

ROUTE 5 DESIGN GUIDELINES

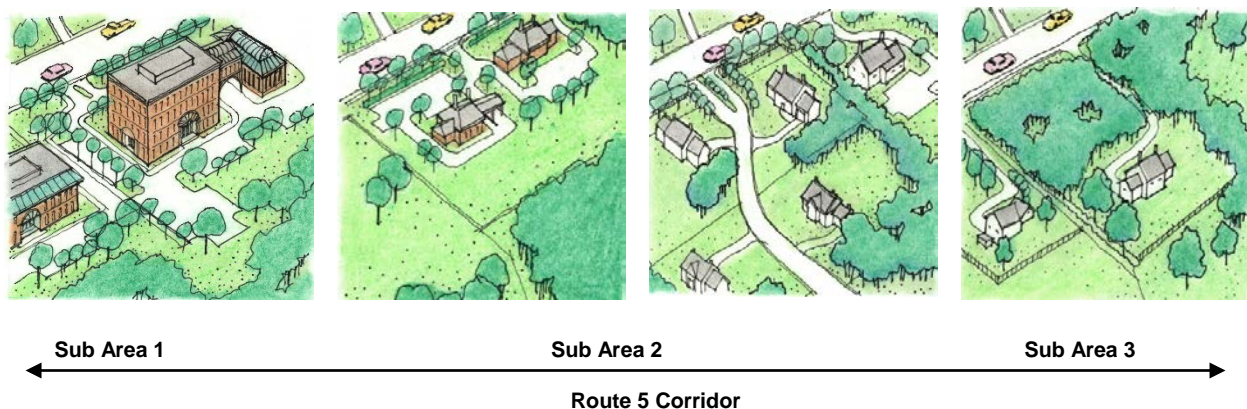
The land adjacent to the Route 5 corridor has various uses and zoning designations, which have been detailed in Chapter 2 of the Draft Route 5 Corridor study. The predominant land uses for much of the corridor are single-family subdivisions and large acreage properties with either residential or agriculture zoning designations.

There are also existing commercial and industrial uses at several notable intersections along the corridor, especially at the northwestern boundary with the City of Richmond. The future land use designations recommended in the county's 2026 Comprehensive Plan also vary along the corridor. Most of the land along the corridor is recommended for low-density residential or prime agriculture, recognizing that Route 5 is not envisioned as a commercial corridor. However, there is a range of more-intense recommended land uses along the northwestern portion of the corridor, ranging from Commercial Concentration, Urban Mixed-Use, and Light and Heavy Industrial. (Chapter 6 of the Route 5 Corridor Study).

The predominant land uses establish the character of Route 5. The study identified three sub-areas based on their distinctive characteristics. The first, adjacent to the City of Richmond, being more urban and industrial. The second more suburban, while the third is more open field and farmland and undeveloped woodlands.

The challenge for future development along the corridor will be to establish design guidelines that both recognize the character of the three sub-areas and effectively address the development concerns inherent in each regarding setbacks, building orientation and height, the protection of views, and preservation of selected natural assets along the corridor.

This study recommends design guidelines that would be applicable to the entire corridor, as well as additional guidelines tailored to the unique character of each sub-area.



Future development in the three Sub Areas of the Route 5 corridor would use design guidelines for site layout, building orientation, location of parking, landscaping and lighting.

