

Statement of Intent

The Town of Pleasant View is at a crossroads. The rural, country lifestyle is being challenged by growth and development. The intent of these standards is to accommodate growth while maintaining a semblance of a rural lifestyle. This can be done by the efficient use of land that provides open green spaces, a neighborhood atmosphere and commercial retail opportunities in planned developments.

High quality developments that efficiently move pedestrians, cyclists and vehicular traffic with a combination of frontage roads, cycle lanes and sidewalks is a prerequisite of a well planned city. It is the town's goal to provide maximum flexibility in the application and implementation of design standards within areas specifically designated by an adopted Community Concept Master Plan. The intent of achieving a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into new streets and roads, and provides for the sensitive placement of open spaces in relation to building masses, street design and accessories, and landscaping features in a manner otherwise not insured by the application of conventional developments and standards.

Developments must maintain property values, community standards and civic pride. It is the intent of these design standards to shape development in a manner that is most beneficial to the citizens.

How to Use These Design Standards

Pleasant View is characterized by a mixture of farmland, residential and commercial development patterns. In response to these different patterns, standards are created to address both urban and agricultural needs. The design standards are intended to preserve and enhance the special character of the town and surrounding areas and to provide alternatives that preserve the character of the town.

Property owners, developers, architects, builders, business owners, and others shall consult these standards when considering re-development or new construction. The zoning map shows the intended zones for all areas within the city limits. The Land Use Task Force created the map with specific goals in mind. Anyone considering property improvements should consult the Planning Department to determine the location and the appropriate use for it. The planning commission shall review all building projects to ensure consistency with these standards.

Street Design

Connectivity

1. The street network of any one development or neighborhood shall connect with the street network of any adjacent development or neighborhood, creating an interconnected citywide street network, excluding a gated community.
2. Cul-de-sacs shall be permitted where existing development, floodplains, wetlands, and slopes exceeding fifteen (15) percent or other unique site conditions prevent a street connection. Cul-de-sacs shall also be permitted where connectivity to adjacent developments or subdivisions is adequately addressed. Cul-de-sacs shall have curbed planting islands consisting of greenery.
3. Streets stubs shall be provided in new development located adjacent to undeveloped land in order to permit future street network connections.
4. To prevent unnecessary turning movements and to facilitate pedestrian activity, cross-access easements shall be provided between adjoining commercial sites.
5. Street and sidewalk connections shall be made between neighborhood commercial centers and adjacent neighborhoods.

Street Width

1. Street widths shall be kept to a minimum while still allowing for cars to move safely in order to calm traffic, reduce the street-crossing distance for pedestrians, minimize stormwater runoff created by excessive impervious areas, and minimize taxpayer costs for maintaining unnecessary paved surfaces.

Alleys (Service Lanes)

1. Alleys (service lanes) shall be encouraged for medium to high density residential development in order to discourage garage-dominated residential streetscapes. Additionally, garbage and utility service shall be required to be from alleys (service lanes) where they are available unless the applicant requests and is granted a modification of standards.
2. Alleys (service lanes) are encouraged for commercial development to provide areas for utilitarian functions and delivery services separate from the realm of pedestrians and general traffic.

Other Issues

1. All streets within public rights-of-way shall use thermoplastic materials for lane striping.
2. The use of roundabouts is highly encouraged as a traffic-calming measure.

Streetscapes

Defining the Public Space of the Street

Our streets form the most prevalent public spaces in Pleasant View. As such, buildings and the streetscape should spatially define streets. Proper alignment and spatial definition of the public street is achieved by two physical conditions: buildings that make up the street edges or “walls” are aligned in a disciplined manner, and the defined space observes a certain ratio of height to width.

The condition of alignment occurs when the facades of the adjacent buildings work together to delineate the public space, as walls form a room. Building articulation must take place primarily in the vertical plane of the façade. Appendages such as porches, balconies, and bay windows, which do not destroy the primary surface of the façade, are encouraged to promote transition and scale between the street and building.

