City of Staunton, Virginia

Entrance Corridor Overlay District

Design Guidelines for Middlebrook Avenue

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Middlebrook Avenue Design Guidelines:
introduction

Introduction:

The Entrance Corridor Overlay District and the Comprehensive Plan
Throughout the years, many citizens have expressed the desire to protect the overall quality of life in the City of Staunton. The 2003–2010 Comprehensive Plan carries forward the following guidelines written to address the protection of quality of life in the City:

"***…conserve and/or protect the City's natural resources, historic character, and scenic qualities."***

"…encourage appropriate development and/or re-development of land within the City."

The Priority Initiatives included in the Comprehensive Plan establish several specific goals to help accomplish these guidelines. Several of these Priority Initiatives directly address issues impacting the way we as a community should design and build within the Entrance Corridor Overlay District.

Regarding protecting the City's natural resources and scenic qualities from the impacts of development and ensuring their conservation the Priority Initiatives include:

- Encourage developers to designate open space and environmentally sensitive areas first and then design developments around these elements.
- Reduce hard surface parking area requirements and increase landscaping and tree planting requirements for commercial development, re-development, and renovations.
- Discourage further development in the floodplains.
- Protect and enhance streams and creeks in and around the City, including Lewis Creek, Asylum Creek, Gum Springs Branch, and Poague Run. Activities may include: Undertake restoration where needed. Also encourage landowners to take advantage of cost-share programs for native trees and shrub plantings along stream and creek corridors running through private lands.
- In addition to these Priority Initiatives, steep slopes, karst geology are included as primary factors to consider in the context of new development. Establishing creative design standards are included as an approach to development without degrading Staunton's scenic qualities.

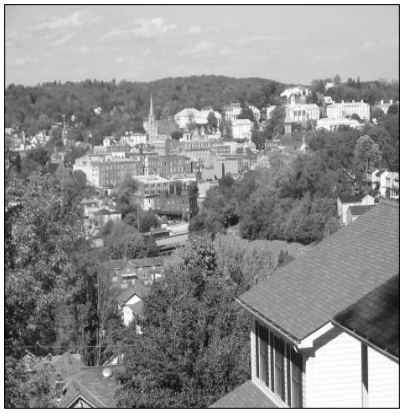
Regarding protecting the City's historic character from the impacts of development and ensuring its conservation the Priority Initiatives include:

- The City, working with neighborhoods and the Historic Staunton Foundation, should identify properties throughout the city of historic or architectural significance – especially those along entrance corridors, thoroughfares, and in transitional neighborhoods.
- Take steps to preserve the architectural character of older neighborhoods that may not be included under the "historic" category, but are equally important to the look and feel of the city, especially pre and post World War II neighborhoods.
- When developed, re-developed, or renovated require commercial and retail structures that adjoin residential areas to utilize architectural facades and site features that are consistent with and/or complementary to the surrounding neighborhoods.
- Develop alternative approaches to street designs in order to ensure that the roads and intersections are scaled to the neighborhoods.

Regarding encouraging appropriate development and/or re-development of properties within the City the Priority Initiatives include:

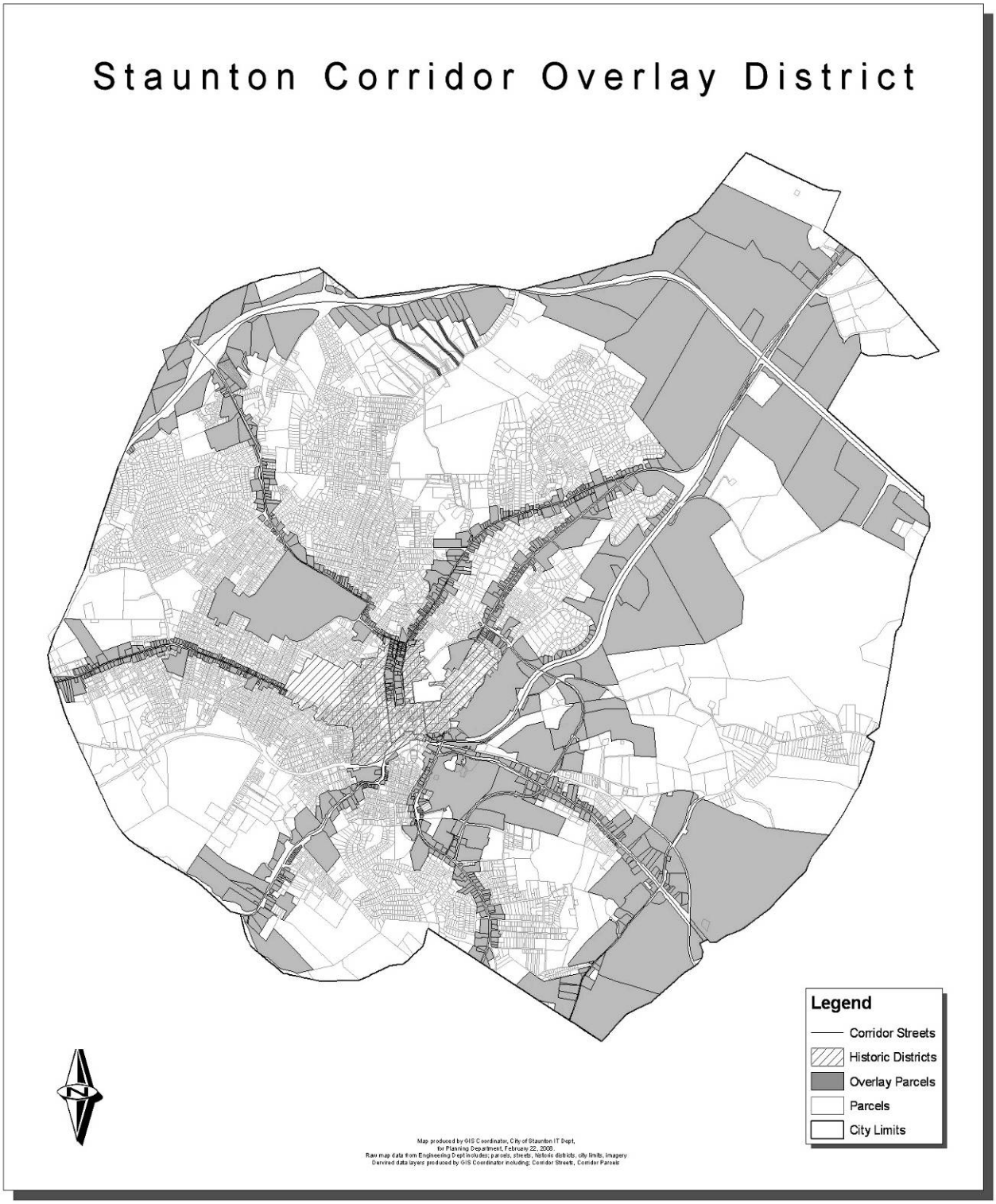
- Include "walkability" as a primary design criteria for all new public and private development and re-development projects.
- Encourage siting of parking lots to the sides or rear of buildings, where appropriate; move parking to the side and rear of commercial and public buildings, rather than the front.
- Provide incentives for retro-fitting excess hard surface commercial parking areas to landscaped areas.
- Require landscaping and safe, user-friendly pedestrian network with designated walkways and crossings within commercial and public parking areas.
- Scale commercial parking requirements to typical use rather than capacity use, by lowering the minimum level of parking required and limiting the total amount of hard surface parking permitted.
- Require appropriately landscaped and sized sidewalks in all new developments or major re-developments with established design, maintenance standards for sidewalks based on area density and proximity to primary pedestrian destinations.
- Examine lot size, setback, and parking requirements for opportunities to improve flexibility in older neighborhoods and re-development areas.
- Seek ways to control light pollution. Examples include: require appropriate light fixtures for all new commercial and public facility development, re-development, and renovations.
- Reduce parking requirements by allowing and promoting shared parking and dual use especially for re-development, transitional areas, and planned mixed-use development.
- Educate the public, development community, local officials and staff on the principles and advantage of smart/good development (environmental, health, and financial).
- Support enhancement and priority implementation of the City's Master Landscaping Plan especially along entrance corridors and the pedestrian network.

The guidelines and priorities outlined in the Comprehensive Plan reconfirm the desire among the citizens of Staunton to conserve and protect the City's natural resources, historic character, and scenic qualities and encourage pedestrian friendly, human scaled development. Since 1747, the people of Staunton have built and lived in response to surrounding natural conditions leaving a legacy of streets, alleys, buildings, parks, gardens, and farms, by and large resulting in human scaled environments rich in multiple types of managed landscapes and styles of architecture. Learning from and applying historic approaches to building in Staunton while respecting the City's natural context and heritage have been central concepts in the development of these design guidelines.



Built within the ridge and valley topography typical of the Shenandoah Valley, the City of Staunton evolved in response to a dynamic and complex landscape. Historic downtown is located between two treed ridge lines with adjacent residential districts eased onto the near-by hills. These hills and masses of mature trees provide the green back drop for the City. Historical approaches to building uses structures to negotiate topographic changes, including terracing and site walls; disruption in the topography is in scale with the human body and once work was completed, has allowed the overall character of the slope to remain intact.

Map of the Entrance Corridor Overlay District
Adopted April 10, 2008



The purpose of the Design Guidelines

The Entrance Corridor Overlay District Ordinance and the Design Guidelines:
The Entrance Corridor Overlay District is intended to implement the City of Staunton's Comprehensive Plan goal of protecting the city's natural, scenic, historic, architectural and cultural resources. The passing of the ordinance on April 10, 2008 meets this Comprehensive Plan goal by establishing design standards within the ordinance and providing design guidelines for each corridor, ensuring the compatibility of development, redevelopment, and adaptive reuse proposals with the resources identified in the comprehensive plan as important. The ordinance and design guidelines promote the general welfare of the community by creating attractive human-scaled environments; increase commerce; improve property values; and increase public awareness of the natural, scenic, historic, architectural, and cultural resources near and outside the City's historic preservation districts.