SUB-AREA 3

500 ft. From Route 5 Center
Identified Views
County of Henrico Boundary

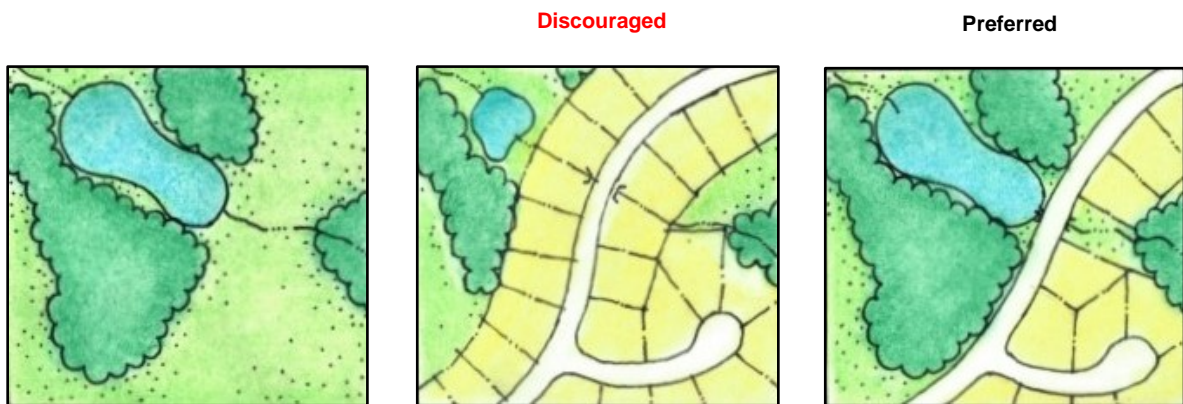
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- Nonresidential buildings should have an architectural design and human scale massing compatible and reflective of the character of the corridor. Details such as the proper scale of windows, doors, and other façade articulation to reduce the overall perception of building mass are encouraged.
- The visibility of off-street parking should be minimized by placing parking areas to the side or rear of buildings with adequate screening and landscaping.

A.2. Streets and Access

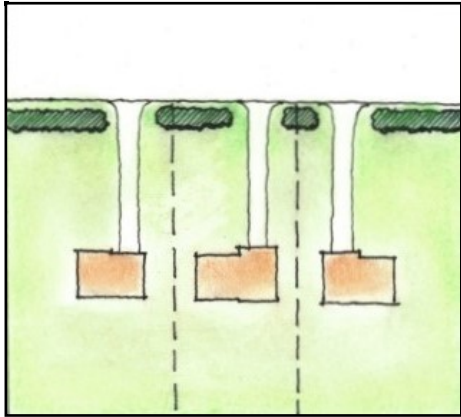
- New streets should be configured to maximize and preserve existing scenic views. When new streets are adjacent to open areas such as fields and meadows, the view to or across these areas should be preserved and not obstructed by structures, opaque fencing or other buildings.
- New streets should be configured to avoid natural resources and open space areas. Single-loaded streets with lots on one side and common open space on the other are strongly encouraged.



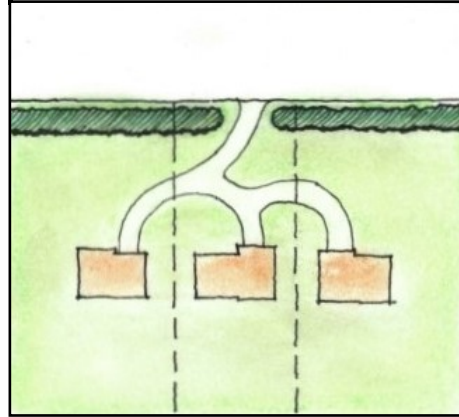
- New two-way streets in residential developments should use a narrow cross section of 24 feet.
- Nonresidential entrances should be clearly visible with connection to sidewalk and/or pedestrian trails.
- The Capital Trail is a unifying element of the Route 5 corridor and future development should promote and/or provide sidewalk and bikeway links to the trail and other amenities such as rest areas, bike racks and additional parking for trail users.
- Driveways and roads should be designed for safe crossings by bicyclists and pedestrians using the Capital Trail.

- Restrict the occurrence of numerous entrances along the corridor to retain the spacious open rural character. Shared access is encouraged where feasible.

