

# Planning Commission DRAFT 12/19/2012

## PUBLIC HEARING

Amendment to the Prince Edward County Zoning Ordinance

### Section 2-1300 PRINCE EDWARD COUNTY HIGHWAY CORRIDOR OVERLAY

#### Sec. 2-1300.1 Statement of Intent

##### I. Intent

The Highway Corridor Overlay District is created to protect scenic beauty and viewsheds, enhance levels of transportation service along the major County access roads, and increase property values as specified in the overlay language below. Specific attention will be given to access management, multimodal transportation, landscaping, and site design. This overlay document is accompanied by an illustrated design guide, which has no legal force but will be helpful in early stages of site design.

#### Section 2-1300.3 Applicability

##### II. Applicability

- A. The following highway segments are designated as corridors for the purposes of this planning overlay:
1. The Route 15 Highway Corridor is hereby established to a depth of 1,000 feet from the right of way (as of the date of enactment or as subsequently modified) on both sides from
    - a) Farmville town limits (as US 15 Business and US 15) north to the Appomattox River,
    - b) Farmville town limits (as US 15) south to State Route 665 at Worsham.
  2. The Route 460 Highway Corridor is hereby established to a width of 1,000 feet from the right of way on both sides of US 460 for a distance of 1 mile in each direction from the centers of the following villages:
    - a) Pamplin (*US 460 Business Route from county line to intersection with Hwy 460*)
    - b) Prospect (intersection of SR 626 "Peaks Road" and "Prospect Road")
    - c) Rice (intersection of SR 600 "Gully Tavern Road" and "Rice's Depot Road")
    - d) Tuggle (*measured from intersection with State Route 695 "Tuggle Road"*)
  3. The Route 360 Highway Corridor is hereby established to a depth of 1,000 feet from the right of way on both sides of US 360 for a distance of 1 mile from the center of the following villages:
    - a) Green Bay (intersection of SR 696 "Green Bay Road")
    - b) Meherrin (intersection of SR 630 "Meherrin Road")
    - c) Virso (measured from Virso place-marker sign on Hwy 360)
  4. The Route 786 "Granite Falls Boulevard" corridor is hereby established to a width of 1,000 feet from the right of way on both sides from its intersection with Rt 15 "Farmville Road" to its intersection with SR 628 "Zion Hill Road".
- B. Relation to underlying zoning districts
1. The uses defined in the overlay corridors are as permitted in the underlying zoning district, whether by right (permitted) or special use.
  2. Where any conflict exists between requirements of the underlying zoning district and those of the overlay corridor, the more restrictive provision shall apply except as in section 3 immediately following.
  3. With respect to setbacks and required building spacing, topography can make conflicting requirements impossible to meet. Accordingly, the Zoning Administrator is authorized to grant variations up to 10% in setbacks or spacing if the administrator finds in writing that the conditions for a variance in Section 5-128.1(B) are met.
- C. Exemptions – The following are exempt from the requirements of this overlay designation:
1. Buildings associated with permitted agricultural use types or permitted residential use types.

2. Interior alterations to a building or structure having no effect on exterior appearance.
3. General maintenance where no change in design or material is proposed.

## Sec. 2-1300.5 Design Standards

### III. Design Standards

#### A. Access and Circulation

1. Access and circulation on-site for auto or truck traffic shall be designed to be convenient without impeding traffic on the primary road.
2. Access by any of the following means should be used to the greatest possible extent in the preparation of a site design for a commercial or civic use:
  - a) Provision of shared entrances, inter-parcel connections, or on-site service drives connecting adjacent properties.
  - b) Access from a secondary road or street as opposed to the corridor highway.
  - c) Access points located the greatest possible distance from any existing intersection.
  - d) Access from internal streets of a commercial or civic-use complex.
3. Developers of commercial or civic-use projects shall submit as part of the site plan an analysis of access and internal circulation traffic for the proposed project and for immediately adjacent areas, indicating access as in 2(a) above where possible.
4. Where required as part of the site plan review the developer shall dedicate the required property for interparcel connections and service roads.

#### B. Parking Lot Areas

1. Parking lots shall be located to the sides and rear of the buildings they serve to the greatest possible extent, and shall not dominate the image of the site from the corridor highway. Multiple parking lot pods can be used to provide required parking spaces. Parking lot layouts shall respond to existing topographic characteristics of the site.
2. Parking lots shall be designed to minimize impervious surfaces and mitigate stormwater runoff. All parking lots shall be paved with concrete, asphalt, or durable pervious paving material, except that areas provided beyond the minimum required by this ordinance in Section 4-300 should use materials designed to reduce total impervious surface and runoff quantity, and improve runoff quality.
3. Parking lots shall be interconnected with adjacent parcels wherever possible.
4. Recessed islands shall be provided at the end of any parking bay abutting an aisle or access way. Islands shall have a concrete or rolled-asphalt curb, with cuts to allow stormwater infiltration. Each island shall be at least 9 feet wide, extend the length of the adjacent parking space or bay, and shall be landscaped with grass, shrubs, or trees.
5. Stacking spaces provided for any use having a drive-through or pick-up area are consistent with the requirements listed in Section 4-300.19.
6. Minimum off-street parking space requirements may be reduced at the discretion of the Zoning Administrator or Planning Commission. Spaces for compact cars may comprise up to thirty (30) percent of required spaces.

