What is an Overlay Zone?
Overlay zones are a zoning technique that can assist communities by addressing special conditions or needs in a specific area. Overlay zones are often used in areas where multiple zoning districts exist, all of which are experiencing similar issues or contain special characteristics. Transportation, historic preservation and natural resource protection are topics that are commonly addressed. Overlay zones are applied in these situations as additional layers of regulation that are superimposed over the underlying existing zones to address these special conditions. Overlay zones can also be appropriate for economic development purposes, to create community character, to implement a specific plan, or for infrastructure protection, such as roadway access and level of service standards.

Overlays zones can also be used to create flexibility within an underlying zone. This flexibility can come in the form of relaxed setbacks, density bonuses, or other development techniques that may not be permitted under a typical zoning district. This flexibility is sometimes essential when promoting redevelopment or when dealing with a challenging development site.

How Can Corridor Overlay Zones Be Implemented Effectively?
Overlay zones can be used to address specific issues related to redevelopment and development along major roadways. Some communities are working to redevelop aging retail corridors that consist of large parking lots, varying types and sizes of signage and lighting, multiple access points and little pedestrian access. There may be a lack of identity and consistency throughout the corridor because these issues have not been considered as development has occurred over time. Using corridor overlay zones can help in the redevelopment process to reduce blight, enhance aesthetic value, address access management, and ensure adequate transportation options and capacity. Communities with newly developing corridors can also use corridor overlay zones to ensure that issues related to form and function are addressed efficiently, and in a way that meets local goals and objectives.

A community-wide comprehensive plan that contains measurable goals, objectives and policies dealing with development or redevelopment along specific corridors is essential. The transportation element of a local comprehensive plan should emphasize the high priority of access management and preservation and maintenance of existing transportation facilities and corridors, as appropriate. Additionally, in areas experiencing new development, the preservation of adequate right-of-way for future road widening along a corridor may be desirable. Not only does comprehensive planning assist communities in determining what kind of development is desired along transportation corridors and what characteristics might need to be addressed, it is
also a necessary step in establishing overlay zoning regulations that protect the health, safety and 
welfare of the public. Once the comprehensive plan is in place to serve as a basis for future 
actions, then the community can create standards for reviewing developments in the corridor. 
Establishing public goals and the foundation for standards up front gives both citizens and 
developers certainty about the actions of the local government.

The creation of specific plans or small area studies that identify the particular conditions that 
need to be addressed within the corridor may be necessary. Detailed inventory and analysis of 
existing land uses, the function of the transportation network, and other particulars such as 
signage and lighting, pedestrian activity, and other existing aesthetic conditions should be 
completed.

Standards relating to site design, landscaping, lighting, architecture, natural resource protection, 
and infrastructure enhancement can help communities and developers in creating an attractive 
and well functioning corridor. Access management standards can help maintain adequate levels 
of service on major roadways, including pedestrian facilities, can reduce the number of vehicle 
trips necessary and can encourage multi-modal transportation. Signage, lighting, and landscaping 
standards can help create continuity and identity within a corridor. Building design guidelines 
may also be appropriate to create or maintain a particular architectural character. Communities 
should tailor standards to their own local political and economic contexts.

**What are some challenges of Overlay Zones?**

There are some specific things that could be a challenge when using overlay zones. The zoning 
ordinance should clearly state how the overlay will relate to the underlying zoning district. If not 
specified, a conflict may arise in determining which regulation takes precedence. Additionally, 
in an already-developed corridor, a process for handling existing uses or uses which may become 
non-conforming should be established.

There also may be some resistance to change, especially if the overlay standards are stricter than 
that of the underlying zone. If the purpose of the overlay is to provide for additional access 
management standards, for example, businesses along the corridor may be wary. Removal of 
curb cuts or changing traffic patterns to reduce the number of intersections may be contentious.

An overlay zone also adds an additional layer of project review. Staff should allow ample time 
for reviewing projects in the overlay district. If the overlay has the purpose of providing 
flexibility to the underlying zone, it may take additional staff time to work through development 
proposals to determine the appropriateness of deviations from the underlying zone. In either 
case, the process for review should be clearly detailed within the ordinance so that the public and 
developers know what to expect and so projects are not delayed unnecessarily.

