



JOINT MEETING OF
BOARD OF SUPERVISORS & PLANNING COMMISSION
GROWTH CORRIDOR OVERLAY DISTRICT WORK SESSION

May 20, 2008 17:30

AGENDA

Time/Location	Agenda Item
5:30 p.m. <i>(Conference Room 3)</i>	Chairman Fore will call the Board of Supervisors meeting to order. Chairman Porterfield will call the Planning Commission meeting to order. Introduction – Purpose of Work Session <ul style="list-style-type: none">• W.W. Bartlett, County Administrator Relationship to Comprehensive Plan Goals for Work Session <ul style="list-style-type: none">• Jonathan Pickett, Director of Planning & Community Development Visioning the Corridors in 2028 Implementation Approach <ul style="list-style-type: none">• Alecia Daves-Johnson, Planner
6:15 p.m.	<i>Dinner Break</i>
6:45 p.m.	Ranking Important Components of an Overlay District <ul style="list-style-type: none">• Alecia Daves-Johnson Next Steps <ul style="list-style-type: none">• Jonathan Pickett Adjourn Planning Commission Meeting <ul style="list-style-type: none">• Chairman Porterfield Recess Board of Supervisors Meeting until 4:00 pm, June 10, 2008 <ul style="list-style-type: none">• Chairman Fore

The Light Of Reconciliation

Illuminated in the courthouse bell tower on July 21, 2008 by the Board of Supervisors of Prince Edward County in honor of Barbara Johns and the students of Robert Russa Moton High School and all the children of our county for their historic role in ending public school segregation in the United States and in sorrow for closing schools. When we raise our eyes to see this light, may we also incline our hearts and minds to shine our own light of reconciliation toward all people.

Prince Edward County: Growth Corridor Overlay District
Worksheet for Joint Work Session - May 20, 2008

Relationship to Comprehensive Plan:

The Prince Edward County Comprehensive Plan identifies a Corridor Development Policy Area for "Route 15 north and south of Farmville, Route 460, east and west of the town limits, and Route 360 in the southeast part of the County." The Comprehensive Plan points to these roads as "major points of access to the County," making it critical that a high level of service is maintained, and as "gateways to the County." Planning for these corridors and the design of their future development is called for by the Comprehensive Plan to "ensure that the safety and capacity of these roads are maintained and managed" and to enhance "the natural viewsheds and character of development visible from the roads." This planning is considered critical to the success of the County's economic development and marketing activities. Focus on the corridor plan should take into consideration other items such as traffic volumes and speeds (present and projected), intersection function, pedestrian access, user safety, access management, and the visual appeal of the corridor. The corridor overlay district will be most effective if it addresses and creates a holistic vision rather than a narrow focus on certain issues.

Things for which to Plan / Design:

- | | |
|---|---|
| <input type="checkbox"/> procedural - application area | <input type="checkbox"/> landscaping |
| <input type="checkbox"/> land uses, natural area preservation | <input type="checkbox"/> lighting |
| <input type="checkbox"/> access management | <input type="checkbox"/> signage |
| <input type="checkbox"/> site and architectural design, utilities | <input type="checkbox"/> linkages (scenic by-ways, trails, public transportation) |
| <input type="checkbox"/> building materials | |

Considerations

Application / Process:

- Where will the overlay district apply?
Set a certain width of property within the overlay district such as 1,000' from the centerline of a road or 750' from the edge of VDOT right of way... (City of Frisco example took this approach - but deals with partial lot / transition issues - only certain criteria such as landscaping and building materials apply to the partial lots)
or
Set the district according to parcel boundaries? (City of Staunton example follows parcel boundaries)
- Prince Edward County Commercial Corridor Overlay District: Do we want to use a general ordinance for the overlay and set Sub-Districts (e.g. Rt 15 South, Rt 15 North, Hwy 460 West, Hwy 460 East, Hwy 360) which will allow more specific criteria for those areas? (City of Frisco and Staunton took this approach) We can focus on the sub-districts by priority OR do we want to piece meal our overlay districts on a corridor by corridor basis?
- Plan approval process for projects within overlay district: Will projects proposed in the overlay district be subject to a project by project review basis? What will be the required components of the conceptual plan, preliminary site plan, site plan review process?

