

Article 8 - Highway Corridor Overlay District (HCOD) Site and Building Design Standards

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8-1 PURPOSE AND INTENT

1. *Purpose*

The purpose of this Article is to establish design guidelines for implementation of Article 7, Division 6 of the Zoning Ordinance, the Highway Corridor Overlay District (HCOD). The design guidelines for the HCOD are in addition to the requirements of the underlying zoning district. Where provisions conflict, whichever provision is more restrictive shall apply. Regardless of such design guidelines, all structures and facilities shall comply with the Uniform Statewide Building Code and other applicable county, state and federal health and safety ordinances or laws. Wherever a conflict may arise, state and federal law will apply.

2. *Intent*

This Article is comprised of three major sections. Section 8-1, Purpose and Intent.

Section 8-2, Required Standards Applicable to all Site Designs, provides details on the requirements for all redevelopment and/ or exterior renovation, and new commercial, office and non-exempt industrial development. The second section, Architectural/ Design Guidelines, provides recommendations and suggestions for the type and style of development within an HCOD. This second section can and should be used by the development community when developing proffers for a rezoning or designing a "by right" development within an HCOD. The section should also be use by County staff and elected officials when evaluating proffers for a rezoning or requiring conditions for a special use permit within an HCOD.

Section 8-3, Required Architectural/Design Standards Applicable to all Building Designs, provide for the type and style of development related to all redevelopment and/ or exterior renovation, and new commercial, office and non-exempt industrial development. This section sets forth general architectural designs to be considered when developing proffers for a rezoning or designing a by-right commercial, office, government or institutional or non exempt industrial type development within an HCOD.

3. *Implementation*

The County shall employ the use of Article 8 of the Design Standards Manual to evaluate each development proposal for consistency with, and furthering the intent of the design standards. Development proposals which are inconsistent with the standards shall be deemed non-compliant.

A separate review for site plans submitted without specific building plans may be conducted prior to building plan submittal if both are not available during site plan submission. If reviewed separately, Section 8-2 applies to the review of a site plan and Section 8-3 applies to building plans submitted at a later date.

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4. Exemptions

The design guidelines do **not** apply to:

- A. Buildings which are primarily utilized for agricultural purposes to include roadside markets.
- B. Projects part of a proffered rezoning or condition of special use that include design commitments that meet or exceed those found in Article 8.
- C. Existing structures where minor expansions of no more than 3500 sq. ft. gross floor area or 30% of the existing building footprint whichever is smaller.
- D. Solely residential developments.
- E. I-1, I-2 (Industrial) zoned parcels.
- F. The requirements of the Design Standards Manual may be waived or modified by the Director of Planning under the following circumstances:
 - 1) It will further the intent of the Design Standards Manual and, if applicable, the Subdivision and Zoning Ordinance.
 - 2) It will be consistent with the Comprehensive Plan.
 - 3) It will not adversely affect the use of development of neighboring properties.

The Director of Planning may attach conditions to any waiver or modification.

8-2 REQUIRED DEVELOPMENT STANDARDS APPLICABLE TO ALL SITE DESIGNS

1. Vehicular Access, Circulation and Parking

- A. The developer of any land within the HCOD shall submit an access plan as part of a site plan or in the case of a subdivision, as part of the preliminary plat. The access plan shall demonstrate the ability to provide access to surrounding properties via cross-easement

agreement(s), shared entrances, interparcel connections and travelways, on-site service drives connecting adjacent properties, access by secondary public streets, and to provide adequate internal circulation to not impede traffic on a public street. The plan shall identify all off-site entrances and access points to both sides of the corridor highway within 500 feet and median crossings within 1,000 feet of the inter-property boundaries of the site. The plan shall also depict all entrances, including inter-parcel and secondary street access, for all adjacent properties.