Identifying the area where an overlay will apply can also be a challenge. Areas that have been 
delineated through small area studies or specific plans can be used to identify areas where the 
overlay zone should be applied, based on sound data, existing conditions, and community goals.

**Sample Regulations**

Again, there are many different uses for overlay zones. This document contains samples of 
ordinances that address various topics of interest. Techniques related to access management, 
pedestrian access, lighting and signage are included. Additional overlay purposes such as those
for natural resource protection, those that address aesthetics or historic preservation through architectural standards, and details dealing with height, area, and setback requirements are not included in these samples. The example language highlights some of the major issues that can be addressed for corridor development or redevelopment that will increase continuity throughout the corridor and that will maintain or enhance transportation functionality. (Additional standards for architectural design and height or area and yard requirements can be found in other OKI documents including Community Choices: Transit Friendly Development and Community Choices: Large Scale Retail Development.)

The following examples are presented as a starting point for considering overlay zones dealing with a variety of topics. The communities represented have selected certain design elements that can be tailored to meet the characteristics of different communities. The included text is only a portion of a much larger ordinance that can be consulted for additional information. The appropriate local planning and legal staff should craft any new zoning language proposed to be adopted within a community to reflect local priorities and implement local goals and objectives.
Purpose and Intent
An explicit purpose and intent statement for design standards that apply to the overlay zone helps to clarify the legal and policy basis if they are challenged in court. These statements confirm the policy intent of language within the regulations. They also provide direction for interpretation and discretionary decisions. These purpose statements should be tailored to support the community’s vision and objectives for development within the corridor.

Problem Statement: If a community chooses to use overlay zones along development corridors, the standards should be based on the needs and characteristics of a community and its established goals and objectives. Development along major transportation corridors impacts traffic and community character. Issues that may need to be addressed include access management and providing for multi-modal transportation, as well as the visual impact of signs and other structures on the corridor. The purpose of the overlay zone should be included in the zoning ordinance.

Objective: To clearly establish the purpose and intent of the overlay zone.

Code Writing Strategy: List purpose and intent statements that are clearly linked to the goals established in a comprehensive plan or other policy document.

Purpose and Intent - Sample Code Language

Liberty Township, Ohio, Zoning Resolution

2.101: Cincinnati-Dayton Road Corridor Overlay District (CDRC-OD) Standards
2.101.1 Intent
The Cincinnati Dayton Road Corridor Overlay District (CDRC-OD) regulations are intended to steer the development and redevelopment of commercially zoned properties located within the Cincinnati Dayton Road Corridor Overlay District. These regulations will be used by Liberty Township to review proposals for construction within the boundaries of the district. These regulations are written for the benefit of property owners within and adjacent to the overlay district. These regulations will assist with development that enhances the character of the properties, provides for the long-term sustainability of the business district, as well as the character of the Cincinnati Dayton Road Corridor area as a whole.

The design regulations are written with the primary goal of guiding appropriate change that will enhance the character and business climate of the corridor. The regulations grew from the recommendation of the Liberty Township Board of Trustees and the Liberty Township Comprehensive Plan Steering Committee as a recommendation of the Comprehensive Plan to move forward with the preparation of an overlay district and development master plan of the Cincinnati Dayton Road corridor in the area in and around the Bethany Neighborhood.
Promoting redevelopment along the Cincinnati Dayton Road corridor for arts, entertainment and business as well as allowing for mixed use development through new urbanism concepts which encourage pedestrian friendly, shared limited access, shared parking and unified streetscape design. Where dictated by unique functional and aesthetic characteristics, more specific requirements have been listed for each sub area (A, B, and C) (Exhibit “a”). Where parcels are located in more than one sub area, the more restrictive standards shall apply.

For the purpose of this district, the Board of Liberty Township Trustees establishes that the Liberty Township Zoning Commission shall serve as the Architecture Review Board as provided in ORC 519.071.

