interest to their devoted readership. Southern Living has committed to partner with Shackleford Landing to be a Southern Living Community and to bring awareness to the Beaufort NC area through its promotion of this project.
The master plan for Shackleford Landing was designed with three guiding principles:
• To lay lightly on the land;
• To provide a walkable, interconnected, mixed-use neighborhood proximate to historic downtown Beaufort that provides unique and desired amenities available for public use, and
• To have a fine-grained mixture of lots and unit types that allow a range of housing types and prices.

Existing lowlands are celebrated by enhancing and embedding them as natural stormwater management systems into the design. A series of existing drainage ways and wetlands extend from the small portion of waterfront property to the proposed marsh-front park. Three drainage features with stormwater ponding and conveyance systems connect the marsh to the town center and residential areas to add natural amenity spaces throughout the community. Several radiating streets also celebrate water by including smaller but beautiful storm water channels for residents to enjoy.

Shackleford Landing is comprised of a series of compact blocks, all less than a five-minute walk from a neighborhood amenity or the town center. Streets are designed to provide comfortable accessible routes with shade to make walking, biking, or simply meandering through the neighborhood a pleasant experience. Routes to and from Beaufort’s historic downtown and the bike route along Live Oak Street connect this community to its surrounding context.

A loose grid of streets and blocks respects the natural topography and provides a wide variety of lot sizes and housing types throughout the property. These include mixed use buildings with commercial and residential, multi-unit houses, single-family houses, townhouses, and cottages. Inclusivity is a fundamental principle and to that end, these different housing types will allow for a range of unit sizes and price points. The design of these buildings will be regulated by architectural design guidelines which will ensure that all of the buildings are compatible and harmonious.
1. Town Square
2. Plaza and Amphitheater
3. Tesla Superchargers
4. Dog Park
5. Ball Fields
6. Natural Stormwater Management
7. Marsh-Front Public Park
8. Landscape Buffer
This diagram shows the network of open space woven throughout the plan. Rather than privatizing access to water and parks, this plan allows all lots to either have direct views or access to parks and water, or be a short walk via a pedestrian connector to those amenities. The natural topography, water drainage patterns, and wetlands were carefully considered during the planning, and an intentional connection from the town center to the edge via “green fingers” was designed into the plan.

Types may include:
- Marsh-Front Park
- Dog Park
- Stormwater Management
- Town Square
- Plaza with Amphitheater
- Ball Fields
- Walking Trails
- Pocket Park
- Clubhouse/Swimming Pool

Acreage Required  15%
Acreage Provided  >20%
Shackleford Landing is specifically designed with a diversity of lot sizes which can accommodate a number of different building types. They generally decrease in intensity, at least on the perimeters of the blocks, from the central square and plaza out towards the edge of the properties. The lot standards are designed to facilitate this decrease in intensity from the center to the edge - lots generally get larger and setbacks are more flexible towards the periphery of the property. The centers of some blocks, however, utilize smaller lots and unit types to introduce opportunities for smaller, more affordable units. These are generally organized around green spaces, and have direct and proximate connections to the green fingers that project through the neighborhood.
Unit Types

Small Cottage

These small, detached cottages are always grouped and front a common green space.
Unit Types

These detached cottage face the street and are the most common, general neighborhood fabric buildings located on smaller lots.
These detached houses face the street and are the most common, general neighborhood fabric buildings located on larger lots.
Unit Types

This small footprint, attached building type provides parking beneath. It is clustered mid-block around a central green.
This tall, small footprint, building is used on small lots to take advantage of the views.
This attached, fee-simple, building type can accommodate a variety of lot depths. They can be located fronting primary streets or arranged around common green spaces.
Unit Types

This larger house-form buildings with multiple units are perfect for important corners and at transitions from mixed-use to residential areas.

Multi-Family

Shackleford Landing

Master Plan Submission
Unit Types

This fee-simple building has a residential dwelling unit either above or behind a commercial space.

Shackleford Landing

Town Center Mixed-Use
Unit Types

Civic Buildings

Shackleford Landing

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**Building Materials & Character**

**Roofing Materials:**
- Preference will be to use roof materials that reflect the sun rays, solar roofing, or architectural 3-tab/30-year asphalt in light colors.
- Clay or concrete tiles or tar will not be allowed.
- Single membrane will be allowed only in specific applications.