Good definition is established by providing the absolute minimum ratio of one increment of height to six of width. One to three is considered a good effective minimum. Generally, the tighter the ratio, the stronger the sense of place. Very tight one-to-one relationships can create special pedestrian places.

In the absence of spatial definition by building facades, disciplined (aligned) street-tree plantings provide an effective alternative. Trees aligned for spatial enclosure are necessary on streets with deep building setbacks/front yards.

Streetscape Treatment

A consistent streetscape treatment along public rights-of-way enhances the appearance of the public domain and provides an attractive, unified setting for the variations among individual developments and sites. Landscaped areas should dominate the frontage of any site.

As such, the following standards shall apply to all public streets.

Sidewalks

1. Sidewalks are required on both sides of all streets except rural roads, alleys and the undeveloped edge of neighborhood parkways. In all zones, other than agricultural areas, sidewalks shall be set back a minimum of five (5) feet behind the street curbs. In commercial, retail areas with very small setbacks, it will be appropriate for sidewalks to be adjacent to street curbs. The city right of way will be considered when determining space between sidewalk and street curb, and will be addressed on a case by case basis. Sidewalks shall be a minimum of five (5) feet wide. Sidewalks adjacent to buildings in commercial areas shall be a minimum of eight (8) feet wide. Sidewalks that abut perpendicular parking spaces shall be seven feet wide.
2. Sidewalks shall be constructed of concrete, brick, textured pavers, or a combination of these materials, and shall be raised above the adjacent street level. Pedestrian street crossings at intersections may be raised above the adjacent street level as a traffic-calming measure.

3. As with streets, all sidewalks shall connect with adjacent properties and development to reinforce pedestrian inter-connection. Sidewalks shall connect building entries within and between developments, where possible.

Other Considerations

When incorporated into the site, streetscape furnishings, such as benches, trash receptacles, light fixtures, bollards, fountains, sculpture, etc., shall create a unifying theme throughout the site. This entails the selection and specification of products based on harmonious design and compatibility with the architecture of the site or area.

Siting of Buildings: Residential

Building Use and Relationship

1. Residential development shall be physically integrated by using compatible design elements, such as appropriate scale, setbacks, materials, roof forms, and streetscapes.
2. Design compatibility shall be used for adjacent but differing housing types. When design compatibility cannot be achieved within suburban contexts, an acceptable alternative is buffering between attached and detached housing.

Building Orientation

1. In most cases, the primary facades of all residential buildings shall front onto a public street. Creative solutions, compatible with existing development patterns, may also be appropriate.
2. "Reverse frontage," in which the rear of a building fronts onto a street, is prohibited.
3. The use of well-designed parallel access drives is an alternative to "reverse frontage." Where curb cuts for driveways are not an option along the associated street, access by rear alleys (service lanes) is another alternative.
4. Buildings shall be located parallel to the associated street or shall be consistent with existing development patterns, rather than being sited at unconventional angles.
5. Parking lots and parking garages shall not abut street intersections or occupy lots that terminate vistas.

Building Setbacks

1. In areas where residential densities exceed two (2) dwelling units per acre, setbacks shall be consistent with adjacent buildings, where feasible.
2. Exceptions shall be considered in setbacks for existing vegetation, natural features of sites, and historic development patterns.

Siting of Buildings: Commercial

Building Use and Relationship

Commercial

The seamless transition between residential and commercial areas shall be maintained through gradual increases in scale, unified streetscape design, and consistency in building materials.

Agricultural

Commercial development shall be designed at a scale and in a manner compatible with adjacent residential areas to encourage a better integration of land uses and to promote pedestrian connections. In locations where residential uses adjoin nonresidential uses which are incompatible because of their use, scale, or design, buffering shall be used to mitigate adverse impacts.

