

Detailed Standards
for the
Edinburgh
Planned Unit Development (PUD)



Initially approved by the Edinburgh Architectural Review Committee May 29, 2002; see Section IX herein for log of subsequent modifications.



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Section I. General

A. Establishment and Purpose of Detailed Standards

1. These Detailed Standards shall apply to the Edinburgh Planned Unit Development (PUD), which consists of approximately 698.7 acres zoned to the PUD district by act of the Chesapeake City Council on October 16, 2001, and such additional areas as may be added to the Edinburgh PUD by subsequent acts of City Council.
2. In conjunction with its rezoning and creation of the Edinburgh PUD, City Council approved and established the “Development Criteria for the Edinburgh Planned Unit Development (PUD),” hereinafter referred to as the Development Criteria.
3. On November 2, 2001, R. G. M. Corporation, pursuant to Section III.A of the Development Criteria, created the Edinburgh Architectural Review Committee (hereinafter, the ARC) by appointing to it the following members:
 - a. D. W. Fuller, a representative of R. G. M. Corporation,
 - b. Howard L. Wright, an architect, and
 - c. W. P. Burkheimer, Jr., an engineer.

See Section IX, Adoption and Modification Log, at the end of these standards for a cumulative record of changes to the membership of the ARC and other changes to these standards.

4. These Detailed Standards are promulgated by the ARC, as established in Section III.B of the Development Criteria. The purposes of the Detailed Standards shall be...
 - a. to provide more detailed information than is contained in the Development Criteria,
 - b. to assist property owners in complying with the Development Criteria, and
 - c. to assist the ARC in its review of items to assure that compliance.
5. The following are provided in these Detailed Standards (items marked with an asterisk (*) are not provided at this time but will be included in a subsequent release):
 - a. A standard design for street landscaping and other streetscape features for the entire PUD, so as to create a unifying theme for the landscaping program. Included is a menu of approved trees and shrubs, along with other streetscape elements.
 - b. Standardized locations within and adjacent to public streets, for the installation of public, private and franchise utility lines and appurtenances.
 - c. * Standards for other street ornamentation, including street furniture, lighting, and possibly statuary for the entire PUD.
 - d. * Uniform standards for signage in non-residential areas.
 - e. * Guidelines for implementing, in the context of the Regional Commercial and Office/Business areas, the architectural styles (Southern Colonial and Southern Plantation/French Colonial) which are promoted by the Development Criteria.
 - f. Architectural standards for the Conservation Community areas, the objective of which is to achieve harmony with the architectural styles (Southern Colonial and Southern Plantation/French Colonial) promoted by the Development Criteria.



- g. A *verbatim* recitation of Section IV through Section VIII of the Development Criteria.
6. The words “shall” and “must” as used in these Detailed Standards indicate a mandatory provision unless ARC grants and exception. Other words and phrases, such as “should,” “is encouraged/discouraged, etc.,” indicate that the provision, while not mandatory, is intended to promote the overall design objectives of these Detailed Standards and the Development Criteria. The ARC shall be the final authority in determining whether an applicant’s design meets the requirements of these documents. In so doing, it may disapprove a design which fails to comply with multiple mandatory and non-mandatory provisions, considering that the cumulative effect fails to meet the minimum level of quality set forth in the Development Criteria and these Detailed Standards.

B. Plans Subject to ARC Review

The ARC shall review all plans which require approval by the City of Chesapeake, as follows:

1. Residential (CC and VC areas)
 - a. Site plans for individual lots
 - b. Building plans for any structure requiring a building permit, including but not limited to initial dwelling construction, additions, outbuildings, and fences
 - c. Landscaping plans t must include street trees as required.
 - d. Site plans, building plans, Fencing, Pool and Landscaping plans associated with the residential and passive recreational community facilities around and associated with the Natural Conservation Area.
2. Non-Residential (Regional Commercial (RC) and Office/Business (OB) areas)
 - a. Overall and individual site plans
 - b. Building plans for any structure requiring a building permit
 - c. Landscaping plans, including plans for internal landscaping, foundation plantings, streetscapes, statuary and signage

C. Review Procedures

The ARC shall conduct its review in a fair, reasonable, and expeditious manner, as follows:

1. Up until such time that the ARC consists only of City employees, requests for considerations shall be delivered to the Developer at the following address: Douglas W. Fuller, Precon Development Corporation, Inc., 1401 Precon Drive, Suite 101, Chesapeake, VA 23320
2. At such time that the ARC consists only of City employees, requests for consideration shall be made in writing to the Director of Planning for the City of Chesapeake, P. O. Box 15225, Chesapeake, Virginia 23328-5225.



3. Two copies each of site plans, building plans (including elevations and finish schedules, plant lists, etc., as applicable) shall be submitted. They may be folded to any size the applicant desires.
4. The ARC shall endeavor to act within one week of receipt, but in no case shall take longer than two weeks, except in the case of very large (greater than 50,000 square feet, and/or greater than 10 acres), in which case the time shall not exceed three weeks.
5. The ARC shall consider whether or not the submitted proposal is consistent with the Design Standards set forth in these Criteria and the Detailed Standards promulgated by the ARC. It shall not unreasonably withhold approval.
6. Upon completion of its review, ARC shall either...
 - a. ...APPROVE as submitted,
 - b. ...APPROVE with minor modifications, or
 - c. ...DISAPPROVE, but with a list of specific changes which, if implemented, may lead to approval.
7. Upon receiving ARC approval, the applicant may apply to the City for required approvals and permits. Such plans and permit applications shall conform to all ARC approvals.



Section II. Roadway and Site Development Standards

The purpose of these standards is to create a more pleasing environment within the PUD by improving the appearance of streets and highways, as well as commercial development areas, through the use of street trees, appropriate street furnishings, landscaping features such as berming and massing of shrubbery and accent plantings. Tree-lined streets encourage walking, promote interaction between neighbors, slow the speed of vehicles, moderate climatic effects and create continuity throughout the development.

As noted in Section I.A.4.a above, these Detailed Standards provide more detailed information in supplement of the Development Criteria. In addition to the detailed standards for roadways and site development set forth in this Section II, more general standards are provided in Section IV through VIII of the Development Criteria, which are recited as Sections IV through VIII of this document. Regarding roadways and site development in particular, the reader's special attention is directed to Section IV.B.

A. Public Street Standards

1. STREET TREES

- a. Major roadways (Hillcrest Parkway and Edinburgh Parkway) shall be planted with large street trees to be selected from the preferred tree list at the end of this section. Street trees shall be planted in buffer areas along both sides of such roadways, and, where not prevented by other design constraints, in their medians. See Figures 1-3 below.
- b. Other public streets shall be planted with street trees in accordance with the standards which follow.
- c. Street trees shall be spaced as uniformly as practical. Trees along major roadways shall be spaced at a maximum distance of 35' on center, except where such roadway abuts a wooded, wetland area, in which case the existing trees shall be deemed to fulfill this requirement. Trees along residential streets shall be spaced 70' - 75' on center. Suggested planting along the sides of Hillcrest Parkway shall be Buffer Yard Type "C" planting.
- d. Street trees shall be planted behind the right of way on each side of the street within the 7' tree planting area to be provided as shown in Figures 1 and 2 below. Tree locations shall be coordinated with the location of roadway lighting, street furnishings and signage, driveways and visual clearances for street intersections.
- e. Residential lots shall have a minimum of two street trees with the exception of cul-de-sac lots having narrow lot frontages. See Figures 4 and 5 below.



Figure 1 -- Typical Half-Section, Buffer Yard and Shared Easements.

(“Shared Easement” = entire area denoted as “Utility Easements and “7’ Tree Planting and Landscape Easement”)

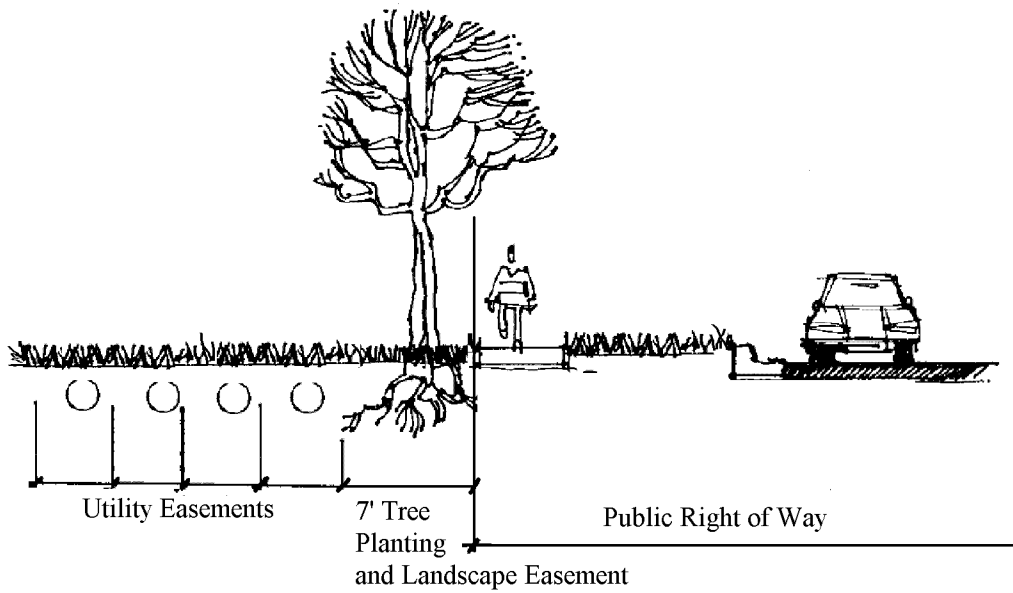


Figure 2 -- Typical Half-Section, Buffer Yard, Shared Easements and Berming

(“Shared Easement” = entire area denoted as “Utility Easements and “7’ Tree Planting and Landscape Easement”)

Note: Utilities are to be installed after berms have been constructed.