- B. Access and internal circulation shall be designed so as not to impede traffic on a public street. There shall be no direct access onto adjacent public roadways from those out-parcels which are part of a larger, coordinated development site or shopping center. Access via the following means will be approved:

- (1) By provision of shared entrances, interparcel connections and travelways, or on-site service drives connecting adjacent properties;
- (2) By access from a secondary public street rather than a primary street; or
- (3) By the internal streets of a commercial, office, or an institutional complex.

See Plates 8-1 and 8-2 for examples of access and internal circulation.

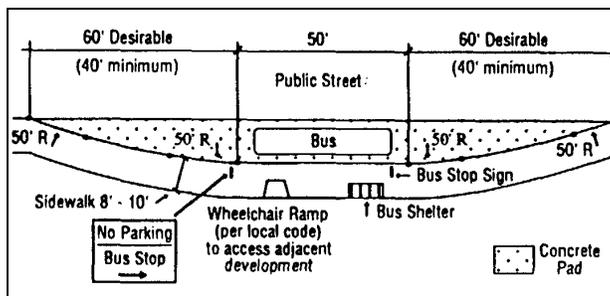
- C. All primary travel lanes and private streets designed to allow vehicular access between properties shall be located in recorded ingress/egress easements, which are reciprocal in nature and address the shared cost of construction and ongoing maintenance. Such easements or dedicated public rights-of-way shall be extended to the property line where interparcel access or dedicated public rights-of-way are required.

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- D. Commercial entrances and travel lanes that intersect with the corridor highway and meet the Virginia Department of Transportation warrants for a traffic control signal shall be designed and constructed to meet minimum secondary street standards as specified by the Virginia Department of Transportation subdivision street requirements. Installation of traffic control signals shall include sufficient equipment to permit coordination with other traffic control signals along the corridor highway.
- E. Parking areas and driveways shall be paved with concrete, bituminous concrete, asphalt or alternate, hard-surface materials of similar quality. Surface treated parking areas and drives shall be prohibited.
- F. Within the Primary Development HCOD, the corridor highway shall be constructed with curb and gutter and storm sewer, unless otherwise approved by VDOT.
- G. Notwithstanding any other provision of these Development Standards, parcels of land existing at the time the HCOD is created shall not be denied access to a public highway if no reasonable joint or cooperative access is possible at the time of development.
- H. Dead-end parking aisles shall be avoided to eliminate parking in reserved turnaround areas. When dead-end parking aisles are the only option, adequate reserved maneuvering space (minimum of 5 feet) shall be provided. Dead end parking aisles shall not exceed 100 feet. Parking aisles shall be perpendicular to the building to provide safe access to the building. Through aisles with parking shall be designed to minimize lengthy search patterns, decrease the potential for speed, and improve traffic safety.
- I. Parking aisles shall not exceed 200 feet in length. Landscape islands or peninsulas shall be added at 200 foot aisle intervals for landscaping and/or LID opportunities.
- J. When parking is provided in the rear of buildings, a lit pedestrian connection to the pedestrian walking zone in front of the building will be provided.
- K. Drive thru uses shall be oriented to provide sufficient stacking lanes so as not to conflict with pedestrian routes or overall vehicular circulation.

- L. Parking lot lighting shall not exceed a height of more than 30 feet from ground surface in order to accomplish focused lighting with limited light spillage though lower poles are encouraged. Parking lot lighting poles within 50 feet of an adjacent residential property shall not exceed 25 feet in height. All luminaries used for mounting on light poles are classified by the IES as “full cut off” style. For parking lot lighting no luminaries shall be installed in such a manner that the bottom lens of the product is not horizontal, but facing directly at the ground. All luminaries utilize lamps that are vertically oriented inside the fixture. Where commercial or industrial properties border residential properties, the amount of light that falls off the property does not exceed .5 footcandles at the commercial property line.
- M. For developments of 50,000 square feet or larger, a covered bus shelter with at least one trash receptacle and seating bench shall be provided for existing or proposed FRED stops, subject to FRED specifications and receipt of all applicable approvals. **Exhibit 1** below gives an example.