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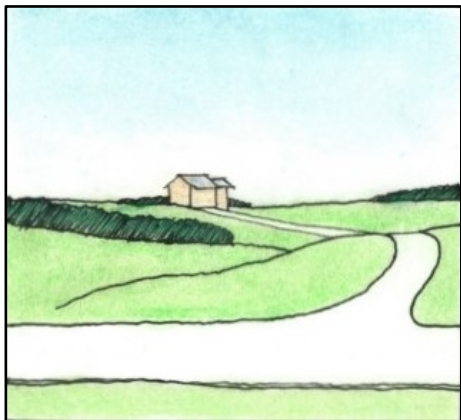


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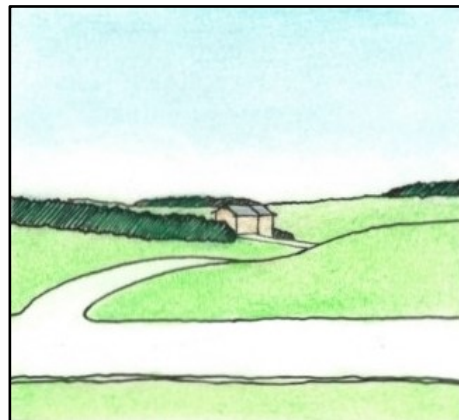


- The alignment of new residential streets should follow natural contours and avoid placement on prominent hillsides or ridges to ensure development fits well into the rural character.

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A.3. Landscaping

- When new development requires landscaped buffers and supplemental planting, the use of native species is encouraged, provided they can be reasonably maintained.

- Use existing vegetation and landform to integrate new development with the rural landscape. On visually prominent landforms where natural topography or existing vegetation, hedgerows and windbreaks cannot be used as a vegetated backdrop then use naturalized plantings to visually anchor the development.

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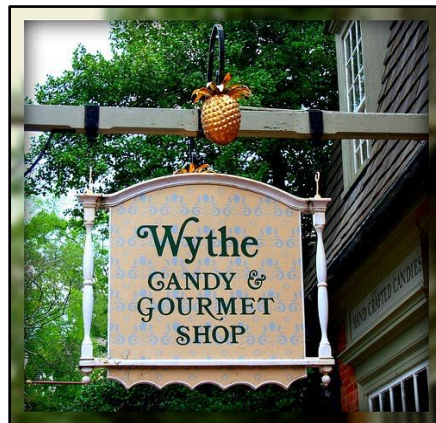


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A.4. Signage and Lighting

- Signage should complement the character of the corridor. Businesses should employ signage that resembles a traditional storefront style rather than suburban monument style signage.

