

Route 522 Corridor Overlay District

Draft Conceptual Text June 2010

Notes:

- The Rt. 522 Corridor Overlay District is a “framework” for a multi-jurisdictional effort to protect the scenic nature of the Rt. 522 corridor between Winchester and Front Royal. General in nature, the conceptual draft ordinance text is meant to provide guidance for the four jurisdictions located within the corridor: the City of Winchester and the counties of Frederick, Clarke and Warren.
- The Corridor Overlay District Conceptual Text provides an opportunity to apply various standards within the corridor types identified and described within the accompanying Design Guidelines.
- Narrative in format, the Conceptual Text includes administrative provisions such as a statement of intent, establishment of Corridor Types, applicability and non-conformities. It addresses land use provisions, including conditional or special uses, and reliance on underlying zoning district regulations, as well as a preferred mix of uses. Finally, the Conceptual Text addresses development standards by which recommended Design Guidelines can be regulated, including building height, massing and siting; building materials, colors and styles; parking requirements; signs and billboards; outdoor lighting; landscaping, screening and grading; and tree and woodland conservation.
- General notes and comments on the Conceptual Text, as well as text to be customized by locality, are indicated in *blue italics*.
- In most cases, appropriate language is recommended based upon ordinances of a similar vein found in Virginia and elsewhere; however, there are some cases where reliance upon existing zoning ordinances or additional study is recommended.
- Final revisions to the Conceptual Text will be prepared after the draft has been reviewed by appropriate locality staff.

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I. ADMINISTRATIVE PROVISIONS

A. Purpose and Intent. *The Purpose and Intent section establishes the legislative authority empowering local governments to adopt zoning regulations through reference to the Code of Virginia. The following language represents optional statements that may be considered.*

1. To implement the Code of Virginia §15.2-2200, 15.2-2283 and 15.2-2284 to promote the general health, safety and welfare of the community through the prevention or reduction of traffic congestion and distracting visual clutter which can result in danger on public and private streets, and to provide for a convenient, attractive, and harmonious community.
2. To further implement the Code of Virginia §15.2-2306 to establish a corridor overlay to protect the natural, scenic and historic, architectural and cultural resources found along the Rt. 522 corridor (the “Corridor”), including preservation of natural and scenic resources, open space and natural view sheds.
3. To establish consistent and harmonious standards for public improvements and private property development along the Corridor so as to unify its distinctive visual quality.
4. To ensure development within the Corridor is compatible with these resources and between different adjacent land uses.
5. To encourage innovative development projects that set standards for landscaping, open space, community design, and public amenities.
6. To protect and enhance the attractiveness of the Corridor to tourists and visitors to sustain and enhance the economic benefits accruing to *[Locality]* from tourism.
7. To promote a sense of place and local character, and to promote community unity along the Corridor.
8. To maintain and improve transportation safety and capacity, and to improve the efficient operation of automotive movements within the Corridor.
9. To promote safe and efficient movement within the Corridor for persons using all modes of travel – motorized vehicles, transit, bicycles, and walking.
10. To stabilize and improve property values and attract investment to the Corridor.

B. Application. *The Application section establishes the boundaries of the Corridor and the extent of the Corridor Types, tying each to Locality zoning ordinances and maps. The section also addresses the juxtaposition of the Corridor Overlay District with underlying zoning regulations.*

1. The extent of the Rt. 522 Corridor Overlay District (the “COD”) applies to areas shown on the *[Locality]* zoning map. *This will vary by jurisdiction; however, the intent is to have a contiguous corridor along Rt. 522 from the City of Winchester to I-66 in Warren County. Precise boundaries of the COD will need to be shown on the map – edges of the Corridor and Corridor Types may be existing parcel lines, existing streets, a measurable distance from the Right of Way lines along Rt. 522 [such as 1,000 in the Warren County Highway Corridor Overlay District], or a similar easily defined line of convenience*
2. For purposes of regulatory standards, the COD is divided into X *[Number of Corridor Types identified will vary by locality; some localities may decide to include only one Corridor Type, the language for which is suggested here. Most of the development standards included here are general enough to apply to all Corridor Types; however, there are several such as setbacks, lot size, lot coverage, height, orientation, landscaping and screening that may differ between Corridor Types. Additional work is needed in order to calibrate recommended measurements for each Corridor Type, if desired]* distinct Corridor Types, as shown on the *[Locality]* zoning map. In

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addition to the administrative and use provisions that apply to the entire COD, each Corridor Type [may have] has its own development standards. The Corridor Types are defined as follows:

- a. Mixed Use Low Speed Corridor Type (“MULS”)
- b. Mixed Use Moderate Speed Corridor Type (“MUMS”)
- c. Mixed Use High Speed Corridor Type (“MUHS”)
- d. Rural High Speed Corridor Type (“RHS”)

3. The standards of the COD are superimposed onto those of the underlying zoning district that pertains to any given parcel. The regulations and requirements of both the underlying zoning district(s) and the COD shall apply; however, in any case where there is a conflict between the COD and the underlying zoning district, the provisions of the COD take precedence.