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Rockdale County, Conyers, Georgia, *Code of Ordinances*

Section 130-7 (13) *Salem Road Corridor Overlay District (SRCO).*

a. **Intent and purpose.**
   1. **Intent.** The SRCO is intended to implement the policies of the board of commissioners adopted in the Rockdale County 2020 Comprehensive Plan and the Salem Road Corridor Study.
   2. **Purpose.** The purpose of the SRCO is:
      i. To enhance the quality and compatibility of development in the SRCO.
      ii. To encourage appropriate redevelopment of underutilized and blighted property.
      iii. To create a sense of place that is aesthetically appealing, walkable and environmentally responsible.
      iv. To encourage a balance of uses for living, working, shopping and playing that are accessible within a convenient walking distance.
      v. To promote safe and efficient movement within the SRCO for persons using all modes of travel -- motorized vehicles, public transportation, bicycles and walking.
      vi. To encourage innovative development projects that set high standards for landscaping, open space, community design and public amenities.
      vii. To establish consistent and harmonious design standards for public improvement and private property development within the SRCO so as to unify the distinctive visual quality of the Salem Road Corridor.

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The City of Sandy Springs, Fulton County, Georgia, *Zoning Ordinance*

ARTICLE XII-B Sandy Springs Overlay District

12B.1. **PURPOSE AND INTENT.** The purpose and intent of this Article is to establish a uniform procedure for review and approval of projects; to protect, enhance, preserve or reuse places, sites, buildings, structures, objects, streets, signs, street furniture, sidewalks, neighborhoods, and landscape features; provide for aesthetic, economic, and functional value of properties, neighborhoods and structures; and address issues of traffic, traffic operations and congestion, transit, bicycle and pedestrian access and safety, aesthetics of the built environment, business viability, neighborhood preservation and public safety in the Sandy Springs Zoning Overlay District (herein referred to as the SS District).
The purpose and intent statements should be tailored to support the community’s particular characteristics and reflect goals and objectives in the community’s comprehensive plan, specific plan or corridor study.
Applicability and Permitted Uses
Some communities choose to apply overlay zones in particular areas, where a study has been completed, for example, or to permit them to be used only in cooperation with specific zoning districts. For example, some overlays may only be appropriate for commercial zones and not for industrial or residential. Additionally, the boundaries of the overlay zone may need to be clarified, especially if the zone is associated with a specific plan or small area study. Where and under what circumstances the overlay zones are to be used should be clearly identified and indicated in the zoning ordinance.

Problem Statement: Overlay zones may be implemented in specific areas of a community that have special characteristics that are not addressed by the underlying zone. The areas where the overlay zone will apply may also be based on a study that was completed for a specific corridor. In either case, the zoning ordinance should include a statement that identifies where and how the overlay is to be used. Additionally, processes for dealing with existing uses, exemptions, and relationships to the underlying zone need to be established.

Objective: To clarify when, where and how the overlay zone will be used.

Code Writing Strategy: Provide a specific statement in the zoning ordinance that identifies the applicability of the overlay zone, including any exemptions, processes for dealing with existing uses and the relationship to the underlying zone.

Applicability and Permitted Uses – Sample Code Language


SECTION 32.2A: WESTERN LOOP CORRIDOR OVERLAY DISTRICT
A. General Requirements: The following general requirements will apply to the overlay district:
   1. For the purposes of this ordinance, an overlay district is a district that supplements the underlying zoning district established on the site. In addition to the requirements of the underlying zoning district(s), the requirements herein shall apply to all new construction, additions, alterations or expansions to existing buildings, parking lots or vehicular storage areas, unless explicitly exempted.
   2. All uses permitted in the underlying zoning districts are allowed as regulated by said districts.
   3. The specific development requirements of a particular overlay district shall apply uniformly to all property within said district.
B. Western Loop Corridor Overlay District Established: The Western Loop Corridor Overlay District is hereby established as a corridor overlay district.

1. Boundaries of the Western Loop Corridor Overlay District: All parcels in their entirety shall be included in the overlay if any portion of the lot is located within 1,000 feet on either side of the centerline of the Western Loop. In addition, when a proposed site plan is submitted containing multiple lots and any portion of any lot located within the overall development is within the boundaries of the overlay district, the entire development will need to meet the requirements of this ordinance.