The Entrance Corridor Overlay District ordinance provides standards for design expectations all of the corridors share such as the height of signs, the width of beds for plants, and the placement of utilities underground. But since each of the corridors has unique characteristics, these design guidelines provide recommendations for approaches to site and building design that perpetuate these unique characteristics. Our first step was to look carefully at Middlebrook Avenue based on the expectations of the Comprehensive Plan for the Entrance Corridor Overlay District . Each of the designated entrance corridors has unique strengths, challenges, and existing resources. In order to begin to understand the dynamics along each road City staff conducted general site analysis, researching and mapping traffic levels, setbacks and square footage of commercial buildings, patterns of commercial history, and natural resources along Middlebrook Avenue. These design guidelines are based on identifying and amplifying these existing strengths, with the understanding the Comprehensive Plan has focused our priorities on development perpetuating, rather than erasing, the existing character of Middlebrook Avenue.

Middlebrook Avenue:
This section of the Entrance Corridor Overlay District is comprised of commercial parcels adjacent to Middlebrook Avenue south of the Newtown and Warf Historic Preservation Districts. The existing zoning for these parcels includes R-1, R-2, R-3, R-4, B-1, B2, I-1, I-1c, I-2, and I-3c. All single family dwellings are exempt from the Entrance Corridor Overlay District ordinance and design guidelines, however commercial uses located within R1 zoning are subject to the provisions of the ordinance and design guidelines. Should the property owner of a single family dwelling with appropriate zoning wish to increase residential density or change the properties use to commercial, the project will be subject to the provisions of the Entrance Corridor Overlay District. Until very recently, the history of development along this corridor was comprised of agricultural uses, processing related to agricultural products, and industrial uses related to the near- by railroad corridor. Expansions through annexations in 1860, 1905, 1948, and 1987 resulted in the inclusion of several small to medium sized farms within the City limits. The Virginia Department of Transportation figures for 2006 place the Annual Average Daily Traffic for Middlebrook Avenue between 1,000—4,999 trips making Middlebrook one of the least traveled of the corridors leading directly to the City limits.

Design guidelines recommended for this corridor focuses on: including the addition of sidewalks on both sides, along the entire length of the corridor; strengthening the presence of Lewis Creek by extending the plants and patterning characteristic of the creek into the plantings on adjacent parcels and right-of-way; establishing formal street tree plantings on parcels located across the corridor from Lewis Creek, and supporting the contrast in urban, suburban, and rural conditions along the corridor with appropriate street edge detailing.

Recommended Priorities for Development Review

Exempt from all Entrance Corridor Overlay District review:

- All legally non-conforming buildings, sites, signs, walls, plants, walkways, entrances, parking lots, etc.
- Single family residential buildings and sites
- City, State, and Federal Government facilities

Applicability of the Design Guidelines:

- When the areas of any parcel beyond 1,200 feet from an adjacent corridor are not visible from an adjacent corridor, it is recommended that the area not visible from an adjacent corridor be exempt from the Design Guidelines. *(as amended 2.10.11)*

Full Entrance Corridor Overlay District review to include placing overhead utilities underground; planting requirements; providing pedestrian and vehicular access; building placement, architectural character, etc.:

- New or major re-configuration of a site development plan.
- Construction of a new building
- Major re-construction or alteration of the size, shape, or facade of any building, including relocation of any doors or windows or removal or alteration of any architectural features, details, or elements.
- Major reconfiguration of the corridor such as the addition or removal of medians, the addition of turning lanes, addition of curb and gutter or sidewalks, etc.
- Any site development involving the relocation or removal of overhead utilities.

Partial Entrance Corridor Overlay District review to include planting requirements, providing pedestrian and vehicular access, architectural character, etc.:

- Additions to existing site development plans resulting in changes of less than 50% of the existing site configuration.
- Construction of and addition to an existing building resulting in an increase of less than 50% of the total square footage of the existing building.
- Expansion of parking lots resulting in an increase of less than 50% of the total square footage of the existing parking area.
- Minor changes in the corridor to include lane striping and similar activity
- Additions to existing planting resulting in an increase in 50% or more of the existing site plantings.

Review for Entrance Corridor Overlay District signs:

- Re-facing of existing site signs; continuing businesses
- Re-placement of all signs and sign supports: all changes of business or change in use on existing site
- Addition of all new signs

Review for Entrance Corridor Overlay District lighting:

- Addition of all new exterior lighting

Right-of-Way responsibilities:

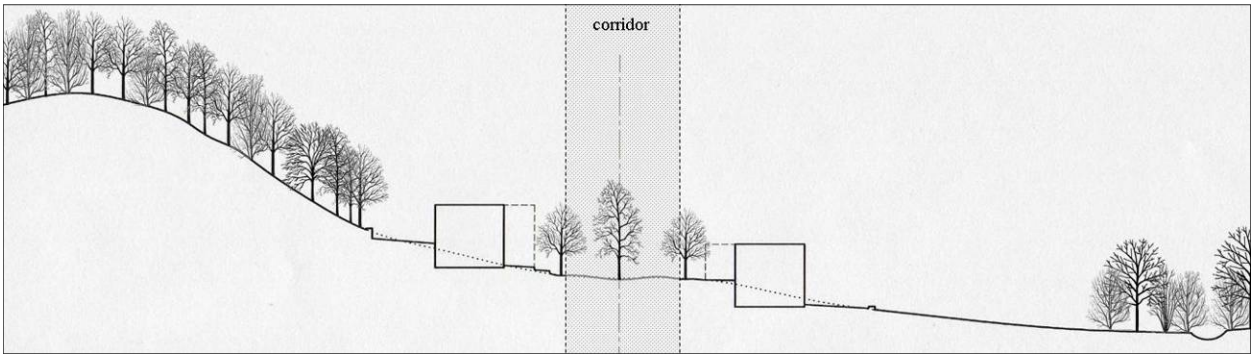
- It is recommended the owner or occupant of any land or premises abutting upon any public street right-of-way, including the sidewalk and between the sidewalk and the curb, maintain all plantings whether installed by the property owner or occupant or City of Staunton.

Middlebrook Avenue Design Guidelines:
recommendations for sites

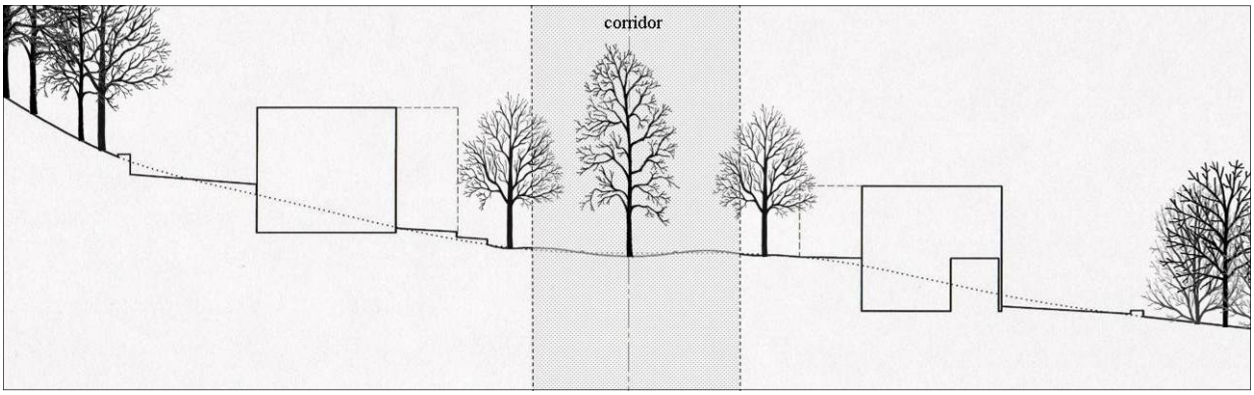
Recommendations for Sites:

General Site Design

- Establish priorities for site design based on integrating existing land forms, stream beds, or significant plant communities into the development of a site. By emphasizing site design that integrates these characteristic resources rather than eliminating them, the essential natural and scenic qualities unique to Staunton remain consistent regardless of the changing needs of business development. Slopes of 25 percent or greater should remain undisturbed and used to provide recreation and watershed protection.
- Avoid overly tall retaining walls, earth plinths, or excessive cut and fill. Over scaled walls and earth plinths disrupt or eliminate characteristic land forms, eliminate existing trees and other plants, isolate development from adjacent sites and create environments out of scale with human physical dimensions. Site retaining walls should be in proportion with the building and relate to building elements such as water tables and foundations.
- Provide land terraces in increments, using buildings to negotiate changes in elevation, and blending grading smoothly into the surrounding topography are approaches historically employed in the Shenandoah Valley landscape. Where existing land forms have been previously disrupted, approaches to grading should attempt to re-establish the overall character of the pre-existing land forms.
- Sites should not be used as long term borrow pits or for fill storage.