C. Administration. *Administration of the COD is proposed through each locality's site plan process which is a ministerial, or administrative, process. Procedural and enforcement elements of existing processes can be found in the current zoning ordinance of each locality within the Corridor. Language concerning additional items that may be included on building plans as well as additional review by an architectural review board [or some similar legislative body] is included below. Although considered optional, these ideas may merit further discussion by each locality. It bears mentioning that the City of Winchester Corridor Enhancement District requires the issuance of a Certificate of Appropriateness by the Planning Department for applicable development within the District after review by the Planning Commission.*

1. The COD shall be administered through the Site Plan review process in accordance with [Locality specific ordinance citation].
2. All uses located within the COD shall be subject to the use limitations and development standards set forth in the underlying land use district(s) [Locality specific ordinance citation] and, in addition, shall be subject to the limitations found within the COD.
3. *Optional:* The Architectural Review Board (the “ARB”) [use locality specific nomenclature] shall review all applications for development within the COD, as appropriate. *Note that should an ARB or planning commission review be desired, it will need to be in accordance with the Code of Virginia. Additional section(s) of the ordinance would also need to be developed relating to the establishment, procedures and waiver process for the ARB or appropriate linkages to existing code provisions would need to be included herein.*
4. *Optional:* All plans submitted pursuant to an application for a building permit must clearly indicate all of the proposed building materials and colors for each façade as described in Sections III.G-J of the COD. In addition, the building plans must clearly show the location and calculate the amount/percentages of all building materials per façade.
5. *Optional:* Groups of buildings on the same parcel of land may be reviewed and permitted as a single project rather than as individual buildings, as determined by the Zoning Administrator.

D. Exemptions and Modifications. The following improvements are exempt from the requirements of the COD.

1. Exemptions.
 - a. Interior alterations and handicap accommodations made to structures permitted prior to the enactment of the COD.
 - b. Completion of work subject to preliminary plats, site development plans, construction plans, building permits, or interior finish permits approved prior to the effective date of the COD.
 - c. Buildings for which no site plan is required.

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- d. General maintenance, rehabilitation, restoration, repair, additions or modifications to structures or sites where no substantial change in design or material is proposed, as determined by the Zoning Administrator.
- 2. Modifications. The Zoning Administrator may grant modifications to setbacks or other standards of the COD in accord with §15.2-2286(4) of the Virginia Code. *This provision would be applicable only within the COD, not to the locality as a whole, unless the locality wanted to expand this power. An excerpt of this language from the Code is shown at the end of this draft.*
- E. Non-Conformities. In accordance with existing Zoning Ordinance requirements *[Locality specific ordinance citation]*.

II. LAND USE PROVISIONS

It is anticipated that underlying zoning ordinances will dictate primary and secondary land uses within the Corridor for the most part; however, there may be a desire on the part of localities to require conditional or special use permits for some uses, or to prohibit others entirely.

- A. Permitted Uses. All uses permitted by right in the underlying zoning district(s) shall be permitted by right in the COD, unless otherwise specifically made a *[conditional or special]* or prohibited use by enactment of the COD.
- B. *[Conditional or Special]* Uses. In accord with the underlying zoning districts found throughout the COD. *In addition, localities may want to consider requiring conditional or special use permits for these or other uses within the corridor such as the following examples taken from the Warren County and Clarke County highway corridor overlay ordinances. The intent of both the Conditional or Special Use and Prohibited Use provisions is to ensure that the Corridor retain its existing rural agricultural and general retail/commercial character into the future, rather than transitioning to heavy commercial or light industrial uses often characterized by extensive warehousing, frequent heavy trucking activity, open storage of materials or associated nuisance factors of dust, odor, and noise. There may be a need to develop additional criterion for evaluation of conditional or special use permit applications within the COD.*
 - 1. Bowling Alleys.
 - 2. Buildings in excess of 50,000 square feet.
 - 3. Car washes.
 - 4. Dance Halls.
 - 5. Exceptions to building height standards as set forth elsewhere in the COD (Section III.F).
 - 6. Feed and grain mill.
 - 7. Firearms sales and service.
 - 8. Outdoor storage or display (enclosed or otherwise).
 - 9. Pool rooms, billiard parlors, game arcades.
 - 10. Recreational structures and uses (commercial).
 - 11. Restaurants with entertainment, nightclubs, taverns or bars.
 - 12. Shops for welding, blacksmith, tinsmith, woodworking.
 - 13. Stone cutting, monument works.
 - 14. Telecommunication antenna, monopoles or facilities in excess of 50 feet in height.
 - 15. Theaters, outdoor.