2. Applicability:
   a. Application: The Western Loop Corridor Overlay District regulations shall apply to all principal buildings on lots or open uses of land constructed, reconstructed or established after the effective date of this ordinance, June 3, 2003, except as exempted or otherwise provided in Subsections B.2.b. and B.2.c. below.
   b. Exemptions: The Western Loop Corridor Overlay District regulations shall not apply to:
      (1) Single-family detached dwellings or two-family dwellings on their own lots.
      (2) A change in use that does not result in an increase of more than one in the land use classification number.
      (3) Those buildings and their accessory uses including parking or vehicular storage areas existing on the effective date of this ordinance, June 3, 2003, whose gross square footage of building, parking area or open use of land is not expanded in excess of 3,000 square feet of that which existed on the effective date of this ordinance, June 3, 2003.
      (4) Those projects that have an approved Site Specific Development Plan in compliance with Section 32-A (Zoning Vested Rights).
   c. Expansion of Existing Uses: For those buildings, parking areas or open uses of land that are expanded in excess of 3,000 square feet of their gross square footage after the effective date of this ordinance, June 3, 2003, the following requirements shall be met:
      (1) Required planting yards shall be provided. In locations where the entire width of the required planting yard cannot be provided due to existing development, planting yards shall be provided to the extent possible with no reduction in the size or numbers of required plantings.
      (2) Non-conforming signage shall comply with Section 1 of the Western Loop Corridor Overlay District sign requirements.
Section 130-7 (13) Salem Road Corridor Overlay District (SRCO).

b. **Boundaries.**
   1. **Boundary map.** The boundaries of the SRCO are shown in the boundary map attached as Exhibit A-1, which is hereby incorporated into and made part of this SRCO. The provisions of this SRCO shall apply to all parcels of land and rights-of-way, or portions thereof, within the boundaries of the SRCO. Any parcel of land that is wholly or partly within the boundary shall be included.
   2. **Map amendments.** No change in the boundary of the SRCO shall be authorized, except by the board of commissioners pursuant to procedures in section 130-24.
   3. **Interpretation of zoning district boundaries.** Where uncertainty exists with respect to the boundaries of the SRCO and all underlying zoning districts authorized within that SRCO, as shown on the official zoning map of Rockdale County, the following rules shall apply:
      a. Unless otherwise indicated, the district boundaries are intended to follow property lines; land lot lines; centerlines of streets, highways, alleys or railroads; or civil boundaries, and they shall be construed to follow such lines.
      b. Where district boundaries are approximately parallel to the centerlines of streets, highways, railroads, or right-of-way of the same, or said lines extended such district boundaries shall be construed as being parallel thereto and at such distance there from as indicated on the official zoning map. If no distance is given, such dimensions shall be determined by the director using the scale shown on the official zoning map.
      c. When a parcel is split by a zoning district boundary, each such portion of the parcel shall be used only for the uses authorized within the zoning district that each such portion is classified. The director may direct that a zoning district boundary that does not follow pre-existing parcel lines or other boundaries established in paragraphs (1) and (2) of this section may be shifted within the same parcel a distance of no more than 50 feet to create a more logical and harmonious plan for the parcel to avoid an undue hardship.

c. **Effect of SRCO provisions.**
   1. **Application.** This SRCO is supplemental to the underlying zoning district classifications established in the Rockdale County Code of Ordinances governing all properties and approvals within this SRCO. These SRCO regulations shall be overlaid upon and shall be imposed in addition to said underlying zoning regulations and other Rockdale County ordinances. The provisions of this SRCO apply to all applications for rezoning, land disturbance permits, driveway permits, plan review, plat approval, building permits and utility permits for all property and rights-of-way within the boundaries of the SRCO.

   All plan reviews, road and utility projects, plat approvals, and permits for parcels located within this SRCO shall meet all of the requirements of the base zoning district in which it is located and, in addition, shall meet the requirements of the SRCO applicable to the parcel as well as the SRCO design standards applicable thereto.
2. **Relationship to underlying zoning district standards.** In any case where the standards and requirements of the SRCO conflict with those of the base zoning district or other provisions of the Rockdale County Code of Ordinances, including but not limited to subdivision regulations, the standards and requirements of the SRCO shall govern.

d. After the effective date of this section, no property located within the SRCO may be rezoned, except to one of the following zoning districts:
   1. CSD -- Conservation Subdivision District.
   2. MUR -- Mixed-use Residential District.
   3. NC -- Neighborhood Commercial District.
   4. MxD -- Mixed-use Development District.
   5. CID -- Civic Institutional District.