**Siding Materials:**
- Preference will be towards wood type products including wood, shingle, shake, and fibre cement products.
- Vinyl will not be permitted.
- Brick may be utilized on commercial, civic, and multifamily products.
Community Spaces

Shackleford Landing

Stormwater Features

Shackleford Landing

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### Street Sections

This diagram shows the vehicular connectivity throughout the plan, indicating all of the streets and rear lanes and alleys. Similar to historic Beaufort, this plan is characterized by complete interconnectedness with a series of contextually-appropriate street sections (as seen in following pages). A pattern of small blocks makes it pedestrian friendly. Additionally the majority of streets terminate at water and/or significant buildings.

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Travel Lanes</th>
<th>On-Street Parking</th>
<th>Sidewalk</th>
<th>Planting Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-56</td>
<td>56' (2 @10')</td>
<td>EA. SIDE @ 8'</td>
<td>EA. SIDE @ 10'</td>
<td>5'x5' TREE WELLS IN SIDEWALK EA. SIDE</td>
</tr>
<tr>
<td>ST-56A</td>
<td>56' (2 @10')</td>
<td>EA. SIDE @ 8'</td>
<td>EA. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-48</td>
<td>48' (2 @10')</td>
<td>EA. SIDE @ 8'</td>
<td>1 SIDE @ 10'</td>
<td>5'x5' TREE WELLS IN SIDEWALK 1 SIDE</td>
</tr>
<tr>
<td>ST-48A</td>
<td>48' (2 @10')</td>
<td>1 SIDE @ 8'</td>
<td>EA. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-48B</td>
<td>48' (1 @12')</td>
<td>EA. SIDE @ 8'</td>
<td>EA. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-46</td>
<td>46' (2 @10')</td>
<td>EA. SIDE @ 8'</td>
<td>EA. SIDE @ 5'</td>
<td>5'x8' TREE WELLS IN PARKING LANE EVERY 2 SPACES EA. SIDE</td>
</tr>
<tr>
<td>ST-43</td>
<td>43' (2 @10')</td>
<td>1 SIDE @ 8', YIELD</td>
<td>BLDG SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-40</td>
<td>40' (2 @10')</td>
<td>-</td>
<td>EA. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-34</td>
<td>34 (2 @9')</td>
<td>-</td>
<td>-</td>
<td>8' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>AL-24</td>
<td>24 (2 @10')</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>AL-20</td>
<td>20' (1 @12')</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Live Oak St.</td>
<td>-</td>
<td>-</td>
<td>NEW 10' MU PATH (REPLACE EX. SIDEWALK)</td>
<td>(2) 8' TREE LAWNS ON EA. SIDE OF MU PATH</td>
</tr>
</tbody>
</table>
Shackleford Landing

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### Development Mix:
- Small Cottage: 25 Units
- R3 Cottage: 69 Units
- R5 House: 90 Units
- Tower: 21 Units
- Mews: 39 Units
- Townhouse: 21 Units
- Multi-Unit: 78 Units
- Live Work Unit: 10 Units
- Mixed-Use Apartment: 32 Units
- Commercial Uses: Up to 70,850 sf
- Office Uses: Up to 15,600 sf

### Commercial (Live Oak St.)
- Inn: Up to 36 Rooms

### Density
- 4.83 DUA (400 Units)

### Building Height
- Maximum building height is forty feet (40')

### Building Setback
- **Lot Type**
  - Garden Cottage: 6'-12'
  - R3 Cottage: 10'-18'
  - R5 House: 10'-18'
  - Tower House: 4'-8'
  - Mews: 2'-5'
  - Townhouse: 2'-5'
  - Multi-Unit/Neighborhood: 6'-12'
  - Multi-Unit/Town Center: 2'-5'
  - Live Work: 2'-5'
  - Mixed Use: 2'-5'
  - Inn: 10'-min.
  - Commercial (Interior): 10'-min.
  - Commercial (Live Oak St.): 10'-min.
  - Outbuilding: 3'-min.

### Building Setbacks vary by lot type
- **Lot Type**
  - Garden Cottage: 5'-min.
  - R3 Cottage: 5'-min.
  - R5 House: 5'-min.
  - Tower House: 5'-min.
  - Mews: 5'-min.
  - Townhouse: 5'-min.
  - Multi-Unit/Neighborhood: 5'-min.
  - Multi-Unit/Town Center: 0'-reqd.
  - Live Work: 5'-min.
  - Mixed Use: 5'-min.
  - Inn: 10'-min.
  - Commercial (Interior): 10'-min.
  - Commercial (Live Oak St.): 10'-min.
  - Outbuilding: 5'-min.

