

### **Section 6.18.3 Exit 42 Roadway Protection Overlay District (RPO)**

For the purposes of this section the term “Highway 21” also means “Highway 21/115”, “Charlotte Highway”, and the section of Highway 21 named “South Main Street”.

#### **A. Application.**

The requirements of this Section apply to all uses in the RPO District except one and two-family residences, including newly established uses, changes in use, and additions/expansions that require site plan approvals.

#### **B. Front Yard Setback.**

(1) The front yard setback for any building on any lot shall be a minimum of eighty (80) feet measured from the centerline of Highway 21, but in no case shall the building front yard setback be less than that required by the underlying district in which it is located.

(2) In no case shall parking spaces or internal drives (other than driveways used to access Highway 21) be located within the future right-of-way for Highway 21 as defined in either the Iredell County or Troutman Comprehensive Transportation Plans.

#### **C. Minimum Lot Width.**

The minimum lot width for all lots created after the effective date of the RPO District, where such lots have direct access along their frontage adjoining Highway 21, shall be one hundred and fifty (150) feet.

#### **D. Parking.**

Sixty (60) percent of all parking spaces required for a building totally or partially located within the RPO area must be located in the rear and/or side yard. For the purposes of this item the front yard shall be considered the yard with frontage on Highway 21.

#### **E. Outside Storage of Materials.**

All outside storage of materials within 150 feet of the centerline of Highway 21 shall be prohibited. This shall include the storage of goods or materials which are not an integral part of the use of the property and which are not obviously for sale or lease. This shall not preclude any situation where the primary use of the property includes the outside display of goods for sale such as automobiles, boats, mobile homes, etc. Outside storage located beyond 150 feet, yet still visible from the highway must be screened according to the specifications in Section 12.1.

#### **F. Ingress and Egress Points (Driveway Access).**

1. No two points of full access ingress and egress on Highway 21 (as measured at their closest distance) shall be closer than three-hundred (300) feet apart, nor closer than 300 feet to the centerline of an intersecting public street, unless

driveways cannot be shared and doing so would prohibit ingress/egress to a lot. No centerline of the one-way access for ingress and egress on Highway 21 (as measured at their closet distance) shall be closer than two hundred (200) feet from the centerline of another driveway or intersecting street on Highway 21, unless driveways cannot be shared and doing so would prohibit ingress/egress to a lot.

2. No more than two (2) separate points of ingress and egress per lot or within a planned multi-tenant development shall be allowed per road frontage, except for a use located on a lot containing five (5) or more acres (Figure 1).
3. Notwithstanding #1 above, for any subdivision of land, a formula of, not more than, one (1) point of ingress and egress per every 300 feet (or 200 feet in the case of a one-way access) of road frontage of the original parcel will be used, regardless of how many lots are created (Figure 2).

Figure 1:

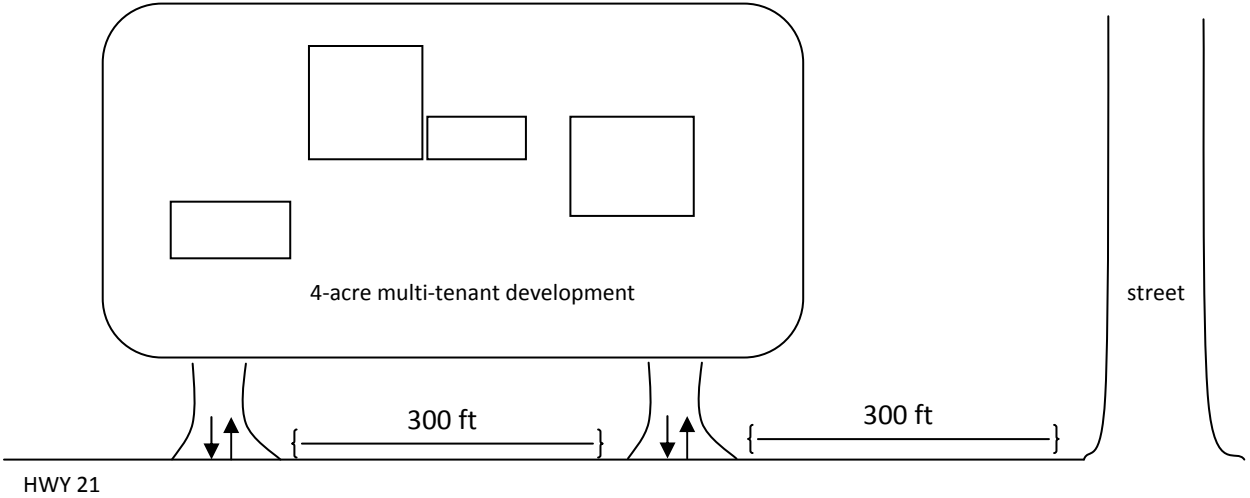
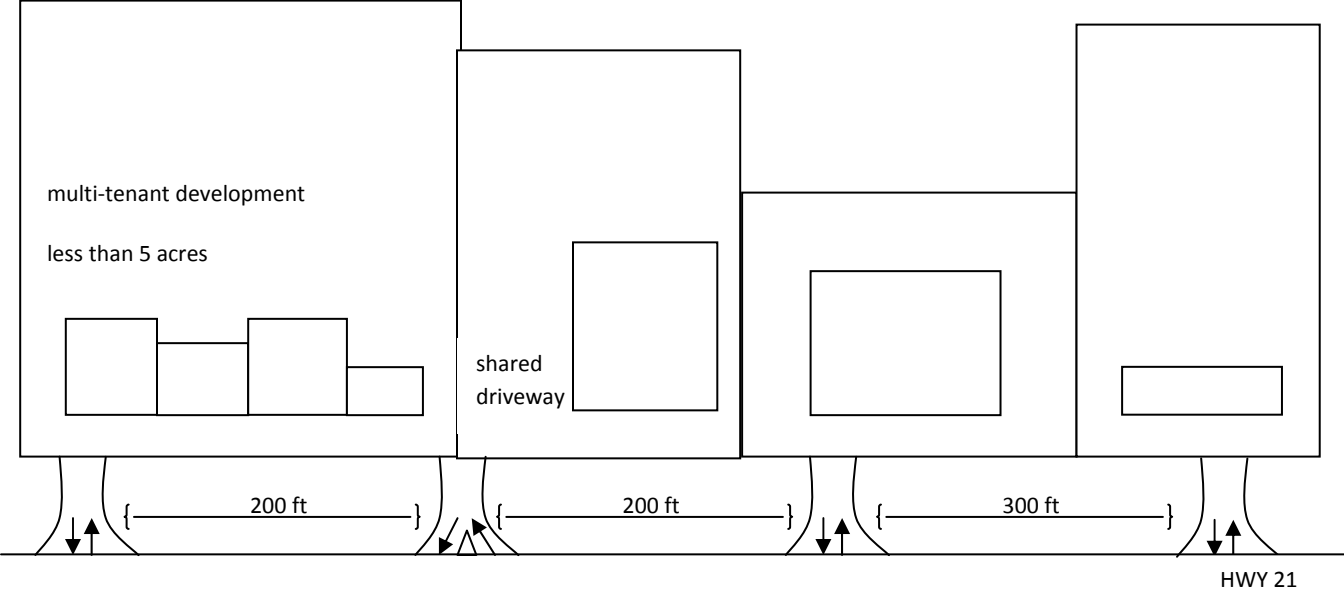


Figure 2:



4. The creation of off-set full access driveways and/or street intersections is not permitted unless the driveway or intersection is located on a median divided portion of Highway 21 or where no practical alternative exists. Except where ingress and egress would be denied, no portion of a new full access driveway on Highway 21 shall be located closer than three-hundred (300) feet to the centerline of a public road which intersects with Highway 21.
5. If a property of less than three hundred (300) feet frontage along Highway 21 has frontage on both Highway 21 and a public road of lesser classification (i.e. minor arterial, collector, etc. – as defined in the Iredell County CTP), any full access driveway must be located on the road of lesser classification unless geographically impossible. Furthermore, the driveway must be located at least 150 feet from the intersection of the road of lesser classification and Highway 21.
6. Any driveway serving as a point of ingress and egress shall have a width not to exceed thirty-six (36) feet unless otherwise required by NCDOT.

#### G. Interconnectivity.

1. Applicants for zoning approval must connect to adjacent commercially-zoned property by creating a stub-out at the common property boundary, unless determined to be unnecessary or geographically impossible by the Planning Director.
2. Once established, connections between adjacent commercially-zoned properties may not be blocked.

#### H. Signs.

1. One free-standing or ground identification sign per lot shall be allowed. The maximum height of a free-standing or ground sign shall be fifteen (15) feet. The maximum area of all free-standing and ground signs shall be seventy-two (72) square feet unless a lower sign height and/or a smaller sign area is required for the underlying zoning district. In such case, the more stringent height and/or size requirements shall apply.
  - a. In the event that a parcel has frontage on more than one public road, an identification sign shall be permitted for each road frontage. The maximum area for each additional sign shall be fifty (50) square feet. All additional signs shall meet the standards listed above concerning height and underlying district requirements.
  - b. A commercial development with multiple businesses on a lot exceeding five (5) acres with frontage along Highway 21 shall be allowed one (1)

additional freestanding identification/ development sign up to twenty (20) feet in height, , Such freestanding signs for multiple establishments on a single parcel may exceed the maximum copy area for freestanding signs by the following percentages:

- 2-10 establishments- up to 25%
- 11-20 establishments- up to 50%
- 21-20 establishments- up to 75%
- 31 or more establishments- up to 150%

2. Wall signage will be allowed and shall not exceed (10) percent of the wall area of the wall facing the street.
3. All free-standing signs, directional signs, and ground signs must be set back at least ten (10) feet from all property lines.
4. Prohibited signs.
  - a. Off-premise advertising signs, temporary signs (except on-premises signs advertising real estate for sale), portable signs, and moveable signs are prohibited.
  - b. Outdoor advertising signs (billboards) are prohibited. However, billboards existing at the time of the passage of these regulations that are to be destroyed because of a state Department of Transportation project within the Exit 42 RPO may be restored to original size and/or replaced within the RPO. The provisions of Section 11.22, Nonconforming Signs, do not apply to billboards adversely affected by NCDOT road projects within the Exit 42 RPO.