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- 16. Truck stop (no motor freight terminal).
- 17. Warehousing.
- C. Prohibited Uses. In accord with the underlying zoning districts found throughout the COD. *In addition, localities may want to consider prohibiting these or other similar uses within the corridor:*
 - 1. Adult bookstores.
 - 2. Automotive repair and maintenance, except car washes.
 - 3. Pawnshops or loan brokers, other than mortgage loan brokers.
 - 4. Rooming and/or boarding houses.
 - 5. Salvage, junk, wrecking and scrap yards.
 - 6. Self service storage or mini-warehouses, and, as an accessory use, outdoor vehicle storage.
 - 7. Sexually oriented businesses or establishments.
- D. Accessory Uses. Includes those uses and structures which are customarily accessory and clearly incidental and subordinate to permitted principal uses and structures, in accordance with the underlying zoning districts, found throughout the COD.
- E. Mix of Uses. *Currently the Corridor contains a mix of agricultural working lands, open space conservation, residential, commercial and industrial land uses. The importance of the Corridor as both a gateway and a throughway in terms of economic and tourism development potential to each of the localities within the study area cannot be underestimated; therefore we recommend that additional study concerning existing and future land uses as they pertain to a preferred development pattern from a regional perspective be undertaken.*

The Corridor would greatly benefit from a comprehensive planning effort that maximizes its potential for higher density and intensity, mixed use development at certain nodes or intersections, connected by much lower density and intensity development along the Corridor, a concept that is encouraged in some and mandated in other localities through recent amendments to the Code of Virginia concerning Urban Development Areas. This concept is currently being explored by Clarke County with their recent commercial rezoning of 40 acres concentrated at the intersection of Rt. 522 and 340, and Frederick County with its adoption of an Urban Development Area, designation of urban centers and neighborhood villages on its land use plan and implementation of a transfer of development rights ordinance. Winchester is also looking forward to an increase in density, intensity and mix of uses within the City limits and at its edges.

At a minimum, consideration of an increase in the mix of uses permitted, elimination of any impediments to permitting residential and office uses adjacent to compatible commercial and light industrial uses is recommended, as is an increase in density and intensity where development already exists. In addition, there is also merit in permitting, and even encouraging, a vertical mix of uses in certain areas with commercial or office uses on the ground floor and residential or office uses on upper floors of multi-story buildings. Such initiatives could be encouraged through modifications to the review and approval process, density bonuses and transfers, and other tools currently in use throughout the Commonwealth.

III. BUILDING STANDARDS

Proposed Building Standards apply to newly constructed buildings or as exterior renovations that require a building permit are undertaken. Building Standards may differ by Corridor Type; in addition, frontage details such as entrance and window opening details may be preferred in the design guidelines alone.

- A. Setbacks. *Maximum building setbacks, known as "build to" lines, are not proposed here; however, in certain areas, they may be appropriate. Maximum building setbacks are especially appropriate in urban settings to help ensure that buildings front the street, thereby encouraging pedestrian activity.*

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The suggested range of building setbacks suggested below are based upon general knowledge of the Corridor and best practices. Building setbacks are the minimum distance measured from the edge of the street right-of-way and/or the nearest property line, in accordance with the underlying zoning district(s) *[Locality specific ordinance citation]* or as modified by the COD for each Corridor Type:

1. Mixed Use Low Speed Corridor Type
 - a. Front 8-15 ft
 - b. Side 5-10 ft
 - c. Rear 5-10 ft
2. Mixed Use Moderate Speed Corridor Type
 - a. Front 15-25 ft
 - b. Side 10-15 ft
 - c. Rear 15-25 ft
3. Mixed Use High Speed Corridor Type
 - a. Front 25-35 ft
 - b. Side 10-20 ft
 - c. Rear 20-30 ft
4. Rural High Speed Corridor Type
 - a. Front 40-80 ft
 - b. Side 10-20 ft
 - c. Rear 20-50 ft

B. Encroachments. Canopies and awnings may encroach into the front setback up to 8 feet. In addition required berms, hedges, vegetative plantings, stormwater management facilities and permitted signs and fences may be located within the front setback.

C. Pedestrian Area Clearances. When a sign or awning extends over a sidewalk, walkway or other space used by pedestrians, the bottom of the structure must be at least 8 feet above the ground. Free-hanging valances made of fabric or other non-rigid material hung on signs, awnings, and marquees must be at least 7 feet above of a sidewalk, walkway or other space used by pedestrians.

D. Orientation. Building facades and entrances should be oriented in a manner toward the primary means of vehicular access. Buildings are encouraged to be oriented so as to maximize the convenience of pedestrian walkability. *Building Orientation may be modified by Corridor Type.*

E. Entrances. A primary entrance should be designed for the pedestrian and for entrance either from public or private streets, or the interior of the development, if applicable. Such entrances should add variety to the streetscape and can be oriented towards on-street parking, if available. Additional entrances may be oriented toward side or rear parking lots. Service entrances for shipping and receiving should be designed to be aesthetically pleasing as practical and shall be oriented away from the public right-of-way to the extent possible.