### Minimum Lot Size
- No established minimum lot size
- Residential lot size varies from 1,200 sf to 5,000 sf
- Multi-Unit Building lot size varies from 5,600 sf to 7,000 sf

### Minimum Lot Width
- No established minimum lot width
- Minimum residential lot widths vary from 20' to 50'
- Minimum multi-unit building lot width is 70'

---

#### Shackleford Landing

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**ZONING & LOT STANDARDS**

**Modifications to LDO Standards**

**Section 8, C -- Planned Unit Development District**

Residential building setback requirements and minimum lot widths will be governed by the Zoning & Lot Standards established as part of the Shackleford Landing PUD.

Commercial building setback requirements and minimum lot widths will be governed by the Zoning & Lot Standards established as part of the Shackleford Landing PUD.

Accessory building setback requirements will be governed by the building setbacks established as part of the Shackleford Landing PUD.

Commercial construction shall be allowed to commence as part of the first phase of the project.

**Section 12, Home Occupations**

Home occupation uses in live/work units may exceed 25% of the combined floor space of the primary and accessory structures.

**Section 13, Parking Requirements, H Satellite Parking**

Parking for Small Cottage units shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile of the unit.

Parking for Tower House units shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile of the unit.

**Modifications to Subdivision Ordinance**

**Article VIII - Section 1: Improvement Required and Minimum Standards of Design**

- Sidewalk width and location shall be established as part of the Shackleford Landing PUD.
- 10’ Sidewalk on one side of street on all ST-48 Street Types
- 5’ Sidewalk on building side of the street on all ST-43 Street Types
- Sidewalks not to be provided on ST-34 Street Type
- Streets classified as alleys in the Shackleford Landing PUD may be constructed with alternate materials other than asphalt pavement.

**Article VIII - Section 9: Streets**

Roadways within the PUD shall be private streets built to Town/NCDOT standards with the exception of the waivers noted herein.
- Street sections, ROW width, and travel lane size shall be established as part of the Shackleford Landing PUD and may be less than those specified in Section 9 of the Subdivision Ordinance.
- Alleys shall be allowed within residential blocks within the Shackleford Landing PUD.

**Existing ZONING & PLANNED UNIT DEVELOPMENT WAIVERS**

<table>
<thead>
<tr>
<th>STREET TYPE</th>
<th>TRAVEL LINES</th>
<th>ON-STREET PARKING</th>
<th>SIDEWALK</th>
<th>PLANTING AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-56A</td>
<td>56' (2) @10'</td>
<td>E.A. SIDE @ 8'</td>
<td>E.A. SIDE @ 10'</td>
<td>5'x5' TREE WELLS IN SIDEWALK</td>
</tr>
<tr>
<td>ST-48B</td>
<td>48' (1) @12'</td>
<td>E.A. SIDE @ 8'</td>
<td>E.A. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-48</td>
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<td>1 SIDE @ 8'</td>
<td>EA. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-46</td>
<td>46' (2) @10'</td>
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<td>E.A. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-43</td>
<td>43' (2) @10'</td>
<td>E.A. SIDE @ 8', YIELD</td>
<td>5' TREE LAWN EA. SIDE</td>
<td></td>
</tr>
<tr>
<td>ST-40</td>
<td>40' (2) @10'</td>
<td>-</td>
<td>E.A. SIDE @ 5'</td>
<td>5' TREE LAWN EA. SIDE</td>
</tr>
<tr>
<td>ST-34</td>
<td>34' (2) @9'</td>
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<td>-</td>
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<td>AL-24</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Live Oak St.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>NEW 10' MU PATH (REPLACE EX. SIDEWALK)</td>
</tr>
</tbody>
</table>

**Shackleford Landing**

Master Plan Submission

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SMALL COTTAGE (R-8 SUBDISTRICT)

**DESCRIPTION**
These small, detached cottages are always grouped and front a common green space.

**SPECIFIC NOTES:**
- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.

<table>
<thead>
<tr>
<th>Key</th>
<th>Lot &amp; Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lot Size</td>
</tr>
<tr>
<td></td>
<td>35' W min. x 80' D min.</td>
</tr>
<tr>
<td>B</td>
<td>Front SB</td>
</tr>
<tr>
<td></td>
<td>4'-8'</td>
</tr>
<tr>
<td>C</td>
<td>Side SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>D</td>
<td>Rear SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>E</td>
<td>Lot Coverage %</td>
</tr>
<tr>
<td></td>
<td>40% max.</td>
</tr>
<tr>
<td>F</td>
<td>% Build-Out @ Frontage</td>
</tr>
<tr>
<td></td>
<td>60-80%</td>
</tr>
<tr>
<td>G</td>
<td>Total Height</td>
</tr>
<tr>
<td></td>
<td>1.5 stories max.</td>
</tr>
<tr>
<td>H</td>
<td>Foundation Height</td>
</tr>
<tr>
<td></td>
<td>18' min.</td>
</tr>
</tbody>
</table>

R3 COTTAGE (R-8 SUBDISTRICT)

**DESCRIPTION**
These detached cottages face the street and are the most common, general neighborhood fabric buildings located on smaller lots.