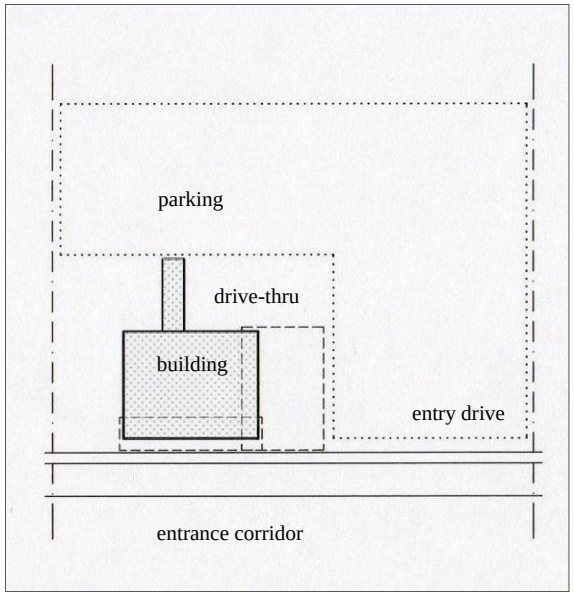


Schematic terracing of parking lots and buildings

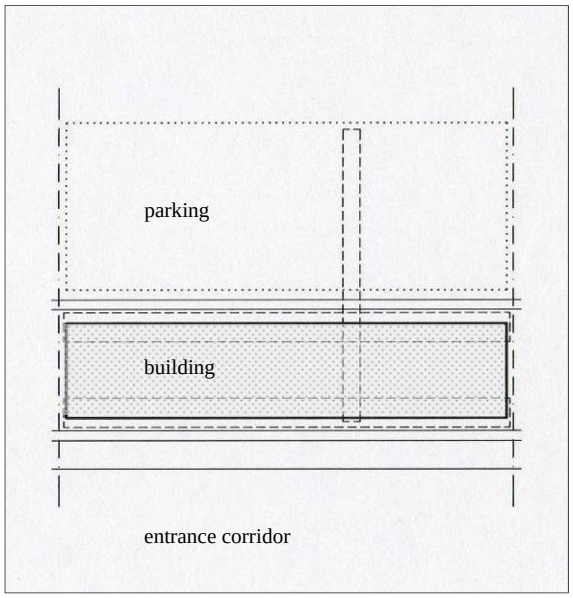


Schematic terracing of parking lots and buildings; detail

- Resulting soil quality and structure on heavily disturbed sites should be carefully considered in terms of their practical ability to support long term plant growth. Appropriate species choice and site reclamation may be useful components of site design considerations.
- Site rehabilitation efforts involving the reclamation of large areas of impervious surface should utilize the Center for Watershed Protection publication Urban Stormwater Retrofit Practices Version 1.0 published in August, 2007 for appropriate guidelines and recommendations.
- Locate parking to the side and rear of buildings and away from the corridor. Provide terraced parking lots to integrate existing land forms.. It is recommend consideration be given, in the context of required off street parking, for establishing a single row of parking spaces adjacent to the corridor for the display of vehicles, boats, and similar items.
- Retaining walls resulting from site terracing should be in scale with the building foundation and human dimensions. Provide site walls to reflect established material traditions: concrete, or brick are appropriate materials for walls along Middlebrook Avenue; segmented concrete block retaining walls are not recommended. Fencing may include wood and metal. Chain link fencing is not recommended.
- Site design should include sidewalks providing planted, pedestrian passage: connecting parking lots to buildings within the site; connecting to adjacent parcels; connecting to adjacent neighboring communities; with the overall intent of allowing for comfortable and useable pedestrian access throughout the corridor.
- Site design should allow for vehicular connections between adjacent sites.



building, relegated parking, entry from corridor



building, relegated parking, entry from alley

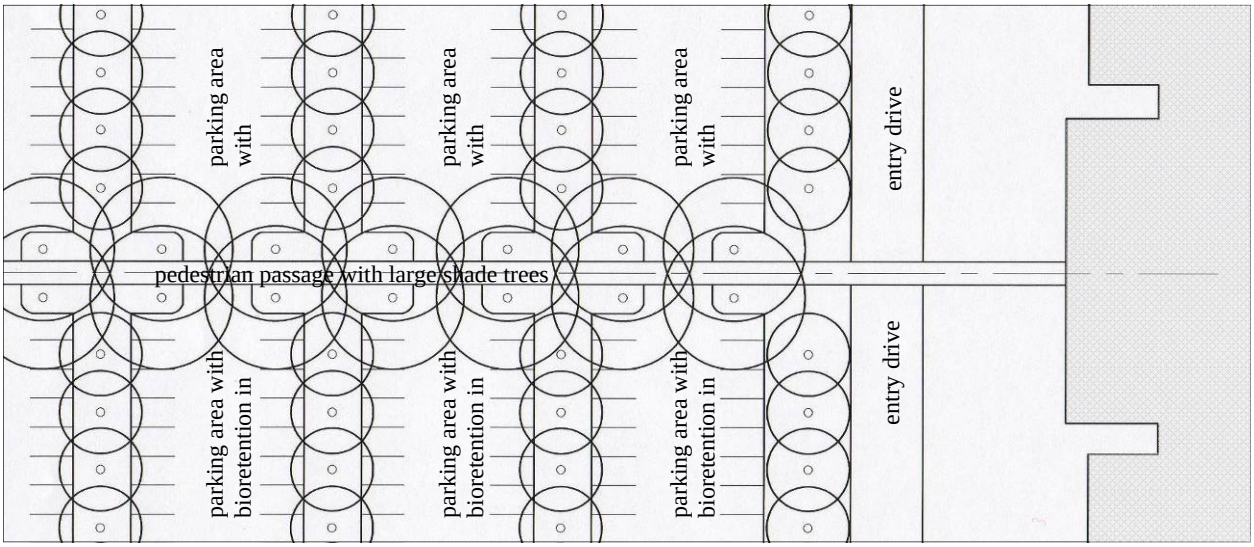
Plants and Parking Areas

- The following plantings are recommended for parking areas:
  - one large canopy tree inside the parking lot for every ten spaces provided; planted at 2" caliper, dbh, minimum; 15' tall for multi-stemmed trees
  - one large canopy tree at the rate of 25' on center along the full perimeter of the parking lot, planted at 2" caliper, dbh, minimum; 15' tall for multi-stemmed trees
  - an evergreen hedge, 3½' tall, whenever parking is located adjacent to a sidewalk on the corridor;

plants to be a minimum of 18" tall (measured from the top of the soil) upon planting. Evergreen hedges shall be maintained at no wider than 3½'; it is recommended no hedge, or other site feature, be permitted which materially impedes vision at vehicular entrances or exits to and from a property. Limiting species choices for hedges to species demonstrating mature height and width characteristics appropriate for the use is recommended.

* large canopy trees along vehicular passageways at the rate of 25' on center
* sub canopy trees along all pedestrian passages at the rate of 15' on center, planted at 2" caliper, dbh, minimum; 15' tall for multi-stemmed trees.
* all plantings shall be subject to American Standard for Nursery Stock/ ANSI Z60 2004-1 for minimum root ball size, transplanting standards etc.

Hedge planted between sidewalk and adjacent parking lot; this planting includes trees



An example of a pedestrian walkway through the center of a parking lot with integral bioretention in the parking lot islands.

Plants and Planting Patterns

Natural, horticultural, and agricultural traditions along Middlebrook Avenue include the following planted types and natural plant systems that may be utilized in site design:

- *Existing Forest and Woodland:* Forest and Woodlands are complex systems of plants, surface litter, and soil, functioning in the larger landscape as sponges; absorbing and filtering rainwater as it falls.

Because of this function, mature forests and woodland dominated by indigenous species are best preserved when ever possible, integrated into the overall design of the site and managed in conjunction with state and county urban forestry consultation. Site design focused on preserving trees through thoughtful grading practices and strategic integration of existing forests and woodland have the advantage of the immediate presence of mature plantings on site. Large stands of trees contribute to reduced site runoff; reducing the need for costly storm water infrastructure and helping to control erosion.

- *Re-forestation:* Re-forestation is a viable option for developed landscapes. Land too steep for buildings and sites typically kept with large areas of mown lawn are areas that may benefit from reforestation efforts. Using near-by indigenous forest and woodland as a guide is an effective approach to begin re-establishing forest and woodland species combinations lost in the process of land development. Forest and woodland plant communities vary with moisture conditions, soil type, and elevation; re-plant what was there as closely as can be ascertained. For assistance and more information about the management of forest and woodland fragments contact the Virginia Department of Forestry at http://www.dof.virginia.gov/index.shtml
- *Topography and Indigenous Plant Species:* In addition to forests and woodlands, existing conditions both on site and near-by can provide a wealth of clues regarding which species of plants naturally grow well in various conditions. Many of these plants can be utilized in developed landscapes, their use contributing to more easily sustained plantings when properly sited. Potential long terms savings could be seen in reduced need for water and fertilizer, which benefits both the property owner and the health of the watershed. In addition, planting indigenous plants in developed landscapes creates a sense of consistency in the overall landscape, helping to strengthen a sense of place.
- *Riparian Plant Communities:* Lewis Creek's influence on the Middlebrook Avenue corridor impacts the entire length of the corridor, not only in terms of the presence of the creek itself, but the presence of the flood plain on adjacent properties. Creeks, like forests and woodlands are complex systems of water, plants, and geology, functioning as a transition area between higher elevations in the watershed and the Chesapeake Bay. Plant communities, as part of the overall creek system, serve to slow the velocity of stormwater run off, prevent erosion, and filter non-point pollution. Site design focused on preserving and managing indigenous riparian plant communities through thoughtful site design and maintenance is encouraged; the re-establishment of riparian plant communities as part of site design is encouraged as well. The publication Riparian Buffers Modification and Mitigation Guidance Manual by Baird and Wetmore, published by the Chesapeake Bay Local Assistance Department is recommended as a resource for managing riparian plant communities.
- *Hedgerow:* Planted for centuries to divide agricultural areas, create microclimates for cultivating crops, buffer buildings from harsh weather patterns, and to serve as fences, hedgerows have a strong presence in the historic landscape of Staunton. Because they are used in multiple ways, hedgerows are simultaneously a natural, cultural, and historical landscape resource. Hedgerows are comprised of combinations of multiple tree and shrub species arranged in a wide band and may be larger or smaller in scale depending on the species included in the planting. Developed areas could benefit from hedgerow plantings particularly in areas able to take full advantage of the density and sense of enclosure inherent in this type of planting. Historically typical Virginia hedgerow species include Maclura pomifera (Osage orange), Crategus species (Hawthorns), Ilex species (Hollies), Viburnum species and Juniperus virginiana (Eastern Red cedar); in the developed landscape, hedgerows could be created with a wide range of plant species combinations. Hedgerow type plantings lend themselves very well to storm water management systems integrated into site design such as bioretention.
- *Orchard:* Staunton has a long history of fruit production within the city limits as well as in near-by Augusta County. Large areas near Middlebrook Avenue were cultivated as orchard as recently as the mid 1950's. Fruit tree species common to orchard production in Virginia are apples (Malus sp.), peaches (Prunus persica) and pears (Pyrus communis). Orchards are typically planted in multiple,

parallel rows forming a grid pattern. This pattern of planting facilitates pruning, fruit harvest and the movement of air through the trees. Virtually all tree species can be planted in a grid pattern which is easily integrated into site design comprised of the right angles typical of many developed sites.

Planting Configurations and Stormwater Management

The design of stormwater management systems such as bioretention are based on the natural ability of forests and woodlands to absorb and filter large amounts of rainfall. This process of absorption and filtering reduces the amount, velocity, temperature, and quality of rain water as it impacts local watersheds. When we clear and for development and replace indigenous plant communities, this mechanism for absorption and filtering is lost. By integrating plantings and soil profiles mimicking this natural system (like bioretention) in smaller increments throughout developed areas, such as parking lots, this function can be reestablished to a large degree. Including these kind of plantings throughout developed areas significantly impacts the quantity, velocity, temperature, and quality of stormwater runoff from paving and buildings.

- It is recommended provisions for stormwater management be surface based, integrated into developed areas incrementally, and utilize plant based systems of treatment.
- Stormwater ponds are discouraged.

