

TRANSPORTATION CORRIDOR OVERLAY DISTRICT POLICY

ADOPTED BY CITY COUNCIL

ON NOVEMBER 15, 2016

Policy Framework
and Development
Guidelines for the
Chesapeake
Expressway,
Dominion
Boulevard, and
Route 17 Corridors

Table of Contents

Introduction	2
The Transportation Corridor Overlay District	4
The Study Area	5
Chesapeake Expressway	6
Dominion Boulevard.....	8
Route 17.....	10
The Corridor Concept	12
Transportation Corridor Overlay District Guidelines	14
1. Location.....	14
Target Areas Designated.....	14
Target Areas	16
2. Type of Use.....	17
3. Timing.....	18
Planning and Land Use Policy.....	18
Extension of Public Utilities.....	19
4. Fiscal Impact.....	20
5. Compatibility with the Environment	20
6. Compatibility with Surrounding Uses.....	21
7. Compatibility with City Access Policies	21
Appendix A: Considerations for the Development of a Public Utility Service Area Expansion Strategy	22
Appendix B: Design Guidelines	24
Appendix C: Access Guidelines	35

Introduction

The City of Chesapeake is committed to managed and orderly development within the City and is dedicated to the provision of adequate services for its citizens. While the City has taken a proactive stance in the development of public policies designed to better regulate the timing and location of residential development, it has limited policy guidelines regarding directing beneficial, revenue generating economic development. The City recognizes that certain types of economic development will promote the overall economic health of the City and will result in the improved ability to provide a high quality of life for all citizens, both corporate and private.

The need for additional opportunities for the expansion of Chesapeake's economic base coupled with the need to develop a strategy for the management of future transportation corridors gave rise to a City Council resolution to address such issues. On September 21, 1999, Chesapeake City Council adopted a resolution directing staff to "conduct studies and engage in special planning for major transportation corridors...to determine and implement the most productive and beneficial use of land within... such corridors."

The Transportation Corridor Overlay District was adopted on June 13, 2000, after an 18-month effort by a multi-disciplinary City staff team that evaluated development patterns and trends, utilized the City's Geographical Information System (GIS) to perform site and conditions analysis, and ultimately identifying potential future business development locations. The adopted policy document from 2000 included guidelines for Chesapeake Expressway (Route 168) and Dominion Boulevard (Route 104).

The resulting Transportation Corridor Policy is a policy framework designed to manage emerging development along significant transportation corridors within the City. It is an amendment to the City's Comprehensive Plan. The Transportation Corridor Overlay District recognizes that transportation improvements often act as a catalyst for new development. It recognizes that there is a need to preserve future opportunities for economic development. It also recognizes that without clear policy it will be likely that these opportunities will be foregone to other land uses which will establish their own tone and direction for the future of these corridors.

Since its adoption by City Council in June 2000, the TCOD has been an important policy reference for both the Forward Chesapeake 2026 Comprehensive Plan (adopted in March 2005) and the Moving Forward Chesapeake 2035 Comprehensive Plan (adopted in February 2014). During development of the 2026 Comprehensive Plan, the City Council-appointed Plan Advisory Team (PAT) expressed concerns about the proposal to establish an Auto-Oriented Major Activity Center on the Frank Williams Farm Tract, given that the TCOD Northwest River Target Area already existed in the environmentally sensitive southern Chesapeake area. As a result, a compromise was reached wherein the Williams Tract Major Activity Center was included in the 2050 Preferred Development Pattern Map, while the Northwest River Target Area was eliminated from the TCOD.

On May 17, 2016, City Council adopted a resolution requesting the Planning Commission to consider and make recommendations concerning a proposed amendment to the Chesapeake Comprehensive Plan to extend the Transportation Corridor Overlay District along U.S. Route 17 to the North Carolina state line, with the proposed extension to be coordinated with the pending or approved Dominion Boulevard Corridor District. During City Council's consideration of the resolution, there was discussion of the potential impacts of the proposed extension on

residential development and target areas as addressed in the current TCOD Policy. In this regard, City Council approved amending the resolution as presented to include only commercial or industrial property and to allow for the expansion of target areas as part of the consideration and recommendations for amending the Comprehensive Plan.

The Transportation Corridor Overlay District is administered through the rezoning and conditional use permit process, through which the City has some discretion over approval. Each application would be reviewed for consistency with this policy. The area of application of the policy is recommended to be a one-mile buffer around each corridor. Each rezoning or conditional use permit application within the Overlay will be expected to be consistent with the policy guidelines including development type, location, and timing. Each proposal should also reflect certain design guidelines and access policies.

The Transportation Corridor Overlay District should be considered a fluid document, with opportunities for modification as needs arise. Changes in road alignments, facility adequacies, or access plans may all necessitate policy revision. As the City engages in the development of a new Comprehensive Plan and other strategic initiatives, other opportunities may also arise that may necessitate revision to this policy.

The Transportation Corridor Overlay District

The Transportation Corridor Overlay District is a policy framework under which certain potentially beneficial development proposals may be considered, given their proximity to improved transportation access. The creation of the Transportation Corridor Overlay District is based upon certain fundamental issues.

1. *Transportation improvements will create a catalyst for development.*

The Transportation Corridor Overlay District will attempt to manage growth that will occur along transportation improvements.

2. *The City should preserve future opportunities for economic development.*

The Transportation Corridor Overlay District creates a policy of preserving highly visible, highly accessible sites for economic development purposes. This will ultimately serve the public welfare by increasing tax revenues and employment opportunities.

3. *These corridors are highly visible and any proposal contained therein should reflect good building and site design practices.*

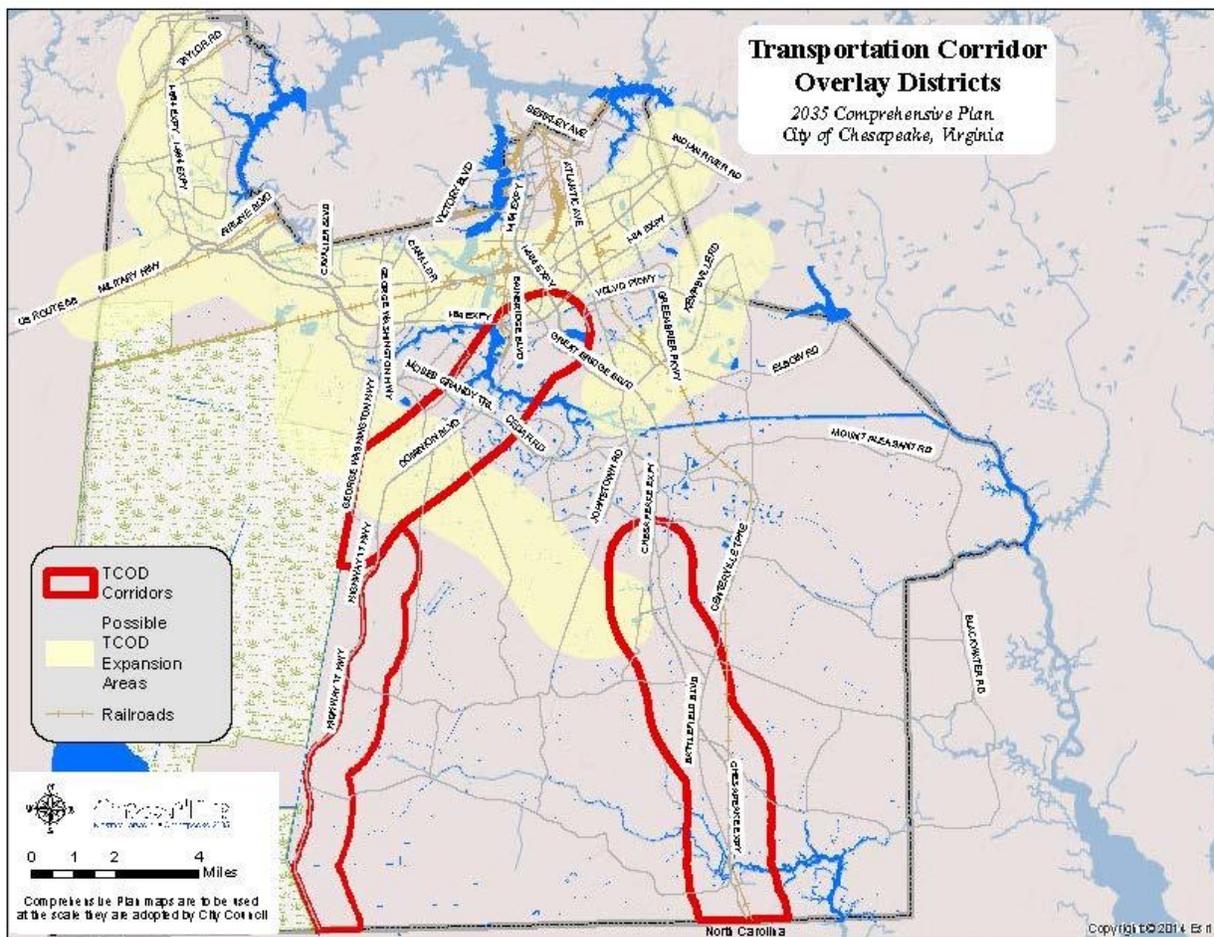
The Transportation Corridor Overlay District provides design guidelines for development throughout the corridor.