**SPECIFIC NOTES:**
- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.

<table>
<thead>
<tr>
<th>Key</th>
<th>Lot &amp; Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lot Size</td>
</tr>
<tr>
<td></td>
<td>35' W min.; 3,000 SF min.</td>
</tr>
<tr>
<td>B</td>
<td>Front SB</td>
</tr>
<tr>
<td></td>
<td>6'-12'</td>
</tr>
<tr>
<td>C</td>
<td>Side SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>D</td>
<td>Rear SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>E</td>
<td>Lot Coverage %</td>
</tr>
<tr>
<td></td>
<td>50% max.</td>
</tr>
<tr>
<td>F</td>
<td>% Build-Out @ Frontage</td>
</tr>
<tr>
<td></td>
<td>60-70%</td>
</tr>
<tr>
<td>G</td>
<td>Total Height</td>
</tr>
<tr>
<td></td>
<td>2 stories max.</td>
</tr>
<tr>
<td>H</td>
<td>Foundation Height</td>
</tr>
<tr>
<td></td>
<td>29' min.</td>
</tr>
</tbody>
</table>

RS HOUSE (R-8 SUBDISTRICT)

**DESCRIPTION**
These detached houses face the street and are the most common, general neighborhood fabric buildings located on larger lots.

**SPECIFIC NOTES:**
- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.

<table>
<thead>
<tr>
<th>Key</th>
<th>Lot &amp; Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lot Size</td>
</tr>
<tr>
<td></td>
<td>30' W min.; 6,000 SF min.</td>
</tr>
<tr>
<td>B</td>
<td>Front SB</td>
</tr>
<tr>
<td></td>
<td>10'-18'</td>
</tr>
<tr>
<td>C</td>
<td>Side SB</td>
</tr>
<tr>
<td></td>
<td>8' min.</td>
</tr>
<tr>
<td>D</td>
<td>Rear SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>E</td>
<td>Lot Coverage %</td>
</tr>
<tr>
<td></td>
<td>50% max.</td>
</tr>
<tr>
<td>F</td>
<td>% Build-Out @ Frontage</td>
</tr>
<tr>
<td></td>
<td>70-75%</td>
</tr>
<tr>
<td>G</td>
<td>Total Height</td>
</tr>
<tr>
<td></td>
<td>2.5 stories max.</td>
</tr>
<tr>
<td>H</td>
<td>Foundation Height</td>
</tr>
<tr>
<td></td>
<td>29' min.</td>
</tr>
</tbody>
</table>

TOWER HOUSE (R-8 SUBDISTRICT)

**DESCRIPTION**
This tall, small footprint, building is used on small lots to take advantage of the views.

**SPECIFIC NOTES:**
- **Building Placement:** Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.
- **Parking:** Parking shall be provided either on-site at 2 spaces per unit, or off-site within 1/4 mile.

<table>
<thead>
<tr>
<th>Key</th>
<th>Lot &amp; Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lot Size</td>
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<tr>
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<td>30' W min. x 40' D min.</td>
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<td>B</td>
<td>Front SB</td>
</tr>
<tr>
<td></td>
<td>4'-8'</td>
</tr>
<tr>
<td>C</td>
<td>Side SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>D</td>
<td>Rear SB</td>
</tr>
<tr>
<td></td>
<td>5' min.</td>
</tr>
<tr>
<td>E</td>
<td>Lot Coverage %</td>
</tr>
<tr>
<td></td>
<td>90% max.</td>
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<tr>
<td>F</td>
<td>% Build-Out @ Frontage</td>
</tr>
<tr>
<td></td>
<td>70% max.</td>
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<td>G</td>
<td>Total Height</td>
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<td>40' max.</td>
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<td>Foundation Height</td>
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<td>40' min.</td>
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Shackleford Landing

Master Plan Submission

Planned Unit Development Booklet

July 21, 2021 | page 30
MEWS (TCA SUBDISTRICT)

**DESCRIPTION**
This small footprint, attached building type provides parking beneath. It is clustered mid-block around a central green.