Land-uses:

- Permitted Uses: *At the corridor level, land-use planning can provide localized recommendations for individual parcels based on site-specific strengths and weaknesses. The land use element will help determine the quality and quantity of development that should occur based on existing and future infrastructure capacities.*

Examples:

- Mixed-Use Commercial / Retail
 - Conventional Commercial
 - Single Family Attached and Multi-Family
 - Single Family Detached residential
 - Cultural and Civic Hubs
 - Wildlife and Habitat Preservation
- Are there certain uses which would require Conditional Permit / Special Use Permit requirements?
- Conventional zoning measures: e.g. setbacks, lot dimensional requirements, building heights. Reduce setbacks to allow buildings closer to road? Adjust parking requirements to move parking to sides and back of buildings? Overlap parking requirements to allow for smaller parking areas to serve multiple uses? Allow narrower road widths for service roads which promote connectivity within developments?
- Building massing, building materials (e.g. green building criteria), architectural form criteria. Develop to the human scale.
- Environmental concepts: energy efficient building designs (LEED), low maintenance building materials, pervious parking surfaces, alternative stormwater management, etc.
- Natural Area preservation: encourage developers to designate open space and environmentally sensitive areas first and then design developments around those elements. Viewsheds - how do we protect? Making creeks a part of a developments open space instead of underground in culverts?

Access Management:

- How to preserve the corridor's primary function as a thoroughfare? Limit business access points to corridor. Provide for shared access to arterial roads for existing and future development.
- Allow Reverse Frontage Lots so that businesses can be served by a service road or interior cross access.
- Promote cross access - internal connections between adjacent sites, and complete on-site circulation. This is beneficial to pedestrian and bicycle access too.

- Placement of Public Transit stops - required component of development proposals?
- Median Treatments (landscaping too)

Site and Architectural Design / Building Materials:

- Location and placement of buildings on site: Regulations should consider roadway access, preservation of existing vegetation, visual impact, relationship to surrounding developments, primary facades should face the public (or quasi-public) street to maximize presence.
- Parking lots - Considerations include location (behind or beside buildings, subterranean), sizes, median requirements, combining landscaping elements with parking lot design. Setback requirements from property lines, number of spaces before a planted median is required, etc.
- Apply “Complete Streets” principles to the development of internal streets - not to the corridor itself necessarily - but to all service roads, collectors, and related streets.
- Consider “Streetscape” elements in design review: trees, gateway bridges, monuments, lights, street furniture, landscaped points, etc.
- Place parking areas on the periphery of Activity Nodes with strong pedestrian links to the Activity centers. Visitors should be able to park their cars once and access the entire area as pedestrians.
- Buildings must be consistent with the community’s identity, character and scale. Encourage building materials that are human-scaled. Perceiving the scale of a building is important to an individual’s ability to relate to it comfortably.
- Buildings should be architecturally finished on all four sides (especially if reverse frontage lots are encouraged for internal connectivity). Design requirements for corners.
- Develop entrance requirements - listing architectural elements that a developer can choose: e.g. Canopies, awnings, porticos; overhangs; recesses or projections; arcades; peaked roof forms; arches; patios; details such as moldings; integrated planters.
- Building materials and colors - set a list restricting materials. All buildings within a planned development shall have similar architectural styles, materials, and colors.
- Windows: e.g. no glazing with mirrored or reflective glass. Avoid large, featureless building surfaces such as large all glass curtain walls.
- Service areas, utilities placement and appearance, loading areas, outdoor storage, screening walls, rooftop mechanical equipment, overnight parking for commercial

vehicles (delivery),

- Good examples of language for building design in City of Frisco and Hwy 66 plans.

Landscaping:

- Planting Requirements: density of planting, plant heights, border widths, landscaping easements required as part of the setback area?
- Irrigation requirements: (e.g. Is mechanical irrigation required? Is an alternative water source required for irrigation other than the treated potable water supply?)
- Tree / landscaping protection requirements? Encourage the protection of existing vegetation for new construction sites.
- Costs? Who pays to install and maintain? Property owners and/ or County contribution?
- Encourage native plants and xeriscaping to reduce irrigation needs.