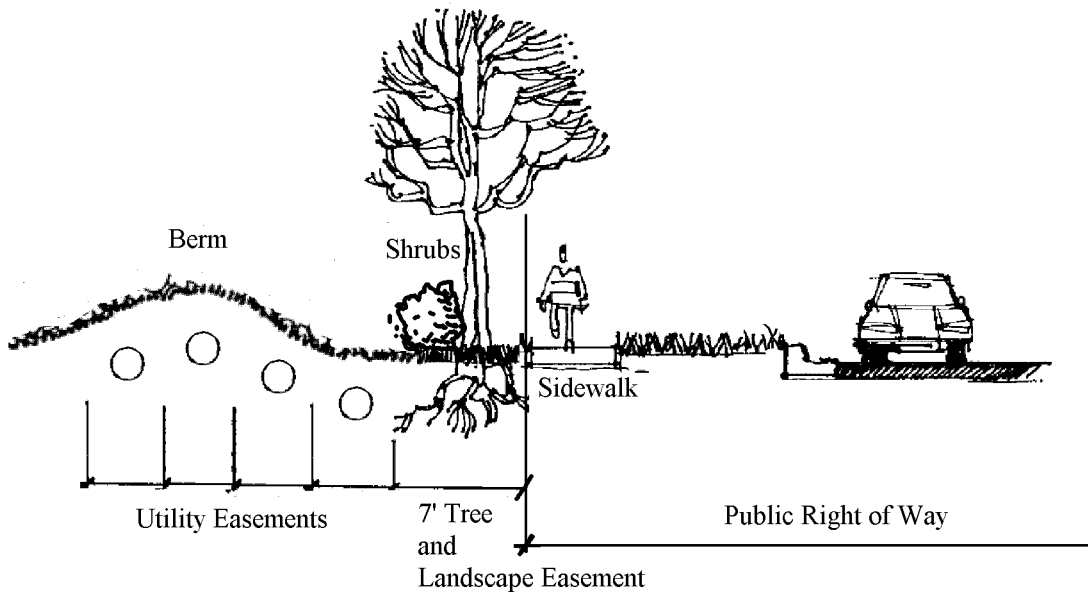


Figure 5 – Typical Street Tree Spacing along residential streets. Two trees per lot shall be required for lots other than those mentioned in Figure 4 above. Generally, the two trees will occur within the first and fourth quarters of the lot's street frontage.

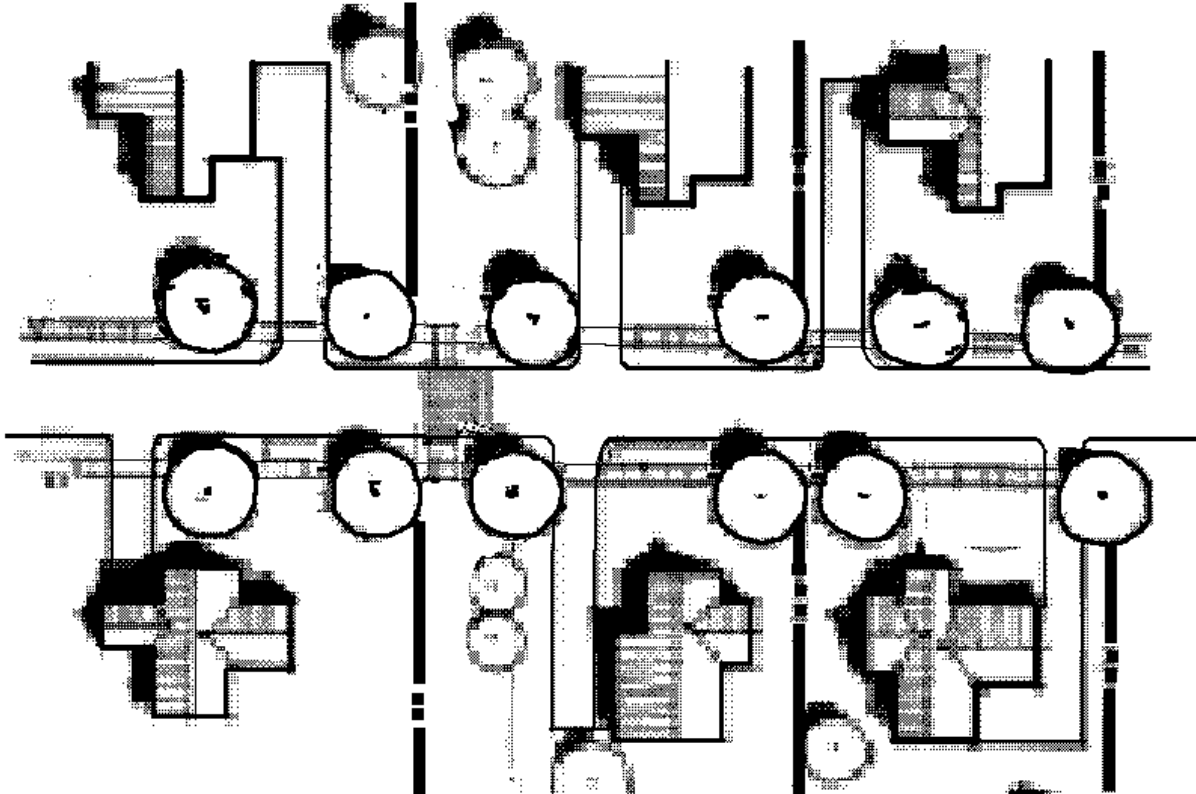
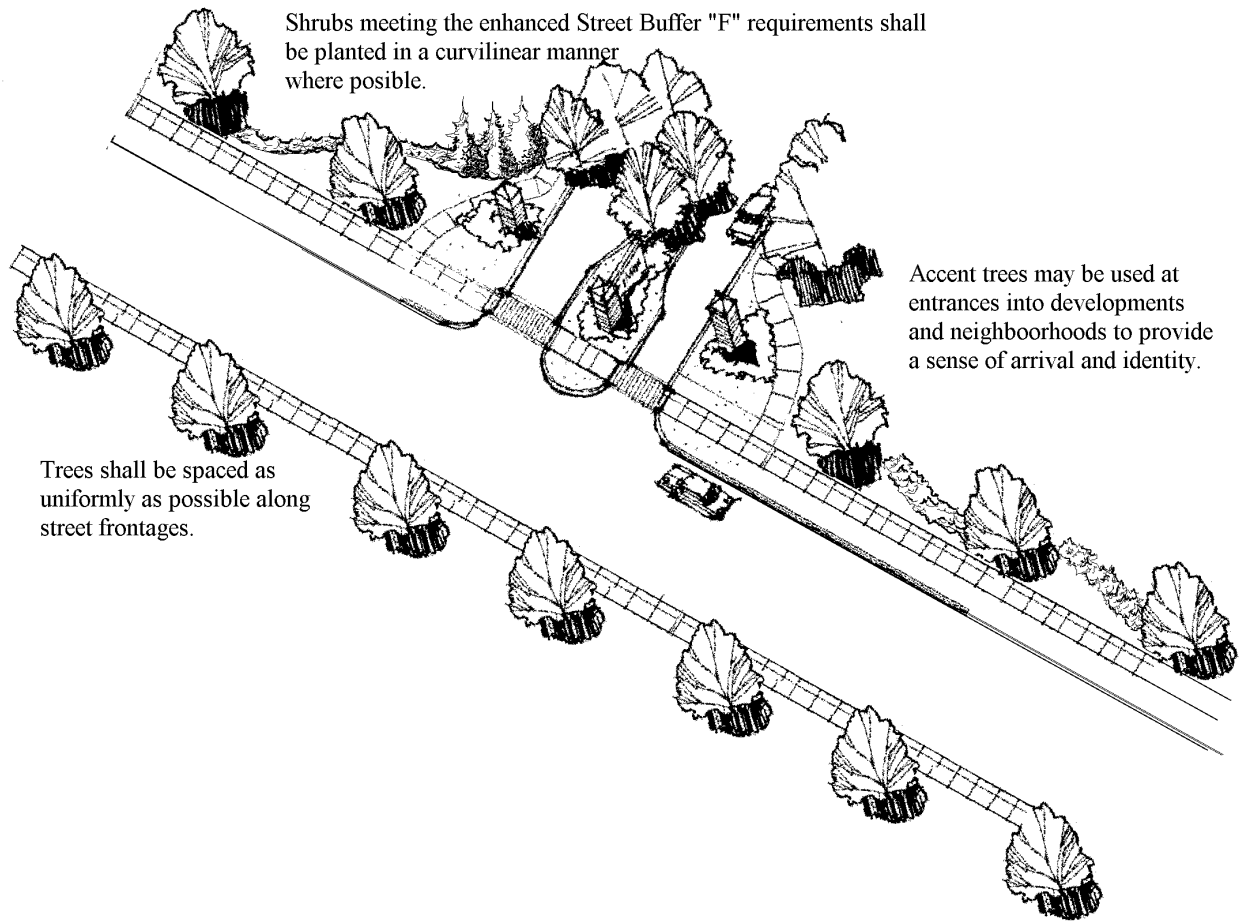