Building Orientation and Setbacks

Commercial

1. Buildings shall be parallel to the street.
2. Setbacks shall be consistent with adjacent buildings.

Medium-High Density Residential

1. Buildings shall be parallel to the street right-of-way line.
2. For multi-building developments, it is encouraged that buildings be sited on internal streets rather than oriented toward parking lots.
3. Parking lots and parking garages shall not abut street intersections, or occupy lots that terminate vistas.

Site Design: Residential and Commercial

Residential Scenarios

Suburban Neighborhoods

- Expanded street system that creates alternative access points into and out of the neighborhood
- Smaller blocks to encourage pedestrian activity
- Provision of well-designed greens or open space to serve as focal points and to create lot value
- Rear alleys that permit the garages to move to the rear, thereby creating a high-quality streetscape

Commercial Scenarios

Suburban Shopping Center

- Buildings are oriented around the street rather than parking lots
- Building front streets to create pedestrian-friendly environment

Massing and Facades: Residential

1. Variation in building elevations is desirable, while excessive repetition is prohibited.
2. All dwelling units are encouraged to have garages loaded from the side or rear. Attached front-loading garages shall be recessed from the front façade of a dwelling a minimum of three (3) feet. For lots of fifty (50) feet or less in width, garages shall be located along alleys or towards the rear of lots and accessed by a driveway. Multiple-car garages located towards the front of a dwelling shall be split into single-vehicle bays in order to avoid expansive garage doors.
3. Windows shall be vertically proportioned and vertically aligned between floors. Where used, shutters shall be proportioned to cover one-half (1/2) the width of the window from each side or the total window from one side.
4. If porches are provided they shall have a minimum usable depth of at least six (6) feet.
5. The finished first-floor elevation shall be a minimum of one (1.0) foot above the finished grade. Exceptions may be made for retirement developments.

Massing, Facades, and Roofs: Commercial

Massing

1. Buildings shall avoid long, uninterrupted façade planes. The maximum permitted width of an uninterrupted façade plan in rural areas shall be fifty (50) feet.
2. In commercial core areas, the width of an uninterrupted facade plan shall be a maximum of thirty-five (35) feet. Pilasters, variations in the roof line or parapet wall, and building wall recesses shall be used to break up the mass of a single building into distinct vertical bays which maintain a rhythm similar to surrounding buildings.

Facades

1. Buildings shall have a defined base and cap.
2. Window and door openings shall have a vertical orientation and shall be vertically aligned between floors.
3. Rear and side facades, if visible from public streets, shall be similar to the primary façade in their architectural treatment.
4. Blank walls facing streets shall be avoided.
5. Where a clearly established development character and scale exist, new infill development should include:
 - (a) Window and door openings with area ratios and proportions similar to those on adjoining buildings.
 - (b) Key design elements of surrounding buildings with respect to windows, doors, rhythm of bays, detailing, roof forms, materials, and colors.

Roofs

1. Roof forms shall be appropriate to a building's design and scale.
2. Flat roofs or low-pitched roofs with parapet walls are encouraged. Alternative roof forms may be used if appropriate for a particular acceptable architectural style.
3. A particular roof form shall be applied to the entire roof, rather than terminating at less visible points, such as the building's rear.

Commercial and Multi-Family Parking: Design, Screening and Access

Design

1. To break down the mass of large parking lots, parking areas shall be organized into a series of smaller modules with landscaped islands consisting of trees and low shrubs separating them. In parking lots with twenty-four (24) spaces or more, no more than twelve (12) contiguous spaces are permitted without a landscaped island.
2. Adjoining parking lots serving nonresidential buildings shall be interconnected between sites.
3. Every off-street parking area, including residential driveways, shall be designed to discourage the parking of vehicles within public rights-of-way.

Screening

1. Perimeter and internal landscaping shall be aligned to create “green edges” necessary to define parking lots.
2. Trees shall be retained in parking areas. Tree wells may be used to permit changes in grade while protecting trees and their root systems.