Lighting:

- Shall be wholly contained within the site; restrict overspill.
- Limit light pole heights?
- Limit lighting to that required for safety, discourage lighting on building elevations, decorative only, moving or sweeping lighting, etc.
- Encourage low-energy use lighting (LED bulbs, etc)

Signage:

- Monument signs - or post-signs?
- Design, materials and finish of signs - should they match the buildings on the same lot?
- Maximum size? Maximum size of copy area / limit square footage of sign face?
- Maximum heights? (Differ by land-use?)
- Base size requirements for free-standing signs?
- What is permitted in entrance corridors? Externally illuminated (with lighting downward), internally illuminated, moving text, flashing, inflatable figures and signs (still or animated)?
- Projection allowances (above roofline)? Wall signs? Size scaling?

Linkages (Scenic By-ways, Trails, Public Transit):

- Establishing connections with scenic by-ways and trails is a great way to partner for grant funding. (E.g. Civil Rights Trail, Civil War Trail / Lee's Retreat, Tobacco Heritage Trail extension, High Bridge RTT & 460 corridor, local greenway and trails network, Manor Trails, etc.)

- Public Transit (existing and future): how to link the developing areas with public transit? Where should bus stops be located? How should they look / style? Incentives for using public transit can help reduce congestion on the corridor thoroughfare.

Prince Edward County Comprehensive Plan

Policy Area: Corridor Development

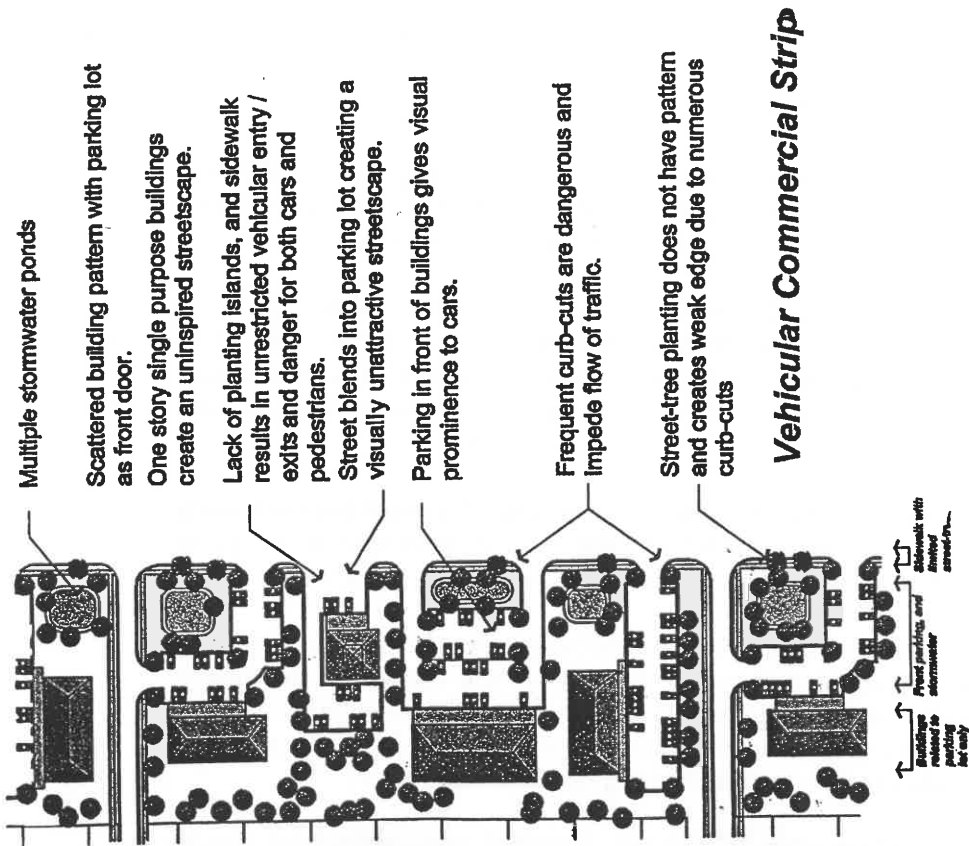
Route 15 north and south of Farmville, Route 460, east and west of the town limits and Route 360 in the southeast part of the County are three primary highways that provide major vehicular access to the County. With the exception of commercial development along Route 460 just immediately east and west of Farmville; land along these three highways is largely undeveloped. Where road frontage development has occurred it is primarily widely scattered residential development and limited civic uses. These road corridors are critically important in two respects.