F. Size. Individual buildings shall not exceed 65,000 square feet. *Note that the structure is regulated, not the site – as currently drafted, this provision would allow multiple buildings of 60K square feet on an individual site. This is most applicable to the lower speed corridor types in order to ensure a pedestrian scale. For the higher speed corridor types, a larger structure size may be considered, potentially as a special use permit.*

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G. Height. All buildings are subject to the height limitations set forth in the underlying land use district(s) *OR consider the following optional language. Building Height may be modified by Corridor Type.*

1. Maximum building height is three stories or 40-feet. Buildings may be up to four stories if approved by the *[local governing body]* at the time of site plan review. Pitched roofs may exceed height limits with *[local governing body]* approval provided they are gable or non-shed roof types. New construction should have a minimum building height of 20-feet to maintain a well-defined street space. *A building height of 40-feet will allow three story commercial or mixed use structures which may be useful in the longer term.*
2. Roof Pitch. Roofline offsets should be provided to lend architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof. Roof pitches less than 3/12 and flat roofs should incorporate a parapet wall. A pitched roof should be profiled by eaves a minimum of 6 inches from the building face or with a gutter. Service station canopies should mimic the roof form of the principal structure.

H. Facades. Architectural elements such as windows and doors, bulkheads, masonry piers, transoms, cornice lines, window hoods, awnings, canopies, and other similar details should be used on all facades facing public or private street rights-of-way. Building wall offsets, including projections, recesses, and changes in floor level are encouraged in order to: add architectural interest and variety; relieve the visual effect of a single, long wall; and subdivide the wall into human size proportions. In order to offer pedestrian interest along sidewalks and paths, the ground level of any building should include windows, entrances, architectural details and awnings. Architectural details should continue on all facades visible from the public right-of-way.

I. Materials. Building materials should be typical of those prevalent along the Corridor, including stucco, brick, architectural block, wood siding, and standing seam metal roofs. Inappropriate materials include reflective glass and metal wall panels. No facade visible from adjoining property or the public right-of-way may be constructed of unadorned cinder block, corrugated metal or sheet metal.

J. Type of Construction. Manufactured, mobile, and metal units are prohibited except as may be allowed for temporary office management or storage uses during the construction phase. The use of smooth vinyl, unpainted cinder-block walls, or metal paneling is also prohibited, but the use of decorative, split-faced masonry products is permissible.

K. Color. The permanent color of building materials (to be left unpainted) should resemble the predominant tones, primarily earthen tones, along the corridor. Garish and striking colors should be avoided.

IV. SITE DEVELOPMENT STANDARDS

Suggested Site Development Standards address a variety of issues that may or may not be of concern to the localities within the Corridor. They are organized from the more general to the more specific.

- A. Site Appearance. The site design and overall appearance should achieve proportionality and connectivity with adjacent sites to the extent possible while recognizing that individual businesses and uses developed within the Corridor are separate and have unique characteristics.
- B. Integrated Development. All buildings within a property should be developed as a cohesive entity, ensuring that building placement, architectural treatment, vehicular and pedestrian circulation and other development elements work together functionally and aesthetically. Architectural treatment should be designed so that all building facades of the same building (whether front, side or rear) that are visible from the public right-of-way consist of similar architectural treatment in terms of materials, quality, appearance and detail.
- C. Preservation of Natural Features. The preservation of natural features such as trees, vegetation, geological, and other characteristics and the preservation of features of historic and archaeological

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significance are in the public interest, which may justify the relaxation of setbacks or other requirements, as determined by the Zoning Administrator.

- D. Adjoining Historic Properties. New construction on properties that adjoin designated historic properties should seek to incorporate the scale, massing and treatment of the historic property into the new construction. Efforts should be made to relate to the building height, when in proximity to the principal historic structure. New construction should not overshadow the adjoining historic property.
- E. Underground Utilities. All on-site utilities (electrical, telephone, etc.) are encouraged to be located underground unless technical restrictions exist that limit doing so. Provisions should be made to significantly reduce the visual blight of any aboveground utilities.
- F. Lot Size and Configuration. In accordance with the underlying zoning district *[Locality specific ordinance citation] OR consider the following optional language. These standards should also be correlated with the appropriate Subdivision Ordinance standards. Lot Size and Configuration may be modified by Corridor Type.* Minimum lot size shall be as follows:
 - 1. For outparcels or stand-alone commercial projects: 1 acre.
 - 2. For commercial lots within a common development with shared parking and interconnectivity: $\frac{1}{2}$ acre.
 - 3. Minimum commercial lot frontage: 100 feet.
 - 4. Non-residential lots shall be generally rectangular with a ratio of depth to frontage not greater than 4:1.
 - 5. Residential subdivisions shall comply with the requirements of the underlying zoning district *[Locality specific ordinance citation] OR consider the following optional language:* Residential subdivisions shall comply with one of the following two requirements:
 - a. Reverse-fronting lots are required for residential subdivisions along streets classified as arterials or collectors, subject to subparagraph (b) below. Reverse-fronting residential lots shall be platted with a landscaped access easement restricting vehicular access placed adjacent to the public right-of-way. Such easement shall be a minimum of 20 feet in depth and include one of the following:
 - i. A continuous 4-foot high solid wall constructed entirely of brick or stone masonry.
 - ii. A 4-foot high fence constructed of a combination of brick or stone masonry pillars with iron pickets.
 - iii. A vegetated strip of canopy trees, shrubs, and groundcover that provide a full landscape buffer.
 - b. If a residential lot is separated from the arterial or collector street by a minimum 20-foot wide landscaped strip and a residential street, a residential lot may face an arterial or a collector street.