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**Burke County, North Carolina, Zoning Ordinance**

**ARTICLE XX: INTERSTATE 40 CORRIDOR OVERLAY DISTRICT (I-40 COD)**

**Section 2003. Severability**

Should any court of competent jurisdiction declare any section or provision of this article invalid or unconstitutional, the declaration shall not affect the validity of this article as a whole or any part thereof that is not specifically declared to be invalid or unconstitutional.

**Section 2004. Conflict With Other Laws**

Where the provisions of any other law, ordinance, or regulation impose higher standards than are required by the provisions of this article, the provisions of such law, ordinance, or regulation shall govern.

**Section 2005. Boundaries**

**Section 2005.1 Jurisdiction**

The jurisdiction of the Interstate 40 Corridor Overlay District (I-40 COD) shall be set forth on the Official Zoning Map of Burke County, with all notations, references, amendments and dates thereto, and other information shown thereon.

**Section 2005.2 Amendments to the Highway Overlay District Boundaries**

Any amendment to the jurisdiction of the I-40 COD shall be in the form of a zoning map amendment and such changes shall be in accordance with the process and requirements set forth in Article XVI and Section 604 herein.
Section 2006. Applicability

Section 2006.1 Applicability of the I-40 Corridor Overlay District

1. The development of property of any size, type, or density within the boundaries of the I-40 Corridor Overlay District shall comply with the standards set forth herein. More specifically, no building or structure shall be erected or altered for any purpose except in accordance with the requirements set forth herein except as allowed in Section 2006.3.

2. The intent of Section 2006.1(1) is that the following activities shall comply with the requirements of the I-40 COD:
   a. The development of vacant tracts that occurs after the effective date of this Article;
   b. The division of land for non-residential use or residential use that is classified as a major subdivision by the Burke County Subdivision Ordinance;
   c. Any change of use to a non-residential use, mixed-use, or multifamily use of an existing property or structure;
   d. Any major expansion to an existing non-residential, mixed-use, or multi-family structure or use;
   e. It is recommended that public schools, public service, public use, and public utility facilities should meet the requirements of this Article to the extent possible to ensure consistent application of the requirements for development within the I-40 COD.

Section 2006.2 Retrofitting Existing Uses

Any change of use or major expansion to an existing non-residential, multi-family residential, or mixed-use structure or land use shall comply with the Table 2006.2:

<table>
<thead>
<tr>
<th>Table 2006.2 Retrofitting Existing Uses and Structures</th>
<th>Section 2009 Building Design</th>
<th>Section 2010 Access Management</th>
<th>Section 2011 Parking</th>
<th>Section 2012 Landscaping &amp; Screening</th>
<th>Section 2013 Signage</th>
<th>Section 2014 Utilities &amp; Lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change of Existing Use (No Expansion)</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>Minor Expansion (25% or Less)</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>Major Expansion (26% to 50%)</td>
<td>X</td>
<td>R</td>
<td>X</td>
<td>R</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Major Expansion (Greater than 50%)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
Section 2006.3 Uses Not Applicable to Requirements

The requirements of the I-40 COD do not apply to existing single-family dwellings, manufactured homes, and two-family dwelling units that are used for residential purposes. Additions to such uses and accessory uses are permitted subject to the requirements of the underlying zoning district. Existing single-family dwellings, manufactured homes, and duplexes that are partially or fully destroyed may be repaired or rebuilt as a matter of right and consistent with Section 607 of this ordinance if such use is non-conforming.

Section 2007. Uses

Section 2007.1 Conformity with the Underlying Zoning District

Permitted and conditional uses within the I-40 COD shall be consistent with the underlying general zoning district except as prohibited in Section 2007.2 of this ordinance.

Section 2007.2 Prohibited Uses

The following uses shall not be permitted within the I-40 COD:

- Adult entertainment establishment
- Asphalt and concrete plants
- Auto repair garages and body shops
- Automobile parts recycling facilities
- Billboards and off-site advertising
- Flea markets
- Land clearing and inert debris landfills
- Landfills (sanitary)
- Mines and quarries
- Mobile home parks
- Scrapyards

Section 2008. Site Plan Required

All development subject to the provisions of this article is required to submit a complete site plan consistent with the requirements of Article XIII of the Burke County Zoning Ordinance. In addition to the minimum requirements found in Article XIII, the site shall include and meet the requirements of the I-40 COD.