**SPECIFIC NOTES:**
- **Building Placement**: Buildings shall be arranged in groups to form a Cottage Court, fronting a common green space.

---

TOWNHOUSE (TCA SUBDISTRICT)

**DESCRIPTION**
This attached, fee-simple, building type can accommodate a variety of lot depths. They can be located fronting primary streets or arranged around common green spaces.

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MULTI-UNIT BUILDING (2, 4, OR 6 UNIT BUILDING) (TCA SUBDISTRICT)

**DESCRIPTION**
This larger house-form buildings with multiple units are perfect for important corners and at transitions from mixed-use to residential areas.
**LIVE-WORK (TCA SUBDISTRICT)**

**DESCRIPTION**
This fee-simple building has a residential dwelling unit either above or behind a commercial space.

**Zoning & Lot Standards**

**LOT DIAGRAMS**

- **LOT SIZE:** 20'-36' W min. x 60' D min.
- **Front/Corner Side SB:** 2'-5'
- **Interior Side SB:** 0' req'd.
- **Rear SB:** 5' min.
- **Lot Coverage %:** 70% max.
- **Total Height:** 3 stories max.
- **Foundation Height:** 0' min.

**COMMERCIAL WITHIN THE PUD (TR SUBDISTRICT)**

**DESCRIPTION**
Commercial use only.

**Zoning & Lot Standards**

**LOT DIAGRAMS**

- **LOT SIZE:** n/a
- **Corner Side SB:** 10' min.
- **Interior Side SB:** 0' min.
- **Rear SB:** 10' min.
- **Lot Coverage %:** counts towards overall lot calculation
- **Total Height:** 40' max.
- **Foundation Height:** 0' min.

**COMMERCIAL ON LIVE OAK STREET (B-1 SUBDISTRICT)**

**DESCRIPTION**
Commercial use only.

**Zoning & Lot Standards**

**LOT DIAGRAMS**

- **LOT SIZE:** n/a
- **Corner Side SB:** 10' min.
- **Interior Side SB:** 0' min.
- **Rear SB:** 10' min.
- **Lot Coverage %:** counts towards overall lot calculation
- **Total Height:** 40' max.
- **Foundation Height:** 0' min.
Shackleford Landing

Outbuilding (Where Allowed)

**OUTBUILDING (WHERE ALLOWED)**

**DESCRIPTION**
An outbuilding is subsidiary to the primary structure on a lot. Typically, outbuildings are garages, carports, accessory dwelling units, sheds, workshops, or combinations thereof. They are permitted in all zones and behind all Primary building Types.

**SPECIFIC NOTES:**
- **Quantity:** The number of Outbuildings per lot is limited to the maximum Lot Coverage % permitted by zoning district.
- **Placement:** Outbuildings shall be placed a minimum of 20’ behind the front line of the primary building on front-loaded lots.
- An outbuilding is subsidiary to the primary structure on a lot. Typically, outbuildings are garages, carports, accessory dwelling units, sheds, workshops, or combinations thereof. They are permitted in all zones and behind all Primary building Types.

**LOT DIAGRAMS**

**INN (TR SUBDISTRICT)**

**DESCRIPTION**
Hospitality use only.

**SPECIFIC NOTES:**
- **Lot Size**
  - A: Corner Side SB
  - B: Interior Side SB
  - C: Rear SB
  - D: % Build-Out @ Frontage

**Lot Coverage %**
Counts towards overall lot calculation.

**Total Height**
- 40’ max.

**Foundation Height**
- 0’ min.

**OUTBUILDING (WHERE ALLOWED)**

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**LOT DIAGRAMS**

**INN (TR SUBDISTRICT)**

**DESCRIPTION**
Hospitality use only.

**SPECIFIC NOTES:**
- **Lot Size**
  - A: Corner Side SB
  - B: Interior Side SB
  - C: Rear SB
  - D: % Build-Out @ Frontage

**Lot Coverage %**
Counts towards overall lot calculation.

**Total Height**
- 40’ max.

**Foundation Height**
- 0’ min.
Shackleford Landing Master Plan Submission

Live Oak Street Update

Live Oak is a major neighborhood-serving commercial street between downtown and its surrounding communities or neighborhoods. Shackleford Landing is proposing to allow public access along the right-of-way to accommodate a double allee of trees with a 10’ multi-use path connecting to the sidewalk.