Exhibit 1: Example of Bus Turnout



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2. Sidewalks, Trails and Bicycle Storage

Pedestrian circulation shall be provided for and coordinated with that generated from or using adjacent properties as follows:

- A. Sidewalks and trails shall be constructed to optimize pedestrian movement between parcels and connect with existing pedestrian sidewalks and trails where they currently exist.
- B. Drainage shall be designed so as not to interfere with pedestrian traffic;
- C. Safe and convenient pedestrian crossings shall be provided across access drives and internal travelways.
- D. At least one bike rack shall be placed on-site.
- E. A pedestrian walking zone shall be placed parallel to the active building façade creating a buffer between parking areas and thoroughfares and the building façade.
- F. Crosswalks and pedestrian areas shall be signed and/ or accented and defined. Paint striping is permitted, however, use of special paving materials such as brick or stamped paving materials which shall be coordinated to complement the primary building materials is encouraged.

3. Building Location

- A. Building setback from the street right of way shall be as follows:
 - (1) Within the Primary Development HCO, the building setback from the future right of way line for roads classified as minor collector or greater as identified in the Transportation Element of the Comprehensive Plan for the road corridor on which the project is located shall be consistent with underlying zoning.
 - (2) Within the Rural Development HCO, the building setback from the arterial road right-of-way shall be a minimum of eighty (80) feet.
- B. Area and bulk regulations shall be the same as the underlying zoning district(s).

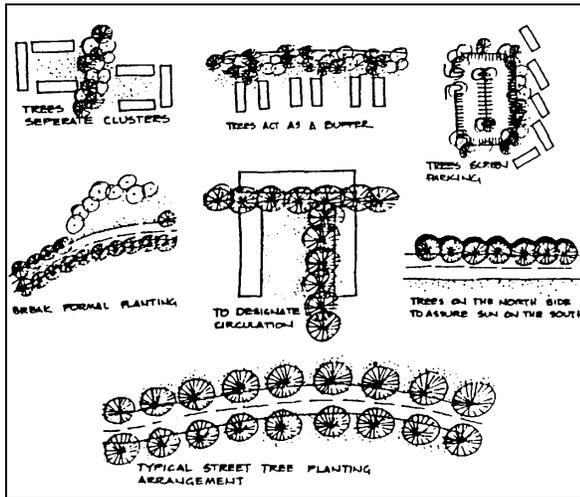
4. Landscaping

In addition to the landscaping and screening requirements of Article 5, Division 5 of the Zoning Ordinance, the following landscaping requirements apply within an HCO:

- A. Where an arterial road has or is required to have curb and gutter, street trees shall be planted between the back of the curb and any building or parking area. The distance from the curb to the tree shall meet VDOT minimum requirements;
- B. Street trees shall be medium and large deciduous trees per Article 6 and Table 6.5 of the Design Standards Manual;
- C. There shall be at least one street tree for every 30 feet of road frontage, provided that no less than one tree be provided for each parcel. This shall not be construed as requiring the planting of trees on forty foot centers;
- D. Existing vegetation may be used to satisfy the requirement for street trees if the vegetation meets the requirements of this section and Article 6 of the Design Standards Manual.
- E. If approved by the Director of Planning, the landscaping required by this section shall be provided in lieu of transitional screening and peripheral parking lot landscaping as required by Article 5, Division 5 of the Zoning Ordinance.
- F. Curb appeal will be enhanced by providing continuous landscaping along the front setback using trees and hedges to lessen road noises and reduce glare from headlights. Use of vegetation throughout the project area will also effectively separate clusters of buildings, soften the hardscape, buffer parking from buildings, designate pedestrian circulation ways, and dress up entry ways into developments. **Exhibit 2** depicts different approaches to using trees and landscaping to improve curb appeal.