Discussion: 
Overlay zones sometimes contain specific language that restricts the permitted uses of the underlying zone. This section also details which regulations apply in situations where existing buildings are to be expanded or where the use changes.
Access Management
Traffic circulation is always important when planning for development or redevelopment. The traffic demands that are created by development along major roadways can be dramatically affected by multiple curb cuts and uncoordinated access points. Access management involves planning and coordinating the location, design and operation of driveways together with internal roadway design features. Access management techniques such as driveway spacing requirements, shared access drives, cross access easements, right in/right out only access, frontage roads, and medians can provide automobile access to businesses along the corridor in a safe and efficient way. These techniques can also help maintain capacity of the roadways and drastically improve safety. Some communities adopt access management as a separate part of the zoning or subdivision ordinance that applies to all roadways within the community. Several state departments of transportation and local county engineer offices have additional standards for access management which can also be consulted.1

Problem Statement: Development along a major transportation corridor can have a considerable impact on traffic patterns and congestion. Multiple curb cuts and uncoordinated access can affect traffic flow and safety along the corridor. Appropriate access management can minimize this impact.

Objective: To enhance mobility, maintain roadway capacity and provide adequate access to development within the corridor and drastically improve safety.

Code Writing Strategy: Include access management techniques that are appropriate for the conditions within the corridor. These may include driveway spacing requirements, shared access drives, cross access easements, right in/right out only access, frontage roads, and the use of medians.

Access Management – Sample Code Language

Liberty Township, Ohio, Zoning Resolution
2.101: Cincinnati-Dayton Road Corridor Overlay District (CDRC-OD) Standards
2.101.3 Development Standards
J. Cross Access Easements: All parcels will be required to provide cross access easements with all adjacent parcels in order to achieve better circulation throughout the corridor and to minimize driveway cuts along public roads. Shared maintenance agreements shall be filed with the Butler County Recorder and provided to the Zoning Commission prior to approval. All cross access easements shall comply with the Butler County Engineer’s Office Access Management Regulations.

* See footnotes in the References section at the end of this document.
SECTION 32.2A: WESTERN LOOP CORRIDOR OVERLAY DISTRICT

3. Access Management and Parking Areas
   a. Standards
      (1) Access points along the Western Loop to developments (such as curb cuts or driveways) shall be minimized. No direct access shall be permitted along the Western Loop when access may be obtained along a side or an adjacent street. The following chart lists the number of access points allowed based on road frontage and type of lot:

      **Interior Lot (lot with only one side having road frontage)**
      0 - 350 feet 1 driveway  
      351 - 1,000 feet 2 driveways  
      More than 1,001 feet 3 driveways*

      **Corner Lot or Lot with Multiple Road Frontages**
      Access may be provided along any road except the Western Loop onto which it fronts at the following rate:
      0 - 350 feet 1 driveway  
      351 - 1,000 feet 2 driveways  
      More than 1,001 feet 3 driveways*

      If the lot has more than 750 feet of road frontage along the Western Loop and a Traffic Impact Analysis is performed by a qualified engineer at the property owner’s expense that justifies having an access point along the Western Loop, one access point may be approved by the City Council.

      * Two driveways are the maximum number of driveways allowed per street frontage for any parcel, tract or development, including access to any and all properties designated as outparcels or to be leased or sold for future development. The Planning Director may recommend to the City Council for its approval three driveways provided the parcel has at least 1,001 feet of frontage and a Traffic Impact Analysis is performed by a qualified engineer at the property owner’s expense justifying an additional driveway.

      (2) All driveway approaches for both mid-block and corner lots within this overlay district shall have both minimum corner and side clearances as below:

      |                      | Along Western Loop | Along Side Street |
      |----------------------|--------------------|-------------------|
      | Corner Clearance, Ft.| 250                | 150               |
      | Side Clearance, Ft.  | 30                 | 10                |
(3) No access point shall be allowed within 10 feet of the side property line of any property or development except where a mutual access agreement exists between adjoining owners.