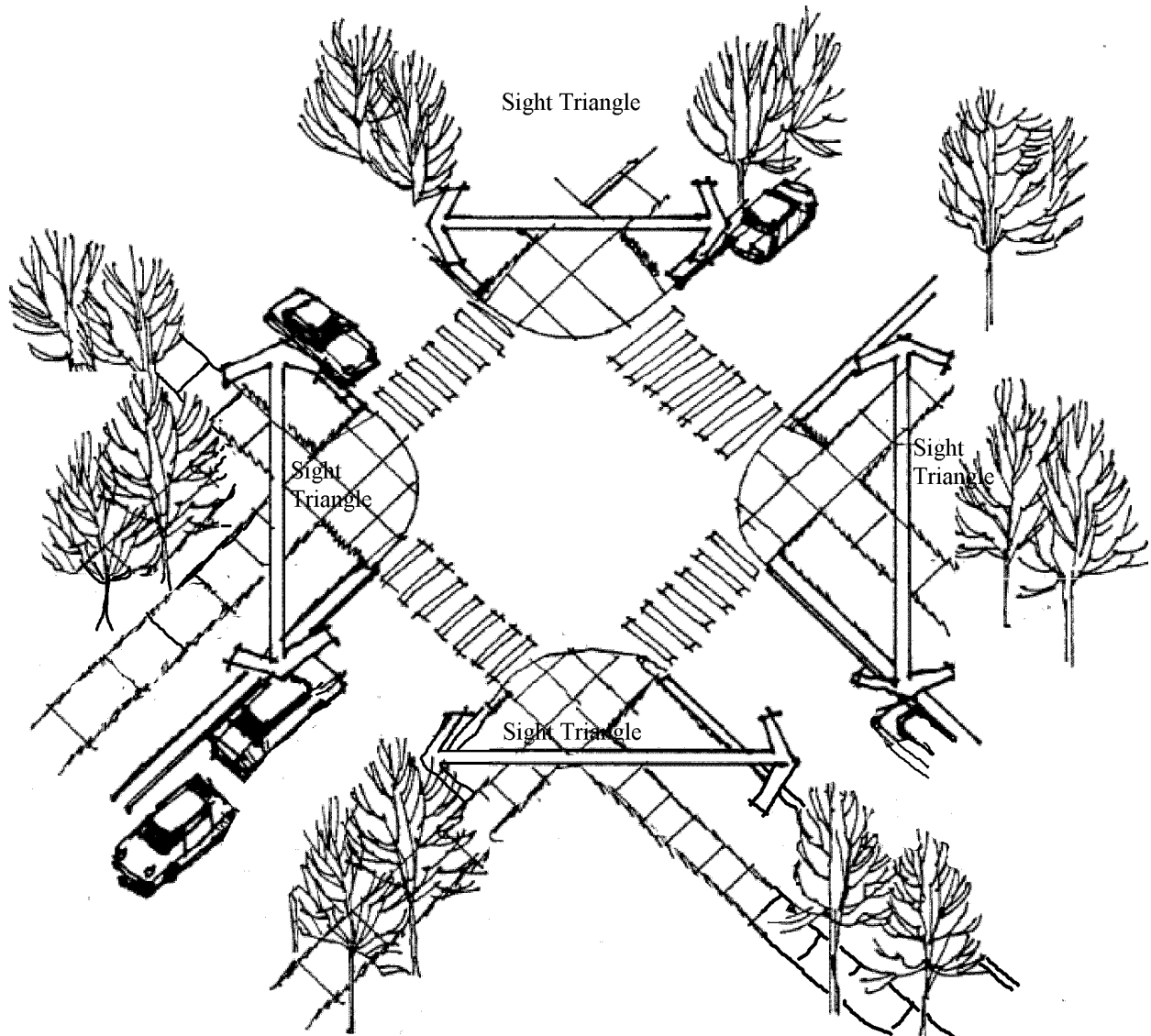
Figure 6 – Accent plantings at entrances into developments and neighborhoods.



2. SHRUBS

- a. Shrubs used to fulfill the enhanced Street Buffer "F" requirements shall be selected from the preferred shrub list provided at the end of this section.
- b. Shrub plantings shall meet at a minimum the requirements of the City of Chesapeake Landscape Ordinance.
- c. Hedgerows parallel to the street right of way shall be discouraged. Preferred planting shall be in a curvilinear manner (except where prevented by physical features such as wetlands, drainage structures or facilities, etc.) that undulates within the planting easement. See Figure 6 above.
- d. Shrub massing should be conceived in large scale and limited to a few or single varieties in any one bed. The effect desired is to reduce the disorganizing effect resulting from using many colorful, but visually confusing combinations of varieties.
- e. Accent shrubs of varying height, texture and color are encouraged where appropriate at key locations such as entrances into developments and neighborhoods.
- f. Visibility triangles at intersections of streets and entrances into developments shall be required. Size shall be designed based on design speeds and geometry of each case.

Figure 7 – Visibility triangles at intersections.



3. BERMING

- a. Berming is encouraged throughout the PUD within the enhanced buffer yards required by these standards. Berming is required where parking areas are visible from public right of ways. See Figure 2.
- b. Berms shall be constructed before utilities are installed. Berms proposed within utility easements will not be allowed to be constructed after the utilities have been put into place.
- c. Vertically, berms shall have an average height of 2.0 to 2.5' above immediately adjacent grade, gently fluctuating between 1.5' and 3' in height. Abrupt changes in elevation will not be accepted.
- d. Horizontally, berms shall undulate in a gentle and naturalistic serpentine manner.
- e. Berms shall have a maximum (steepest) slope of 3 to 1 with a transitional slope of 6 to 1 at the base.

4. **STREETSCAPES:** Provide landscaping and decorative lighting as described in previous sections of this document, including the *Development Criteria* provisions incorporated herein by reference. Benches should be added in areas where appropriate

B. Parking Lot/Commercial Site Standards

1. SCREENING

a. Screening of parking lots

- (1) *See II.A.3 above for berming standards, and Section IV.B, particularly IV.B.3.h.*
- (2) *Generally, selection of plantings and maintenance practices shall be designed to screen the view from adjacent roadways of vehicles—especially their undercarriages—while permitting a clear but softened view of building facades and signage.*

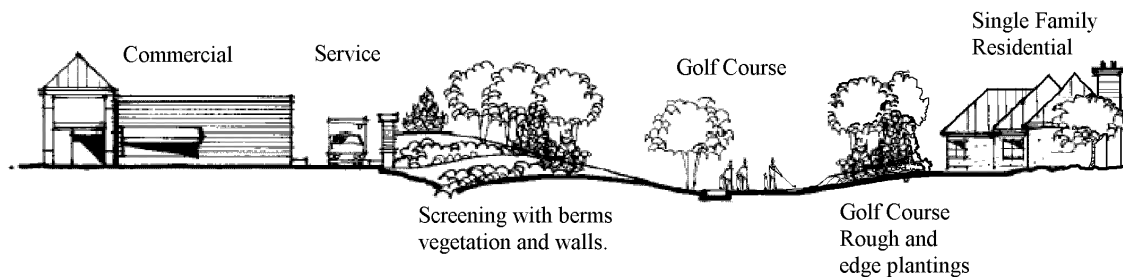
b. Screening of objectionable uses and/or features

- (1) *See Section IV.B, particularly IV.B.5.d, IV.B.5.e and IV.B.6.d.*
- (2) *Generally, such screening measures are to be of architectural and/or landscaping materials of a nature and quality similar to that of the main buildings and site areas to which such objectionable features are appurtenant.*
- (3) *See Figure 8 below.*

c. Screening between differing land uses

- (1) *See Section IV.B, particularly IV.B.3.b, IV.B.3.f and IV.B.3.g.*
- (2) *Where differing land uses are separated by a major roadway (Edinburgh Parkway or Hillcrest Parkway), the combination of separation distance and the landscaping associated with the major roadway shall be deemed to achieve sufficient screening.*
- (3) *Where an RC or OB land use abuts an offsite area (that is, an area outside Edinburgh), a buffer yard shall be provided using the standards set forth in the Chesapeake Zoning Ordinance. The selection of which buffer yard shall be made as if RC areas were in the B-2 zoning district, OB areas were in the O&I zoning district, and the offsite areas were single-family residential. Additional screening measures shall be employed, sufficient to increase the opacity and screening effectiveness by 50%, when the RC or OB area will be exposing to the offsite property a rear façade with objectionable features or not architecturally similar to the front of the building(s).*
- (4) *Figure 8 below is illustrative of the level of effectiveness intended.*

Figure 8 – Screening various land uses.

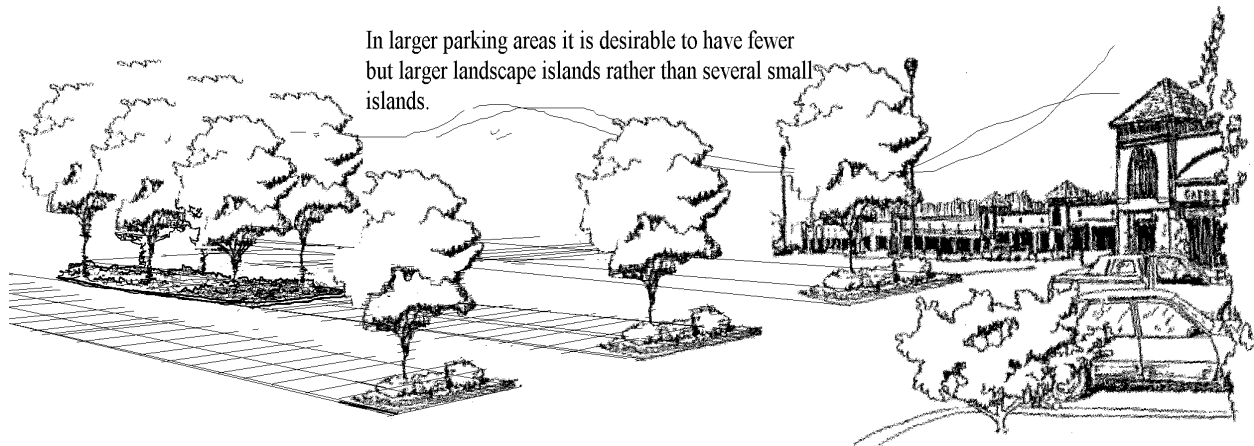


- d. Fences: All fences visible at the front or from a surrounding roadway shall be decorative in nature. Some type of treatment shall be necessary to make the areas enclosed by the fencing opaque. Chain link fencing shall be discouraged where visible at the fronts of buildings or where visible from the surrounding roadways. However, it may be utilized if additional architectural features such as colored vinyl coating and screening meshes are incorporated with it and the Planning Department staff approves its usage. Colored, vinyl coated chain link fencing will be allowed at the rear areas of stores where not normally visible to the public. If this fencing is visible to the public, while still in the rear, it must also have some type of opaque treatment, acceptable to the Planning Department. Only decorative fencing, as approved by planning, shall be permitted if visible from the front or a surrounding roadway.

2. PARKING LOT STANDARDS

- a. See Section IV.B, particularly IV.B.3 and IV.B.5.
- b. The size and spacing of parking lot islands shall be proportioned to the size of the overall parking field in which they occur.
 - (1) *In small outparcel sites, islands the size of 1 or 2 parking spaces are appropriate.*
 - (2) *In the parking fields associated with stores of 100,000 square feet or more, the tree and island requirements shall be met by a fewer number of larger islands, each the size of 4, 6 or even 8 parking spaces.*
 - (3) *The placement of such islands shall be designed to create a pleasing visual effect, to break up large expanses of pavement, and to foster pedestrian movement from store to store. See Figure 9 below.*

Figure 9 – Parking lot islands



- 3. **STREETSCAPES:** Along major private roads and drives (e.g., ring roads, drives connecting ring roads to public streets and similar drives not having parking spaces directly abutting them), provide landscaping and decorative lighting as described in previous sections of this document, including the *Development Criteria* provisions incorporated herein by reference. Benches should be added in areas where appropriate

C. Schedule of Preferred Plant Materials

1. STREET TREES

Preferred street trees to be used for public rights of way and in parking lot tree islands.