The Study Area

For purposes of this policy document, the corridors of Dominion Boulevard (from Great Bridge Boulevard to the convergence with Route 17), Chesapeake Expressway (from Hillwell Road to the North Carolina State Line), and Route 17 (from its convergence with Dominion Boulevard to the North Carolina State Line) are Transportation Corridor Overlay Districts. Properties affected by the policy include all land that falls within a one-mile (5,280 feet) buffer around each of these road segments, except for Route 17, in which case the one-mile buffer only applies on the eastern side of the roadway. In the event the Corridor boundary bisects a parcel, only that portion within the boundary is included in the study. If at least 50% (one-half) of a parcel is included in the Corridor, then, at the option of the property owner, the guidelines resulting from this policy may extend to the remaining portion of the parcel.

A one-mile buffer on either side of the centerline of the roadway was selected because it is reflective of both City and HRSD policy regarding the service areas for sewer force mains. The one-mile buffer is further preferred because of 1) the ability to geographically accommodate larger scale development, and 2) the ability to extend the protection of the policy throughout the corridor.

Other corridors can be considered in the future by City Council request.



Chesapeake Expressway

The Chesapeake Expressway corridor is the major linkage between Hampton Roads and the Outer Banks of North Carolina. The completion of the Chesapeake Expressway has provided the City of Chesapeake economic development opportunities at its interchanges that include Mount Pleasant Road, Hanbury Road, and Hillcrest Parkway. The Chesapeake Expressway is a tolled four lane highway from Hillcrest Parkway to the North Carolina State Line.

Because of the construction of the Chesapeake Expressway and Comprehensive Plan growth management policy documents, including the Transportation Corridor Overlay District Policy, these interchanges have developed into major retail, commercial, and residential areas for the City.

The corridor, north of Hickory Road, is primarily developed around the major interchanges as business/commercial with low density residential surrounding these business/commercial nodes. The majority of the area north of Hickory falls under the Suburban Overlay District provisions of the Chesapeake Zoning Ordinance.

The corridor, South of Hickory Road, is primarily zoned A-1 Agricultural District. The majority of the land in this area falls under the Rural Overlay District provisions of the Chesapeake Zoning Ordinance, which promotes lower density development.



Dominion Boulevard

The Dominion Boulevard corridor connects Interstate 464 and Interstate 64 to Route 17 Highway. Once completed in 2017, Dominion Boulevard and the newly constructed Veteran's Bridge will provide a four lane limited access arterial from Route 17 to Interstate 64. The corridor has been designated as the future Raleigh to Norfolk Connector and also a future Interstate. It could serve as a major connector between the Raleigh Triangle region and the Ports of Hampton Roads.

The areas north of the Veteran's Bridge are mostly developed. Areas to the west along the Southern Branch of the Elizabeth River are heavy, waterfront industrial and have been identified as underutilized areas. Areas to the east have developed as residential.

Development activity south of the Veteran's Bridge has been increasing in recent years, following the construction of improvements to Dominion Boulevard, replacement of the Steel bridge, and the opening of Grassfield High School, Dominion Commons and Dominion Commerce Park.

Undeveloped areas begin just south of the Cedar Road intersection. These areas are predominately zoned A-1 Agricultural District with the exception of some R-15 Residential District zoning along the road frontages of Shillelagh and West Roads. Residences intermittently line Shillelagh and West Roads.

The Dominion Boulevard Corridor also falls under the proposed Dominion Boulevard Corridor Study & Economic development Strategic Plan. The Dominion Boulevard Corridor Study is a follow-up to the Moving Forward 2035 Comprehensive Plan adopted by City Council in February 2014. The Dominion Boulevard Corridor Study was initiated by City Council in 2014 to create a market-based strategic plan for the corridor that has a primary emphasis of creating economic opportunities of a regional scale in support of the economic vitality goals and objectives of the 2035 Comprehensive Plan.

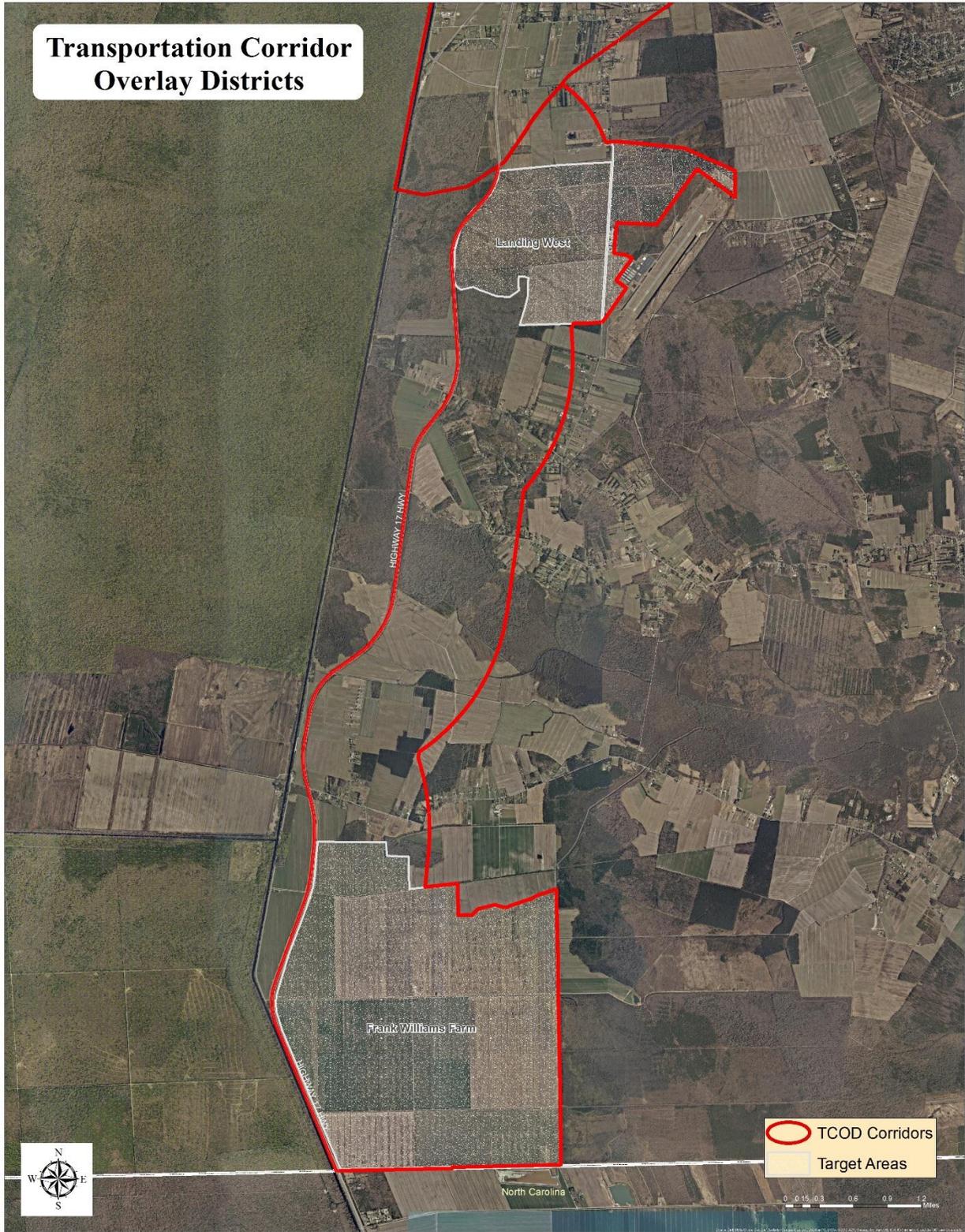


Route 17

The Route 17 corridor has been endorsed by both Virginia and North Carolina as a future interstate as part of the Raleigh to Norfolk multi-state corridor linking Hampton Roads to the Raleigh region. The road is currently a four lane limited access highway from Dominion Boulevard to the North Carolina State Line.