Access

1. Where feasible, driveways to adjacent properties shall be combined. Road cuts to development should be minimized.

Open Spaces: Formal

Formal open spaces are generally planned structured areas that include formally designed landscape plantings. The space is regularly maintained and may include streetscape furnishings (benches, lighting, sculptures, etc.) recreational improvements (swimming pool, tennis courts, playground, etc.) and street improvements. Examples include squares, plazas and parks.

General Requirements

1. Development shall not be phased to avoid the minimum site size standards, which trigger these requirements.
2. No environmentally sensitive lands, such as floodplains, stormwater drainage areas, steep slopes, or utility easements, shall be credited toward formal open space.

Residential Development Requirements

1. Conventional open space developments exceeding fifteen (15) acres or thirty-five (35) units with a minimum two (2) units per acre density and all planned developments shall provide one (1) or more formal open spaces equal to at least five (5) percent of the site's developable area.
2. A minimum of five thousand (5,000) square feet in area is required for any formal open space.
3. A minimum of fifty (50) percent of the perimeter shall be bounded by right-of-way or fronted by buildings.
4. Shall include groundcover and shade trees.
5. May include paved areas, shrubs, gazebos, band shells, fountains, walkways, and benches.
6. No more than twenty-five (25) percent of the area shall be paved.
7. Adjacent lots and buildings shall be oriented toward formal open spaces.
8. Formal open spaces shall be centrally located, and when appropriate, terminate vistas, and visually align with one another as viewed along key street axes whenever practicable.

Nonresidential Development Requirements

1. Developments having multiple buildings or multiple tenants, which exceed ten (10) acres or seventy thousand (70,000) square feet of gross building area, shall provide one or more formal open spaces equal to at least three (3) percent of the site's developed area.
2. No less than twenty-five hundred (2,500) square feet in area.
3. At least seventy-five (75) percent of the perimeter enclosed by right-of-way or buildings.
4. Located central to the development.
5. Shall include groundcover and shade trees.
6. May include shrubs, gazebos, band shells, fountains, walkways, and benches.
7. No more than ninety (90) percent of the area shall be paved.
8. Adjacent buildings shall strongly orient with open spaces.

Open Space: Informal

Informal Spaces Defined

Informal open space is typically larger than formal open space, more amorphous in configuration, and often incorporates environmentally sensitive lands (floodplain, wetlands, steep slopes, forested area, etc.) Informal open spaces may have minimal improvements (walking/bike trails) and require minimal or no maintenance. Examples include large parks, recreational fields, greenways, and pastoral spaces.

General Requirements

1. There are no informal open space requirements for nonresidential development.
2. Development shall not be phased to avoid the minimum site size standards that trigger these requirements.
3. Environmentally sensitive lands (wetlands, floodplains, slopes of twenty (20) percent or greater) may be credited toward these informal open space requirements.
4. All open space provided in accordance with the formal open space requirements shall be credited toward fulfilling these informal open space requirements.

Residential Development Requirements

1. Conventional developments exceeding fifteen (15) acres or thirty-five (35) units and all planned developments shall provide informal open space equal to at least ten (10) percent of the site's developable area.
2. No less than one (1) acre in area.
3. Shall have direct access to a public right-of-way.
4. Shall be maintained, but generally left in a natural state.
5. Acceptable improvements include trees, shrubs, paved surfaces, trails, benches, picnic facilities, recreational equipment, gazebos/band shells, and fountains.
6. No more than ten (10) percent of the area shall be paved.
7. Shall connect with other open spaces where possible.

Environmental Features

All environmentally sensitive site features (wetlands, floodplains, forested areas, and slopes of twenty (20) percent or greater) shall generally be preserved and incorporated into the site's open space design.