As currently written, the COD only applies to those uses requiring site plan approval, which may exclude the review and approval of residential projects in some localities. This issue will need to be addressed should this language be found to be otherwise desirable.

- G. Lot Coverage. In accordance with the underlying zoning district *[Locality specific ordinance citation] OR consider modifying by Corridor Type.*
- H. Paving Materials. Permitted paving materials for crosswalks, sidewalks, and similar pedestrian pathways include brick, concrete (aggregate exposed finish), cement pavers, brick pavers or materials that are similar in appearance and durability. Breaking pavement patterns is to establish pedestrian spaces, which can be more easily recognized by the motoring public thus increasing a high level of safety for both parties.

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- I. Access and Internal Circulation. *The access and Internal Circulation recommendations encourage connectivity, shared entrances and access management within the Corridor.*
 - 1. Access and internal circulation shall be designed so as not to impede traffic on a public street. Access by the following means may be approved:
 - a. Provision of shared entrances, inter-parcel connection and travelways, or on-site service drives connecting adjacent properties.
 - b. Access from a secondary public street as opposed to the corridor highway.
 - c. Access points, for lots located at an intersection, should be located the maximum distance possible from existing or proposed intersections.
 - d. The internal streets of a commercial, office, or industrial complex.
 - e. Alleys. Alleys are permitted to provide rear access to lots. Alleys are private roadways, to be maintained by the landowner, and may be provided as part of, or in conjunction with parking lots. *[Issue: Do localities along the Corridor want specific standards for alleys?]*
 - 2. Access and Internal Circulation Plan.
 - a. Developers of all parcels or lots within the COD shall submit, as part of the site plan, an access and internal circulation plan to the County for approval which addresses access for the project and the surrounding area.
 - b. The access plan shall demonstrate the ability to provide adequate access to surrounding properties via cross-easement agreement(s), shared entrances, inter-parcel connections and travelways, on-site service drives connecting adjacent properties, and/or access by secondary public streets.
 - c. Where it is required as part of the site plan review, the developer shall dedicate the required property for inter-parcel connections and service roads.
 - d. Access and internal circulation plans shall conform to any access plan(s) subsequently adopted by the County.
 - 3. Pedestrian Circulation. Parking areas shall be designed to facilitate safe and convenient use by pedestrians as follows:
 - a. Commercial, office and multi-family developments shall provide designated pedestrian pathways or sidewalks connecting the front entrance of the principal building to the sidewalk along the abutting street, including marked crosswalks across interior driveways.
 - b. A minimum 16-foot wide marked crosswalk shall be provided for commercial uses anticipating sidewalk activities such as outdoor dining or shopping; a five-foot wide marked crosswalk may be provided for all other circumstances.
 - c. Barriers such as fences, walls, or vegetation should provide openings to allow safe pedestrian access to abutting sidewalks and neighboring developments.
 - 4. Bicycle Parking. All new development within the Corridor is encouraged to provide bicycle parking facilities.
- J. Parking and Service Areas. *This provision would apply to the entire COD, although localities may wish to limit it to only certain Corridor Types. Note that the modification process proposed in Section II.D.2 would provide some flexibility in applying this standard.*
 - 1. Minimum and maximum spaces: in accord with the underlying zoning district *[Locality specific ordinance citation]. OR consider the following optional language:* The maximum number of parking spaces that may be constructed on impervious surfaces shall be no more than 125 percent of the minimum number of required parking spaces.