#### I. Outdoor Lighting Standards.

Outdoor lighting shall not exceed 6-foot-candles, measured at ground level at any point within the property, and shall be installed in such a manner that the source of light (the bulb) is shielded and not visible from adjacent roadways. All lighting shall be directed inward in such a manner so as not to produce glare onto adjacent property and so that the primary cone of illumination does not extend beyond the property lines.

#### J. Landscaping.

1. Any fence shall be constructed in a durable fashion of wood posts, rails and/or planks with a minimum diameter or width of three (3) inches and with no greater than twenty-five (25) percent of the fence surface left open between posts if constructed using planks. Any chain link fencing visible from the street must be vinyl coated and colored dark green or black. All fencing and vegetation shall be kept in a state of good repair. Fences may be located along the property lines and there are not required setbacks.

2. Commercial Parking lots totally or partially within the RPO area must be screened from the Highway 21 roadway at least ninety (90) percent opaque from the ground to a height of at least two (2) feet at maturity of such landscaping. This provision may be omitted if it is accomplished by #1 or #4 of this subsection. Shrubs used in any screening or landscaping must be at least one (1) foot tall when planted.
3. The parking lot shall also be landscaped with a minimum of one (1) canopy tree located within 60 feet of every parking space. The measurement shall be taken from the base of the tree. Minimum tree caliper measured six (6) inches above ground on all trees shall be two and a half (2-1/2) inches and the minimum height shall be eight (8) feet. No trees identified as large maturing trees shall be planted within twenty (20) feet of an electrical distribution line. This does not include low-voltage or covered lines of 240 volts or less or telephone or cablevision lines.
4. A landscaped roadway yard along Highway 21 shall be provided by each use subject to this requirement. The requirement for a landscaped roadway yard shall be initiated by the occurrence of the same activities as set forth in Section A above. The landscaped area shall be penetrated only by driveways, crosswalks, permitted signs, or underground utilities. The minimum width of the roadway yard shall be fifteen (15) feet measured from and parallel to the public road right-of-way. Along Highway 21 where no right-of-way is recorded, the roadway yard shall be measured from the property line. It shall be landscaped and maintained with a vegetative cover and shall be planted with small and/or medium shrubs at a rate of ten (10) shrubs per one hundred (100) linear feet of street yard not counting driveway and crosswalk area. The Planning Director may approve a different vegetative landscape type when in his opinion equal or better performance will result. The following is a sample list of recommended trees by common name:

Cherry Laurel, Carolina	Cedar, Deodar	Dogwood, Kousa
Elm, Lacebark	Hemlock, Canadian	Holly, Savannah
Magnolia, Saucer	Maple, Hedge	Maple, Japanese
Oak, Laurel	Oak, Sawtooth	Oak, White
Oak, Willow	Pagoda, Japanese	Pear
Photinia, Frazier's	Pine, Austrian	Poplar, Tulip
Spruce, Norway	Zelkova, Japanese	

5. The following is a sample list of recommended shrubs by common name:

Burford Holly	East Palatka Holly	Eleagnus
Ligustrum	Japanese Black Pine	Juniper
Nelly R. Stevens Holly	Savannah Holly	Tea Olives
Wax Myrtle		

6. If the standards attributed to the landscaped roadway yard will meet the intent of, and provide the necessary screening as listed in J.2, this option may be used in lieu of those requirements.
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- K. The Exit 42 RPO requirements will not apply to any property where a preliminary or final site plan prepared by a certified surveyor or engineer has been approved by the Iredell County Department of Planning and Development, the Technical Review Committee, the Planning Board or the Board of Commissioners or has been given preliminary or final approval by any one or more of these entities, prior to the date of adoption of the Exit 42 RPO.

**(Amendments to ARTICLE XIX DEFINITIONS)**

**A. General Definitions**

**Comprehensive Transportation Plan (CTP).** A document prepared by the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT). This document recommends future width and design of roadways, based on trip generation and capacity and other transportation engineering principles.

**Outside Storage.** The storage of materials, equipment, products, vehicles, trailers, and the like not enclosed by walls and a roof.

**Stub-out.** An extension of a driveway or parking lot that reaches the property line, for the purpose of connecting to an adjacent property's driveway or parking lot in the future. A stub-out is a temporary dead end.

**Full Access Driveway.** A full access driveway is a driveway providing access to and from a lot adjoining the frontage roadway, which is intended to provide both ingress to and egress from the lot for traffic entering and exiting the lot from the left and from the right.

**One-way Access Driveway.** A driveway providing access to and from a lot adjoining a frontage roadway, which is intended to provide both ingress to and egress from the lot only for traffic entering the lot from the left and exiting the lot to the right.