Managing Site Plantings

- Management of Invasive Species: Plants included on the Virginia State or Federal lists of invasive exotic plants species should not be planted in the Entrance Corridor Overlay District and should be selectively or wholly removed from all sites as part of a larger landscape management strategy. In particular, remnant forest, woodland, and hedgerows require managing the presence of invasive plant species.
- Pruning and the Maintenance of Trees and Shrubs: Please refer to ANSI A 300 Part 1- Standards for pruning.
- Right-of-way responsibilities: It is recommended the owner or occupant of any land or premises abutting upon any public street right-of-way, including to the sidewalk and between the sidewalk and the curb, maintain all plantings whether installed by the property owner, occupant, or the City of Staunton.

Site and Building Signs

- Sign characteristics not recommended include:
  - Floating sign. A sign that is a moored balloon or other type of tethered floating sign.
  - Lighting of any type outlining any structure or window
  - Pennants, ribbons, spinners, streamers. Pennants, ribbons, spinners, streamers or similar moving devices, whether or not they are part of a sign
  - Sign that contains or consists of searchlight, beacon or strobe light. A sign, other than a public sign, that contains or consists of a searchlight, beacon, strobe light, or similar form of illumination
  - Sign that produces sound. A sign that produces sound for the purpose of attracting attention regardless of whether the sign has a written message content
  - Sign with unsafe illumination. A sign that is illuminated so as to be unsafe to vehicular or pedestrian traffic
  - A commercial window sign affixed to a window or door above the first floor of the structure unless the business to which the sign pertains does not occupy any first floor space
  - Advertising vehicles, where the vehicle is parked so as to be visible from a public right-of-way in a parking space or parking area not associated with a car dealership; the vehicle is inoperable;

or the vehicle is incapable of moving on its own or is not self-propelled.
    - Banners, except as a temporary sign
    - Message Boards
    - Billboards
    - All roof signs
- LED display signs are not recommended on Middlebrook Avenue, including moveable, LED open signs
- Sign bases should reflect site material and construction traditions. Brick, concrete, metal, and stone are appropriate materials.
- To provide a consistent element throughout the Entrance Corridor Overlay District, all channel letters and bubble signs should have dark bronze trim caps and returns; raceways should be painted to match mounting surface.
- Neon signs will be considered if used as part of a freestanding sign or sign located on a building face on buildings located in guideline areas a and b; neon tubing used to outline, edge, or otherwise emphasize building or site features are not recommended.
- Text and logos only on gas station canopies may be internally illuminated; the overall internal illumination of gas station canopies is not recommended.
- Small, standardized, neon "OPEN" signs are recommended; all other lighted signs located in building windows are not recommended.

Site and Building Lighting

- Because Middlebrook Avenue includes large residential areas, the use of cut off or full cut off site, building, and canopy lighting fixtures are recommended on fixtures emitting over 1800 lumens. Light levels of 0.5 foot candles or less is recommended at parcel boundaries.
- To provide consistency throughout the Entrance Corridor Overlay District, all site and building light fixtures dark bronze in color are recommended.

General Site Design Exceptions

- Intact building and site combinations more than 50 years old from the date of adoption of these guidelines may be considered based on the design history and typical patterns of use.

Middlebrook Avenue Design Guidelines:
recommendations for buildings

Recommendations for Buildings:

Existing Buildings as Design Sources

The Comprehensive Plan includes the protection of historic structures in changing areas as a policy goal. Staunton's unique cultural and historic characteristics are expressed in its remaining commercial buildings, industrial buildings, residences, cemeteries, site elements, and site configurations. While the Entrance Corridor Overlay District does not require the preservation of these buildings, we hope to encourage their retention and creative re-use, as well as offer them as examples for helping determine the character of future development and re-development projects on Middlebrook Avenue.

Buildings remaining from early points in the history of the street contribute to the character, mark the growth and location of the local community, and refer to cultural content in a manner that cannot be replaced or duplicated. Because of their value to the community, the adaptive re-use of existing historic buildings and site structures is encouraged in the Entrance Corridor Overlay District. Federal assistance through the National Park Service for the rehabilitation of historic buildings not located in historic districts may be available for property owners; contact http://www.nps.gov/history/hps/tps/tax/brochure1.htm#10 for additional information. Staunton City and Virginia State incentives may be available for the rehabilitation of existing buildings for use as businesses in portions of the Entrance Corridor District overlapping the City's Enterprise Zones; please refer to the Staunton City web site for further information. http://www.staunton.va.us

The intent of this section of the design guidelines is to improve the quality of new and re-developed buildings. The Entrance Corridor Overlay District ordinance requires the design of adaptive re-use and newly constructed buildings based the scale, massing, materials, and construction methodology and manner of negotiating changes in elevation of near-by historic resources. Included below are examples of existing buildings with characteristics that may be used to inform new building design. Please note the replication of historic buildings is not encouraged; mimicking historic architecture may contribute to a misleading sense of historic development.

Ferguson Metal Fabrication; appears in 1954 aerials and is listed as Augusta Dairies in the 1957-58 Staunton City directory: This building formerly served near-by farms in both the City of Staunton and near-by Augusta County as a dairy processing plant. Both the building and site were rehabilitated to accommodate a metal fabrication shop on the lower levels with office and residential space on the upper floors. Efforts over several years by the property owners has also resulted in extensive plantings of trees, shrubs, and flowers along Middlebrook Avenue and continuing efforts to clean and re-establish native plant species along Lewis Creek and in the creek's flood plain which runs through the site. The building is a good example of using changes in elevation to best advantage and reducing the impacts of

what is an overall large structure by placing one story directly adjacent to the corridor, growing to three stories on the back of the building including access for trucks into the central courtyard from Bridge Street. The building includes a retaining wall along Middlebrook Avenue, extending from the building to the northeast, forming an internal courtyard, and providing space for a storage building below, again taking full advantage of inherent changes in elevation. Large, multi paned windows are featured on all sides of the main body of the building which is comprised primarily of brick. Rehabilitation efforts have retained the overall character of the building as a former processing plant. This project is a strong example of the goals identified in the Comprehensive Plan for the Entrance Corridor Overlay District. The total square footage of the Ferguson Metal building is 5,640.

Warehouse; appears in 1954 aerials and is listed as C&P Telephone Service Center in the 1957-58 Staunton City directory: Located in the 800 block this one story building this building is constructed of painted brick. The building includes windows throughout the majority of the exterior walls and a stepped front and back façade, with an extended barrel roof in-between. A lower section of the building on the southwestern side features a shed roof. The front façade of the building includes a large garage door with multiple window panes and ceramic tile coping. The total square footage of the warehouse building is approximately 10,868.

Owned by the Chesapeake and Ohio Railway; appears in 1954 aerials, the building is listed as Texaco property (located on railroad land) in the 1957-58 Staunton City directory: This building is not currently in use; recent occupants have included an antique store. The frame structure features a gable roof on the main body of the building and a shed roof sheltering the entrance. The frame construction, clerestory windows, roof form and details, and loading dock with freight access doors all contribute to the character of the structure. The red Texaco star was formerly painted on the building's exterior. The overall scale, materials and details of this building are similar to agricultural buildings more common along Middlebrook Avenue in previous decades. This building is approximately 2,500 square feet.

Two small gas stations/car repair shops; both constructed pre 1954; both appear in the 1954 aerial with the repair shop on the right listed as Wall's Garage Repairs in the 1957-58 Staunton City Directory: These gas station/car repair shops have several elements in common. Both buildings are painted masonry, feature large, multi-paned garage doors on the front façade, and include an entrance for interior office/retail space. Both building roofs are flat, with the tiled coping on the edge of the roof of Wall's Garage stepping incrementally towards the back of the building. These buildings both include multiple windows throughout their exterior walls. While the area between the repair shops and the corridor were likely used for parking, there are also parking areas included to the side of the buildings. The total square footage of these buildings are 1,144 (left) and 3,600 (right).

Until 2008, this building was owned by the City of Staunton; this building is included on the 1954 aerial; listing in the 1957-58 Staunton City Directory as City electricity, streets, and water departments as well as the City garage: This building served in the past as the location for City of Staunton utilities likely as early as 1914. The building foundation extends into a retaining wall, forming a central courtyard configuration. The building and site walls are constructed of brick, with windows featured on all sides. The overall roof form is cross gable with standing seam metal roofing material. Lewis Creek runs in close proximity of the building, between Middlebrook Avenue and the building. The current owner is beginning the rehabilitation of the building for adaptive re-use; the retention and adaptive re-use of this building is a good example of the intentions outlined in the Comprehensive Plan for the Entrance Corridor Overlay District. The total square footage of this building is 2,205.

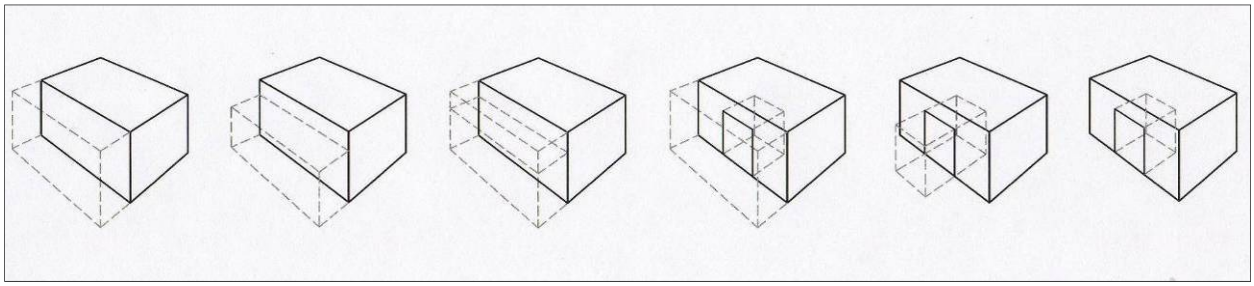
General Building Characteristics

Based on the strengths of the seven example buildings provided as a source for design characteristics, the following recommendations are provided:

- New buildings should include one or a combination of the following materials/methods of construction: brick, stone, or concrete foundations; brick construction or brick facing; finished concrete block; roof materials of standing seam metal, asphalt shingle, and rubber membrane/parapet for flat roof forms.
- Site walls retaining walls should be comprised of: brick, or concrete; brick facing on a concrete or

cmu wall. The use of segmental/modular concrete block is discouraged. Site walls should be considered as part of site terracing in increments; site walls out of proportion with building foundations or the human figure are discouraged.