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2. Location of parking. Parking must be located not closer to the front lot line than the front façade of the largest principal structure on the lot. Parking areas shall be located to the rear or side of the structure(s) or building(s) they are intended to serve whenever possible. Where parking is designed to be located in the front yard setback of the corridor highway, a three-foot berm or wall shall be utilized with a designated street buffer. Where a wall is used, it shall be placed adjacent to the parking areas and be constructed so as not to impede pedestrian access.
3. All parking areas shall be paved with asphalt, concrete, or pervious materials approved by the Zoning Administrator.
4. Shared parking. For uses located on contiguous but separate sites, the number of required parking spaces may be reduced in accord with the following provisions:
 - a. The uses are located on the same lot or parcel or on contiguous lots or parcels.
 - b. Parking areas of the respective uses are connected by safe and convenient pedestrian access, as well as by automobile access.
 - c. A shared parking agreement is submitted and approved by the zoning administrator. The agreement shall be binding on the current and future property owners as long as the permitted uses remain substantially the same. Any modifications or termination of the agreement is subject to approval of the zoning administrator.
 - d. Reductions in required parking may be approved by the zoning administrator, at the request of the applicant, in accordance with the following calculation provided by the applicant:
 - i. The total number of parking spaces required for each land use is determined in accordance with *[Locality specific ordinance citation]*.
 - ii. Using the table below, determine the number of spaces needed by each use for each of the four time periods by multiplying the parking required for each use by the corresponding percentage of use for that time period.
 - iii. Calculate the total number of spaces needed for all uses for each time period.
 - iv. The time period with the highest number of parking spaces required for the sum of all uses shall be the number of parking spaces required.

Shared Parking Calculations for Contiguous Uses				
Use	Weekday		Weekend	
	Daytime (8 AM- 6PM)	Evening (6PM – 11 PM)	Daytime (8 AM- 6PM)	Evening (6PM – 11 PM)
Office/Industrial	100%	10%	10%	5%
Retail/Personal Services	60%	90%	100%	70%
Hotel	75%	100%	75%	100%
Multi-family Residential	50%	75%	100%	80%
Restaurant	75%	100%	100%	100%
Entertainment/Recreational	40%	100%	80%	100%
All other uses	100%	100%	100%	100%

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5. Service Areas.
 - a. Loading and Service Bays. Loading areas, service entrances and service bays shall be oriented and/or screened so as not to be visible from the public right-of-way.
 - b. Waste Disposal Areas. Dumpster and other waste disposal areas shall be completely screened from the public right-of-way by means of a board-on-board fence and landscaping, or similar opaque material.
 - c. Utilities. Utility lines, such as electric, telephone, cable television or similar lines shall be installed underground, to the extent practicable. This requirement shall apply to lines serving individual sites as well as to utility lines necessary within the project. All junction and access boxes shall be screened. All utility pad fixtures and meters shall be shown on the site plan. The necessity for utility connections, meter boxes, etc., should be recognized and integrated with the architectural elements of the site plan. All underground utilities shall be installed within easements parallel to street rights-of-way or lot lines when possible.
 - d. Outside Storage/Display of Goods. Outside storage or display of goods shall be completely screened from the public right-of-way. Outdoor storage shall include the parking of all company owned and operated vehicles, with the exception of passenger vehicles.
 - e. Fences. Fences exceeding four feet in height shall be located in side and rear yards only. Chain-link fences, including those with slats, are discouraged, particularly where visible from a public right-of-way. No chain-link fences shall be permitted in the front yard in the COD.
 - f. Mechanical Equipment. Mechanical equipment shall be shielded and screened from the public right-of-way and designed to be perceived as an integral part of the building.
- L. Landscaping and Screening. Street tree and parking lot landscaping as recommended in this section are required in accordance with site plan and zoning permit approval procedures. Existing vegetation may be used to achieve some or all of the requirements of this section, as determined by the Zoning Administrator. All required landscaping must be installed and maintained by the owner of the property as long as the principal structure is in use. *Landscaping and Screening requirements may be modified by Corridor Type*
 1. Street Trees. At least one street tree per lot, and an average of one street tree for each 75 lineal feet of public right-of-way frontage, located along those frontages, generally evenly spaced, and planted no further than 15 feet from the sidewalk or edge of pavement.
 2. Tree Canopy Requirements. Tree planting or preservation must be provided such that a minimum of 10 percent of the site is covered with tree canopy at maturity of 20 years. Trees that are used for meeting the parking lot landscaping requirements may count toward meeting the tree canopy requirements.
 3. Native Species. All landscaping and screening shall consist primarily of native species tolerant of local conditions. Where deemed necessary in order to preserve and maintain required landscaping, the *[locality]* may require that landscaped areas be provided with an irrigation system with a readily available water supply located within 100 feet.
 4. Parking Lot Landscaping. At least 5% of the gross area of any parking lot with 10 or more spaces must be comprised of landscaped area containing turf, shrubs and/or trees. Parking areas shall include at least one shade tree per 10 spaces within any one parking area. The shade tree shall be at least four feet tall at planting and eight feet within three years. Tree planting areas within parking lots shall be at least eight feet wide, a minimum of 200 square feet in area, edged with a curb at least six inches in height, and designed to minimize damage to trees by parking or moving vehicles. The remaining area shall be landscaped with plantings (bushes, shrubs, flower beds).