The Route 17 corridor is a significant north-south linkage. It is expected that once the Dominion Boulevard Improvement Project is completed, the Route 17 corridor will be seen as a major regional transportation route in the Mid-Atlantic Region. The new and improved roadway was relocated from its original alignment along the Dismal Swamp Canal approximately 15 years ago. The original roadway is now being used as a regionally significant multi-purpose trail.

This corridor is primarily rural in nature with light industrial/logistics recommended in the 2035 Land Use Plan in the Landing West area near the Chesapeake Regional Airport. This area could support airport functions including transfer of goods and warehousing. Intersections along the roadway include Cornland Road and Ballahack Road.



The Corridor Concept

The Transportation Corridor Overlay District is based upon the importance of promoting and preserving future economic development opportunities for the City of Chesapeake. It is the intent of this policy to provide opportunities for high quality, attractive, development types that expand the City's tax base and create a positive impact on the City's overall fiscal health. Expansion of the City's tax base will lessen reliance on real estate taxes, provide jobs as well as provide opportunities for expanded supplies and services.

Opportunities are created by existing and planned transportation improvements and it is important to preserve these opportunities. It is the intent of the Transportation Corridor Overlay District to create a policy framework under which these potentially beneficial development types may be reviewed and considered while providing management measures to ensure that these proposals are compatible with City goals.

The management measures of the Transportation Corridor Overlay District consist of a series of guidelines designed to ensure that each rezoning and conditional use permit proposal is consistent with the goals of the District. The guidelines contained within this policy are directed at development type, location, timing, appearance, and consistency with City access policies.

The Transportation Corridor Overlay District is administered through the rezoning and conditional use permit process, which allows for the proper assurances to be made that the criteria contained within the policy are met. The majority of land in the TCOD Corridors, taken as a whole, is currently zoned agricultural (A-1), which means the majority of new proposals within these corridors will require a zoning reclassification. Each proposal will be expected to provide the appropriate assurances that the guidelines of the policy are met. This may be achieved through the use of the Planned Unit Development (PUD) provisions of the Zoning Ordinance, or through other legally acceptable means provided under Virginia law. Every application for rezoning is subject to the full public hearing process, with opportunity for review and comment by the community. Conditional use permit applications are also subject to the policy as a means of ensuring compatibility with surrounding areas and availability of public facilities to serve the proposed development without adverse impact on the community.

Within each Corridor, certain locations will better lend themselves to the development of healthy functioning commercial centers. These areas are identified within this document as Target Areas. It is the intent of this policy to direct business development to these Target Areas, and not to those areas outside of the Target Areas. However, as an added measure of protection for the corridor and in the event rezoning and use permits are considered outside of the Target Areas, the remaining development guidelines contained herein should apply to all development within the District, regardless of whether or not it is in a Target Area.

It is not the intent of the Transportation Corridor Overlay District to infringe upon or detract from the existing agriculture industry located in the southern portion of the City. Agriculture is an important industry within the City and should be preserved. To ensure the compatibility of the Transportation Corridor Overlay District with the existing agricultural uses, three specific measures have been taken. First, the District focuses the preservation of business development opportunities within Target Areas. This affords some protection for the rural / agriculture areas by discouraging strip commercial development from extending throughout the corridors. Second, extensive design guidelines are provided emphasizing compatibility with

adjacent uses. Third, the District recommends that uses within the Target Areas decrease in intensity and density as they transition away from the center of the Target Area.

Given the propensity for residential development to also follow transportation improvements, it is important to make the distinction that it is the intent of the Transportation Corridor Overlay District to preserve prime economic development sites for uses that are of good economic benefit to the City. Other policy initiatives such as the update of the City's Comprehensive Plan will address the provision of future residential areas. In the event residential development is proposed as a part of a master planned development (such as a Planned Unit Development) within a Target Area, it also should be consistent with the goals of this policy and should be located in such a manner as not to pre-empt future opportunities for business development. A significant amount of residential development either exists or is planned in areas in the northern portions of the corridors. The Transportation Corridor Overlay District does not propose any changes to these areas.

In maintaining the commitment to orderly, fiscally responsible growth, all rezoning and conditional use permit proposals within the Transportation Corridor Overlay District will be closely examined to assess their overall benefit to the City. Development proposals of economic benefit to the City can be considered within these corridors if determined to be appropriate in terms of compatibility with the concept of the corridor, development type, location, and timing. All rezoning and conditional use permit proposals should reflect the development guidelines contained in this plan, and should also comply with access policies in accordance with this plan.

Transportation Corridor Overlay District Guidelines

Proposals for development within a Transportation Corridor Overlay District that require a change of zoning or conditional use permit should be subject to the guidelines contained within this document. Assurances may also be provided through the conditional use permit process. These guidelines are designed to ensure proposals are appropriate and consistent with the City's goals for these corridors. The City should use these guidelines when evaluating applications, and applicants should seek to comply with them when preparing specific development proposals.

1. Location

TCOD does not promote the "stripping" of the corridors with development. This would be counter-productive to the intent to maximize accessibility created by transportation improvements. In order to maximize the resources of the Corridors, while providing protection to the outer lying rural areas from encroaching development, economic development uses within the Transportation Corridor Overlay District should be located only within a designated Target Area. By locating the Target Areas at these interchanges, traffic will be encouraged to use the new facility and not local roadways.

The policy regarding what properties fall within a Target Area is similar to that governing the Corridor as a whole. In the event the Target Area boundary bisects a parcel, only that portion within the boundary is included in the Target Area. If at least 50% (one-half) of a parcel is included in the Target Area, then, at the option of the property owner, the guidelines resulting from this policy may extend to the remaining portion of the parcel.

Target Areas Designated

Dominion Boulevard

The entire length of the Dominion Boulevard Transportation Corridor Overlay District should be considered a Target Area due to the frequent access opportunities afforded by Great Bridge Boulevard, Cedar Road, Shillelagh Road and West Road.

Chesapeake Expressway / Hillcrest

A buffer of a one-mile radius from the center of the Hillcrest Parkway Interchange of the Chesapeake Expressway should be the limit of the Hillcrest Target Area.

Chesapeake Expressway / Indian Creek

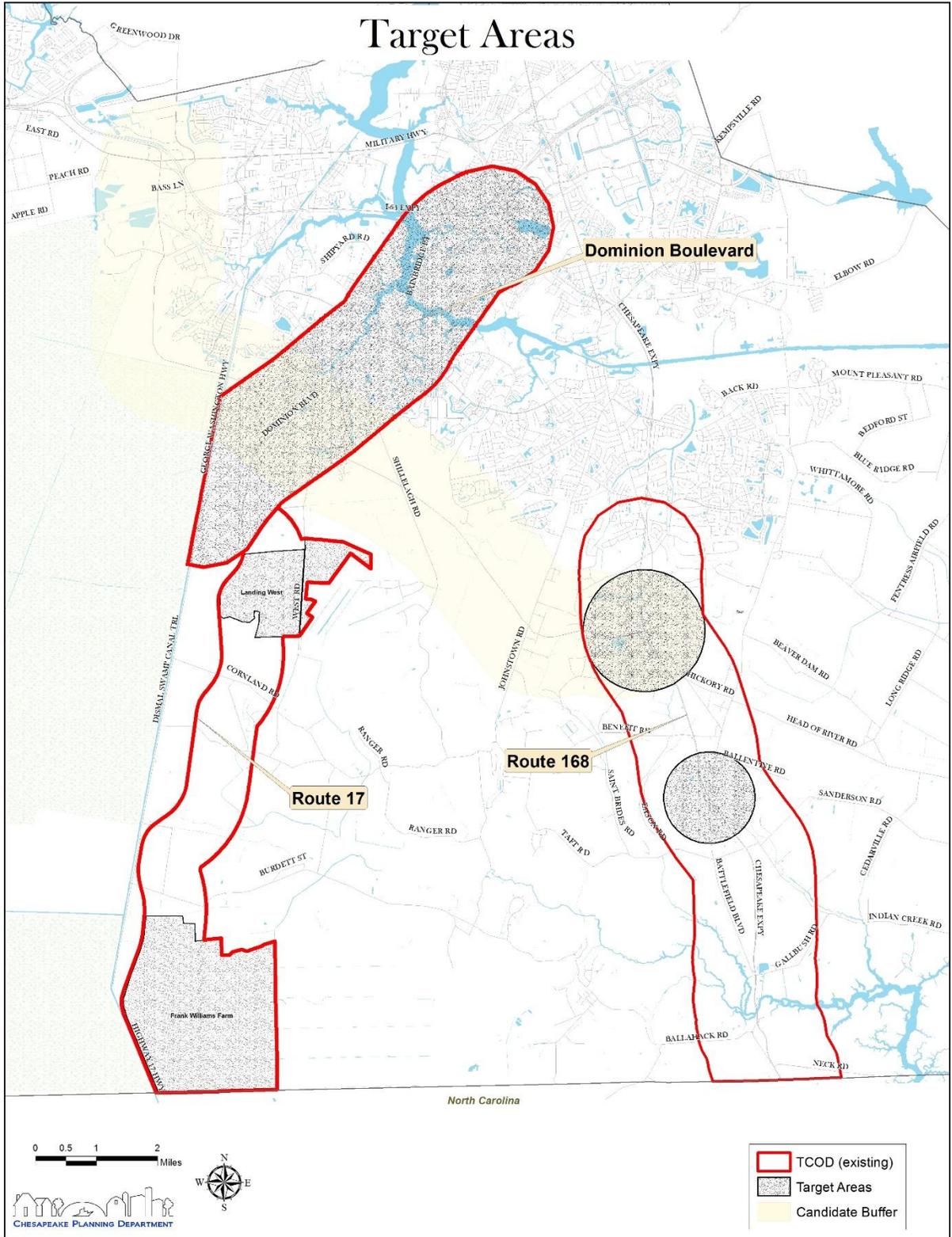
A buffer of a $\frac{3}{4}$ mile radius from the center of the Indian Creek Road Interchange of the Chesapeake Expressway should be the limit of the Indian Creek Target Area.