First, as major points of access to the County it is critical that these roads maintain a high level of service. Future development along these roads should be planned and designed to ensure that the safety and capacity of these roads are maintained and managed.

Second, these three routes are the "gateways to the County". Users of these routes develop impressions of Prince Edward County based upon the natural viewsheds and character of development visible from the roads. Maintenance and enhancement of these gateways can be critical to the success of the County's economic development and marketing activities.

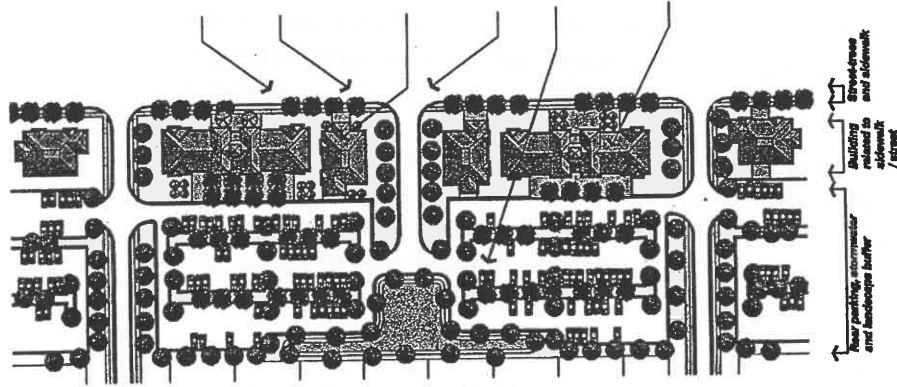
Recommendations:

1. Evaluate and amend the County's zoning and subdivision ordinances to ensure that future land uses allowed along these corridors are consistent with the future land use map.
2. Evaluate and amend the access provisions in the County's zoning and subdivision ordinances to ensure that new developments along these corridors are allowed adequate access and that unnecessary or dangerous access points are not permitted
3. Evaluate future rezoning and special permit requests along these corridors partially on the basis of proposed access plans and the traffic impacts resulting from the proposed use
4. Consider the development of a corridor design policy manual. This manual that would be used by the Planning Commission and Board of Supervisors as a policy guide when evaluating the site design and architectural character of development proposals within these corridors that require Board approval.
5. Explore with VDOT the potential application and use of transportation enhancement funds to create formal landscaped gateways at specific points along these three corridors.



Vehicular Commercial Strip

9.4 Typical commercial strip development in Florida, as diagrammed by Landers, Atkins.



Streetscape / Pedestrian Commercial Strip

9.5 Suggested new design standards by Landers, Atkins for Mayport Road in Jacksonville, Atlantic Beach seek to overcome typical problems by incremental changes.

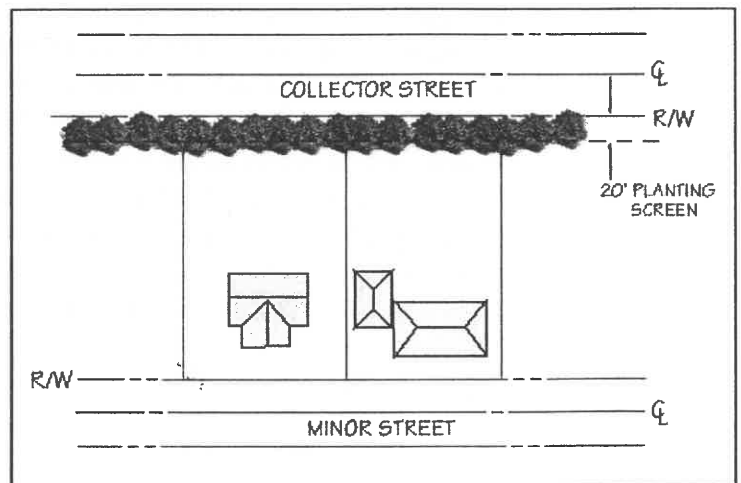
Prince Edward County: Corridor Plan - components of ...