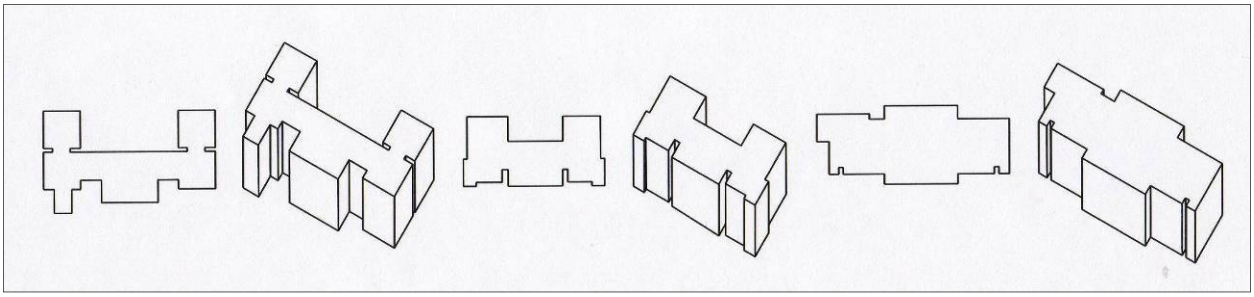
- Building examples include building foundations and integral site walls used to negotiate changes in elevation from the front of the building to the back, resulting in buildings either a story taller in the back, or a story taller at the street edge. These buildings utilize combinations of terracing into and building above the surface of the existing land form. Auxiliary spaces in buildings created by elevation changes create possibilities for additional useable space or potentially provide areas to conceal the utilities such as mechanical systems.
- Roof forms recommended include single gable, flat, and barrel shapes; mansard roof forms are not recommended on modern styled buildings.
- Site materials recommended include local stone, asphalt, concrete, and exposed aggregate concrete.
- The building examples provided include transitional areas from the outside to the inside of buildings. These areas provide protection from the elements, allow areas for outdoor dining and gathering, provide covered walkways connecting business to business, and help modulate the scale of multi-storied buildings. It is recommend the front of all buildings include a transitional area a minimum of 15 feet deep; this area may be an attached porch, breezeway, colonnade, or other similar element; a minimum of one third (5 feet) of this are must be fully protected from the weather. Transitional areas may extend fully outside of the main building face, extend fully inside the main building face, or combine interior and exterior elements.



schematic strategies for combining types of transitional areas

examples of porches and breezeways in new buildings

- The examples provided also include variations in the overall form of the buildings; simple box forms are not the norm. Where they do exist, the surfaces of box forms have been activated with variations in the surface of the building, with of the buildings featuring a variety of windows on all elevations; tinted glass is discouraged. It is recommended new building elevations include a minimum of three surface variations of a minimum of 8 inches deep; variations a minimum of 2 feet deep should be provided when tied to a change in the roof line.

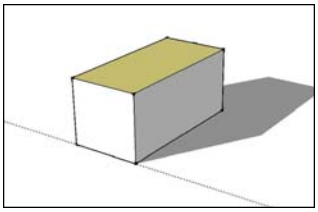


schematic variations in building form

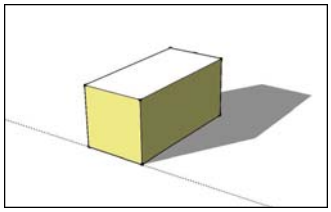
variations in overall building form on new buildings

- Windows should be used to provide interest and surface variations on building elevations. Blank building walls are discouraged.
- The design of gas station canopies, building canopies and other accessory structures should be compatible with the scale, color, materials, and detail of the buildings they serve.

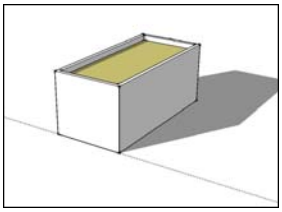
For the purposes of the design guidelines, the following definitions of exterior building walls and roofs apply. The definition of building walls and roofs is important when the use of walls and roofs for the display of signs for example: signs attached to walls are recommended in the Entrance Corridor Overlay District; the use of any signs attached to building roofs is not recommended. *(as amended 2.10.11)*



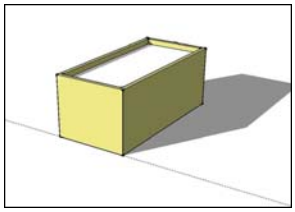
flat: roof



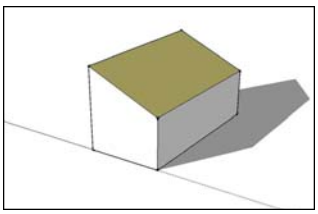
flat: walls



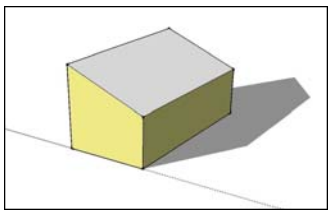
parapet: roof



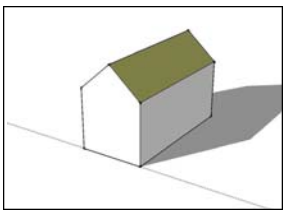
parapet: walls



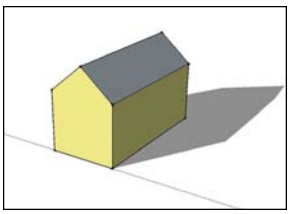
shed: roof



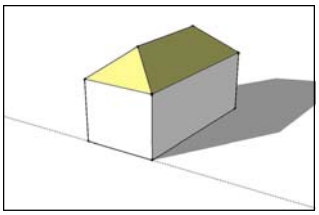
shed: walls



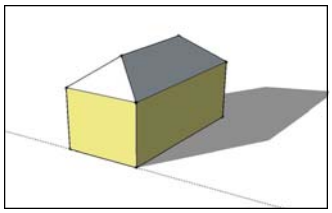
gable: roof



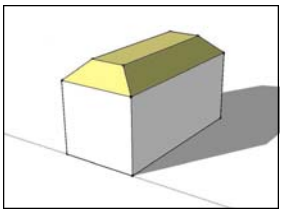
gable: walls



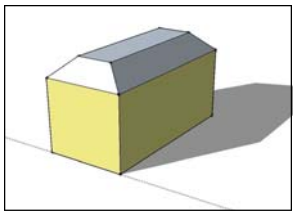
hip: roof



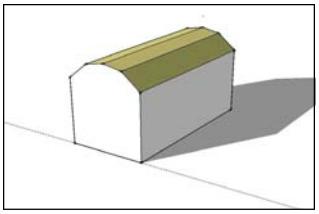
hip: walls



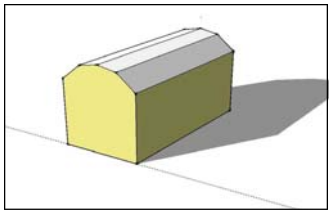
mansard: roof



mansard: walls



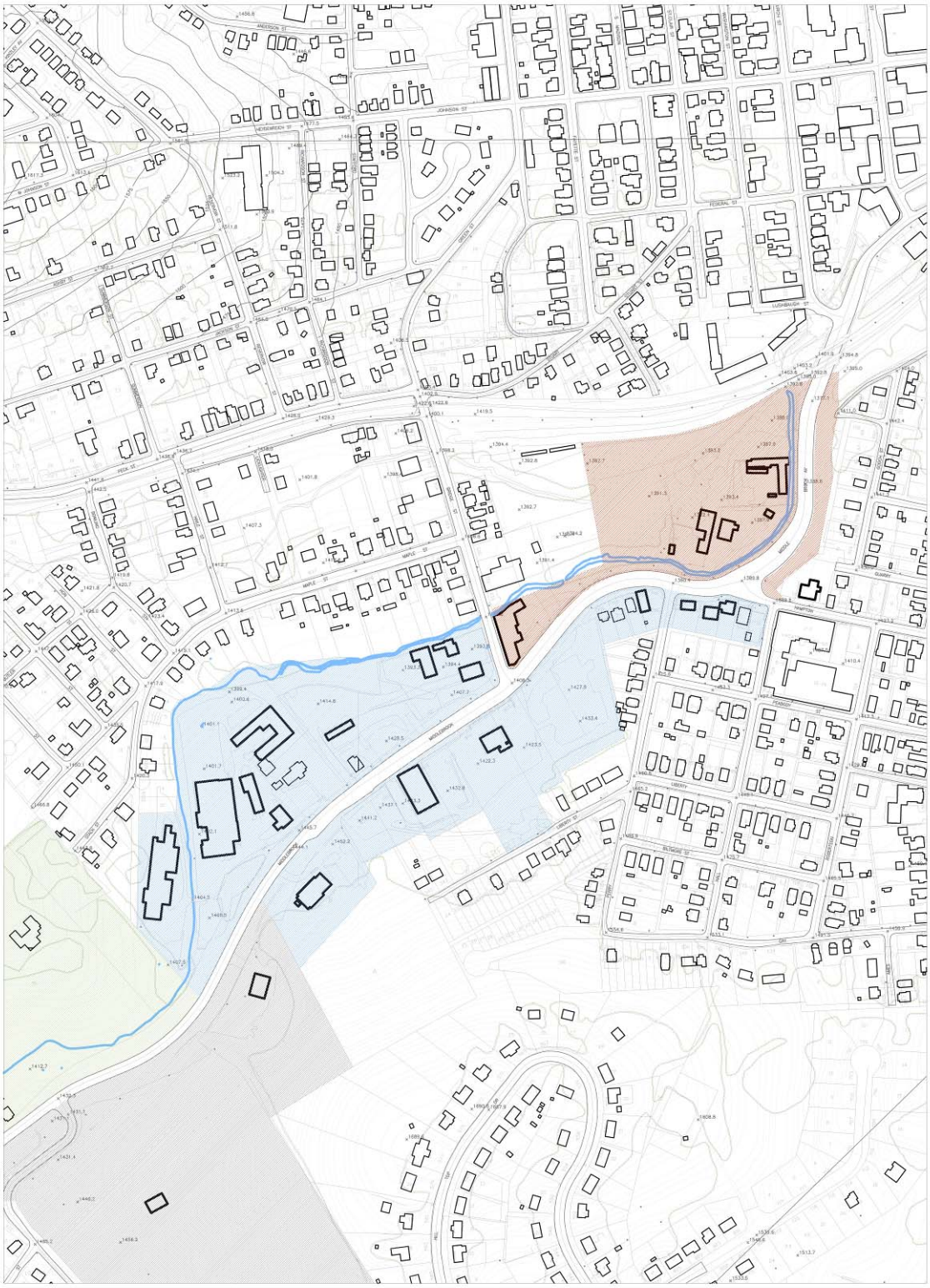
gambrel: roof



gambrel: walls

Middlebrook Avenue Design Guidelines:
recommendations for community form

Design Guideline Areas along Middlebrook Avenue



Entrance Corridor Overlay District: *Middlebrook Road*
design guideline areas

nts
note: map elements depicted are representations and are not ot be construed or used as legal description; this map is for display purposes only