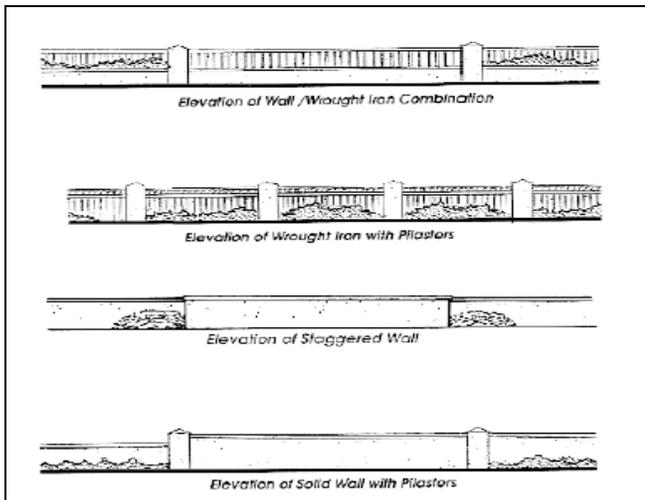
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Exhibit 2: Landscaping Opportunities



G. If a wall is used as a screening element, provide visual relief by staggering, capping, recessing, or by providing inlays, columns, and texturing.. See **Exhibit 3**.

Exhibit 3: Screening Wall Detail



H. All wetpond and drypond retention systems visible from the HCOD or from adjacent residential development areas shall be effectively screened or designed as a landscaped feature. **Exhibit 4** serves as an example.

Exhibit 4: Storm water as landscape feature.



- I. Pedestrian sidewalks/ trailways within the project area include shade trees located within 10' of the sidewalks/ trailway set a maximum 30' apart.
- J. If parking is located between the public right of way and the proposed structure, effective screening including but not limited to berms, walls less than 3 feet in height, and plantings shall be utilized to screen the parking lot from view from the corridor highway (see Plate 8-3).

8-3 REQUIRED ARCHITECTURAL/DESIGN STANDARDS APPLICABLE TO ALL BUILDING DESIGNS

- 1. Design standards for development or redevelopment within any HCOD
 - A. The primary building facade shall be sited to facilitate ease of pedestrian and vehicular access.
 - B. For strip commercial developments individually articulated facades shall be encouraged. An example of this can be seen in **Exhibit 1**.

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Exhibit 1: Individually articulated facades to reduce scale and mass.



C. Roofs

Pitched roofs of the primary building shall have a minimum pitch of 6 inches for every 12 linear inches. This pitch shall not necessarily apply to porches, canopies, etc.

D. If a pitched roof is visible from the corridor, it shall be standing seam metal, three dimensional shingles, "architectural" shingle, clay tile, wood shake, slate, or rubber look-a-like slate, or similar materials. *This does not include simple 3-ply type shingle.

E. Flat roofs shall be screened by parapets a minimum of 3' in height. Parapet heights shall be varied.

F. To avoid long monotonous wall surfaces, no uninterrupted length of any façade publicly visible from the HCOD shall exceed 100 feet. Publicly visible wall lengths in excess of 100 feet must incorporate architectural elements and changes in relief such as but not limited to wall plane projections and recesses. For single and multiple story buildings, wall surfaces visible from the HCOD shall be well articulated through use of but not limited to intrastory banding, building base course, parapet wall, or window/ door/ sills, fascia, soffit, eave, and cornice trim; porch columns and supports, or a combination of these.

G. Excluding signage, façade colors are primarily natural earth tones. Bright colors such as yellow, orange, pink, purple shall be limited to not exceed 25% of any single exterior wall area, as a trim element. Trim colors shall be used for accent and

identifying purposes and shall be the brightest group of colors allowed.

H. HVAC equipment placed on a roof shall be shielded from public view behind a roof parapet or with architectural enclosure complementary to the building façade. HVAC equipment placed on the ground shall be or effectively screened with landscaping (or architectural screening wall/ enclosure complementary to the primary building materials).