The Prince Edward County Corridor Plan will provide the framework that will guide development along the growth corridors identified in the PE Co Comprehensive Plan for development. Two important concerns were noted in the Comprehensive Plan for these growth corridors: maintaining the safety and a high level of service capacity, and maintaining the natural viewsheds and character of development to protect these "gateways to Prince Edward County".

The establishment of a corridor overlay-zoning district (or Corridor Plan) is necessary to implement specific regulations concerning the preservation of valuable features (historic, environmental, civic) and development. Development standards can include uniform land use regulations, traffic calming, access management policies, aesthetics requirements (GREEN BUILDING), and right of way encroachments. Fundamentally the corridor enhancement plan will be a tool that addresses both functional transportation needs as well as aesthetic and character desires within major development corridors.

1. *Uniform Land Use Regulations:* The overlay district will enhance growth and land use along the corridor. Uniform zoning regulations will need to be implemented along the corridors. These regulations might include measures such as the following:
 - a. Conventional zoning measures: setbacks, lot dimensional requirements, building heights
 - b. Building massing, building materials,
 - c. Environmental issues

2. *Access Management:* Effective Access Management Policies improve the function of the roadway, enhance safety for motorists and pedestrians, and establish an image of a consistent master planned corridor.
 - a. Driveway spacing, Driveway location and design
 - b. Joint and cross access, Shared access with driveways
 - c. Corner clearance
 - d. Intersections
 - e. Reverse frontage
 - f. Frontage roads, auxiliary lanes
 - g. Medians, median treatments
 - h. Traffic signal spacing
 - i. Bike lanes
 - j. Sidewalks, crosswalks
 - k. Transit stops
 - l. Parking space, lots, and circulation



REVERSE FRONTAGE LOT

3. *Aesthetics*
 - a. Visual Appeal - enhancement of visual quality
 - b. Commercial signage
 - c. Buffers
 - d. Landscaping, neighboring landscape feature
 - e. Streetscape design - both vehicular and pedestrian amenities
 - f. Public infrastructure
 - g. Lighting
 - h. Topography
 - i. Consolidated Stormwater Management Facilities

4. *Right-of-Way Encroachment*
 - a. Enforcement of VDOT and local regulations regarding encroachment on public rights-of-ways.
 - b. Incorporation of a uniform right-of-way ordinance that allows for consistent enforcement.

5. *Traffic volumes and speed*
 - a. Safe and efficient traffic flow along corridor
 - b. Ensure that adequate highway capacity is available to serve proposed projects

6. *Linkages with Scenic Byways, etc.*
 - a. Tobacco Heritage Trail
 - b. Civil Rights Trail?
 - c. Other scenic byways linkages: partnerships, funding

Sample Goals of a Corridor Plan:

1. Ensure safe and efficient traffic flow.
2. Encourage orderly development that is attractive and beneficial to community. One that considers the entire streetscape e.g. bicycles, pedestrians, public transit.
3. Avoid uncoordinated, strip development patterns.
4. Encourage efficient use of vacant land to accommodate an economic arrangement of buildings, traffic circulation systems, land uses and utilities.
5. Ensure that adequate corridor capacity is available to serve proposed projects.
6. Enhance the economic tax base and employment base for the County and Town.
7. Defining effective and visually acceptable commercial sign regulations along the corridor.
8. Maintaining buffer and landscape requirements that enhance a "sense of place," especially if the corridor is a gateway to our community.
9. Overlay trails and scenic by-ways with our corridors to further enhance their usability and attractiveness / tourist appeal.

Access Management Frequently Asked Questions (FAQ):

Shared/Joint Driveways and/or Cross Access

Driveway spacing and driveway density are important considerations in managing access. When driveways are spaced too closely together or the number of driveways per block or mile becomes too large, a significant increase in traffic accident rates occurs. Traffic also tends to become congested more quickly in such situations.

What is driveway sharing?

A shared driveway is when two or more adjacent properties use the same driveway for ingress and/or egress. Shared driveways are very common in newer commercial areas, for instance at strip malls, regional shopping centers, and office parks. Sharing driveways is simply good design practice since conflict points caused by motorists entering and leaving the businesses are reduced. This will, in turn, tend to reduce traffic accidents associated with turning traffic and improve the traffic flow on the main road.