section/plan a
section/plan b
section/plan c
section/plan d
Lewis Creek

Section/Plan A

- These areas of the corridor are characterized by older industrial / commercial buildings in close proximity to Lewis Creek with zoning designated I-1, I-2, and R-3. The north side of the street includes an existing sidewalk connecting to downtown Staunton towards the east and the Newtown Historic Preservation District towards the west. A large part of this property is currently or has been in the past owned by the Chesapeake and Ohio Railway or the City of Staunton. One former dairy factory is the areas strongest example of the adaptive reuse of an historic industrial building with the property owner contributing long term efforts to replant and clean Lewis Creek, which runs through the property. The adaptive reuse of another former industrial building is currently underway near-by on a parcel formerly owned by the City. These projects are excellent examples of the possibilities for renewal of this section of the Middlebrook Avenue corridor.
- Recommended range of total square footage for new buildings: 2,500 to 5,600.
- With the exception of one property on the south side of the corridor, the front set backs of new construction along this section of the corridor will be determined by stream buffer requirements. Elsewhere front setbacks are recommended at a maximum of 30'; overall it is recommend building placement adjust to coordinate with adjacent conditions; expectations for transitional spaces included in the buildings increase as setbacks decrease; front of buildings are recommended parallel to and facing the corridor.
- Minimum side and rear setbacks as underlying zoning requires.
- On site parking is recommended located to the side or back of new construction; parking located on the first floor is also recommended.
- On individual parcels or adjacent to sidewalks, plantings reflecting indigenous riparian tree, shrub, grass, and wildflower species and naturalized patterning are recommended. Establishing indigenous riparian species and naturalized planting patterns in the ROW between the street edge and adjacent parcel boundaries is recommended to strengthen the presence of Lewis Creek, contribute to the overall health of the watershed, and create a strong transition / gateway between the Middlebrook Avenue corridor and downtown Staunton.
- It is recommended stormwater management employ green roofs; collection/recycling stormwater systems; stormwater planters; plantings designed to serve multiple purposes; etc.

Section/Plan B

- These areas of the corridors while characterized by a range of parcel size primarily feature commercial buildings, a few have been adapted for reuse. These areas are primarily zoned I -1 with a small pocket of R-3. One single family residential property dating to 1815 remains isolated among the commercial and industrial uses on the north side of the corridor. The aerial from 1954 indicates the area surrounding the house was farm land as the northern most in a series of farms along the western side of the corridor at that time.
- For the properties located at 757, 716, 712, 708, 704, 612, 610, and 608 Middlebrook Avenue the recommended range of total square footage for single, new buildings is 1,000 to 3,200; square footage range recommended for the remaining properties in this part of the corridor: 4,000 and 15,000.
- Front of buildings are recommended parallel to and facing the corridor
  Minimum front setback 5'; maximum 15'; it is recommend building placement adjust to coordinate with adjacent conditions; expectations for transitional spaces included in the buildings increase as setbacks decrease.

- Minimum side and rear setbacks as zoned
- Infilling existing larger parking lots adjacent to the corridor with new buildings is recommended.
- On site parking lots are recommended located on the side or rear of the building; parking located on the first floor recommended.
- Cross sections recommended to include, beginning at the curb: sidewalk to coordinate widths of near-by existing walkways, planting bed a minimum of five feet wide with major trees planted 25' on center. Where overhead power lines exist, tree species with a mature height reaching just below the power lines are recommended.
- It is recommended stormwater management employ green roofs; collection/recycling stormwater systems; stormwater planters; plantings designed to serve multiple purposes; etc.
- Parking located along sidewalk edge should provide a 3 1/2' evergreen hedge between the sidewalk and parking lot' planting bed should be a minimum of 4' wide.
- Stormwater management should be integrated into parking lot plantings for reducing the quantity and improving the quality of both building and parking surface runoff.
- Consider utilizing plantings adjacent to sidewalks inside or outside the public right-of-way as stormwater management.
- Parking located adjacent to a sidewalk or vehicular travelway should provide a 3 1/2' tall evergreen, continuous hedge between the sidewalk and parking lot or vehicular travelway.
- Parking lots within a block should be interconnected.
- It is recommended the existing width of the street remain unchanged.

Section/Plan C

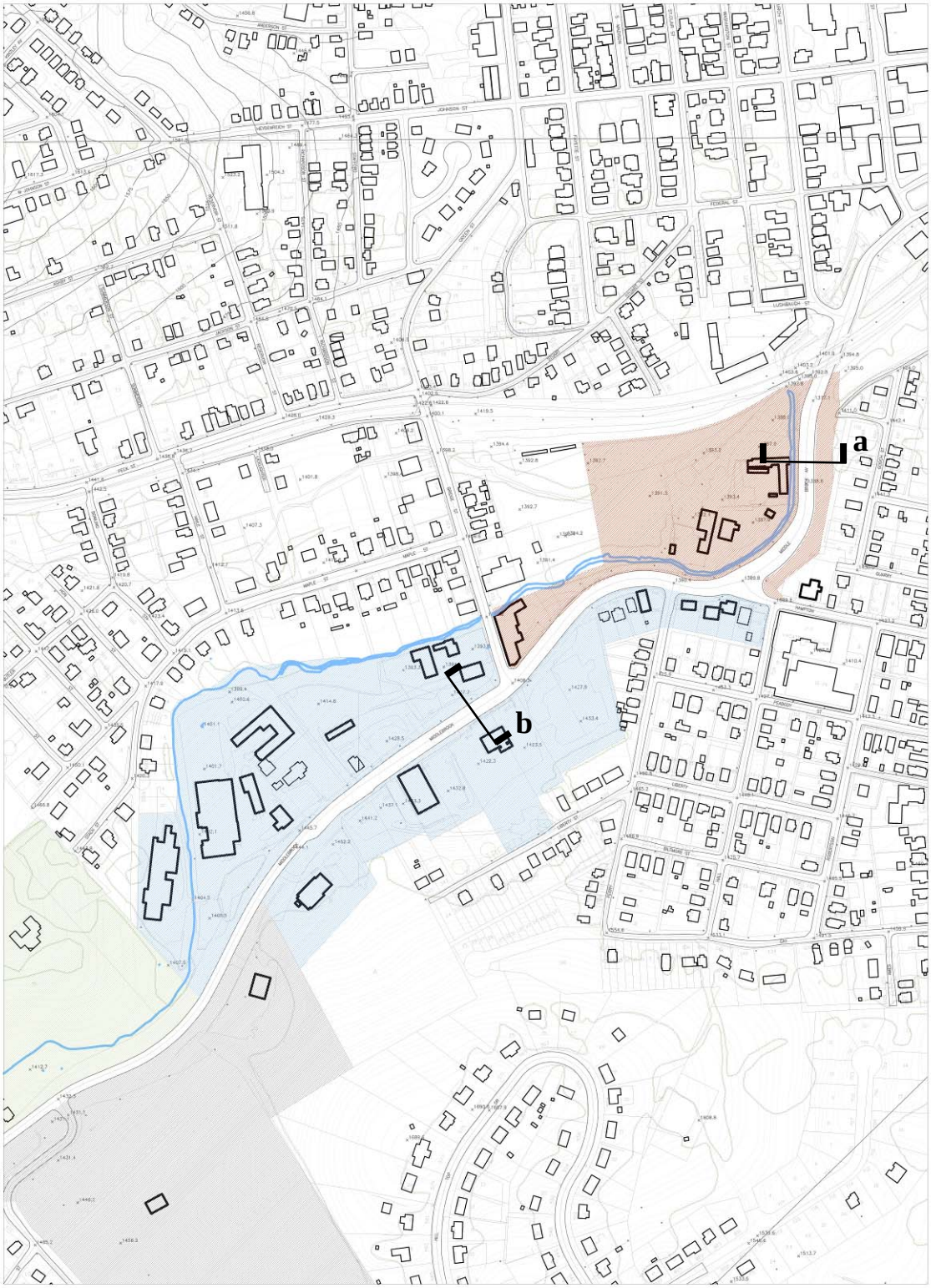
- These areas of the corridor include areas of I-1c, I-3c, B-1c, B-2, and R-2 zoning in close proximity to Lewis Creek. These areas are characterized primarily by new development and single family residences with a few remaining historic single family residences. These houses are remnants of the former use of much of this land as farm land.
- Recommended range of total square footage for single new buildings: 4,000 to 15,000.
- Front set backs of new construction along this section of the corridor will be determined by stream buffer requirements; overall it is recommend building placement adjust to coordinate with adjacent conditions; expectations for transitional spaces included in the buildings increase as setbacks decrease; front of buildings are recommended parallel to and facing the corridor.
- Minimum side and rear setbacks as zoned.
- On site parking is recommended located to the side or back of new construction and completely away from view from the corridor; parking located on the first floor of new buildings is also recommended.
- On individual parcels or adjacent to sidewalks, plantings reflecting indigenous riparian tree, shrub, grass, and wildflower species and naturalized patterning are recommended. Establishing indigenous riparian species and naturalized planting patterns in the ROW between the street edge and adjacent parcel boundaries is recommended to strengthen the presence of Lewis Creek, contribute to the overall health of the watershed, and create a strong transition / gateway at the City limits.
- Cross sections recommended to include, beginning at the curb: a 10' wide planting bed to include shrubs, grasses, and wildflowers in planting patterns reflecting the character of near-by Lewis Creek, a 6' wide sidewalk, and plantings primarily comprised of major trees; to

include indigenous species and naturalized planting patterns. Where overhead power lines are located, tree species reaching a mature height just below the power lines are recommended.
- It is recommended stormwater management employ green roofs; collection/recycling stormwater systems; stormwater planters; plantings designed to serve multiple purposes; etc.