Route 17/ Landing West

A buffer should be the limit of the Landing West Industrial Area boundary according to the 2035 Land Use Plan.

Route 17/ Frank Williams Farm Tract

A buffer should be the limit of the Frank Williams Farm Tract Property Boundary.



Target Areas

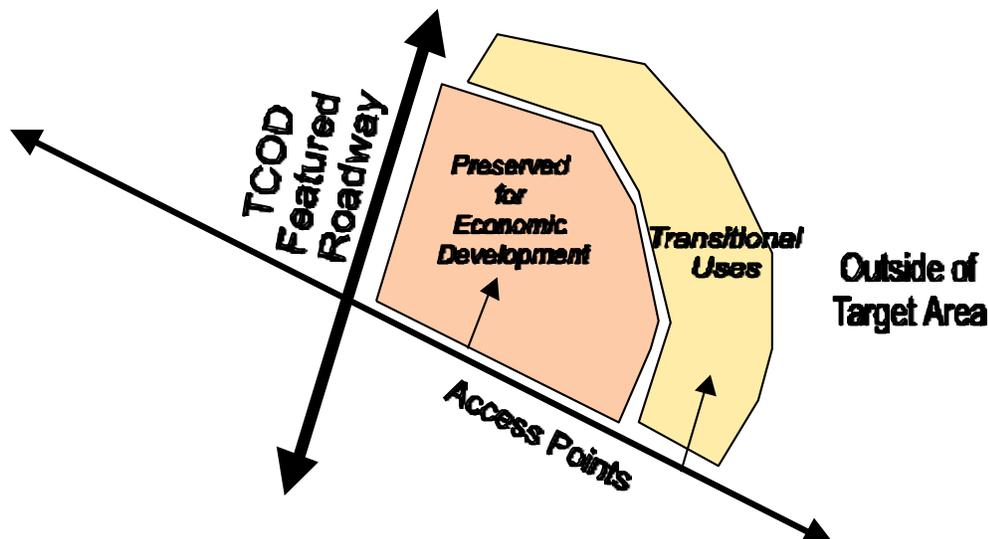
Because of recent construction / improvement projects for each road, the Transportation Corridor Overlay District will be centered on the new road alignments. Additional interchanges / access points may be created in the future. These should be reviewed before being considered as Target Areas.

While residential development is vital to supporting a healthy business community, the focus for land use within each Transportation Corridor Overlay District, and particularly within the Target Areas, should be creating opportunities for new business parks and retail centers. Accordingly, new residential development, if considered, should not be located within the closest one-half mile of the center of each Target Area, except within the Route 17 corridor, where residential uses should not be located within the boundaries of the Landing West and Frank Williams Farm Tract Target Areas.

Light industrial and office parks should be located in closest proximity to the center of appropriate Target Areas in a way that minimizes traffic impacts on new and existing roads while still providing easy access to main thoroughfares for employees, customers, vendors and distributors. Land for larger, single tenant uses (e.g., corporate offices, research and development campuses, and large manufacturers) should also be available in close proximity to node interchanges.

In order to provide a linkage between employment centers and outlying uses, retail and professional office development (e.g. medical, legal, financial) should be encouraged at locations within the Target Areas that link commercial centers with outer uses. Uses promoting a gradual transition to outer lying uses should be located to the outer edges of the development. Transitional uses may include recreational amenities, public facilities, or limited residential development as a part of a master planned development.

The location of new projects within each Transportation Corridor Overlay District should be planned so as to minimize the need to extend public water and sewer facilities. Development within the Transportation Corridor Overlay District should represent a harmonious, mutually supportive mix of land uses both within the individual developments and in relation to other surrounding developments /uses.



In order to provide a linkage between employment centers and outlying uses, retail and professional office development (e.g. medical, legal, financial) should be encouraged at locations within the Target Areas that link commercial centers with outer uses. Uses promoting a gradual transition to outer lying uses should be located to the outer edges of the development. Transitional uses may include recreational amenities, public facilities, or limited residential development as a part of a master planned development.

The location of new projects within each Transportation Corridor Overlay District should be planned so as to minimize the need to extend public water and sewer facilities. Development within the Transportation Corridor Overlay District should represent a harmonious, mutually supportive mix of land uses both within the individual developments and in relation to other surrounding developments / uses.

2. Type of Use

The Transportation Corridor Overlay District is designed to preserve areas with the best access and highest visibility for economic development uses while respecting the appropriate scale of the area. These uses could include business parks, research and development parks, medium to large-scale retail, corporate offices, and other employment centers in the larger multi-use Target Areas. Uses in smaller Target Areas would be more specialized to its designated scale.

Target Area scales are as follows:

Dominion Boulevard: Mixed uses allowing for professional offices, corporate offices, business offices, all scales of retail, research and development, and residential. All development applications within the Dominion Boulevard Corridor should be consistent with the Dominion Boulevard Corridor Study's recommended land use patterns, economic development, transportation, and public utility strategies.

Chesapeake Expressway/Hillcrest: Multi-purpose scale allowing for professional offices, corporate offices, business offices, all scales of retail, research and development. All development, including industrial uses, are subject to all compatibility criteria addressing issues of noise, dust, light, odors and fumes, environment, and appearance.

Chesapeake Expressway/Indian Creek: Medium-scale, office-oriented, with professional offices, corporate offices, business offices, small and medium scale retail, research and development, and including industrial uses being subject to all compatibility criteria addressing issues of noise, dust, light, odors and fumes, environment, and appearance. All development, including any limited industrial uses (such as "high-tech" manufacturing or research and development uses), are subject to all compatibility criteria addressing issues of noise, dust, light, odors and fumes, environment, and appearance.

Route 17/Landing West: Industrial uses, logistics, the transfer of goods, and uses that support airport functions. All development, including industrial uses, are subject to all compatibility criteria addressing issues of noise, dust, light, odors and fumes, environment, and appearance.

Route 17/Frank Williams Farm Tract: Large commercial and industrial scale uses. While allowing appropriate uses for a site that is identified as a Gateway into Chesapeake under the 2035 Comprehensive Plan, as well as being an Auto-Oriented Major Activity Center as identified on the City's 2050 Preferred Development Concept map within the Comprehensive Plan. Although automobile oriented, this Major Activity Center should be reserved for commercial and industrial uses only within the target area boundaries. The site has also been recognized as a candidate Unique Economic Development Opportunity (UEDO) Area as provided for in the Comprehensive Plan and as a potential certified mega-industrial site under the Virginia Economic Development Partnership's Virginia Scan database. All development, including industrial uses, are subject to all compatibility criteria addressing issues of noise, dust, light, odors and fumes, environment, and appearance.

Master planned developments, such as Planned Unit Developments (PUD), are the preferred type of development in the Transportation Corridor Overlay District. The Chesapeake Zoning Ordinance provides for three different types of PUD zoning, PUD- Residential (minimum 100 acres required), PUD-Commercial (no minimum acreage), and PUD-Industrial (no minimum acreage). PUD-C and PUD-I are the recommended designations for the Transportation Corridor Overlay District.

Traditional zoning reclassifications are not prohibited within the District; however a PUD is preferred due to its tendency to result in a more cohesive development unit, allowing for a better evaluation of overall impact and value of the proposal. Residential designations are discouraged, however may be considered as a transitional use in a master planned community except in Landing West and Frank Williams Farm Tract target areas.