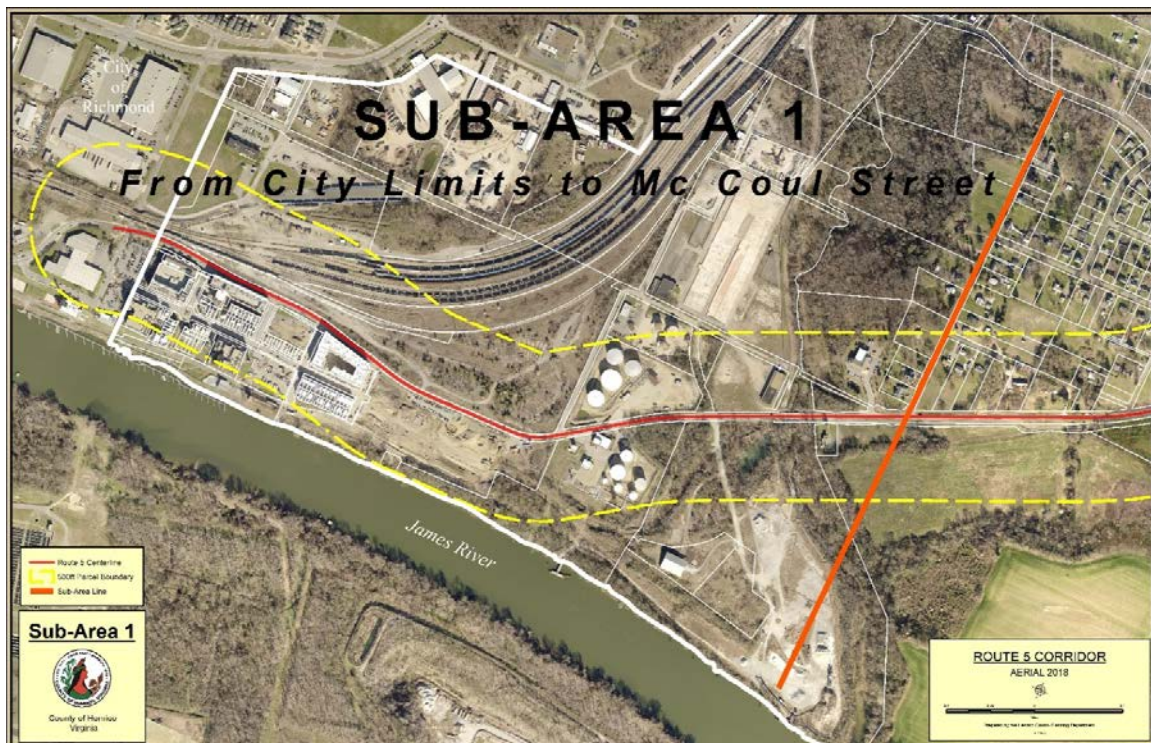


- Signage throughout the corridor should be of a scale, size, and materials appropriate for the area. Cabinet signs and the use of attention getting devices or excessive illumination of signs should be prohibited. Sign illumination should avoid objectionable glare and light spill-over on adjacent properties.
- Consistent ornamental and pedestrian scale lighting is encouraged along the corridor to create a uniform streetscape.



- Lighting along the corridor should be designed to avoid light trespass and nuisance glare. Light poles and fixtures should avoid unnecessary or excessive height and use concealed source fixtures.

B. Sub Area 1: Richmond/Henrico Line to McCoul Street



Sub Area 1 is predominately industrial and urban in character, with the existing Rockets Landing mixed-use development and the future Tree Hill development. There is limited potential for new industrial development. Design guidelines in this sub area focus primarily on future nonresidential development.

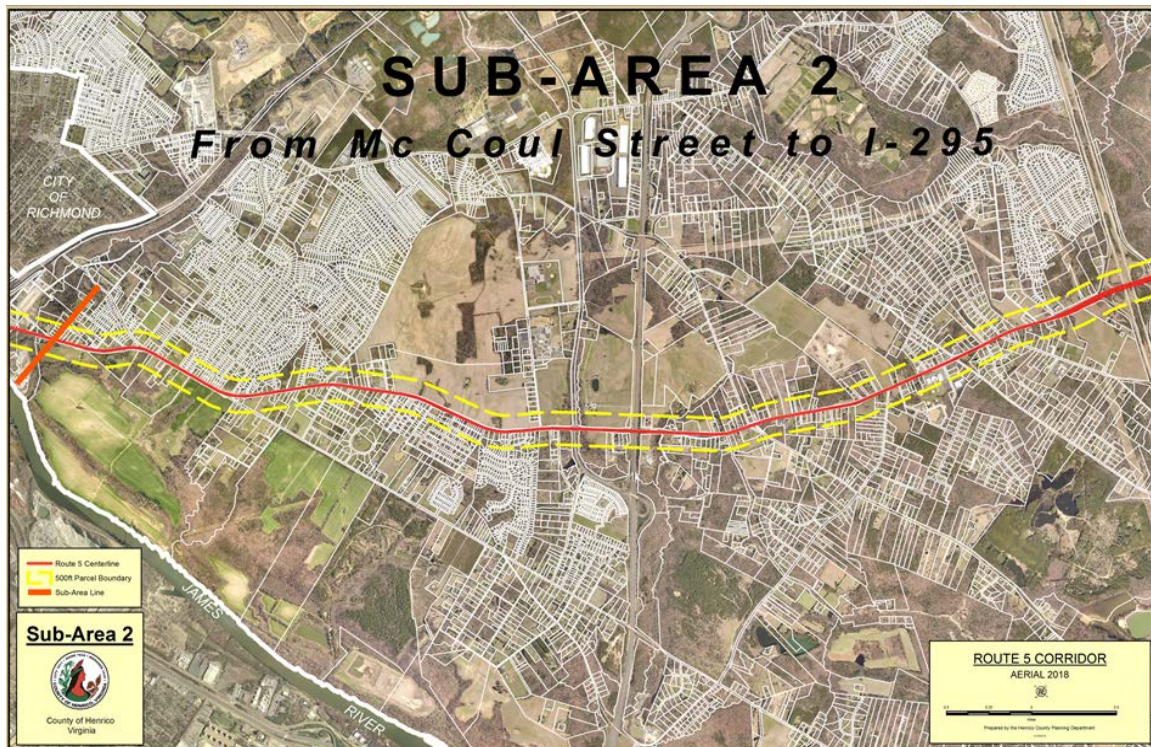
- Orientation and heights of buildings and structures should not block the significant views of the city skyline from Route 5.
- Development within industrially-zoned areas should be located with a setback adequate to allow for the preservation of existing vegetation and the addition of supplemental plantings, fences or walls to effectively screen loading, storage areas and/or other potential visual impacts to Route 5.
- Development within areas designated Urban Mixed-Use, which may contain a mixture of commercial, office, residential, and civic uses, should emphasize pedestrian-oriented scale of buildings, street furniture, lighting, hardscape and activity centers. Multi-story buildings should contain a vertical mix of uses (see image below).



