

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

Route 104 / Dominion Boulevard

The entire length of the Route 104 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.

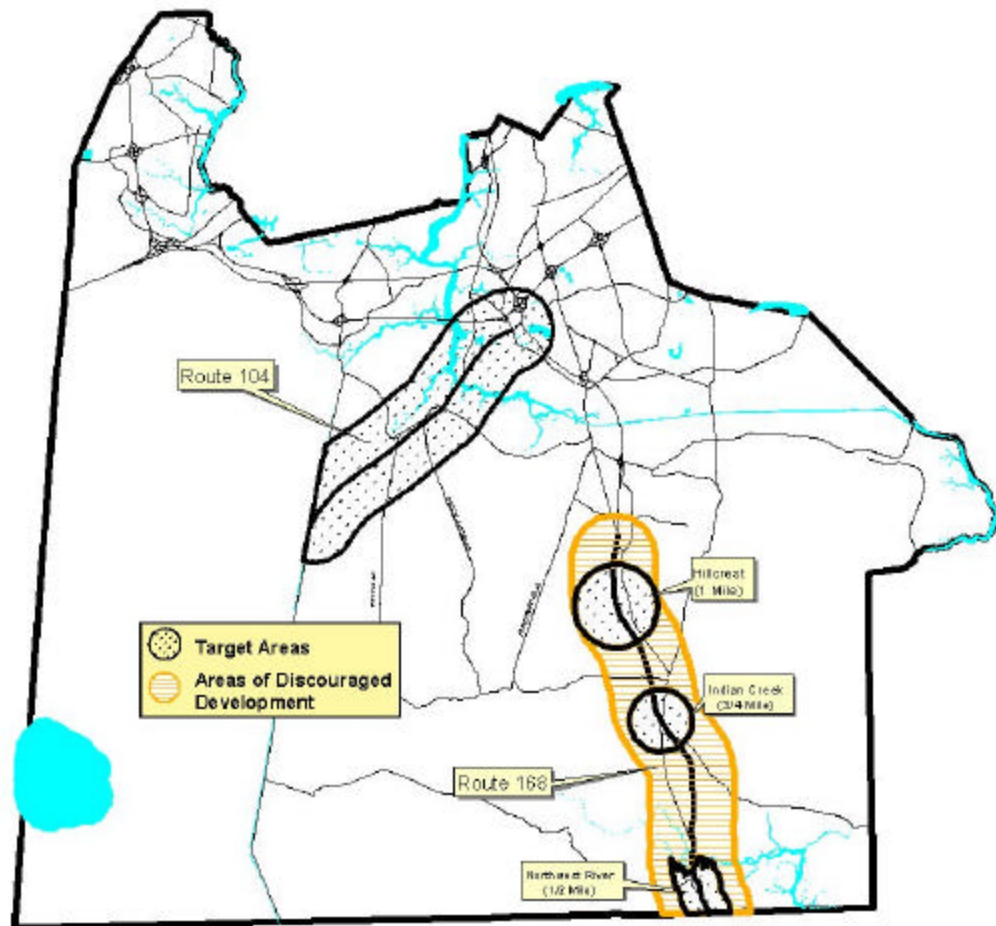
Chesapeake Expressway / Indian Creek

A buffer of a ¾ 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.

Chesapeake Expressway / Northwest River

A buffer of ½ mile from a segment of the centerline of the new Route 168 alignment extending from the Northwest River south to the State line, should be the limit of the Northwest River Target Area. The Northwest River Target Area does not extend north of the Northwest River, or south of the state line.

Target Areas



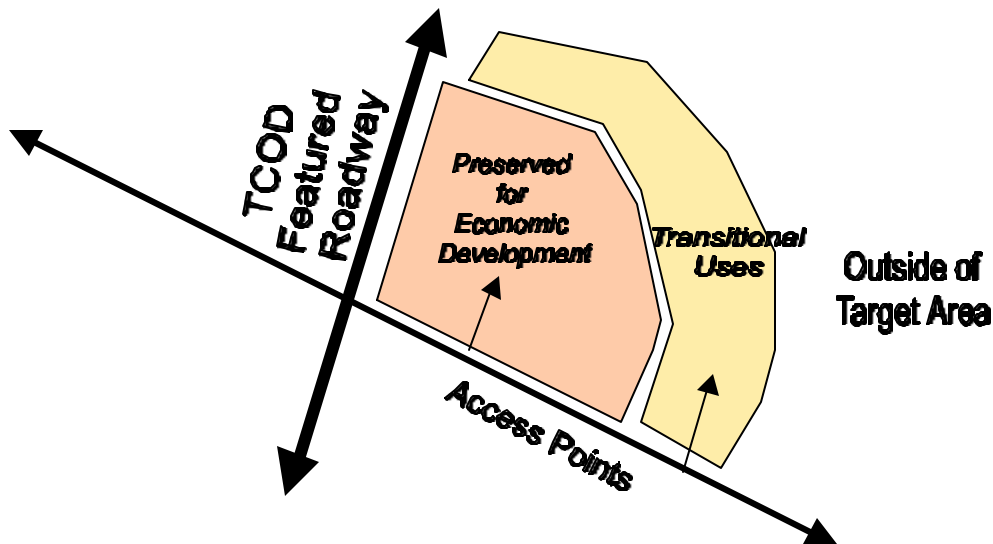
Because of future construction / improvement projects for each road, the Transportation Corridor Overlay District will be centered on the planned new road alignments. Additional interchanges / access points may be created in the future. These should be reviewed before being considered as Target Areas.

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.

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.



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:

Route 104: 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.

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.

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.

Northwest River: Community and tourist based scale including services. This Target Area may also include a welcome center due to its proximity to the state line.

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.

Regardless of whether a proposal is submitted as a PUD or as another zoning classification, 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 future road improvements that the Route 104 and Route 168 Corridors 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 that a more stringent schools test of 110% (instead of 120%), 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 Cost Revenue Impact Model (CRIM) 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 CRIM 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 provide both visual relief as well as providing valuable ecological contributions.

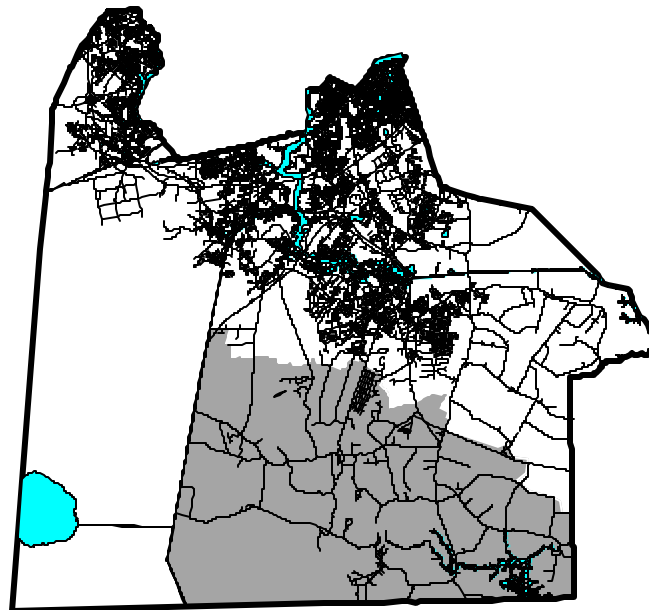
Environmentally significant features such as wetlands, forested areas and waterways should be considered in all development proposals with regard to protecting their functionality and recognizing their importance to the ecosystem.

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 both proposed corridors 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.

Northwest River Watershed

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.

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.