Regardless of whether a proposal is submitted as a PUD or as another zoning reclassification, it will be evaluated in accordance with the guidelines contained in this policy.

3. Timing

Timing is a significant consideration for any development within a Transportation Corridor Overlay District. It is because of current road improvements to the Dominion Boulevard Corridor and the existing Chesapeake Expressway Corridor are under consideration, and therefore it is important that all proposals be carefully evaluated in terms of appropriate timing. There are two timing mechanisms within the Transportation Corridor Overlay District, the Planning and Land Use Policy and extension of public utilities.

Planning and Land Use Policy

All rezoning requests within the Transportation Corridor Overlay District will be subject to the City's Planning and Land Use Policy. The Planning and Land Use Policy creates a requirement that certain public facilities must meet a minimum level of service standard before City staff can recommend approval of a rezoning application. The Planning and Land Use Policy is applied to all rezonings. The Planning and Land Use Policy requires that the roadways serving a proposed development must be a service level of E or better for commercial rezoning (with certain findings) to receive a staff recommendation of approval. The Policy also requires that all schools serving the proposed development be at 120% or less of their rated capacity.

The road test is important in these corridors since both corridors are currently operating on at least some portion, at a level that will prohibit the approval of a rezoning. Impending improvements, however, will bring increased service levels that will allow the approval of rezoning. The road test is also important since it acts as a reinforcing factor to locating business development in the Target Areas. Improvements to Battlefield Boulevard are not currently scheduled or funded which means that in order to meet the road test of the Planning and Land Use Policy, developments will need to be located in such a manner that the majority of its traffic will be directed to the Chesapeake Expressway.

To help facilitate the preservation of certain lands for economic development purposes, the Transportation Corridor Overlay District recommends a strict adherence to the City's adopted Planning and Land Use Policy thresholds, particularly with schools, including the projected impact from the proposed development, should be applied to rezonings within the corridor. This provision is added to reduce the likelihood that residential development will outpace the City's ability to provide adequate school services to its citizens, and requires an amendment to the City's Planning and Land Use Policy. As was discussed earlier, other City policy studies (e.g. the Comprehensive Plan) will address the issue of appropriate future locations for residential development.

Extension of Public Utilities

Timing of development within the Transportation Corridor Overlay District will also be closely linked with the availability and provision of public water and sewer services. The use of other than City water and sewer facilities should be discouraged, except for existing approved septic systems and wells. A specific strategy to guide the extension of utilities into these corridors should be developed. Appendix A offers guidelines and considerations that should be included in the development of this strategy. Extension of utilities into these corridors should occur in a sequential fashion. Any timing associated with the sequencing should be reviewed periodically to ensure its consistency with City goals and policies.

Any utility extension strategy will require a separate action (e.g. future amendments to the Comprehensive Plan) and review by the Chesapeake City Council before adoption.

It is important to emphasize that the provisions of the Transportation Corridor Overlay District come into effect through the rezoning or conditional use permit process. This policy does not propose changes to existing water and sewer policies regarding existing lots or existing zoning districts.

The City of Chesapeake strives to ensure that adequate water resources are available and protected to serve both existing customers and proposed developments. Study and development of all feasible water sources should continue to address the future growth of the City outside the current utility service area. Development should not be encouraged to outpace supply and the City should continue to identify additional resources. The timing of development must be coordinated with availability of resources.

The phased expansion of utility service areas may be used to direct and manage growth. The use of the capital budget to fund the development of public utilities is one possible tool to direct utilities where and when development is to occur. The use of HRSD Interest Participation Agreements, whereby the developer ultimately funds the extension of HRSD interceptor force mains with the City's approval, could also be used to control utility extensions.

4. Fiscal Impact

One of the objectives of the Transportation Corridor Overlay District is to preserve future opportunities for economic development because of its positive contribution to the City's tax base. Therefore, it would be inappropriate to approve any development that did not create surplus revenue over the costs associated with serving the development. The Transportation Corridor Overlay District requires that all rezonings have a positive fiscal impact analysis in order to receive a recommendation of approval from City staff.

It is current practice to conduct a fiscal impact analysis for rezonings where a change to a different use is proposed. The City uses the FISCALS development impact model to evaluate each application. This model is updated annually with each new operating and capital budget to reflect as accurately as possible all costs and revenues associated with development proposals. The FISCALS model factors into consideration the cost of providing all City services, such as police, fire, libraries, schools, as well as anticipating all revenue streams such as property taxes, sales taxes, and business licenses.

This policy does not propose that the City engage in financing or constructing any public facility, including water and sewer mains or roadways, to help facilitate, or accelerate the development of the Target Areas. Construction of any such facility would be the result of a separate initiative from the City Council.

5. Compatibility with the Environment

Land use and development within the Transportation Corridor Overlay District should be compatible with the area's natural and cultural amenities. These natural areas, identified in the adopted Southern Watershed Area Management Plan, provide both visual relief as well as providing valuable ecological contributions.

Environmentally significant features such as wetlands, forested areas and waterways should be considered in all development proposals with regard to protecting their functionality and recognizing their importance to the ecosystem.

Any development proposal should have minimal negative impact on the environment including noise, air, and water. Businesses and industry emitting smoke, odors, effluents, loud or repetitive noises, or dust are not a targeted development type for these corridors. Consideration should also be given to light pollution and its impact on surrounding uses.

A large portion of the TCOD Corridors, when taken as a whole, falls within the Northwest River Watershed, which is one of the City's major drinking water supplies. All development proposals within this watershed should provide any necessary assurance that it will not degrade this water supply. All development should incorporate storm water management measures to control both quantity and quality of run off.

6. Compatibility with Surrounding Uses

All rezonings within a Transportation Corridor Overlay District should provide any necessary assurances that the proposal will be compatible with its surroundings. By encouraging business development in the Target Areas, in lieu of more random locations, and by requiring decreasing intensity or density the further the development is from the center of the Target Area, a reasonable degree of compatibility is likely. Site specific design should also promote compatibility among adjacent land uses.

To make sure that each proposal is sensitive to, and in context with, its immediate surroundings, design guidelines have been provided in Appendix B of this document. All commercial development should be consistent with the design guidelines provided. These guidelines provide an emphasis on the use of landscaping to soften the appearance of development while incorporating good design elements to ensure an attractive development type. All new development, regardless of type, within a Transportation Corridor Overlay District should exemplify and incorporate quality development practices, standards, and design. It is recognized that because of its intended role to accommodate heavier airport-related industrial uses, the Landing West Target Area will follow standard City policies for form and design of such facilities.

In addition to commercial structures, public buildings and churches should also incorporate good design practices and should follow the same guidelines. Public buildings should be encouraged to co-locate in campus like settings in order to create more efficient and attractive uses.

7. Compatibility with City Access Policies

Accessibility is a primary consideration in the designation and creation of Economic Development Opportunity Corridors. All development approved in these corridors should be designed as to not impede or detract from the opportunity created by this access. Generally, access should be consistent the access plans already developed for both of these corridors. Opportunities for revision may be identified in the future.

Guidelines for access are contained within Appendix C of this document. As with all developments proposed within the Transportation Corridor Overlay District, each proposal's access plan will be evaluated on its individual merit and ability to comply with these guidelines.

Appendix A: Considerations for the Development of a Public Utility Service Area Expansion Strategy

In order to develop the Transportation Corridor Overlay District, adequate City water and sewer service will need to be provided. This involves several policy issues that require Council action. It is recommended that a policy be developed that reflects the following considerations. This policy, when developed, should be considered as an amendment to the Comprehensive Plan.

The City's Service Area Expansion Policy must be followed for expansion of the HRSD Service Areas to serve additional portions of the City. A strategy for the timing and placement of the HRSD Southeastern Interceptor, South Battlefield (part), and Shillelagh Interceptor should be developed. This strategy should include a component addressing the use of HRSD Interest Participation Agreements to fund the extension of the facilities in an orderly and predetermined manner, so as to accumulate service credits before the lines are installed.

By State Law, the Southeastern, the South Battlefield (south of Hillcrest Parkway), and Shillelagh Interceptors must be reviewed for conformance with the City's Comprehensive Plan before installation (Code of Virginia Section 15.2-2232).

In addition, the Public Utilities Franchise Area for water and sewer, which is coterminous with the Suburban and Urban Overlay Districts, will have to be expanded in conjunction with the phased development of the Transportation Corridor Overlay District areas lying in the Rural Overlay District. Since previous planning for water resources has addressed growth within the current franchise area, new water resources will need to be identified. Study and development of all feasible water sources should continue to address the future growth of the City outside the current service area.