- Encourage the location of buildings close to the street to preserve the urban character within the sub-area.
- Encourage placemaking and public gathering locations.
- The landscaping along this area of Route 5, especially the existing stand of trees along the western side of the corridor between Bickerstaff Rd. and McCoul St., should be preserved to the greatest extent possible and use supplemental planting where necessary.

- Future development should provide sidewalks along the corridor to enhance the pedestrian-oriented scale of buildings and activity centers.
- Lighting along this area of the corridor should be of a consistent style and pedestrian scale to create a uniform streetscape.

C. Sub Area 2: McCoul Street to I-295



Sub Area 2 is predominately suburban with the open farmlands of the Reynolds Tract and Nelson Farm, and the important commercial node at Strath Road. The design guidelines address the potential for residential with some commercial development following the Traditional Neighborhood Development (TND) future land use designation on the Reynolds tract and additional commercial development at Strath Road area.

- Orientation and heights of buildings and structures should not block the significant views of the city skyline from Route 5.
- During subdivision or site plan review, portions of new developments should be reserved as common open space to preserve distinct views or features.

- New residential uses should be set back from Route 5 to allow for adequate landscaped buffers. Proper building orientation should be used to avoid having the rears of houses facing Route 5.

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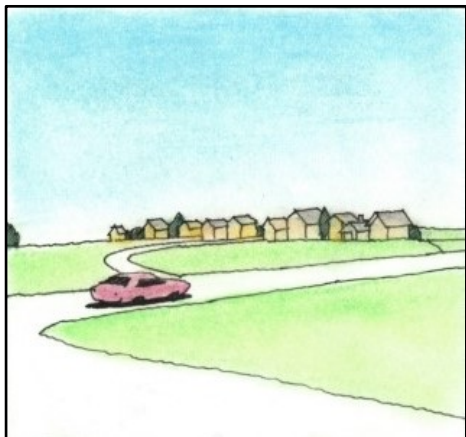


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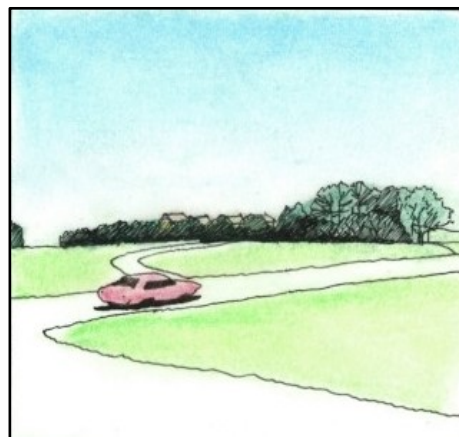


- Development should provide a natural buffer of 25 feet along the corridor where possible. Any reduction in the width of the buffer, or areas that are open fields should require an alternate buffer/screening plan demonstrating how supplemental landscaping will provide adequate screening of new development.
- The landscaping along this area of Route 5, especially the existing stand of trees along the western side of the corridor from McCoul Street to Oakland Road, should be preserved to the greatest extent possible. Supplemental planting should be used where necessary.
- Future development should evaluate areas of significant natural features such as streams, ponds, significant stands of trees and hedgerows and use design techniques to preserve them as part of an open space plan.
- Existing hedgerows and windbreaks should be preserved to minimize the visual impact of new development.