- | | |
|-----------------------------|------------|
| a. <i>Quercus nigra</i> | Water Oak |
| b. <i>Quercus phellos</i> | Willow Oak |
| c. <i>Quercus palustris</i> | Pin Oak |

2. ACCENT TREES

Preferred accent trees to be used for public rights of way and entrances into developments and neighborhoods.

LARGE

- | | |
|--------------------------------------------|------------------------------|
| a. <i>Acer rubrum</i> var. "October Glory" | Red Maple var. October Glory |
| b. <i>Betula nigra</i> | River Birch |
| c. <i>Cedrus deodara</i> | Deodar Cedar |
| d. <i>Magnolia Grandiflora</i> | Southern Magnolia |
| e. <i>Platanus acerifolia</i> | Plane tree |
| f. <i>Zelkova Serrata</i> | Japanese Zelkova |

SMALL

- | | |
|-------------------------------------------------------------|---------------------------------------|
| g. <i>Acer palmatum</i> | Japanese Red Maple |
| h. <i>Cercis Canadensis</i> | Redbud |
| i. <i>Cornus florida</i> | Dogwood |
| j. <i>Cornus kousa chinensis</i> | Kousa Dogwood |
| k. <i>Ilex aquifolium</i> x <i>I. cornuta</i> | Nellie R. Stevens Holly |
| l. <i>Ilex</i> x <i>attenuata</i> "hybrids"
Savanna..... | cv. East Palatka, Fosteri#2, Humes#2, |
| m. <i>Ilex opaca</i> and cultivars | American Holly |
| n. <i>Lagerstroemia</i> "species" | Crape Myrtle |
| o. <i>Magnolia soulangiana</i> | Saucer Magnolia |
| p. <i>Magnolia stellata</i> | Star Magnolia |
| q. <i>Magnolia Virginiana</i> | Sweetbay Magnolia |
| r. <i>Prunus cerasifera</i> "Thundercloud" | Purple Leaf Plum |
| s. <i>Pyrus calleryana</i> "Chanticleer" | Chanticleer Pear |

3. SHRUBS for BUFFER YARDS

Preferred shrubs for street frontage plantings

- | | |
|----------------------------------------------|--------------------------------------|
| a. <i>Ilex cornuta</i> species | Cornuta Holly (various species) |
| b. <i>Ilex crenata</i> "var." | Japanese Holly species and varieties |
| c. <i>Juniperus</i> species | Juniper varieties |
| d. <i>Prunus laurocerasus</i> "Schipkaensis" | Schipka Laurel |
| e. <i>Prunus laurocerasus</i> "Zabeliana" | Zabel Cherry Laurel |



- f. *Raphaiolepis Indica* Indian Hawthorn

4. TREES AND SHRUBS FOR SCREENING

Preferred trees and shrubs for screening

TREES

- | | |
|---------------------------------------|---------------------|
| a. <i>Cedrus deodara</i> | Deodar Cedar |
| b. <i>Cupressusocyparis leylandii</i> | Leyland Cypress |
| c. <i>Myrica cerifera</i> | Southern Wax Myrtle |

Note: Other plant materials may be use for screening purposes with the approval the A.R.C.

D. Lighting

1. GENERAL: The provisions of Section IV.B.10 of the Development Criteria shall apply to all lighting.
2. STREETS
 - a. All lighting of public streets shall be accomplished with equipment furnished and installed by Dominion Virginia Power.
 - b. Major roadways (Hillcrest Parkway and Edinburgh Parkway) shall be lit using conventional high-output luminaires (“cobra heads”), with spacing, mounting heights, arm lengths and lamp wattages designed to achieve illumination levels compliant with standards of the Chesapeake Department of Public Works.
 - c. Minor streets shall be lit using Dominion Virginia Power’s “Traditional” pole and fixture system, with a spacing of approximately one per residential lot.
 - d. Lighting design may be shown on the plans by which the roadway is to be constructed, or by a supplemental plan approved separately.
3. COMMERCIAL SITES
 - a. Lighting of commercial sites shall be consistent with the scale and nature of the area being lit.
 - (1) *Frontal walks shall be lit by building-mounted lighting, by interior lighting shining though storefront glass, and/or by lighting bollards.*
 - (2) *Large-scale paved areas may be lit by pole-mounted fixtures with relatively high mounting heights, for efficiency and simplicity of design.*
 - (3) *Smaller paved areas, and those pedestrian in nature, shall be lit with fixtures and lamps similar to the Dominion Virginia Power “Traditional” as noted above for use on minor public streets.*
 - b. A narrative description of the approach to lighting each commercial site, and/or nighttime perspective rendering or illustration showing lighting, shall be submitted to the ARC for approval before the submittal of specific equipment to accomplish the designer’s intended effect.



4. STRUCTURES

The lighting all structures—residential and commercial—shall employ fixtures, mounting methods, lighting levels, directionality, etc., all of which are consistent with the overall style and theme of the structure.

E. Signage

1. GENERAL: The provisions of Section IV.B.11 of the Development Criteria shall apply to all signs.

2. RESIDENTIAL AREAS

- a. Entry signage shall be provided at all connections of minor streets in the Golf Community to major roadways (Hillcrest Parkway and Edinburgh Parkway).
- (1) *Entry signage shall be of a consistent theme and design in all locations, and shall include the Edinburgh name and logo.*
 - (2) *The “sense of place” created by entry signage shall be enhanced by some of all of the following additional measures: Mounding, special landscaping, seasonal color plantings, banners, changes in roadway and/or walkway finish.*
 - (3) *Street name signs shall be as fabricated and furnished by the Traffic Engineering Division of the Department of Public Works, at the expense of the residential developer. Posts for street name signs shall be City standard, or, if mutually satisfactory arrangements can be made regarding long-term maintenance and replacement, ornamental posts may be furnished and perpetually owned and maintained by the developer and, subsequently, by the Edinburgh property owners association.*

3. COMMERCIAL AREAS

- a. Signage, including main entrance signs and individual store signs, shall follow a consistent overall theme and design for the entire major parcel (e.g., Parcel RC-2).
- (1) *Materials used in constructing monument-style signs shall match or at least be harmonious with the primary building materials used in the center or facility they identify.*
 - (2) *Lettering and graphics shall be as consistent as practical throughout the center. This shall not be construed to prevent companies with widely-recognized logos and symbols from incorporating them into their signage, but such incorporation shall be modified to conform to the overall center/major parcel’s signage theme. Such modification may include, for example, substitution of a bright primary corporate color with a subdued version of the same color.*
- b. A narrative description of the approach to signage for each commercial parcel, including renderings or photographs, shall be submitted to the ARC for approval before the submittal of plans and specifications for individual signs.



Section III. Building and Structure Standards

A. Residential Standards:

The theme of the non-residential development within the Edinburgh PUD is Southern Colonial or Southern Plantation/French Colonial. While variation in design is allowed and desired in the individual residences, their designs should harmonize with the overall theme of Edinburgh. The following detailed design standards are established to promote this harmony.

1. WALLS and FLOOR

- a. The structures must be constructed of a combination of fiber cement, brick and / or stone as approved by ARC.
- b. The brick may be installed in running, English or Flemish bond with grapevine or concave/rodded joints.
- c. Special brick shapes such as water tables, brick arches, ogee and rowlock sill return, and bullnose or cove stretchers shall be used where appropriate to achieve the theme of the residence.
- d. Chimneys, where exposed, shall be constructed of brick to match the brick wall veneer.
- e. Brick colors should reflect the design of the residence. Garish colors are prohibited.
- f. Raised concrete slabs greater than 24 inches above grade are allowed as an alternative to crawl space.

2. ROOF SHINGLES

- a. Roof shingles may be slate or hand-split or sawn wood shingles.
- b. Synthetic materials manufactured to simulate natural materials will be acceptable.
- c. Fiberglass shingles of the “Architectural Textured 30 -Year Type” to simulate natural materials will be acceptable. If shingles of this type are used, shingles shall have fungus-resistance added by the manufacturer.
- d. Roof flashing that is exposed shall be copper metal.

3. ROOF LINES

- a. Roof lines should be “A” or Hip type with a minimum of 8 to 12 slope. The ARC may consider lower slopes, but in no case less than 5 to 12, provided such a flatter slope is inherent to the particular style of roof.
- b. Dormers, where practicable, are encouraged to add interest to the roof.

4. TRIM

- a. Exterior trim, fascia, rakes, and cornice may be painted wood or wood clad with vinyl or metal. Synthetic trim materials such as cement and wood fiber are acceptable.
- b. Pre-molded dentil blocks, cornice trim and door surrounds are acceptable.
- c. The fascia, cornice and trim proportions should be scaled to fit the proportions of the building.



- d. Trim colors should be chosen from accent trim colors presented in Section III.C, Color Samples, which follows.



5. WINDOWS

- a. Windows shall be double- or single-hung, fixed or casements. They may be wood or vinyl or metal clad. Arched, octagonal or round windows will be allowed where they contribute to the design of the residence.
- b. Windows may be true divided lights or furnished with removable grilles to simulate divided lights.
- c. Special brick shapes, such as ogee sloped sills, are encouraged around windows.
- d. Shutters, painted in a coordinated color, are acceptable at windows.
- e. Lintels at windows shall be arches, jack arches, stone or cast concrete where appropriate.

6. BUILDING STEPS AND PORCHES

- a. Where practicable, steps and porch surfaces should be constructed of masonry to match brick veneer. Where impracticable, brick edging should be installed. Special brick shapes at stair nosing and porch edges are encouraged.
- b. Porch rail details should match theme of residence.

7. GUTTERS: Gutters may be constructed hidden in roof line. If exposed, gutters and downspouts shall be made as unobtrusive as possible and painted to match background surface.

8. DOOR

- a. Door style and surface shall match residence theme.
- b. Colors should be coordinated with color samples attached.
- c. If storm door is installed, door shall be full height glass with frame painted to match door color.