Development should not be encouraged until adequate resources have been identified. Once that is done, the timing of the development must be coordinated with availability of the water resources.

The capital improvement budget should be one method of implementing the utility extension strategy. Expenditures within the capital budget should be consistent with the timing and location of this strategy.

Related improvements such as storage facilities, pump stations, and transmission mains may be needed as a result of and to support development in the Transportation Corridor Overlay District.

Phasing of the Improvements

In order to ensure that adequate services are available to the Transportation Corridor Overlay District areas, a phased, sequential, approach should be taken to the installation of public water and sewer facilities. This will allow for the orderly expansion of the water and sewer facilities.

Phase I

Dominion Boulevard Transportation Corridor Overlay District

The initial portion of this corridor could be opened for development by expanding the existing water and sewer franchise area (Suburban and Urban Overlay Districts) to overlap the existing HRSD one-mile service area.

Battlefield Transportation Corridor Overlay District

This would include areas along the Chesapeake Expressway from the Great Bridge Bypass south to include the Hillcrest Interchange. Based on previous rezoning activities in this corridor, the HRSD force main along Battlefield Boulevard has been approved as complying with the City's Comprehensive Plan up to Hillcrest Parkway interchange.

The City's Land Use Plan should be amended to extend the Suburban Overlay District to be co-terminus with the limits of the current HRSD service area in both the Battlefield and Dominion Boulevard Transportation Corridor Overlay District.

Phase II***Dominion Boulevard Transportation Corridor Overlay District***

This phase would incorporate the area between the existing HRSD one-mile service area and the interchange of Routes 17 and Dominion Boulevard. In order for this area to develop, a new water transmission main between Battlefield Boulevard and Dominion Boulevard may be needed at this time. An additional storage tank may also be needed. In order to provide sewer service, a portion of the HRSD Shillelagh Interceptor would have to be extended southward from the existing HRSD force mains. This will require that the entire Shillelagh Interceptor be found to conform to the City's Comprehensive Plan under Virginia Code Section 15.2- 2232 will be required before HRSD would allow a partial extension.

Battlefield Transportation Corridor Overlay District

This phase would include the area between the Hillcrest Interchange and the Indian Creek Interchange along the Route 168 Toll Road. In order to develop this area, the extension of the Battlefield Interceptor farther south will be required. Review under Virginia Code Section 15.2- 2232 will be required for the extension of the South Battlefield force main.

Phase III***Battlefield Transportation Corridor Overlay District***

Phase III includes the area between the Indian Creek Interchange and the Northwest River within the Battlefield Transportation Corridor Overlay District. Currently, HRSD has not identified an interceptor force main to be provided for this area. As a result, the extension of City force mains more than one mile from Hickory will require Council approval to request sewer service from HRSD for this area. In addition, water lines south of the water treatment plant will need to be upgraded to provide service to developments in this corridor. These improvements will require review for conformance with the Comprehensive Plan (15.2-2232).

Phase IV***Battlefield Transportation Corridor Overlay District***

In order for the Battlefield Blvd. Corridor to develop south of the Northwest River in the near future, prior to the sequential extension of utilities, septic tanks and wells would have to be used. The extreme cost to extend City facilities to this area make it cost prohibitive until such time that the earlier phases are completed. Special consideration should be given when developing this aspect of the policy.

Appendix B: Design Guidelines

Recognizing the high degree of visibility and existing scenic quality within the Transportation Corridor Overlay District, it is important that development located within the corridors establish a positive first image and impression to those who pass through or visit from other areas. For this reason, an effort is needed to unify development within the corridor through the use of aesthetics and design. Preservation of existing natural and historic features, architectural character, central features, landscaping, parking and service areas, pedestrian flows, vehicular access, signage and lighting are all major factors that shall be considered in the design of development within the Transportation Corridor Overlay District.

Design Policies for the Transportation Corridor Overlay Districts

The following policies apply to all development within the Transportation Corridor Overlay District, with the exception of the Landing West Target Area, which should follow standard City policies relating to development in heavier industrial areas:

1. Existing Natural and Historic Features

Guideline:

The preservation of existing natural and historic features serves to create a sense of place within a community. For this reason, they shall be preserved to the greatest extent possible.

Standard:

Existing natural conditions and historic sites/structures shall be identified and considered during the site design and building placement process. Natural features include a significant stand of trees, outstanding trees, trees greater than 18" in diameter, watercourses, natural drainage patterns, wetlands, and rare or endangered plant material. Historic sites and structures include all properties and structures identified in the Reconnaissance and Intensive Survey of Architectural Resources in the City of Chesapeake (1999 and as amended) and Survey Update of Architectural Resources within the Rural Overlay District of the City of Chesapeake, Virginia (2013 and as amended).

2. Scenic Vistas

Guideline and Standard:

Many of the existing and proposed transportation corridors are located in the scenic areas of the City. There may be scenic areas that are important visual amenities and shall be preserved. The use of billboards along these corridors shall be prohibited, as they would detract from potential vistas.

3. Landscaping

Guideline:

Landscaping is not a stand-alone issue, but rather an integral part of the streetscape, building design and the parking lot. Rather than use landscaping to hide unsatisfactory conditions, landscaping shall be planned and designed comprehensively keeping the whole Transportation Corridor Overlay District in mind.

Standards:

- A minimum tree canopy of 20% shall be provided for all sites within the Transportation Corridor Overlay District.

- A Reforestation Program within the right-of-way of major transportation corridors shall be established and promoted to maintain or increase the tree canopy coverage in the City. There shall be a reforestation zone of thirty (30) feet along the corridors and within all interchange cloverleaves. Clear zone requirements shall be considered when determining the location and types of trees.
- Street trees spaced 25' on center shall be planted along all public and private streets to create a continuous public hedge. The location of street trees shall be coordinated with the placement of underground utilities.
- Median trees shall be planted in all medians within public and private streets.
- Visibility triangles and clear zone requirements shall be considered when selecting the type, size and location of trees within the median.
- Except for entrances, driveways and utility lines to the site, existing trees located between the street and established building line shall be protected and preserved to the greatest extent possible.
- At a minimum, all developments shall meet the City's Landscape Ordinance.
- Property lines that abut sensitive areas such as park land, open space and residential uses may require additional landscaping and screening structures, such as walls and berms, to provide a continuous and effective buffer between such uses.

4. Best Management Practices as Central Features and Roadway Buffers

Guideline:

Best Management Practices, such as stormwater detention and retention systems, offer an opportunity for creating an attractive and inviting outdoor space for those visiting or driving through the Transportation Corridor Overlay District.

Standard:

- Stormwater retention and detention systems shall be designed as a roadway buffer, open space or landscape amenity. Grass swales shall be used to accommodate surface drainage when possible.
- The design of the system shall blend with the natural site features and become a design element of the overall development.
- Riparian buffers shall be incorporated around all natural and manmade stormwater systems.
- When structural systems such as culverts are provided, plant material shall be used to soften the appearance.



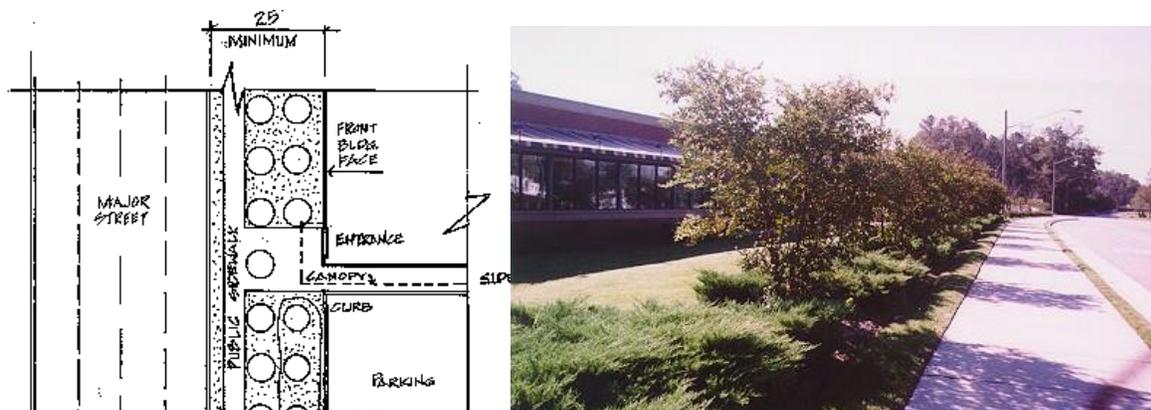
5. Site Design

Guideline:

Good site design is important for ensuring that non-residential development is compatible with the surrounding community and public streets. Typical buffering practices include buffer strips and wooden stockade fences. These traditional forms of buffering do not address the integration of the development within the community, but rather attempts to hide these developments from the community. Due to the high visibility of the Transportation Corridor Overlay District and the desire of the City to create a sense of community in these corridors, the following standards shall be used during site design.

