

**AN ORDINANCE TO AMEND AND RE-ORDAIN SECTION 2-1300 OF
THE PRINCE EDWARD COUNTY CODE (ZONING ORDINANCE) TO
AMEND THE REGULATIONS FOR THE
HIGHWAY CORRIDOR OVERLAY**

BE IT ORDAINED BY THE PRINCE EDWARD COUNTY BOARD OF SUPERVISORS that Section 2-1300 of the Prince Edward County Code be amended and re-ordained as follows:

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

Sec. 2-1300.1 Statement of 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~~: **by regulating and determining the use of land, buildings, structures and other premises for specific uses, and the areas and dimensions of land, water and airspace to be occupied by buildings, structures and uses, and of courts, yards and other open spaces to be left unoccupied by areas and structures; to facilitate the creation of a convenient, attractive and harmonious community; and to protect the health, safety and general welfare of the public by the prevention or reduction of traffic congestion and visual clutter which may result in danger on public and private streets. A limit is hereby placed on certain automobile-oriented, fast-service, quick-turnover uses and related signage, which generate traffic in such amount and in such manner as to present the possibility of increased danger to the motoring public. This district is created in recognition of the need to provide suitable and sufficient road systems in the County and the need to protect existing and future highways from unsafe use and enhance the aesthetics of the County's highway corridors.** Specific attention will be given to access management, multimodal transportation, landscaping, and site design.

Sec. 2-1300.3 Applicability

- A. The Corridor Overlay District is 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 of the following corridors:
1. US Highway 15 “Farmville Road” corridor from the Southern boundary of the US 460 bypass right of way, south approximately 4.1 miles to State Route 646 ~~“Farmville Lake Road.”~~ **3.8 miles to State Route 665 “Abilene Road.”**
 2. State Route 786 “Granite Falls Boulevard” corridor from its intersection with US 15 to its intersection with State Route 628 “Zion Hill Road.”
 3. **State Route 628 “Commerce Road” corridor from its intersection with US 15 “Farmville Road” to its intersection with State Route 642 “Germantown Road.”**

4. **State Route 778 “Dominion Drive” corridor from its intersection with US 15 “Farmville Road” to End of State Maintenance.**
5. **State Route 779 “Dominion Drive” from its intersection with State Route 778 “Dominion Drive” to its intersection with State Route 628 “Commerce Road.”**

B. RESERVED.

C. Relation to underlying zoning districts

1. The uses defined in the Corridor Overlay District 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 Corridor Overlay District, 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.

D. Conditional uses. In addition to the listed uses requiring a conditional use permit in the underlying district, the following uses shall be permitted with a conditional use permit when proposed to be established in a HC:
(1) Buildings in excess of 50,000 square feet.

E. 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

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)-2(d) above where possible.
4. Where required as part of the site plan review the developer shall dedicate the required property for inter-parcel 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.

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. **Building location and treatment.**

1. **Integrated development. All buildings within a property shall 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 shall 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, shall consist of similar architectural treatment in terms of materials, quality, appearance and detail.**
2. **Orientation. Building facades and entrances should be oriented in a manner toward the primary means of vehicular access.**
3. **Building bulk and mass. All buildings and parking areas should be designed with treatments to break up the mass and bulk. The treatment of buildings shall include vertical architectural treatment at least every 50 feet to break down the scale of the building into smaller components. Any facade with a blank wall must be screened in a manner approved by the Zoning Administrator to comply with applicable provisions of the Prince Edward County Code. Architectural details shall continue on all facades visible from the public right-of-way.**

4. **Materials. Building materials should be typical of those prevalent in Prince Edward County, 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 corridor highway shall be constructed of unadorned cinder block, corrugated metal or sheet metal.**
5. **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.**
6. **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.**

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

H. Signs

1. In addition to the general sign requirements of this ordinance, 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 ~~twelve (12)~~ **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 travel-ways, and walkways designed to encourage customer interchange between the buildings and presenting the appearance of a continuous commercial area.
5. **In addition, each business within the shopping center shall be permitted one monument identification sign with the name and/or logo of the business. Such signs shall be a maximum of sixteen (16) square feet in size and a maximum height of four (4) feet.**
6. 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.
7. Signs shall be appropriately scaled to the building or portion of the building served and should be coordinated with the architecture **and building materials.**
8. 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 sign if the background of the cabinet sign is opaque and appears black at night.
 - d) Additional sign types fitting within the recommended materials may be considered. Animated or neon signs may be considered subject to a Special Use Permit.
9. No wall sign shall project beyond the surface of the building or above the roofline.
10. Inflatable figures or signs are not permitted in the Corridor Overlay District.
11. Banner signs may be permitted for temporary use only, but shall be displayed for a maximum of 30 days within any 90 day period.

I. 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 **twenty-four** (24) feet high **in height.**
4. **All lighting fixtures installed on any site shall be of the same type and height.**

Language proposed to be deleted is ~~lined through~~.

Language proposed to be added is **underlined**.

THIS ORDINANCE SHALL BE EFFECTIVE UPON ADOPTION