9. EXTERIOR ACCENTS

- a. Where small amounts of siding are used as accent on structures, siding shall be cements' siding (Hardie Plank or equal)
- b. Colors should be coordinated with accent colors presented in Section III.C, Color Samples, which follows.

B. Commercial Standards

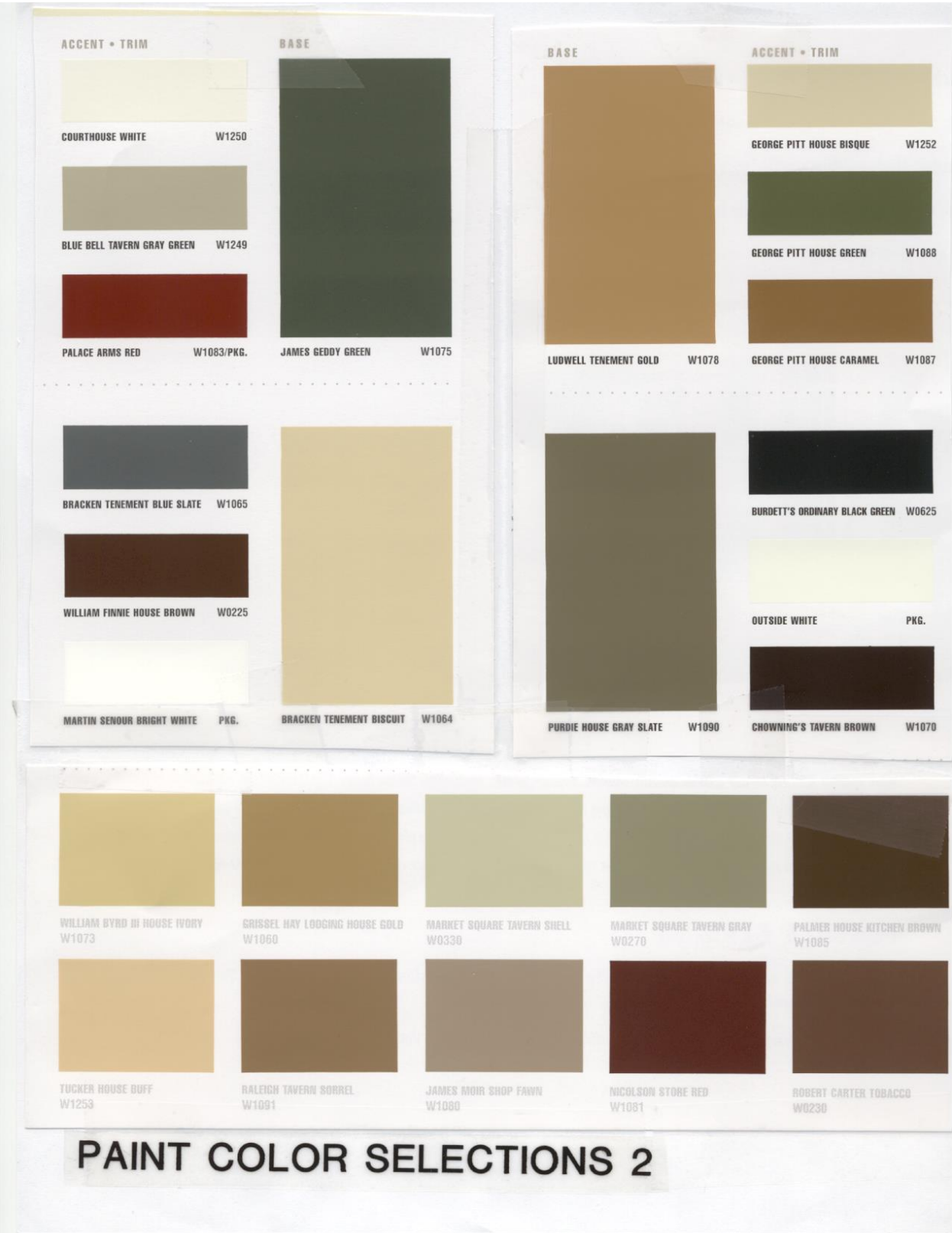
1. All standards for buildings in the RC and OB land use areas are provided in the *Development Criteria*, which is repeated verbatim in Section IV which follows. See especially IV.B.7 through IV.B.9.



C. Color Samples

The colors shown previously for the residential details are representative of exterior trim and accent colors which the ARC feels are appropriate to the overall architectural theme for Edinburgh. These are not intended to be all-inclusive, but to assist the building designer in understanding Edinburgh's interpretation of a Southern Colonial or Southern Plantation/French Colonial theme in its commercial and residential contexts.







PAINT COLOR SELECTIONS 3

Note: This "Section IV" is a *verbatim* recitation of Section IV of the Development Criteria. In case of any future action by Chesapeake City Council to amend the Development Criteria, all such portions recited herein shall be automatically amended accordingly.

Section IV. Design Standards

A. Relationship to TCOD

1. The Edinburgh PUD represents the applicant's efforts to implement the general goals and objectives of the City's Transportation Corridor Overlay District, or TCOD.
2. The TCOD "Policy Framework and Development Guidelines," as adopted by Chesapeake City Council on June 13, 2000, with any subsequent amendments, shall be known for short as the "TCOD Policy."
3. The non-residential components of the PUD (RC and OB) are proposed to fulfill the goals and objectives of the TCOD Policy.
4. The non-residential components of the Design Standards set forth herein, which incorporate many of the "Standards" set forth in Appendix B of the TCOD Policy, modified and adapted to the specific setting, circumstances and goals of the Edinburgh PUD. As such, the Design Standards cited explicitly herein, in Section IV.B below, shall be the only portions of the TCOD Policy applied and enforced as regulations in the Edinburgh PUD.
5. Residential components of the PUD are intended to conform to the TCOD Policy through landscaping and other development and design standards specified in the Criteria.

B. Design Standards, Non-Residential Areas

1. Existing Natural and Historic Features
 - a. Existing natural conditions and historic sites/structures shall be identified and considered during the site design and building placement process. Natural features include a significant stand of trees, outstanding trees, other trees greater than 24" in diameter (excluding maples, sweetgums and pines), watercourses, natural drainage patterns, wetlands, and rare or endangered plant materials.
 - b. Such conditions and features shall be considered to the maximum practical extent, consistent with the nature of commercial development, by concentrating development on the most suitable portions of the site and reducing impervious cover only to what is necessary to accommodate the development.
 - c. Historic sites and structures include all properties and structures identified in the Reconnaissance and Intensive Survey of Architectural Resources in the City of Chesapeake (1999 and as amended)
 - d. There are no documented significant Historic Sites or Structures within the Edinburgh PUD.
2. Scenic Vistas

The use of billboards anywhere within the Edinburgh PUD shall be prohibited, as they would detract from existing and proposed vistas.
3. Landscaping
 - a. A minimum tree canopy of 20% shall be provided for all sites within the Transportation Corridor Overlay District.



- b. There shall be a reforestation zone of thirty (30) feet along and adjacent to the Route 168 Bypass right of way, including its on- and off-ramps, within the PUD. This zone shall be treated as a special “Buffer Yard” in a manner similar to the other Buffer Yards set forth in the landscaping provisions of the *Chesapeake Zoning Ordinance*, Section 19-600 *et seq.* Existing trees in the reforestation zone shall be preserved to the greatest extent feasible. In any portions of this zone which are not wooded, or in which trees cannot be preserved, as determined by the City Arborist, “Large Trees” (as defined in the Chesapeake “Landscape Specifications Manual”) shall be planted in a natural manner, at an average interval of 6 trees per 100 lineal feet. Several species shall be used, with the mix, lateral and longitudinal spacing, stagger, etc. to be varied so as to approximate natural conditions indigenous to the undisturbed, wooded areas in and around the PUD.
- c. An enhanced Street Buffer “F” shall be provided along all streets. Adjacent to public streets, the average width of the buffer shall be not less than 25 feet, and nowhere shall it be less than 15 feet. Not less than 7 feet of the buffer shall be unencumbered by any utility easement. Notwithstanding the foregoing, at minimum a 25 foot buffer shall be required along all public streets which are 80 feet or more in width. Adjacent to private drives, no enhancement shall be required to the Street Buffer “F” required by the landscape provisions of the *Chesapeake Zoning Ordinance*. The detailed design of these buffers shall be as set forth in the Detailed Standards promulgated by the ARC (see Section III.B above).
- d. Median trees shall be planted in all medians within public and private streets. Visibility triangles and clear zone requirements shall be considered when selecting the type, size and location of trees within the median. The detailed design of these plantings shall be as set forth in the Detailed Standards promulgated by the ARC (see Section III.B above).
- e. Except for entrances, driveways and utility lines to the site, existing trees located between the street and established building lines shall be protected and preserved to the greatest extent practical.
- f. At a minimum, all developments shall meet the City’s Landscape Ordinance.
- g. Property lines that abut sensitive areas such as park land, open space and residential uses may require additional landscaping and screening structures, such as walls and berms, to provide a continuous and effective buffer between such uses. The detailed design of such additional measures shall be as set forth in the Detailed Standards promulgated by the ARC (see Section III.B above).
- h. Berms used in combination with landscaping should be considered for the screening of objectionable features and parking areas and to create visual interest. Berms shall be designed after considering the following:
 - (1) *The length, shape and height of berms should be varied so they appear natural rather than man-made. Breaks between berm should also be considered.*
 - (2) *Berms and landscaping materials should not be so high as to prevent visibility to the site.*
 - (3) *Berms should not be too steep as to create maintenance difficulties.*