Section/Plan D
- These areas of the corridor include areas of B-2, B-3, R-1, R-2, and R-4 zoning. Characterized primarily by new development and single family residences. These areas include a few remaining historic single family residences, these houses are remnants of the former use of much of this land as farm land.
- Front of building are recommended parallel to and facing the corridor
- Minimum front setback 20'; maximum 35'; it is recommend building placement adjust to coordinate with adjacent conditions; expectations for transitional spaces included in the buildings increase as setbacks decrease.
- Minimum side and rear setbacks are recommended as zoned.
- Parking lots are recommended located on the side or rear of the building and out of view of the corridor; parking located on the first floor recommended.
- Cross sections recommended to include, beginning at the curb: a 10' wide planting bed with mown lawn, a 6' wide sidewalk, and major trees planted 25' on center.
- It is recommended stormwater management employ green roofs; collection/recycling stormwater systems; stormwater planters; plantings designed to serve multiple purposes; etc.

Flood Plain
- Multi-storied buildings with parking located on the first floor are recommended for new construction in the floodplain.

Design Guideline Area Example Sections: possible configurations



Entrance Corridor Overlay District: *Middlebrook Road*
design guideline areas

nts
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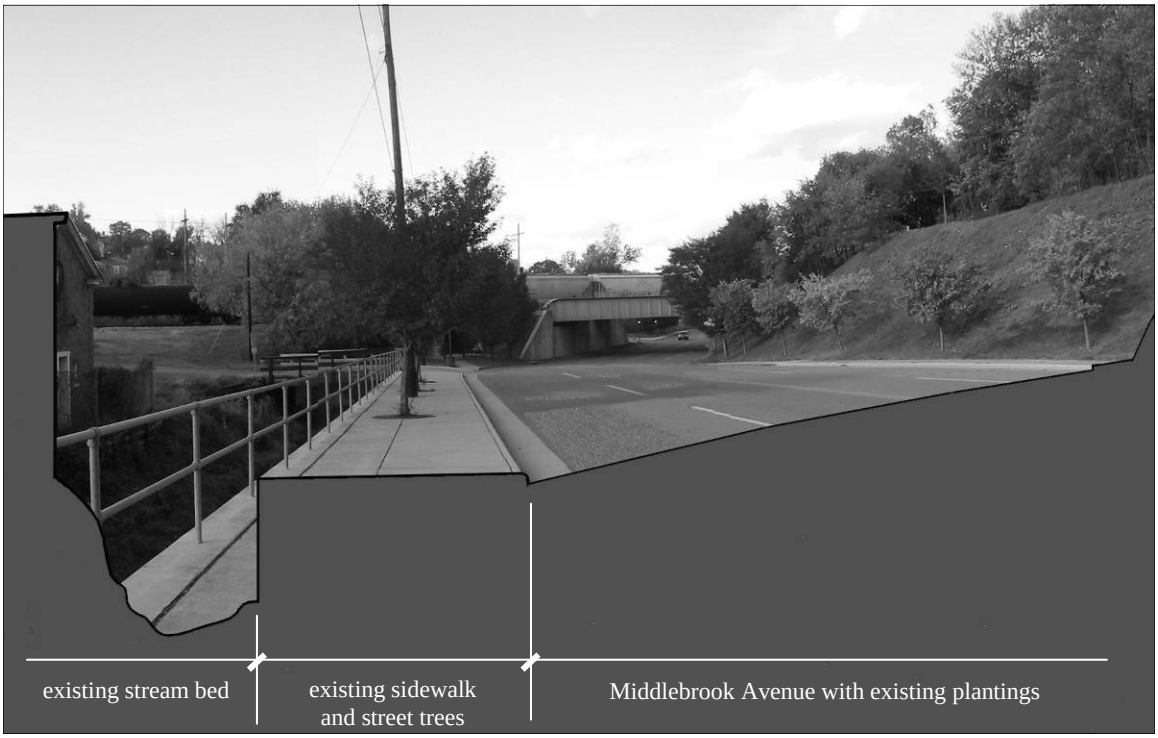
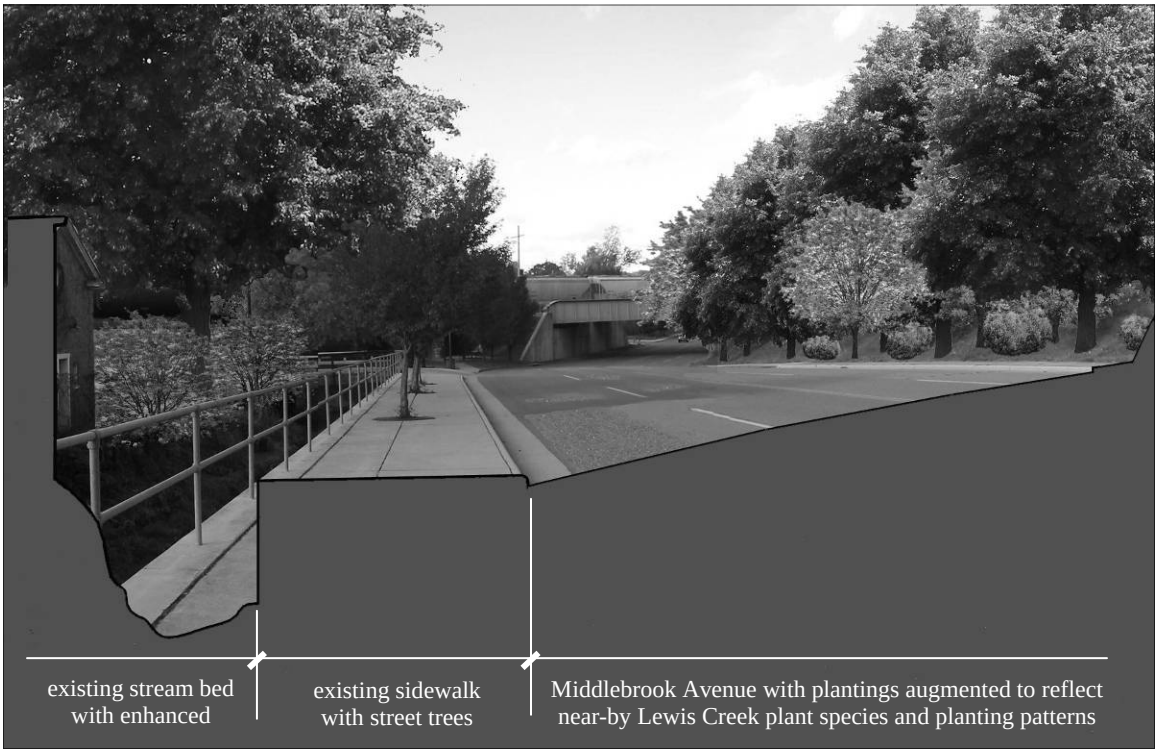
section/plan a
section/plan b
section/plan c
section/plan d
Lewis Creek