What are joint and cross access?

Joint and cross access are formal, legal methods of ensuring that adjacent properties can share driveways. In the case of joint access, two adjacent property owners share a driveway along their common property line. In the case of cross access, one property owner has the legal right to access and use a driveway that is on the adjacent property owner's land.

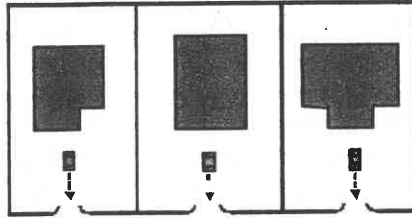
Joint and cross access can be built into private real estate titles through easements. They can also be encouraged or required in local planning or design standards or in municipal and county ordinances.

When are driveway sharing and joint and cross access most valuable?

Sharing driveways is most valuable as an access management strategy when property frontages are short, in other words when the number of commercial properties along a typical, 400 to 500 foot block face is more than three or four.

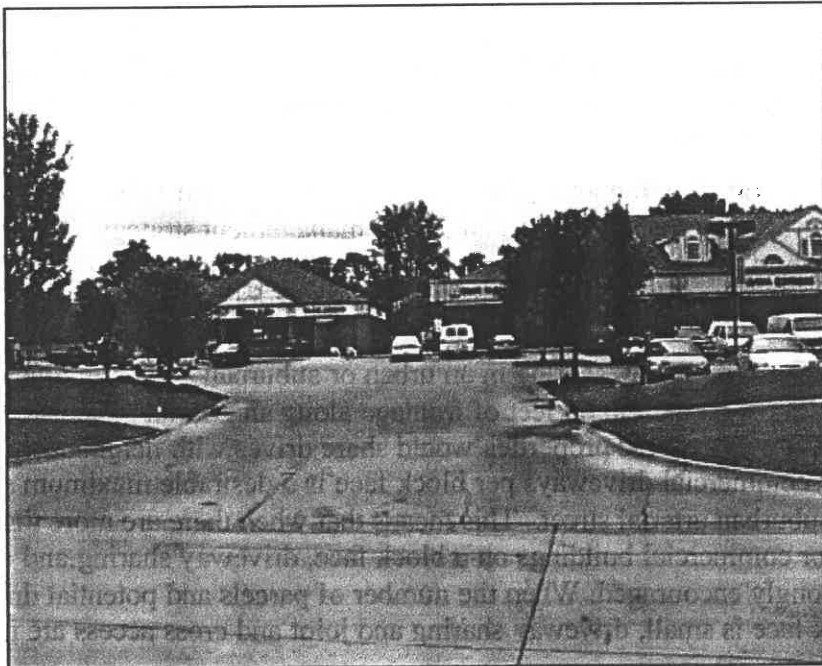
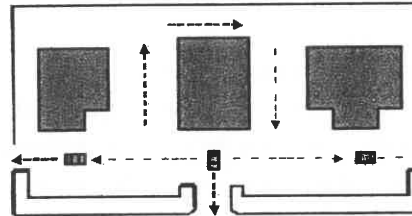
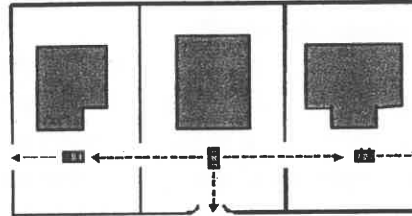
A rule of thumb on driveway sharing in an urban or suburban area might be that properties with less than 50 to 60 feet of frontage along an arterial street should not have individual driveways. These properties would share drives with neighboring properties. Three to four commercial driveways per block face is a desirable maximum standard for an urban or suburban arterial street. This means that when there are more than three or four parcels or commercial buildings on a block face, driveway sharing and cross access should be strongly encouraged. When the number of parcels and potential driveways along a block face is small, driveway sharing and joint and cross access are not needed.

Avoid



Promote

- Cross Access - Internal connections between adjacent sites
- Joint Access - Driveways serving multiple sites
- Complete on-site circulation



Several businesses share a common driveway in West Des Moines, Iowa.