4. Stormwater Management Ponds as Central Features and Roadway Buffers
 - a. Stormwater retention and detention systems shall be designed as roadway buffer, open space, landscape amenity, or as naturalistic wildlife habitat areas. Vegetated swales shall be used to accommodate surface drainage where practical.
 - b. The design of the stormwater management system shall blend with the natural site features and become a design element of the overall development.
 - (1) Riparian buffers shall be incorporated around all natural and manmade stormwater systems. Such buffers shall, as a minimum, be strips not less than 10' in width which are substantially flat (slope < 10%) and not used for building, parking or other active use.
 - c. Where structural systems such as culverts are provided, City approved plant material shall be used to soften their appearance.
 - d. Stormwater ponds in the CC areas shall be owned and their banks and buffers maintained by a duly-established Homeowners Association; in other areas (RC and OB), by the owner of the overall parcel in which they lie and which they serve. Appropriate easements shall be provided to provide for City maintenance for stormwater purposes for those ponds which drain, in whole or in part, into public street/highway rights of way.
 - e. Proposed stormwater detention ponds one-quarter acre in size or larger, other than those stormwater facilities that are designed by the Developer and approved by the City specifically as naturalistic wildlife areas, should include operable fountain(s) that are of sufficient height to be visible from the right-of-way. The number and size of the fountains should be proportional to the size of the pond.
5. Site Design
 - a. Except as provided in Section IV.B.6 below, buildings shall be generally oriented towards the front of the lot within a well- landscaped green area, while parking and loading areas are located to the rear of the site.
 - b. Buildings and parking areas shall be situated on the site to promote pedestrian movement from business to business instead of vehicular movement in the form of moving from one parking space to another to get from one business to another.
 - c. Site and building design shall be pedestrian in nature. Amenity features such as public plazas, staggered storefronts, fountains, circular passenger drop-off points and distinctive storefront architecture shall be included in the design. These requirements shall be applied in proportion to the nature of the commercial activity where they are applied. These provisions shall be applied so as to encourage pedestrian-friendly design and maximize walking from store to store, but shall not be applied in an absolute fashion in settings where the size or nature of the store or office, or of its customer/employee base, clearly indicates minimal potential for pedestrian activity.
 - d. Loading docks, truck parking, outside storage, cargo containers, trash collection, utility meters, HVAC equipment, trash collection, and other service functions shall be incorporated into the overall design and landscaping so that the visual and acoustical impacts of these functions are fully contained and out of view from adjacent properties and public streets. Attention shall not be attracted to these functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.



- e. All outside storage areas shall be screened to 80% height coverage within three (3) years, of commencing storage operations, through the use of natural screening materials.
 - f. Utility lines shall be installed underground in accordance with the standards set forth in the *Chesapeake Subdivision Ordinance*. Public, private and franchise utility lines and , shall be installed according to standardized locations established and promulgated by the ARC, except in cases where the Departments of Public Works and Public Utilities find these standardized locations to be impracticable.
 - g. For retail establishments that are 50,000 square feet in size or greater, the development shall include central features and community spaces that are attractive and inviting to pedestrians. For this reason, each such retail establishment shall provide at least two of the following design features: patio/seating area, pedestrian plaza with benches, window shopping walkways, outdoor playground area, kiosk area, a fountain or water feature, clock tower or other deliberately shaped area and/or focal feature or amenity, that in the judgment of the ARC, enhances such community and public spaces.
6. Parking Areas
- a. Parking should, where and to the extent practical, be located to the rear of the site and the buildings located toward the front. Further, this parking shall be broken-up into modules separated by landscaping, pedestrian plazas or other aesthetic features. In OB areas, this provision shall be applied so as to optimize the appeal of the site from both interior streets and the 168 Bypass. In RC areas, it shall be applied to the extent practical to smaller premises. For larger retail establishments, it is recognized that good design for safety, security and convenient function require that the majority of parking be in proximity to the front, main entry to the premises.
 - b. Parking areas that are visible from the public street shall have a 2 to 3 foot high curvilinear berm planted with evergreen materials.
 - c. Landscaping for the parking areas shall be strategically located to provide visual relief, shading of the lot, green areas and screening while ensuring that line-of-sight is maintained, both at the time of planting and at plant maturity.
 - d. Shopping cart storage areas that are adjacent to the front of the building shall be well screened from public view by architectural features that match the building and or landscaping. Shopping cart collection corrals that are within the parking lot shall be adequately screened by landscaping or painted silver, dark green, brown or black to compliment the retail establishment.
 - e. Shared parking between lots is encouraged to the extent permitted under the *Chesapeake Zoning Ordinance*. Access between shared parking on separate lots shall be accomplished through the use of shared-access easements. Individual curb cuts for each parking area are discouraged. Internal circulation roads and drive aisles on a parcel shall be designed with stubs to adjoining undeveloped parcels that will provide for this future shared access.
 - f. Parking lots are equally pedestrian and vehicular areas, and separation of these uses leads to comfort and safety. Continuous internal pedestrian walkways, no less than 8 feet in width, shall be provided from the public sidewalk or right-of-way to the principal entrance of all principal buildings on the site. At a minimum, the walkways shall connect focal points of pedestrian activity such as, but not limited to, areas with



- a central feature, street crossing, transit stops, building and store entry points, and shall include adjoining landscape areas containing trees, shrubs, benches, flower beds, ground covers and other materials for no less than 50 percent of its length. Exceptions may be approved by the ARC for warehousing and manufacturing parks.
- g. All internal pedestrian ways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, brick, or scored concrete to enhance pedestrian safety and comfort.
 - h. Bike racks should be provided throughout the site and in close proximity to the main entrances of the retail establishments.
 - i. Excessive parking shall be minimized through compliance with Section 13-2503 of the *Chesapeake Zoning Ordinance*.
7. Building Design
- a. Elements of building massing shall relate to the size and shape of buildings located on adjacent properties.
 - b. The form of buildings shall reflect the history and character of the area in which they are located.
 - c. The following architectural theme or styles shall be incorporated into the design of commercial buildings located within the Edinburgh PUD to the greatest extent possible:
 - (1) *Southern Colonial: Building materials shall be brick, stucco, wood shingle, wood clapboard or board and batten. Building elements shall include brick or stucco chimneys; brick, stucco or wooden arcades and colonnades; painted wood or painted metal posts, spindles, or balusters; stoops and exterior stairs; wooden decks, and canvas covered awnings and canopies. Roofs shall be gabled, hipped, or a combination with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings if concealed from view by parapets or sloped roofs of the character described above. Dormers and other special rooftop elements are encouraged. Walls shall be brick, stucco or concrete. Fences shall be wood picket, wrought iron or painted metal.*
 - (2) *Southern Plantation or French Colonial: Building materials shall be primarily stucco, wood shingle, wood clapboard or board and batten. Building elements shall include painted wood or metal colonettes; painted wood or painted metal posts, spindles, or balusters; stucco or brick columns. Roofs shall be hipped with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings if concealed from view by parapets or sloped roofs of the character described above. Cupolas, dormers and other special rooftop elements are encouraged. Walls shall be brick, stucco or concrete. Fences shall be wood split rail, wrought iron or painted metal*
 - d. The side or rear of a building located adjacent to and visible from a public street shall be designed so as to possess as much detail as the primary façade oriented toward another public street. Visual interest shall be provided through window and door details, varied rooflines, consistent textures and color, and similar considerations.
 - e. A variety of materials, colors and exterior treatments are encouraged. Materials used on structures shall be long-lasting, attractive and high quality. Building materials shall be brick, stucco, wood shingle, wood clapboard or board and batten. The ARC may approve alternative materials to the above listed preferred materials for warehousing and manufacturing buildings. Smooth-faced concrete block; smooth-

- faced tilt-up concrete panels, or pre-fabricated steel panels are examples of inappropriate materials
- f. Facade color shall be low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is discouraged. Brighter, trademark colors shall only be an accent.
 - g. Building elements shall include brick or stucco chimneys; brick, stucco or wooden arcades and colonnades; painted wood or painted metal posts, spindles, or balusters; stoops and exterior stairs; wooden decks, and canvas covered awnings and canopies.
 - h. Roofs shall be gabled, hipped, or a combination with a slope that is proportional to the horizontal length of the building. Flat roofs are permitted on buildings with roof areas greater than 12,000 square feet if concealed from view by sloped roofs of the character described above. Dormers and other special rooftop elements are encouraged.
 - i. Rooftop mechanical units, flues, and vents shall be organized and screened. The roofscape shall be an integral part of the design with respect to form, material and colors. Roofs shall provide visual interest and become positive additions to the City's skyline.
 - j. Lighting shall be designed as an integral part of the building's architecture to be as unobtrusive as possible. Floodlighting on the rear of buildings shall be designed and placed so that it does not direct or reflect any illumination on adjacent properties.
 - k. Walls shall be brick, stucco or concrete. Fences shall be wood picket, wrought iron or painted metal. Synthetic (plastic) fencing materials which are replicas of traditional materials may be used if approved by the ARC.
8. Additional Building Design Standards for Retail Establishments less than 50,000 square feet
- a. The street level façade of such stores shall be transparent (*i.e.*, consist of glass windows and doors) between the height of three feet and eight feet above the walkway grade for no less than 60 percent of the horizontal length of the building façade.
 - b. Windows shall be recessed and shall include visually prominent sills, shutters, or other forms of framing.
9. Additional Building Design Standards for Retail Establishments 50,000 square feet or greater
- a. Building facades visible from a public right-of-way and greater than 150 feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least three (3) feet.
 - b. Ground floors that face public streets should have arcades, display windows, entry areas, awnings or other such features. Each principal building on a site should have clearly defined, highly visible customer entrances featuring canopies or porticos, roof overhangs, recesses or projections, arcades, raised cornice parapets over the door, peaked roof forms, arches or outdoor patios.
 - c. Variations in rooflines should be used to add interest to and reduce the massive scale of large buildings. The roofscape should be an integral part of the design with respect to form, material and colors. Acceptable roofing materials include wood, slate, terra cotta, standing seam metal or dimensional fiberglass shingle.



- d. No building exterior which would be visible to any property zoned or used for residential purposes or from a public streets should consist of architectural materials inferior in quality, appearance, or detail to any other exterior of the same building. Recommend finishes for rear elevations include stained split block to match color of front elevation or the same finish materials as provided on other elevations.
- e. All sides of a principal building that directly face an abutting street shall feature at least one customer entrance. Where the principal building directly faces more than two abutting streets, this requirement shall apply only to two sides of the building, including the side of the building facing the primary street and another side of the building facing a second street. From the standpoint of this guideline, the Chesapeake Expressway (Rte. 168 Bypass) street frontage shall not be considered as “street frontage”.
- f. Entryway design elements and variations are encouraged. The following standards identify desirable entryway design features. Each principal building on a site shall have clearly defined, highly visible customer entrances featuring not less than three of the following: (i) canopies or porticos (ii) roof overhangs (iii) recesses or projections (iv) arcades (v) raised cornice parapets over the door (vi) peaked roof forms (vii) arches (viii) outdoor patios (ix) display windows (x) architectural details such as tile work and moldings which are integrated into the building structure and design, or (xi) integral planters or wing walls that incorporate landscaped areas and or places for sitting.
- g. To the extent the Design Standards or the Detailed Standards conflict with Section 13-2500 *et seq.* of the *Chesapeake Zoning Ordinance*, or the Design Guidelines adopted thereunder, the Design Standards and Detailed Standards shall control. However, administrative site plan review under Section 13-2504 of the *Chesapeake Zoning Ordinance* shall be contingent on substantial conformance with the requirements of Section 13-2500 and the Design Guidelines adopted thereunder.