Design Guideline Area Example Sections: Section/Plan A

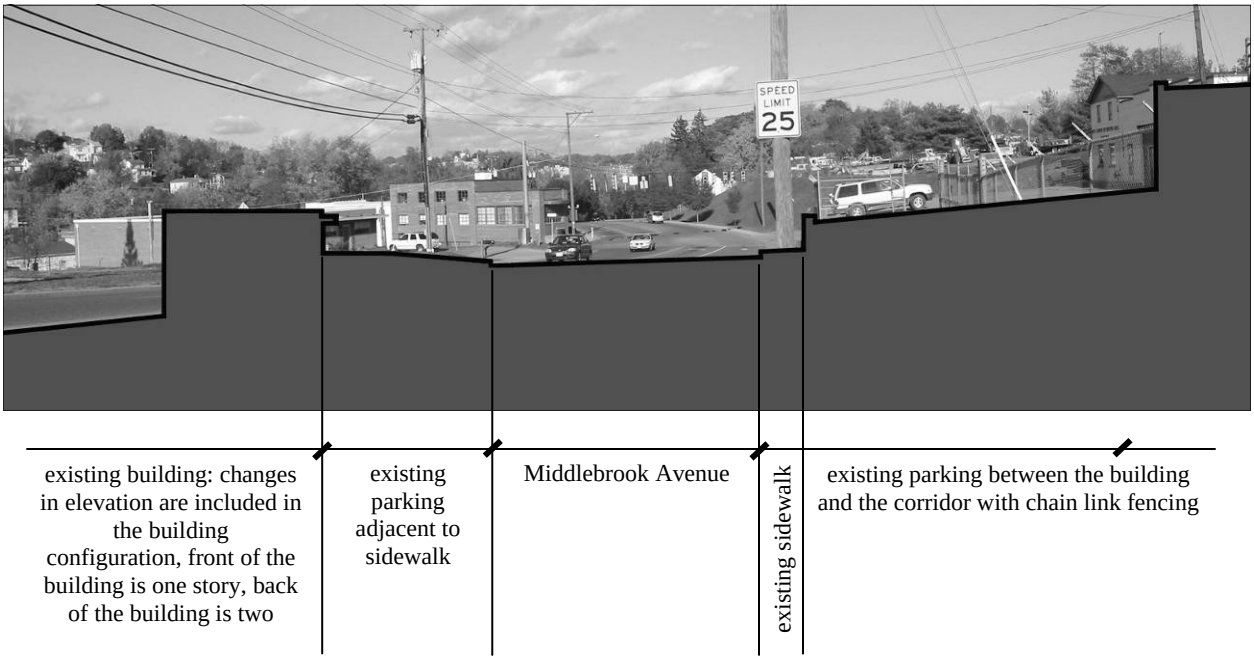


Section a: existing condition

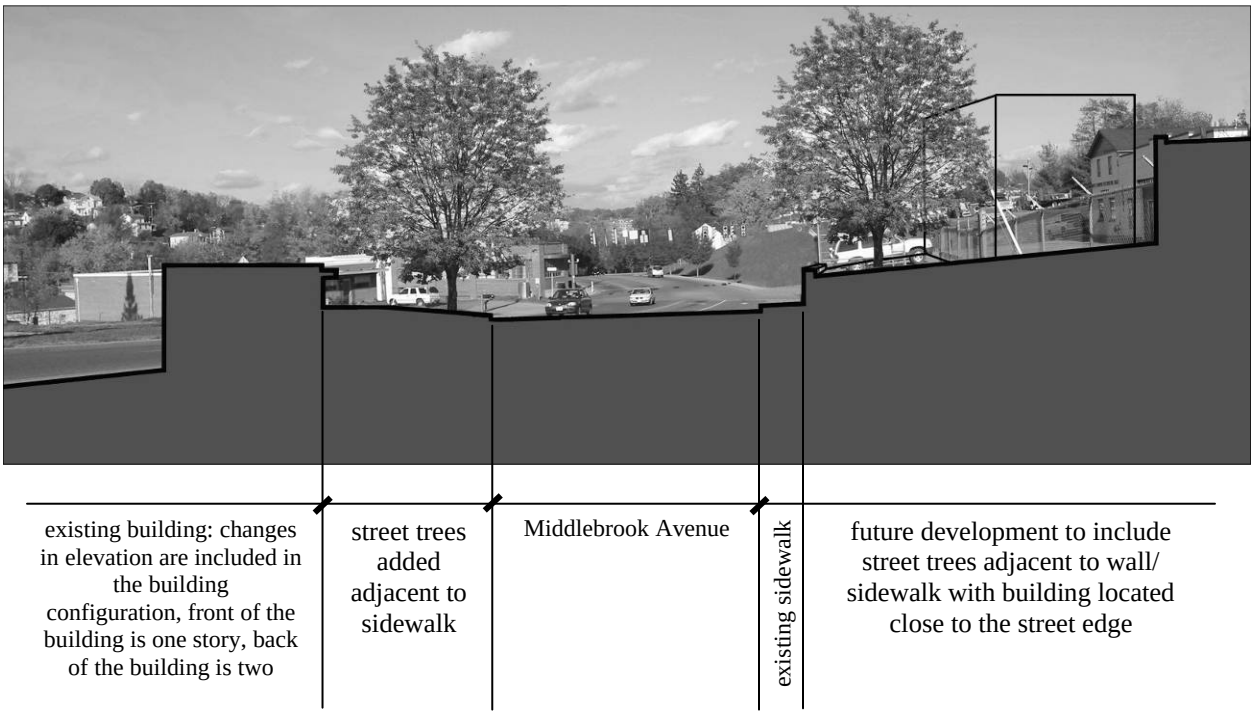


Section a: possible new configuration

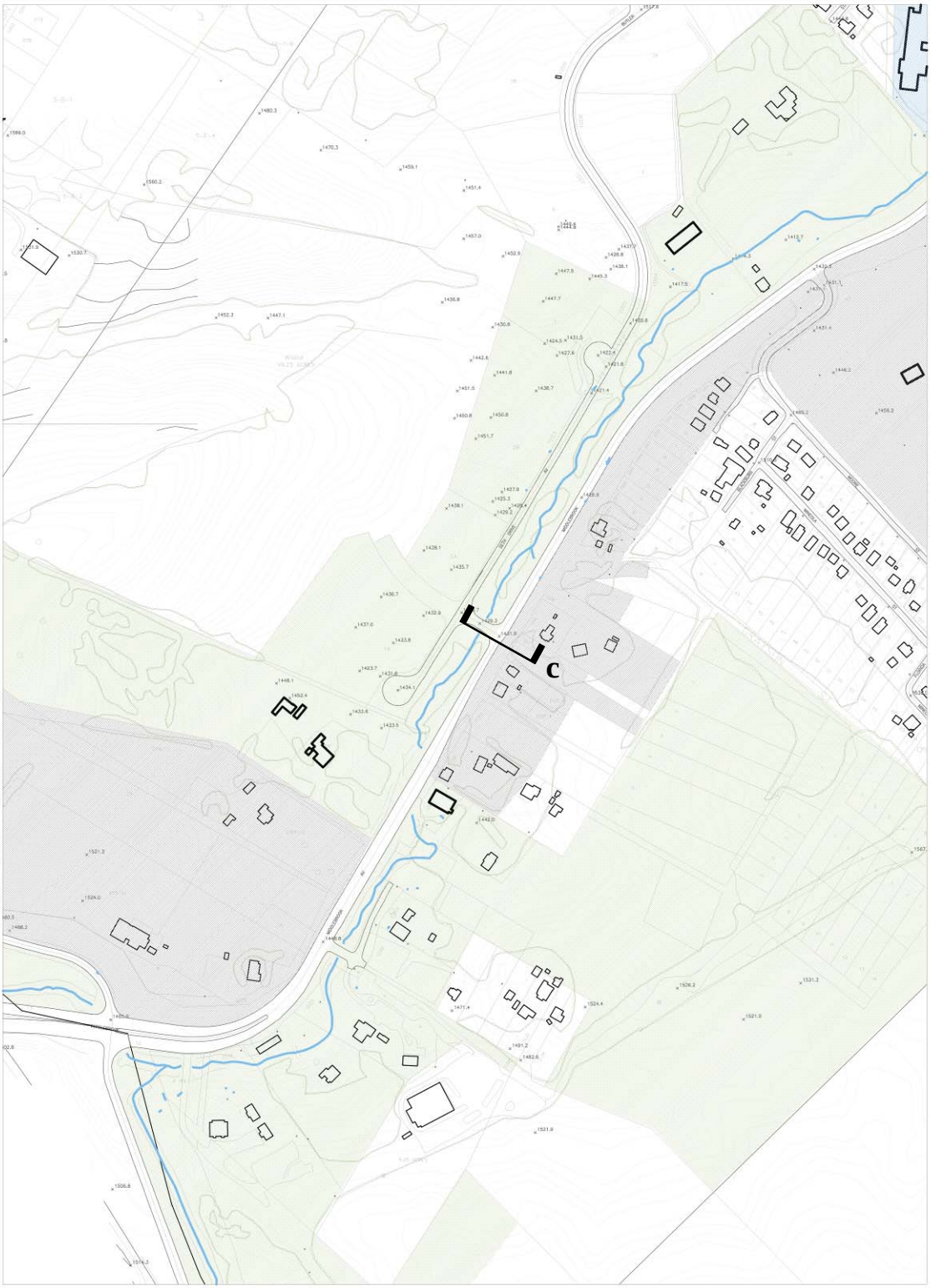
Design Guideline Area Example Sections: Section/Plan B



Section b: existing condition



Section b: possible new configuration



Entrance Corridor Overlay District: *Middlebrook Road*
design guideline areas

nts
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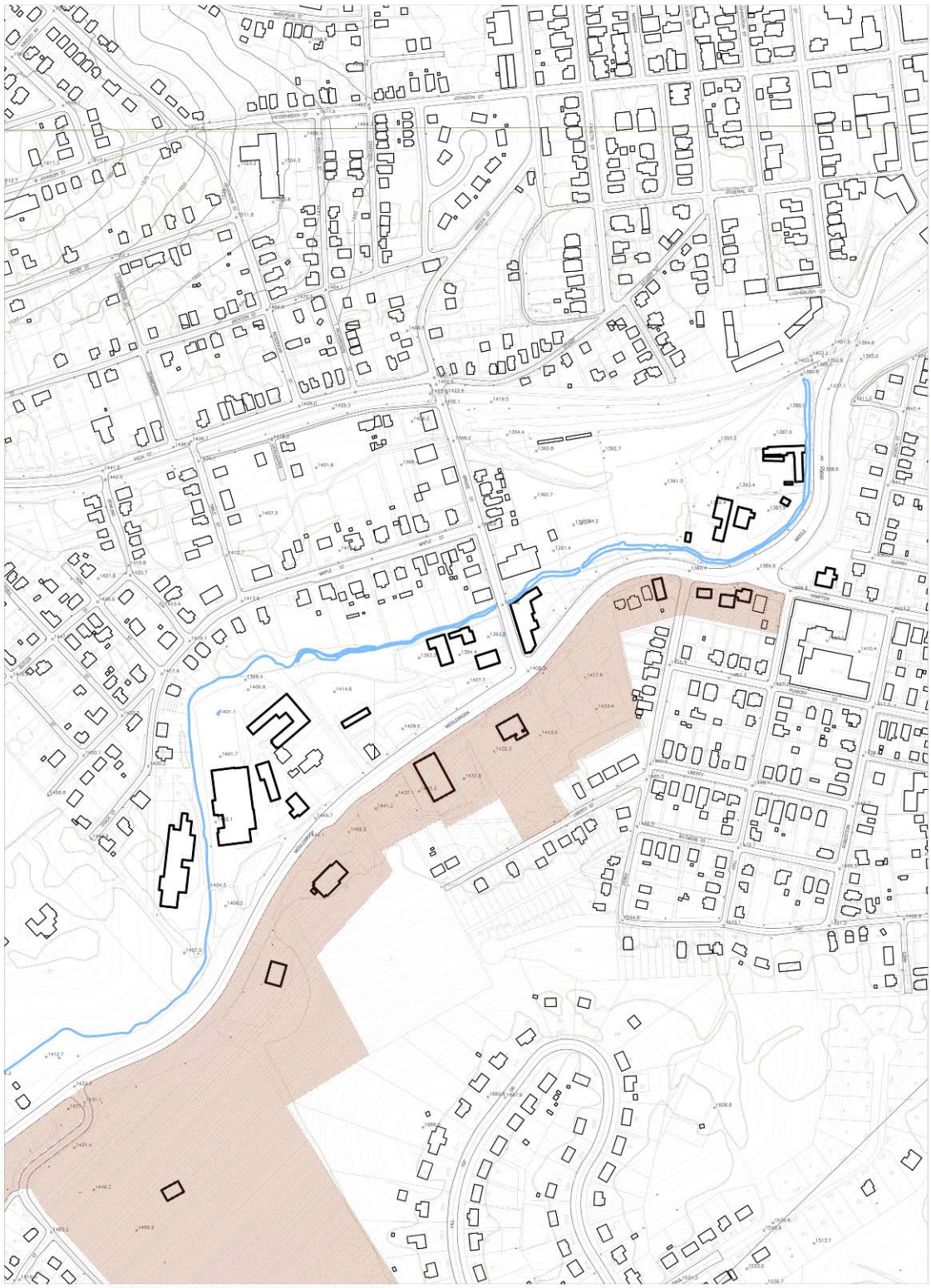
section/plan a
section/plan b
section/plan c
section/plan d
Lewis Creek

Design Guideline Area Example Sections: Section/Plan C

Section c: existing condition

Section c: possible new configuration

Rehabilitation Districts: for the purpose of tax abatement for new construction



Entrance Corridor Overlay District: *Middlebrook Road*
proposed rehabilitation district

rehabilitation district

Lewis Creek

nts
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City of Staunton, Virginia
Amy Ransom Arnold, ASLA

Planning and Inspections Department
2008
(as amended 2.10.11)