Greenways and Greenbelts

1. Greenways shall link with adjacent greenway sites where possible. In particular, linear floodplains shall be used.
2. Greenways shall include an asphalt trail, a minimum of eight (8) feet wide, suitable for a variety of users.
3. Open space may create a peripheral greenbelt defining the edges of the development and should be landscaped with indigenous vegetation.
4. Greenbelts are permitted as buffers for incompatible development.

Landscaping: Preservation, Replacement and Screening

Preservation and Replacement

1. Significant landscaping shall be preserved whenever feasible.
2. Development shall not disturb, by grading and so forth, environmentally sensitive features (wetlands, floodplains, and slopes of twenty (20) percent or greater), with the exception of greenways and other recreational uses.
3. Efforts shall be made to protect all existing trees four inches in diameter at breast height (DBH), or greater, by altering the site design, using tree wells for elevation changes, and placing protective fencing along a tree's drip line during construction. Particular emphasis shall be given to preserving hedgerows, fencerows and specimen trees.
4. When necessary to remove a tree having a caliper of four (4) inches or more, the tree shall be replaced on site as near as practical to where the tree was removed. Replacement shall match the tree's caliper by reaching an equivalent multiple, not to exceed fifty (50) percent of the supplemental caliper requirements for the property. For example, a twenty-four (24) inch-caliper tree could be replaced by six (6), four (4) inch-caliper trees or eight (8), three (3) inch-caliper trees. This replacement requirement shall apply in addition to normal landscape requirements.

Screening

1. Elements such as parking, loading areas, dumpsters, outdoor storage, and electrical boxes shall be obscured by screening.
2. Specific screening needs shall dictate the required materials and amounts. Evergreen trees provide the greatest year-round screening, with staggered double rows preventing gaps. Where appropriate, materials such as deciduous trees and shrubs, fences, and walls may be used. The materials and colors of fencing and walls shall be compatible with the architecture of the associated building.
3. Screening areas shall have a minimum width of five (5) feet when vegetative materials are used. There is no minimum width for walls or fencing.
4. Loading areas shall not front any streets (except industrial districts) unless screened from public rights-of-way.
5. Outdoor storage is prohibited in any front yard and shall not be visible from public rights-of-way.
6. Dumpsters, trash refuse, and recyclable containers shall be set on concrete pads and located to the rear of sites. They shall be screened on all four (4) sides by a masonry wall and gate with materials and colors that match the associated building.
7. Electrical boxes and similar utilities shall be screened with evergreen hedges at least twenty-four (24) inches tall upon installation.

8. Utility and mechanical equipment on roofs or on site shall be totally screened.

Landscaping: Buffering

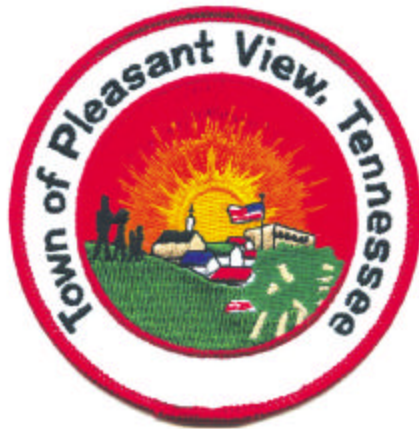
The intent of these standards is to promote good design. Buffering should only be used as a last resort in those cases where the impacts from a land use cannot be mitigated through sensitive design and planning. In these cases, buffers, which can include walls, fences, berms, or shrubs, may be appropriate. It will be the responsibility of the Planning Commission to determine when buffering is needed. If the standards outlined in this document are followed for new development, buffering shall not be required.

(ADDED BY ORDINANCE NO. 02-07, JUNE 11, 2002)

**APPENDIX A
DESIGN STANDARDS
TOWN OF PLEASANT VIEW**

Town of Pleasant View

Design Standards



April 2002

Planning Commission

Kenny Elrod, Chairman
Shane Ray, Mayor
Renee Marquiss, Vice Mayor
Alderman Marvin Gleaves
Cindy Smith, Vice-Chair
Morris Bidwell
George Leasure