(4) All parcels containing more than one driveway must maintain a minimum of 100 feet of separation between them.

(5) Shared driveways are permitted and recommended.

(6) Vehicular and pedestrian access between adjoining lots is mandatory. Location and specifications for the interior lot access points shall be determined during technical review (see Figure 3). If at the time of construction the adjacent lot or lots are not being developed, the developer must provide stubouts to the adjacent lots. These stubouts will be located in accordance with the TRC’s recommendation and provide for future access.

(7) The maximum coverage of front yard setback by a parking lot and/or driveway shall be 20 percent.

(8) Normal landscaping requirements as stated in Subsection D(7) of this overlay will still apply to parking areas. In addition, landscaped areas shall be surrounded by a concrete curb or other material, such as landscape timbers, in order to protect the landscaped area and to define its borders.

(9) Any use or development that requires 100 or more off-street parking spaces or that generates more than 60 trips during the peak hours of 7 until 9 a.m., 11 a.m. until 1 p.m. and 4 until 6 p.m. through a single driveway may be required to provide a deceleration lane. Data shall be based on the Institute of Transportation Engineers' manual titled Trip Generation and based upon the highest land use permitted by the zoning classification.

(10) Any parcel of record on the effective date of this section that has prohibited all vehicular access based on the provisions herein shall be allowed one access point at a location approved by the TRC.

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Rockdale County, Conyers, Georgia, *Code of Ordinances*

Section 130-7 (13) *Salem Road Corridor Overlay District (SRCO).*


   i. Driveway connections serving uses in zoning districts other than R-1 or CSD shall not be permitted within the functional area of an intersection and shall be consistent with the following standards:

   A. Not within 150 feet of the centerline of an intersecting collector.
   B. Not within 100 feet of the centerline of an intersecting local street.
   C. Driveways on the same side of a public street shall be spaced a minimum of 200 feet apart on center.
   D. Except where driveways are on opposite sides of a raised median, driveways shall either directly align or have offsets of a minimum of 125 feet, as measured between the centerlines.
ii. Corner sight distance. All driveways approaching a collector or arterial street shall provide adequate corner sight distance. The minimum corner sight distance from the driveway shall be equal to or exceed ten times the regulated speed of the intersecting street, as measured from the center of the driveway in both directions along the right-of-way line of the intersecting street; unless a more restrictive standard is required by the GDOT. The sight distance shall provide clear visibility of an object two feet above the intersected street when viewed from the centerline of the approaching street at a height of three and one-half feet above the ground.

iii. No residentially developed property may have a curb cut in excess of 30 feet in width, and no non-residential property may have a curb cut in excess of 40 feet without approval of the director.

iv. Out parcels with less than 300 feet of road frontage are restricted to internal access only.

v. Driveways that enter a major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 11 feet in width, and one inbound lane with a maximum width of 11 feet.

vi. Except for single-family and two-family residences, driveway grades shall conform to the requirements of the GDOT design standards.

vii. Driveways shall intersect roads or streets at an angle between 75 and 105 degrees.

viii. Driveway aprons shall be constructed so as to provide a minimum slope of one-quarter inch per foot away from the edge of pavement of the public street to prevent the direct discharge of surface water onto the travel lane of the abutting road or street.

ix. Minimum number of driveways required per chart below:

<table>
<thead>
<tr>
<th>Type of Development</th>
<th>Minimum Number of Vehicular Access Points to Public Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential, &lt; 100 units</td>
<td>1</td>
</tr>
<tr>
<td>Residential, 100 units or more</td>
<td>2</td>
</tr>
<tr>
<td>Non-residential, less than 50 required parking spaces</td>
<td>1</td>
</tr>
<tr>
<td>Non-residential, 50-299 required parking spaces</td>
<td>2</td>
</tr>
<tr>
<td>Non-residential, 300-999 required parking spaces</td>
<td>3</td>
</tr>
<tr>
<td>Non-residential, 1,000 or more required parking spaces</td>
<td>4 or more</td>
</tr>
</tbody>
</table>