Standards:

- Buildings shall be generally oriented towards the front of the lot within a well- landscaped green area while parking and loading areas are located to the rear of the site.



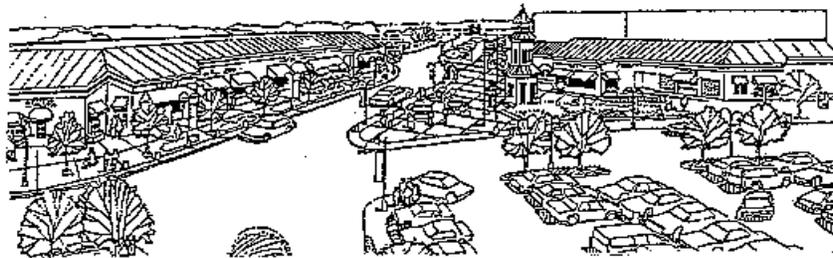
Source: "General Design Guidelines for Retail Warehouses", City of Toronto

- Buildings and parking areas shall be situated on the site to promote pedestrian movement from business to business instead of vehicular movement in the form of moving from one parking space to another to get from one business to another.
- The site and building shall possess details that are pedestrian in nature. Amenity features such as public plazas, staggered storefronts, fountains, circular passenger drop-off points and distinctive storefront architecture shall be included in the design.
- Loading docks, truck parking, outside storage, cargo containers, trash collection, utility meters, HVAC equipment, trash collection, and other service functions shall be incorporated into the overall design and landscaping so that the visual and acoustical impacts of these functions are fully contained and out of view from adjacent properties and public streets. Attention shall not be attracted to these functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.
- All outside storage areas shall be screened to 80% height coverage within 3 years, using natural screening materials.
- Utility lines shall be installed underground in accordance with the standards set forth in the Chesapeake Subdivision Ordinance.
- The adopted 2007 Design Guidelines Manual should be used as appropriate to guide site design for development occurring in the Route 17 Target Areas (with the exception

of the Landing West Target Area), as well as other Target Areas that are located in the Rural Overlay District.

Additional Site Design Standards for Retail Buildings Greater than 50,000 square feet:

Central features and community spaces contribute to the human scale of large retail establishments by making them attractive and inviting to pedestrians. For this reason, each retail establishment shall provide at least two of the following design features: patio/seating area, pedestrian plaza with benches, window shopping walkways, outdoor playground area, kiosk area, a fountain or water feature, clock tower or other deliberately shaped area and/or focal feature or amenity, that in the judgment of the Planning Director, enhances such community and public spaces.



Example of a center with numerous special features and community spaces, including patios, pedestrian plazas with seating areas and a clock tower. (Source: Design Standards and Guidelines for Large Retail Establishments, Fort Collins, Colorado)

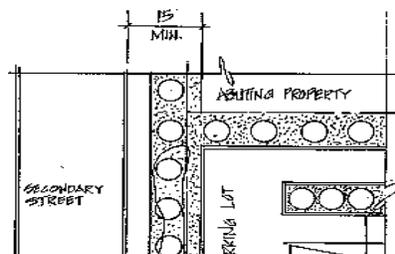
6. Parking Areas

Guideline:

Although the visual appearance of parking lots can be controlled through parking lot landscaping, there are additional location and circulation characteristics that can further improve the appearance and function of these areas.

Standards:

Parking shall be located to the rear of the site and the buildings located toward the front. Further, this parking shall be broken-up into modules separated by landscaping, pedestrian plazas or other aesthetic features.



Source: "General Design Guidelines for Retail Warehouses", City of Toronto

Parking areas that are visible from the public street shall receive more landscaping through the use of a 2 to 3 foot high curvilinear berm planted with evergreen materials.

- Landscaping for the parking areas shall be strategically located to provide visual relief, shading of the lot, green areas and screening while ensuring that the lines-of-site are maintained, both at the time of planting and at plant maturity.
- Shared parking between lots is encouraged. Access between shared parking on separate lots shall be accomplished through the use of shared-access easements. Individual curb cuts for each parking area is discouraged. Internal circulation roads and drive aisles on a parcel shall be designed with stubs to adjoining undeveloped parcels that will provide for this future shared access.
- Parking lots are equally pedestrian and vehicular areas, and separation of these uses leads to comfort and safety. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from the public sidewalk or right-of-way to the principal entrance of all principal buildings on the site. At a minimum, the walkways shall connect focal points of pedestrian activity such as, but not limited to, areas with a central feature, street crossing, transit stops, building and store entry points, and shall include adjoining landscape areas that include trees, shrubs, benches, flower beds, ground covers and other materials for no less than 50 percent of its length. Exceptions may be approved by the Planning Director for warehousing and manufacturing parks.
- All internal pedestrian ways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, brick, or scored concrete to enhance pedestrian safety and comfort.
- Parking supply shall be determined on the basis of daily peak hour demand.
- Excessive parking shall be minimized.

7. Building Design

Guideline:

While the placement of the building on the site and the relationship of the site and its built environment to the surrounding area are important, the actual design of the building in relation to surrounding buildings and the surrounding area is vital. Good site design cannot compensate for poor building design. Both are interrelated. This section provides guidance regarding building design that shall be utilized in planning development within the Transportation Corridor Overlay District. The intent of these standards is to encourage a more human scale in building design.

Standards:

- Elements of building massing shall relate to the size and shape of buildings located on adjacent properties.
- The form and design of new buildings shall have regard for the history and character of the area in which they are located.
- Form and design of new buildings, including architectural themes and styles, in the Frank Williams Farm Tract Target Area should be reflective of the Design Guidelines Manual where appropriate, as well as its status as being adjacent to a major emerging and visible transportation corridor. New development in the Landing West Target Area should be designed in accordance with the standard City policies for heavier industrial areas, rather than the policies contained in Appendix B of the TCO Policy or the

Design Guidelines Manual, which are geared more to commercial and lighter industrial uses.

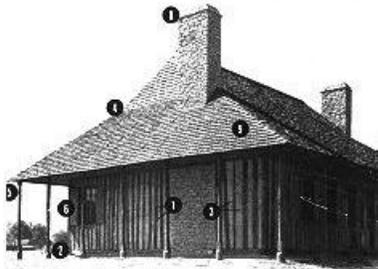
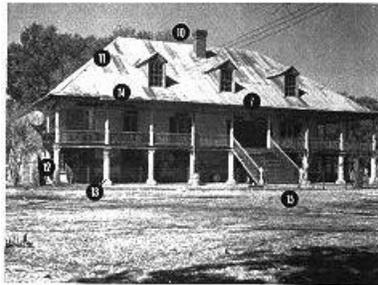
- Building Design within the Dominion Boulevard Corridor study should be consistent with the Design Guidelines Manual as well as the Dominion Boulevard Corridor Study's Aspirational Development Standards.
- The form and design of new buildings shall have regard for the history and context of the area in which they are located. The following architectural theme or styles shall be incorporated into the design of commercial buildings located within the Chesapeake Expressway Corridor to the greatest extent possible:

Southern Colonial: Building materials shall be brick, stucco, wood shingle, wood clapboard or board and batten. Building elements shall include brick or stucco chimneys; brick, stucco or wooden arcades and colonnades; painted wood or painted metal posts, spindles, or balusters; stoops and exterior stairs; wooden decks, and canvas covered awnings and canopies. Roofs shall be gabled, hipped, or a combination with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings with roof areas greater than 12,000 square feet if concealed from view by sloped roofs of the character described above. Dormers and other special rooftop elements are encouraged. Walls shall be brick, stucco or concrete. Fences shall be wood picket, wrought iron or painted metal.



Source: John Blumenson, *Identifying American Architecture*

Southern Plantation or French Colonial: Building materials shall be primarily stucco, wood shingle, wood clapboard or board and batten. Building elements shall include painted wood or metal colonettes; painted wood or painted metal posts, spindles, or balusters; stucco or brick columns. Roofs shall be hipped with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings with roof areas greater than 12,000 square feet if concealed from view by sloped roofs of the character described above. Cupolas, dormers and other special rooftop elements are encouraged. Walls shall be brick, stucco or concrete. Fences shall be wood split rail, wrought iron or painted metal.