10. Lighting

- a. Lighting shall conform to the Detailed Standards for lighting established by the ARC.
- b. Street and site lighting shall be decorative and blend with the architectural style of the development.
- c. Lighting shall provide adequate levels of illumination, while minimizing adverse impacts, such as glare and overhead sky glow.
- d. If decorative streetlights that are more expensive to maintain than City standard streetlights are proposed, provisions shall be made during preliminary site plan approval with the Director of Public Works for their maintenance.
- e. Site lighting should be designed as an integral part of the building’s architecture to be as unobtrusive as possible. The height of the lighting should be proportional to the height of the principal building located on the site. In no case, shall the lighting exceed 35 feet in height. Varied lighting techniques, such as up-lighting of trees and walkway lighting should be employed to enhance the appearance of the site.
- f. Floodlighting on the rear of buildings should be designed and placed so that it does not direct or reflect any illumination on adjacent properties. Spillover lighting on adjacent property should be minimized. Full cutoff lighting or equivalent/improved technology should be provided on all exterior fixtures.



11. Signs

- a. Signs shall conform to the Detailed Standards for signs established by the ARC.
- b. Signs shall be designed using materials compatible with the architecture of the principal building.
- c. Freestanding signs shall be incorporated into the landscaping plan for the development.
- d. One sign identifying the major tenants of complexes greater than 50,000 square feet shall be installed.
- e. Tenants and out-parcel developments shall install only wall signs proportionately scaled to the building.
- f. Individual freestanding signs located along the roadway for each tenant and/or outparcel, if used, shall be of a consistent size, shape and border treatment in accordance with the Detail Standards adopted by the ARC.
- g. In the case of any conflict between the provisions of Section IV.B.11 or the Detailed Standards adopted by ARC and the provisions regarding signs (Section 14-700 et seq.) in the *Chesapeake Zoning Ordinance* (“the Sign Ordinance”), the Sign Ordinance shall govern.



Note: This "Section V" is a *verbatim* recitation of Section V of the Development Criteria. In case of any future action by Chesapeake City Council to amend the Development Criteria, all such portions recited herein shall be automatically amended accordingly.

Section V. Use and Development Standards, REGIONAL COMMERCIAL (RC) Land Use Category

1. Permitted Uses:
 - a. All those uses which are designated Permitted and Conditional in the B-2 General Business District and the O&I Office & Institutional District shall be Permitted or Conditional, respectively, in RC areas.
 - b. A use which is Permitted in B-2 but Conditional or Not Permitted in O&I shall be Permitted in RC areas.
2. Development Standards:
 - a. Except as provided herein, all development standards and other requirements for the B-2 District shall apply.
 - b. The maximum allowable building coverage shall be 25% of the gross lot area.
 - c. A minimum of 20% landscaped open space is required.
 - d. There shall be no single occupant freestanding retail establishments greater than 100,000 square feet with the exception of a hotel which may be freestanding and may be greater than 100,000 square feet unless it is on one parcel without other buildings.
 - e. There shall be no more than five (5) individual retail establishments (excluding hotels) with an area greater than 100,000 square feet within the limits of the entire Planned Unit Development; and those establishments will only be permitted within the areas designated as RC.
 - f. There shall be no more than two (2) individual retail establishments (excluding hotels) with an area greater than 100,000 square feet within the PUD north of Hillcrest Parkway; and those establishments will only be permitted within the areas designated as RC.
 - g. No subdivision plans or site plans shall be submitted to the City on any RC parcel north of the Hillcrest Parkway until at least One (1) year has passed from the date of City Council approval of the PUD amendments in EB(M)-03-01.
 - h. The provisions of Section IV.B, Design Standards, Non-Residential Areas and the Detailed Standards adopted by ARC per Section III.B above shall apply.
 - i. Where there are conflicts between the provisions in the *Zoning Ordinance* governing business districts and ~~in~~ the Design Standards and Detailed Standards, the Design Standards and Detailed Standards shall take precedence.



Note: This "Section VI" is a *verbatim* recitation of Section VI of the Development Criteria. In case of any future action by Chesapeake City Council to amend the Development Criteria, all such portions recited herein shall be automatically amended accordingly.

Section VI. Use and Development Standards, OFFICE/BUSINESS (OB) Land Use Category

1. Use and Permitted Uses:
 - a. All those uses which are designated Permitted and Conditional in the B-1 neighborhood Business District, the O&I Office & Institutional District and the M-1 Light Industrial District shall be permitted or Conditional, respectively, in OB areas.
 - b. A use which is permitted in any one of the B-1, O&I or M-1 Districts, but Conditional or Not Permitted in either or both of the others, shall be Permitted in OB areas.
 - c. The following uses, and any other uses which are, in the opinion of the Director of Planning, of similarly excessive intensity and/or objectionable nature, shall be Not Permitted, Section VI.1 and Section VI.1.b above notwithstanding:
 - (1) *Storage of shipping containers*
 - (2) *All uses whose SIC begins with 2 or 3, except 25, 27, 357, 36 and 38.*
 - (3) *Junk and salvage yards, including but not limited to SIC 5015, Wholesale Used Auto Parts.*
 - (4) *Correctional Institutions*
 - (5) *Wholesaling of Fuel Oil (SIC 598)*
 - (6) *Manufacture, wholesaling or storage of hazardous materials*
 - (7) *Wholesaling of Scrap or Waste Material (SIC 5093)*
2. Development Standards:
 - a. Except as provided herein, all development standards and other requirements for the O&I District shall apply.
 - b. The maximum allowable building coverage shall be 25% of the gross lot area.
 - c. A minimum of 20% landscaped open space is required.
 - d. The provisions of Section IV.B, Design Standards, Non-Residential Areas and the Detailed Standards adopted by ARC per Section III.B above shall apply.
 - e. Where there are conflicts between the provisions in the *Zoning Ordinance* governing O&I districts and ~~in~~ the Design Standards and Detailed Standards, the Design Standards and Detailed Standards shall take precedence.



Note: This "Section VII" is a *verbatim* recitation of Section VII of the Development Criteria. In case of any future action by Chesapeake City Council to amend the Development Criteria, all such portions recited herein shall be automatically amended accordingly.

Section VII. Development Standards, CONSERVATION and VILLAGE COMMUNITY (VC and CC) Land Use Category

1. CC Permitted Uses:
 - a. All those uses which are designated Permitted and Conditional in the R-10s and R-15s Residential District shall be permitted or Conditional, respectively, in VC and CC areas.
 - b. The Natural Conservation Area, along with associated trails, boardwalks, observation structures, exercise stations and other passive recreation facilities shall be permitted. Any such improvements shall be pre-approved by all state, local and federal agencies having jurisdiction over environmentally sensitive areas
 - c. If provided, active social and recreation facilities (clubhouse and related facilities, *e.g.*, restaurant, pro shop) shall be permitted.
2. The cumulative number of lots platted shall not exceed 351 .
3. Development Standards:
 - a. Except for the stricter provisions set forth herein, all requirements for the R-10s or R-15s Residential District shall apply. Except as otherwise provided herein, all other provisions of the *Chesapeake Zoning Ordinance* shall also apply, including but not limited to those pertaining to definitions and methods of measuring and establishing yards.
 - b. No residential lot shall directly abut any existing residential lot across the external boundary of the PUD to the west. Only open space shall abut this boundary. In addition, along the western boundary of the PUD, from Hillcrest Parkway north to the northwestern corner of the PUD, a buffer of at least 100' in width shall be preserved. This buffer of existing trees shall be measured from the eastern edge of the drainage easement on the western property line starting at Hillcrest Parkway and continuing north to the last property fronting on Cobble Scott Way. No clearing of trees or grading shall occur within this buffer except that the Department of Public Works shall retain the right to clear and grade as necessary to maintain and improve drainage facilities located within the buffer. Except for the extension of Hillcrest Parkway, there shall be no access (pedestrian or vehicular, including golf carts) to or from Edinburg from or to Caroon Farms or Sir Raleigh Estates.
 - c. The minimum total lot area shall be 22,500 square feet.
 - d. The minimum front yard should generally be 40 feet for CC lots. Greater or lesser front yard setbacks may be indicated on the subdivision plat or approved by ARC, but in no case shall any front yard be less than 30'. On corner lots, the provisions of Section 19-202.C.2 of the *Chesapeake Zoning Ordinance* may be applied, but in no case shall any front yard thus reduced be less than 25 feet.
 - e. The minimum CC lot width at the building setback line indicated on the plat generally shall be 150 feet, but in no case shall be less than 140 feet.



- f. The minimum side yard for principal buildings (dwellings) shall be 20 feet for CC lots. The 20% rule set forth in the *Zoning Ordinance* shall not apply unless approved by ARC.
- g. The minimum rear yard shall be 30 feet for CC lots.
- h. The minimum living area of each dwelling shall be 2,640 for VC lots and 3000 square feet for CC lots.
- i. Not less than 90% of the exterior wall finish materials of each dwelling shall be brick, stone. Cementitious siding (“Hardiplank,” or similar material approved by the ARC) is required for not brick or stone surfaces. Other accent and trim materials shall be as set forth in the Detailed Standards developed and promulgated by the ARC.
- j. No dwelling or other structure shall be heated or cooled using a water-to-air heat pump, except that closed-loop systems not including a source well are acceptable. No dwelling or other structure shall have Solar Panels installed on any roof top.
- k. Raised concrete slabs greater than 24 inches above grade may be approved for the main structure. Ancillary structures shall be at grade elevation, subject to ARC final approval.



Note: This “Section VIII” is a *verbatim* recitation of Section VIII of the Development Criteria. In case of any future action by Chesapeake City Council to amend the Development Criteria, all such portions recited herein shall be automatically amended accordingly.