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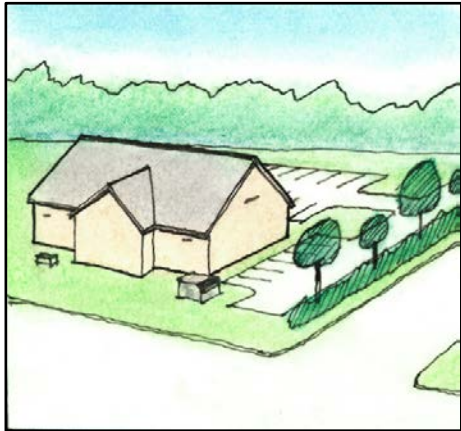


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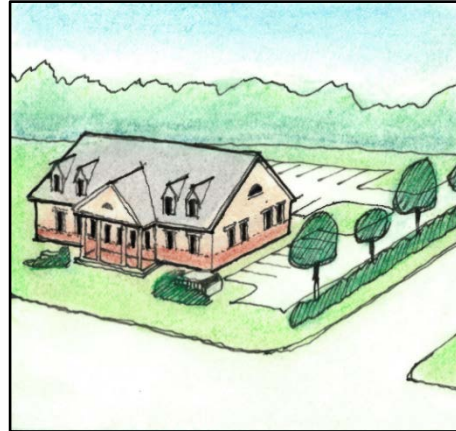


- Commercial uses may be located closer to Route 5 if appropriate building setbacks, off-street parking and landscape screening measures are used. A minimum setback of 35 feet is recommended.
- Parking for commercial uses should be located to the side or rear of buildings. The rear of a building should not face Route 5 unless appropriate architectural treatment is used to enhance the appearance. Large areas of blank walls should be avoided and loading areas and mechanical equipment should be screened from public view.

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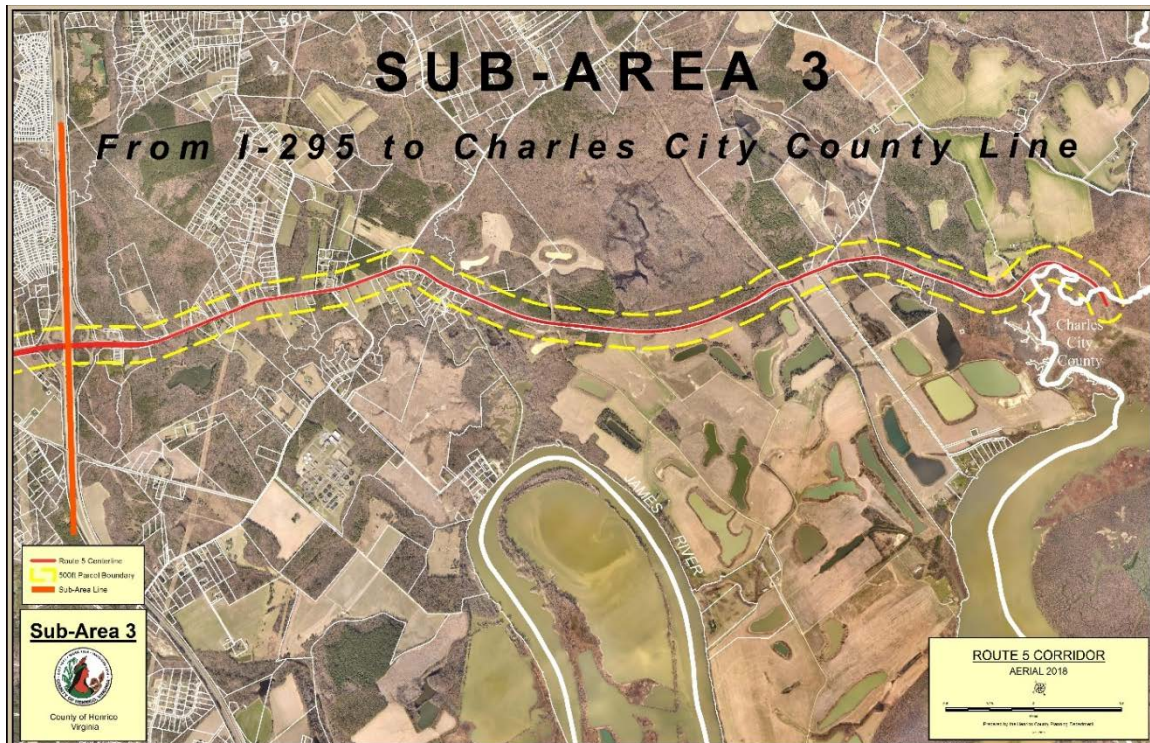
- Parking may be placed in front of a building only if architectural treatment and the main entrance faces Route 5, and landscape screening measures for the parking are used.