#### C. Pedestrian Circulation

1. A continuous sidewalk not less than 5 feet wide shall be provided from any public sidewalk or the end of any parking-area crosswalk to all customer entrances of the building. Sidewalks shall be concrete or masonry pavers. The sidewalk design must provide for handicap accessibility.
2. Crosswalks and pedestrian access routes from parking-areas shall be clearly marked by the use of striping, contrasting paving materials, elevation change, or speed humps.

3. Sidewalk connections shall be provided between internal walkway networks and adjacent streets, multi-use paths, and adjacent property networks.

#### D. New or Redeveloped Building Design

1. The design and construction of new or redeveloped buildings for commercial or civic use shall be based on and coordinated with the scale, mass, height, materials, color, texture, construction methods, and orientation of nearby buildings, as suggested in the design guide.

2. Trademark buildings or design features shall be subject to these design standards and may require modification.

3. Prior to any demolition of an existing building for a project site plan within a highway corridor district, the applicant is encouraged to consult with the zoning administrator with respect to the overall design.

#### E. Landscaping

1. New commercial or civic-use development in a highway corridor district shall incorporate as much existing vegetation as possible, with particular reference to Section 4-200.9 of this ordinance.

2. Planting of major trees for stormwater management and heat-island reduction shall equal 10 percent of the aggregate parking area, in islands not less than 8 feet wide.

3. Plants shall not be used to screen utilities. All utilities including loading docks and service entrances shall be located within the building envelope or be screened by architectural elements such as walls or extended parapets.

4. A landscape plan shall be submitted as part of the site plan for any new development. The landscape plan shall be drawn to scale with distances indicated and shall include vehicle areas and, if applicable, any irrigation system proposed.

5. The owner is responsible for the maintenance, repair, or replacement of the required landscaping so that plant materials are kept in a healthy, growing condition and free from refuse and debris.

#### F. Utilities

1. All utility lines, including electric, telephone, CATV, and gas, shall be installed underground in the highway corridor district. This includes lines serving individual sites as well as lines serving an overall project.

2. Above-ground utilities must lie within the building envelope, as in III.E.3 above.

#### G. Signs

1. In addition to the general sign requirements of this ordinance (Section x.x), any commercial development having more than one business in a single building or in connected buildings must erect a single monument-style shared sign for all businesses, though each business may also have one building-mounted sign.

2. Each parcel of property occupied by a building shall be permitted one freestanding sign, which shall not exceed thirty (30) square feet on each face.

a. Automobile service stations shall be permitted an additional twenty (20) square feet on each face to advertise the price of fuel.

b. In instances where more than one (1) business is located in the same building or connected buildings, the businesses must share one (1) common ground mounted sign. Each business may still have an individual building-mounted sign.

3. Freestanding signs shall be mounted on bases a maximum of three (3) feet high. If the specific location of a sign requires a base of more than three feet to provide adequate visibility the Zoning Administrator or Planning Commission may approve a taller base. No freestanding sign shall exceed fifteen (15) feet from grade.

4. Freestanding signs for shopping centers shall be allowed ten (10) square feet of area per business establishment. An additional twenty-five (25) square feet shall be allowed to identify the shopping center as a whole. For the purposes of the Corridor Overlay District, a shopping center shall be defined as

- a. Groups of two or more stores, personal service shops or restaurants connected by party walls, partitions, canopies or similar features;
- b. Some or all of the stores, personal service shops or restaurants located in separate buildings designed as a single commercial group sharing common parking areas, vehicular travelways, and walkways designed to encourage customer interchange between the buildings and presenting the appearance of a continuous commercial area.

5. If the nearest point of a freestanding sign is located within five (5) feet of the street right-of-way, its location must be approved by VDOT or designee, who will evaluate the location for sight line and other traffic safety considerations.

6. Signs shall be appropriately scaled to the building or portion of the building served and should be coordinated with the architecture.

7. Types of signs: The following sign types shall be permitted in the Corridor Overlay District:

- a. Externally illuminated signs provided the light source is directed downward;
- b. Internally illuminated channel letters; and
- c. Internally illuminated cabinet signs if the background of the cabinet sign is opaque and appears black at night.
- d. Additional sign types fitting within the recommended materials as shown in the Design Guide may be considered. Animated or neon signs may be considered subject to a Special Use Permit.

8. No wall sign shall project beyond the surface of the building or above the roofline.

9. Inflatable figures or signs are not permitted in the Corridor Overlay District.

10. Banner signs may be permitted for temporary use only, but shall be displayed for a maximum of 30 days within any 90 day period.

#### H. Lighting

1. Exterior lighting shall be limited to that necessary for safety, security, and to complement architectural character.

2. No light shall spill onto an adjacent property or interfere with the character of the surrounding area.

3. All light sources must be down-shielded, and no light pylon shall be more than 24 feet high.