Section VIII. Access Standards

Unless otherwise expressly set out in this section, all street improvements referenced below shall be designed and constructed by the Developer in accordance with the specifications and requirements imposed by the Department of Public Works. All costs of land acquisition, design and construction shall be the responsibility of the Developer, including without limitation, costs of curb, guttering, drainage improvements, permitting and wetlands mitigation. Unless otherwise expressly required herein, all determinations under the Criteria shall be made by the Department of Public Works. Improvements and standards shall include the following:

1. Careful attention shall be given to the design and configurations of street connections and commercial entrances for high volume and high-speed roadways.
 - a. Acceleration, deceleration, and turn lanes should be required in accordance with AASHTO recommendations and the Chesapeake Public Facilities Manual (PFM), as determined by the Public Works Department.
 - b. Entrances on intersecting roads within the Transportation Corridor Overlay District should be limited so as to meet desirable entrance and crossover spacing requirements for the future road configuration as required by the City’s Public Facilities Manual. However, where insufficient distance exists between the two adjacent median breaks for the “desirable” spacing to be attained, median break spacing of not less than 500 feet shall be permitted to allow access essential to the function of the RC areas in locations approved by the Department of Public Works.
 - c. Only one single right-in, right-out entrance shall be allowed between any two adjacent median breaks; however, no such entrance shall be allowed where it would be closer than 300 feet from any median break. This and all such measurements of spacing in the Criteria shall be from center to center.
 - d. The number of entrances to property will be limited to the maximum extent practical as determined by the Director of Public Works in accordance with the Public Facilities Manual. Entrances onto Hillcrest Parkway shall only be as set forth in these Criteria.
 - e. To facilitate the establishment herein of access standards, certain points along major roads are indicated by capital letters on the Master Land Use Plan. In these Criteria, these points shall be referred to, for example, as Point B. The locations of these points are approximate and general in nature; the precise position of points of access shall be as approved by the Department of Public Works on final construction plans.
 - f. Parcels (whether separately subdivided or lease parcels) which are smaller than 1.5 acres should be served by internal access lanes and shall not enter directly onto Hillcrest Parkway or Edinburgh Parkway. Shared entrances will be required where land use and configuration permit as determined by the Department of Public Works.
 - g. Internal connectivity is strongly encouraged between adjacent parcels of similar use. No commercial entrances or road connections should be permitted within 300 feet (measured centerline to centerline) of any ramp of the Hillcrest Parkway Interchange (Points F and H).



- h. No entrance onto any of the following roads shall be permitted closer to any intersection than the following, measured from the point where the right of way lines would meet if projected to intersect with no fillet:

- (1) Hillcrest Parkway: 300 feet
- (2) Edinburgh Parkway: 300 feet
- (3) Battlefield Boulevard: 300 feet

- i. In applying the standards set forth in Section VIII.1 above, the following specific requirements shall be met unless alternate access locations are approved by the Department of Public Works:

- (1) *The 30-acre RC parcel in the southeast quadrant of the interchange shall have a single point of access at Point J (right and left turns) onto Hillcrest Parkway, and not more than two points of access onto Battlefield Boulevard Point L, (rights only); at Point M, (right and left turns), provided, however, that access at Points L and M shall be allowed only if they can be designed so that, as determined by the Department of Public Works, U-turn movements can be effectively discouraged. Right-turn lanes will be provided at all entrances. No additional through lanes will be required.*
- (2) *The 72-acre RC parcel in the southwest quadrant of the interchange shall have a single point of access on Hillcrest Parkway at Point E, if approval for same can be obtained from the Transportation Commission of the Commonwealth of Virginia (right turns in and out, and left turns in only). The westbound lanes of Hillcrest Parkway in this vicinity (Point F to Point C) shall be modified to provide for (a) a double left turn lane for turns at Point C onto Edinburgh Parkway southbound (b) a third through lane and (c) a separator to prevent traffic from the Expressway's southbound off-ramp from merging right onto Hillcrest Parkway westbound, then immediately left into this parcel, and (d) the dedication of sufficient additional right of way to accomplish these modifications. In addition, sufficient right of way shall be dedicated to enable construction of a future 3rd westbound through lane on Hillcrest Parkway between points C and F. The entrance at Point E shall be designed to allow for this future lane. Edinburgh Parkway in this vicinity shall be widened to 4 through lanes, with sufficient width at Point C to allow proper alignment with the through lanes north of Point C when double left turn lanes are provided for the southbound to eastbound movement. Right turn lanes shall be provided at all entrances. A point of access (left and right turns) shall be provided at Point P.*
- (3) *The remaining, 73-acre RC parcel in the northwest quadrant of the interchange shall have not more than three (3) median breaks (each with an entrance allowing lefts and rights) spaced not closer than 800' apart and generally at Points Q, R and S, each with not more than one rights-only entrance approximately halfway in between. Of these median breaks, only one may be signalized, and only if it is at least 1,200' from Point C. Edinburgh Parkway will be constructed as a 4-lane, divided facility on a 90' right of way, except at the intersection with Hillcrest Parkway, where it will widen to 110' to enable dual left turn lanes for the southbound-to-eastbound movement. This construction shall be required in conjunction with the earlier of (a) the development of this RC parcel or (b) the development of the portion of the CC area across from this RC parcel. A right turn lane shall be provided from Hillcrest Parkway onto Edinburgh Parkway. Bike lanes will be provided. Right turn lanes will be provided at all entrances. On Hillcrest Parkway, this parcel shall have only a single entrance, at Point D, which shall be right in only, if approval for same can be obtained from the Transportation Commission of the Commonwealth of Virginia. Because this parcel may generate high volumes of traffic turning from southbound Edinburgh Parkway onto eastbound Hillcrest Parkway, its development may generate the need for the 3rd eastbound lane mentioned in Section*



VIII.1.i(2) above. If the development of this parcel, or portion of it, causes, as determined by the Department of Public Works, the total eastbound volumes between points C and F to require a 3rd through lane to maintain a level of service D, the owner and/or developer of such parcel or portion shall be required to construct such lane. This determination of need shall include traffic generated by other parcels in the PUD along with the 20,000 vehicles per day of through traffic assumed for Hillcrest Parkway in the traffic analysis done for the design of the 168 Bypass, which analysis is on file with the Department of Public Works.

- (4) The 31-acre OB parcel shall have not more than two points of access, generally at Points T and U. One shall be left and right turns, the other, if used, shall be right turns only. Edinburgh Parkway in this vicinity shall be constructed to the same standards set forth in Section VIII.1.i(3) above, including turn lanes and bike lanes. This construction shall be required in conjunction with the earlier of (a) the development of the OB parcel or (b) the development of the portion of the CC area across from the OB parcel.
- (5) The CC parcel south of Hillcrest Parkway shall have a single street connection onto Hillcrest Parkway, at Point B. A right-turn lane and a left turn lane shall be provided. Hillcrest Parkway shall be constructed as a 4-lane, divided facility on a right of way planned for 6 ultimate lanes, as provided for in Section IX.A below. Until this construction of the extension of Hillcrest Parkway is accomplished, a second access at Point N shall be provided, which shall include no break in the median of Edinburgh Parkway.
- (6) The CC parcel north of Hillcrest Parkway shall have a single street connection onto Hillcrest Parkway at Point B. A right-turn lane and a left turn lane shall be provided. Hillcrest Parkway shall be constructed as a 4-lane, divided facility on a right of way planned for 6 ultimate lanes.

In addition, this northern portion of the CC parcel shall have entrances onto Edinburgh Parkway which meet the same standards set forth in Section VIII.1.i(3) and Section VIII.1.i(4)

- (7) above for the RC and OB parcels across Edinburgh Parkway. In each case, each section of Edinburgh Parkway shall be constructed in conjunction with the development of the earlier of (a) the development of the CC parcel or (b) the development of the portion of the RC or OB parcel across from it.
2. Internal circulation within developments should promote an environment that is safe and functional for both vehicular and pedestrian traffic.
 3. Bikeways and/or trails shall be provided on all portions of Edinburgh Parkway and Hillcrest Parkway to be constructed with the development of the Edinburgh PUD.



Section IX. Adoption and Modification Log

The following is a cumulative log of the adoption and modification of these standards by the Edinburgh Architectural Review Committee.

A. Initial Years: ARC Membership is Private (November, 2001 -)

1. November 2, 2001: Initial ARC membership designated by R. G. M. Corporation as D. W. Fuller of R. G. M. Corp., engineer W. P. Burkheimer, Jr., and architect Howard L. Wright.
2. May 29, 2002: ARC adopts initial Detailed Standards, and forwards to Chesapeake Planning Department for review. These include
 - a. Roadway and Site Development Standards for Street Landscaping, and
 - b. Building and Structure Standards for Residences
3. December 16, 2003: After change of Developer from R. G. M. Corporation to Precon Development Corporation, Inc., and adoption on November 25, 2003 by Chesapeake City Council of revisions to the *Development Criteria*, the developer's president, W. Preston Fussell appointed Robert G. Culpepper to replace Doug Fuller on the ARC.
4. March 30, 2004: ARC meets and approves modifications to the Detailed Standards solely to incorporate the changed provisions to the *Development Criteria*.
5. June 9, 2004: ARC meets and approved modifications to the Detailed Standards dealing with street trees. W. Preston Fussell appoints Doug Fuller to replace Robert G. Culpepper on the ARC.
6. September 30, 2004: Modified these standards with additional architectural details for commercial development.
7. December 21, 2004: ARC meets to adopt modifications to the Detail Standards, changing Section III.B, "Commercial Standards" (under "Section III-Building and Structure Standards") to reflect the modification to provisions in the *Development Criteria* regarding design standards for commercial buildings, as approved by City Council on November 16, 2004.
8. March 29, 2009: ARC meets and approves modifications to the Detailed Standards solely to incorporate raised slabs as an alternate to crawl space
9. May 15, 2012: ARC meets and approves modifications to accommodate the Apartments
10. January 21, 2020: ARC meets and approves modifications to accommodate the Village
11. September 22, 2020: ARC meets and approves modifications to accommodate the Cottages.



12. January 15, 2021: ARC meets and confirms that Solar Panels on residential roof tops do not conform to the Edinburgh Detailed Standards and therefore will not be allowed within the Edinburgh PUD.

B. ARC Membership Transferred to City of Chesapeake ()