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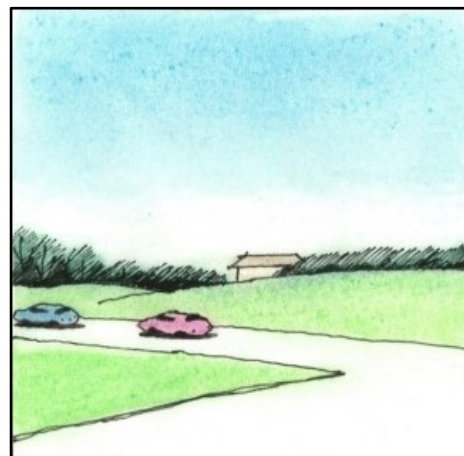
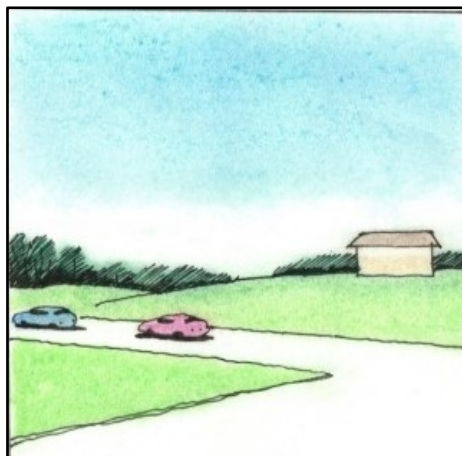




Residential development should use existing topography and vegetation to buffer the impact of new structures to the extent possible.

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D. Sub Area 3: I-295 to County of Henrico /Charles City County boundary (Rural)

Sub Area 3 is predominately wooded on the north side of the corridor with large tracts of open farmland on the south side, including Curles Neck. Given the recommended land use of Prime Agriculture and the current lack of public water and sewer, future development will likely consist of larger lots on a minimum of one acre or more. Design guidelines should focus on preservation of the wooded edge of the corridor and sensitive siting and orientation of homes. There are a few small commercial nodes in this sub area and future commercial

development should use building orientation guidelines as mentioned in the overall corridor design guidelines.

- Residential development should use conservation subdivision or cluster development principles as part of the site design to preserve open space, existing vegetation and other significant natural features.
- Residential development in this part of the corridor should provide a natural buffer of no less than 75 feet. Any reduction in the width of the buffer will require an alternate buffer/screening plan demonstrating how supplemental landscaping will provide adequate screening of new development.
- During subdivision or site plan review, a portion of development sites should be reserved as private common open space to preserve rural character.
- Future residential development should not dominate the view along the corridor nor compromise views or vistas.
- New streets should maintain the rural character of this part of the corridor and be configured to avoid natural resources and open space areas. Single-loaded streets with lots on one side and common open space area on the other are strongly encouraged.