I. At least one active building elevation with public access or windows face the corridor for all building types fronting the HCOD street. An active elevation is one with public access meant for either building entry or display of goods to the public.

J. Materials - Buildings facades visible from the highway corridor may incorporate a variety of materials such as wood, stucco, stone, cement siding (such as Hardi Plank), face brick or textured architectural brick or tinted/ textured concrete masonry units and other equivalent finished materials. Use of vernacular and indigenous materials are the most appropriate materials to use in the rural landscape and are encouraged.

K. New construction, exterior renovations and non-exempt additions shall be complementary and not significantly and adversely conflict with the predominant site and the positive architectural elements - design features - of existing commercial and/ or office properties in the surrounding area.

L. For buildings within 500' of a residence, the following additional design features will be provided:

(1) Headlight glare shall be minimized through berms or landscaping or both adjacent residential and the corridor highway.

(2) Any outside communication devices such as public announcement speakers or drive through communication devices shall be directed away from adjacent residential uses.

M. Monument type signage shall be used as opposed to pole mounted signage, unless such poles are concealed to give the appearance of a monument-type sign. Materials shall complement the overall design of the building theme. The base of such signs shall be landscaped.

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- N. Wall sign design shall not detract from the building's architectural elements.
- O. Outside dumpster sites shall be effectively screened with masonry enclosures which are compatible with the architectural design and materials of the primary structure. **Exhibit 3** provides a dumpster site designed to be complementary with the primary materials of the shopping center.

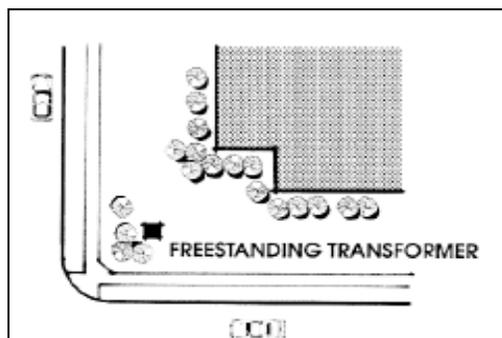
Exhibit 3: Typical Dumpster Screening



- P. Loading docks, overhead doors, and loading and service areas (not to include doors sized primarily for pedestrian access) shall be effectively screened so as to substantially mitigate the ~~from~~ view from adjacent residential development and the Corridor Highway. Appropriate screening methods are located in Article 6 of the DSM entitled Landscaping and Screening.
- Q. Chain-link fencing shall not be permitted in areas visible from the highway corridor.
- R. All building facades visible from the corridor street (whether front, side, or rear) or visible from adjacent residential development shall consist of similar architectural treatment in terms of materials, quality, appearance, and detail; and no facade portion of a building located on parcels fronting the corridor and buildings visible from the corridor or visible from adjacent residential development shall be constructed of unadorned cinder block, corrugated metal or sheet metal; the foregoing shall not preclude standing seam roofs or preclude metal products used as trim material provided it is limited to 20% or less of all facade materials.
- S. Mechanical equipment, utility equipment such as electric and gas meters, electrical panels, junction boxes, transformers (excluding bona fide farming equipment) shall be shielded from public view using landscaping, enclosure, or located away

from public view to the extent practical given the topography of the site and other physical limitations and designed to be perceived as an integral part of the building. **Exhibit 4** demonstrates an acceptable practice.

Exhibit 4: Landscaping of Utilities



- T. Design of outparcel buildings shall be compatible with, and complementary to the primary building(s).
- U. A building nonconforming to height, area, yard, setback or bulk requirements of the HCOD may be altered or expanded, provided such alteration or extension does not increase the degree of HCOD nonconformity in any respect.

8-4 Plates

The following plates illustrate and assist in the explanation of the standards and specifications in Article 8, (Highway Corridor Design Guidelines) of the Spotsylvania County Design Standards Manual.