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5. Perimeter Parking Area Landscaping. Large maturing canopy trees shall line the parking lot; they shall be planted at a maximum of 40 ft. on center. Tree planting strips at perimeter of lots shall be a minimum of 10 feet in width. The remaining area shall be landscaped with plantings (bushes, shrubs, flower beds). Only where preexisting overhead utility lines prevent use of large maturing trees may small maturing trees maximum 30 ft. on center be substituted.
6. Screening of Parking Areas. Parking abutting the public right-of-way should be minimized. Parking and service areas that are visually screened from the public right-of-way by a principal or accessory structure must be screened using evergreen shrubs, hedges and/or berms, which must be at least three feet in height and continuous along the public right-of-way except for site entrances/exits and site distance/visibility purposes.
7. Visibility. In order to preserve drive visibility in all locations where an access way to a parking area, commercial structure, or any other vehicular use area intersects a street or an intersection of two or more streets, landscaping shall not obstruct cross-visibility within ten feet of the intersection at a level between 30 inches and six feet.

M. Lighting and Signage. *Lighting and Signage requirements may be modified by Corridor Type.*

1. Outdoor lighting installations shall be designed to illuminate at the minimum level necessary for safety and security, and to avoid harsh contrasts in lighting levels between the project site and adjacent properties. Outdoor lighting shall be installed in accordance with underlying zoning district as well as the following additional requirements:
 - a. Streetlights
 - i. Streetlights shall be provided on all public streets.
 - ii. Streetlight spacing shall be subject to review and approval by the *[Locality specific department of public works]*.
 - iii. All streetlighting shall be subject to review and approval by the *[Locality specific department of public works]*.
 - b. Fixtures. All roadway lighting, streetlights and parking lights shall be the full cutoff type. Pedestrian lights shall be the semi-cutoff, cutoff, or full-cutoff type.
 - c. Lighting shall be designed to prevent light spillover on to adjacent properties. All lighting shall be fully shielded, have recessed luminaries, or be cutoff luminary fixtures mounted in such a manner that the cone of light is directed downward and does not cross any property line of the site.
 - d. Architectural features may be illuminated by up lighting provided that the light is effectively contained by the structure, the lamps are low intensity to produce a subtle lighting effect, and no glare or light trespass is produced. For national flags, statues, public art, or other objects of interest that cannot be illuminated with down-lighting, upward lighting may only be used in the form of two narrow-cone spotlights that confine the illumination to the object of interest.
2. Signs. *Sign standards will more than likely differ by Corridor Type. Lower profile, smaller signs are more compatible with a pedestrian environment, while larger, higher profile signs are more suited to a moderate to high speed corridor. A suggested range in sign size and height is included for consideration.* In accordance with underlying zoning district as well as the following additional requirements:
 - a. Prohibited Signs
 - i. Animated
 - ii. Billboard (off premises)
 - iii. Flashing

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- iv. Pole/Pylon/Groundmounted/Freedstanding
- v. Portable
- vi. Roof
- vii. Inflatable
- viii. Vehicle
- b. Permitted Signs.
 - i. Awning (canopy)
 - ii. Banner (must be securely anchored to building(s), pole(s) or other structural support, but may not be attached to electric, telephone or other utility poles, guys or devices, or within the public right-of-way)
 - iii. Temporary (15 to 30 day maximum; permit renewal allowed)
 - iv. Directional
 - v. Directory
 - vi. Wall (façade; includes surface mounted letters which may be flush mounted or raised up to six inches)
 - vii. Marquee or Canopy
 - viii. Monument
 - ix. Window (maximum letter height six inches, preferred colors black, white, silver and gold)
- c. Sign Area.
 - i. Awning (canopy): one square foot per linear foot of awning; maximum 10 square feet per awning.
 - ii. Banner: maximum 24 square feet.
 - iii. Temporary: one sign per frontage abutting a street with a maximum of 12 square feet OR one square foot per five square feet of frontage with a maximum 50 square feet.
 - iv. Directory: One square foot per five linear feet of street frontage, up to a maximum size of 40 square feet; directory signs may be in addition to the area permitted for awning or wall signs on the site.
 - v. Wall (façade; includes surface mounted letters): One square foot per linear foot of frontage, up to a maximum aggregate of 60 square feet.
 - vi. Monument: maximum size of 18 to 24 square feet.
 - vii. Window: Not to exceed 25 percent of the total window area of all ground floor windows, or 20 square feet total, whichever is less.
- d. Sign Height.
 - i. Awning (canopy): One line of text, letter height 8-inches, located on the vertical face of the awning is permitted.
 - ii. Temporary: maximum six feet.
 - iii. Directory: maximum 12 feet.
 - iv. Wall (façade; includes surface mounted letters): maximum height three feet per linear foot of frontage.