Source: John Blumenson, *Identifying American Architecture*

- The side or rear of a building located adjacent to and visible from a public street shall be designed so as to possess as much detail as the primary façade oriented toward another public street. Visual interest shall be provided through window and door details, varied rooflines, consistent textures and color, and similar considerations.
- A variety of materials, colors and exterior treatments are encouraged. Materials used on structures shall be long-lasting, attractive and high quality. Building materials shall be brick, stucco, wood shingle, wood clapboard or board and batten. The Planning Director may approve alternative materials to the above listed preferred materials for warehousing and manufacturing buildings. Smooth-faced concrete block; smooth-faced tilt-up concrete panels, or pre-fabricated steel panels are examples of inappropriate materials.
- Façade color shall be low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is discouraged. Brighter, trademark colors shall only be an accent. Building elements shall include brick or stucco chimneys; brick, stucco or
- Wooden arcades and colonnades; painted wood or painted metal posts, spindles, or balusters; stoops and exterior stairs; wooden decks, and canvas covered awnings and canopies.

- Roofs shall be gabled, hipped, or a combination with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings with roof areas greater than 12,000 square feet if concealed from view by sloped roofs of the character described above. Dormers and other special rooftop elements are encouraged.



- Rooftop mechanical units, flues, and vents shall be organized and screened. The roofscape shall be an integral part of the design with respect to form, material and colors. Roofs shall provide visual interest and become positive additions to the City's skyline.
- Lighting shall be designed as an integral part of the building's architecture to be as unobtrusive as possible. Floodlighting on the rear of buildings shall be designed and placed so that it does not direct or reflect any illumination on adjacent properties.
- Walls shall be brick, stucco or concrete. Fences shall be wood picket, wrought iron or painted metal.

Additional Standards for Retail Buildings less than 50,000 square feet:

The street level façade of such stores shall be transparent between the height of three feet and eight feet above the walkway grade for no less than 60 percent of the horizontal length of the building façade.

Windows shall be recessed and shall include visually prominent sills, shutters, or other forms of framing.

Additional Standards for Retail Building greater than 50,000 square feet:

- Facades greater than 100 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20 percent of the length of the façade. No uninterrupted length of any façade shall exceed 100 horizontal feet.
- Ground floors that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than 60 percent of their horizontal length.
- Variations in rooflines shall be used to add interest to and reduce the massive scale of



large buildings. Roofs shall have no less than two of the following features:

- Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed 15 percent of

the height of the supporting wall and such parapets shall not exceed, at any point, one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatments and shall not be of a constant height for a distance greater than 150 feet.

- Overhanging eaves, extending no less than 3 feet past the supporting wall, for no less than 30 percent of the building perimeter.
- Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to 1 foot of vertical rise for every 3 feet of horizontal run and less than or equal to 1 foot of vertical rise for every 1 foot of horizontal run.
- All sides of a principal building that directly face an abutting street shall feature at least one customer entrance. Where the principal building directly faces more than two abutting streets, this requirement shall apply only to two sides of the building, including the side of the building facing the primary street and another side of the building facing a second street.
- Entryway design elements and variations are encouraged. The following standards identify desirable entryway design features. Each principal building on a site shall have clearly defined, highly visible customer entrances featuring not less than three of the following:
 - canopies or porticos
 - roof overhangs
 - recesses or projections
 - arcades
 - raised cornice parapets over the door
 - peaked roof forms
 - arches
 - outdoor patios
 - display windows
 - architectural details such as tile work and moldings which are integrated into the building structure and design, or
 - integral planters or wing walls that incorporate landscaped areas and or places for sitting.

Standards for Buildings in the Dominion Boulevard Corridor

- Buildings constructed in the Dominion Boulevard Corridor should be consistent with the principles of the Dominion Boulevard Corridor Study and the 2007 Design Guidelines for Mixed-Use Development.

Standards for Buildings in the Route 17 Corridor

- Commercial and industrial buildings constructed in the Frank Williams Farm Target Area should be consistent with the 2007 Design Guidelines Manual and should be appropriately designed, scaled and landscaped in keeping with the corridor’s status as an emerging interstate commercial corridor. Building design and construction in the Landing West Target Area should adhere to the standard City policies for heavier industrial areas, rather than policies in this appendix or the Design Guidelines Manual.

8. Lighting

Guideline:

Sufficient site lighting shall be provided to allow efficient and safe pedestrian vehicular movement. All such lighting shall be located in a manner to minimize the visibility of light sources from any public view and prevent glare on adjacent sites.

Standard:

Street and site lighting shall be decorative and blend with the architectural style of the development. Lighting shall be consistent throughout the Transportation Corridor Overlay District and provide adequate lighting, while minimizing adverse impacts, such as glare and overhead sky glow. Provisions shall be made during preliminary plan approval with the Director of Public Works for the maintenance of decorative streetlights that are more expensive to maintain than City standard streetlights.

9. Signs

Guideline:

Signage shall be minimized and uniform throughout the Transportation Corridor Overlay District.

Standards:

- Uniform gas, food and lodging signs shall be located at the interchanges of the transportation corridors to assist the traveling public while minimizing the use of tall pole signs for individual businesses located at the interchange areas.
- Signs shall be designed using materials compatible with the architecture of the principal building.
- Freestanding signs shall be incorporated into the landscaping plan for the development.
- One sign identifying the major tenants of complexes greater than 50,000 square feet shall be installed. Tenants and out-parcel developments shall install only wall signs proportionately scaled to the building. Individual freestanding signs located along the roadway for each tenant and/or out-parcel are discouraged.

10. Bicycle and Pedestrian Connectivity

Guidelines:

The development of interconnected roadway networks, pedestrian circulation systems (e.g. sidewalks), bicycle lanes, and multi-purpose trails within the Transportation Corridor Overlay District and its Target Areas will serve to create a vibrant community and will promote economic vitality.

Standards:

Best bicycle and pedestrian connectivity practices should be consistent with the 2007 Design Guidelines Manual. If bicycle and pedestrian facilities are located within the Dominion Boulevard Corridor Target Area, they should be consistent with the principles and land use form of the Dominion Boulevard Corridor Study. General standards for the Transportation Corridor Overlay District include, but are not limited to, the following:

- Pedestrian-friendly streetscapes.
- Pocket parks or plazas that provide gathering places along the commercial corridor.
- Pedestrian connectivity to neighboring uses.

- Establish a system of interconnected roadway networks, pedestrian circulation systems and trails within a development and with adjoining developments.
- Provide short and direct pedestrian and bicycle connections between residential uses and nearby existing and planned commercial uses, transit nodes, schools, parks, and other neighborhood facilities.
- Design the pedestrian system to accommodate the needs of a broad range of users, including people with disabilities, older pedestrians, and children.
- Utilize existing or planned water features and rights-of-way as blueways and greenways, respectively, where appropriate.

Appendix C: Access Guidelines

Accessibility is a primary consideration in the designation and creation of Economic Development Opportunity Corridors. All development approved in these corridors should be designed as to not impede or detract from the opportunity created by this access. The following guidelines are designed to minimize the potential impacts associated with development in these corridors. As with all developments proposed within the Transportation Corridor Overlay District, each proposal's access plan will be evaluated on its individual merit and ability to comply with these guidelines.

Chesapeake Expressway

Access to the Chesapeake Expressway north of Gallbush Road should adhere to the existing 168 road plan that was presented to the public during the public hearings for the project. There are 2 (T) intersections south of Gallbush Road at Ballahack Road Relocated (4 way) and Neck Road. Access should be limited to the current breaks in non-ingress/egress easement. No additional access points should be provided. Access arrangements have been made for the properties in this segment of road either to the rear off of Ballahack Road, or by shared access points.

Entrance configurations for high volume and high-speed roadways should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes should be required in accordance with AASHTO recommendations.

Dominion Boulevard

Dominion Boulevard should function as a limited access principal arterial. Access to Dominion Boulevard south of Cedar Road and north of George Washington Highway should be in accordance with the Master Plan for this corridor and should be designed to minimize access points & signals. Entrance configurations should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes should be required in accordance with AASHTO recommendations.

Route 17

Access to Route 17 should function as a limited access principal arterial. Access to Route 17 should be accordance with the City's and Virginia Department of Transportation's Access Management Plans. Access management should also be reviewed with the potential for Route 17 becoming an interstate.

Adjacent Road Access and Internal Circulation

Entrances on intersecting roads within the Transportation Corridor Overlay District should be limited so as to meet desirable entrance and crossover spacing requirements for the future road configuration as defined in the City's Master Road Plan. Entrance configurations for high volume and high-speed roadways should be in accordance with the Public Facilities Manual intersection design. Acceleration, deceleration, and turn lanes will be required in accordance with AASHTO recommendations