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- v. Monument: maximum 42 to 72 inches in height; maximum letter height 18 inches.
- vi. Window: maximum letter height six inches.
- e. Sign Materials.
 - i. Illumination.
 - a. Signs may be illuminated with external lighting fixtures provided that fixtures are directed downward and away from streets and adjacent property. all lighting shall be fully shielded, have recessed luminaries, or be full cut-off luminary fixtures.
 - b. Internally illuminated signs, automatic changeable copy signs, and neon signs are prohibited.

V. SUPPLEMENTAL REGULATIONS

The Supplemental Regulations section of the COD might address a variety of uses and impacts that need special attention within the Corridor whether permitted by right or by conditional approval such as drive-through windows, big box retail, parking and loading provisions, communications tower requirements, and churches (which in today's context are often "mega-church" facilities, sometimes overwhelming adjacent uses without otherwise requiring special conditions).

- A. Drive-through windows or kiosks must be provided with sufficient length of stacking lanes so as not to conflict with pedestrian routes or overall vehicular circulation, and must be located at the rear of the principal building served.
- B. Lighting of Drive-under Canopies and Pump Islands at Fueling Stations. The luminaire shall be recessed into the canopy ceiling so that the bottom of the luminaire does not extend below the ceiling.
- C. Large format retail ("big box"). *[Potentially defined as any predominantly retail use with a building footprint of 20,000 square feet or greater in a single structure]*. The following requirements pertain in addition to all other requirements of the COD and the zoning ordinance.
 - 1. Access.
 - a. Entrances to the site must be minimized and placed so as to maximize pedestrian, bicycle and motor vehicle safety, maximize efficient traffic circulation, and minimize the impact on any adjacent neighborhood.
 - b. Parking aisles leading to customer entrances must be separated by "promenade-style" pedestrian walkways with paved sidewalks, low intensity lighting and landscape strips between the parking and pedestrian sidewalk.
 - c. Paved sidewalks of a minimum of eight (8) feet in width must be provided along facades of buildings with customer entrances or building facades abutting customer parking spaces. *Wider sidewalk dimensions may be necessary if additional sidewalk uses are envisioned.*
 - d. When provided outside of the primary building envelope, vending machines, newspaper/magazine stands and similar vending facilities should be within vestibules or in kiosks designed consistent with the primary architecture and constructed using the same finish materials.
 - e. Pedestrian walkways or sidewalks must be distinguished from drive aisles or travelways by distinctive paving and/or landscaped edging.
 - 2. Parking and Loading (in addition to the requirements of *[Locality specific ordinance citation]* and elsewhere in this COD).

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- a. Parking must be located behind the front line of the principal building; no parking is permitted within building setbacks. *The local governing body may grant an exception to this requirement in cases where the front lot line is not perceived by customers as being the front of the site. The intent of this provision is to avoid locating an expansive area of parking in front of the structure.*
- b. Loading areas shall be sited so as to minimize the impact on any surrounding neighborhood.
- c. Loading areas must be screened from view from existing or proposed public rights-of-way by solid fencing and/or dense evergreen planting of at least eight feet in height.
- d. Deliveries, loading, trash removal or compaction, and other outdoor activities (not including outdoor sales, where permitted) are restricted to the hours of 7:00AM to 10:00PM.

3. Impervious surfaces.
 - a. Alternative pavements, such as brick pavers or porous pavement, pervious temporary overflow parking areas, and/or other low impact development techniques for stormwater management are permitted.
 - b. All parking areas must include low impact development techniques such as rain gardens to mitigate stormwater quantity and quality impacts.
4. Fences.
 - a. Fences and walls, except between abutting commercial use or lots, should be at least three (3) feet from lot lines, and be of durable materials that incorporate architectural features from the principal structure on the site.
 - b. Fences should not be considered division fences as reference in §55-317 the Code of Virginia, and shall be constructed and maintained at the sole expense of the owner of the site.
 - c. Fences should be constructed so as not to impede pedestrian progress or access.
5. Design Standards.
 - a. The front elevation of any large format retail structure should have at least one major street-oriented primary entrance and contain the principal windows of the store. *[This standard would not preclude multiple "front doors" such as one for the street (front) and another for the parking lot (rear)].*
 - b. The structure and site should be oriented to the front street and provide one or more pedestrian entrances from the front street. Additional entrances may also be provided on other sides of the principal structure. The standard architectural designs of regional or national businesses must be modified as needed in order to be compatible with the scale, massing, and design of surrounding buildings.
 - c. Architectural detailing, including fenestration, should be incorporated into all facades visible from a public right of way so as to avoid blank or monotonous façade surfaces. At least *30%* *[this number may vary by Corridor Type with more transparency for lower speed corridors and less for higher speed corridors]* of the total surface area of any front facade must consist of transparent window or door openings which allow the interior space to be seen from the ground level in front of the building.
6. All rooftop equipment should be screened from visibility from the public right of way through the use of parapets or other opaque walls constructed of materials complimentary to the exterior walls.