4. Access easements and inter-parcel access. Inter-parcel access, joint driveways, cross access drives and access easements shall be provided, as follows, except where the director determines that they are unfeasible because of topographic or other site-specific constraints:

i. Abutting non-residential developments on major collectors and arterials shall provide a cross-access drive and sidewalk access to allow circulation between sites.
ii. Joint driveways and cross access easements shall be established for multi-parcel, non-residential development wherever feasible along boulevards. The building site shall incorporate the following:
   A. Continuous cross-access drive connecting adjacent parcels along the thoroughfare.
   B. A design speed of 15 mph and a two-way travel aisle with a minimum of 20 feet to accommodate automobiles, service vehicles and loading vehicles.
   C. Driveway aprons, stub-outs and other design features to indicate that abutting properties may be connected to provide cross access via a service drive.

iii. The director may reduce the required separation distance of access points where the minimum required distance proves impractical, provided all of the following requirements are met:
   A. Joint-access driveways and/or cross-access easements are provided in accordance with this section.
   B. The site plan incorporates a unified access and circulation system for vehicles and pedestrians in accordance with this section.

5. Lot standards.
   i. Minimum lot width for commercial property: 100 feet at right-of-way line.
   ii. Reverse-fronting lots required for residential subdivisions on streets classified as boulevards or collectors. A landscaped median on the boulevard or collector street, in lieu of reverse-fronting lots, may be approved by the director, provided the residential lots facing the boulevard or collector have a minimum of 100 feet street frontage and utilize shared driveways at a minimum ratio of 2:1.

Burke County, North Carolina, Zoning Ordinance

ARTICLE XX: INTERSTATE 40 CORRIDOR OVERLAY DISTRICT (I-40 COD)
Section 2010. Access Management

Section 2010.1 General

Access management is a process for providing access to the development of land, while preserving traffic flow on surrounding roadways in terms of safety, capacity, and speed. This is achieved through managing location, design and operation of driveways, median openings, and street connections to a roadway. Additionally, access management involves the use of auxiliary lanes, such as turn lanes or bypass lanes, to remove turning vehicles from through-traffic movement.

Section 2010.2 Traffic Impact Study Required

A Traffic Impact Study (TIS) shall be prepared and submitted by the developer of projects subject to the major site review process when a TIS is recommended by the NC DOT District Engineer or when required as part of a parallel conditioning rezoning as necessary to protect the functional integrity of the affected roads or highways. The traffic impact study shall be prepared by a qualified transportation or traffic engineer or certified planner and shall include the following information:
1. Existing traffic conditions within the study area boundary, as determined by the NC DOT;

2. Traffic volumes generated by the existing and proposed development on the project area, including the morning peak, afternoon or evening peak, and average annual traffic levels;

3. The distribution of existing and proposed trips through the street network;

4. Analysis of capabilities of intersections and access points located within the study area boundary;

5. Recommendations for improvements designed to mitigate traffic impacts of the proposed development and to enhance pedestrian access to the development from the public right-of-way, and;

6. Other pertinent information including but not limited to accidents, noise, and impacts on air quality and other natural resources.

Section 2010.3 Location of Access Points

1. On existing or proposed thoroughfares and major collectors, driveways shall conform to the requirements of the following table. When conflict exists between NC DOT Policy on Street Access to North Carolina Highways and these regulations, the stricter of the two standards applies.

<table>
<thead>
<tr>
<th>Frontage (feet)</th>
<th># of Driveways Allowed</th>
<th>Minimum Spacing (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 500</td>
<td>1</td>
<td>400</td>
</tr>
<tr>
<td>501-999</td>
<td>2</td>
<td>400</td>
</tr>
<tr>
<td>More than 1,000</td>
<td>3</td>
<td>400</td>
</tr>
</tbody>
</table>

2. The minimum distance between a driveway and an existing State Road intersection on an existing or proposed thoroughfare or major collector shall be five-hundred (500) feet. On local and minor collector streets, the minimum distance between a driveway and an existing State Road intersection shall be two-hundred (200) feet. No commercial driveways or road right-of-ways shall be placed within five-hundred (500) feet of an I-40 interchange right-of-way. When conflict exists between NC DOT Policy on Street Access to North Carolina Highways and these regulations, the stricter of the two standards applies.
Section 2010.4 Off-Site Traffic Improvements

Transition tapers and deceleration lanes shall be required for all I-40 COD development projects where a site access study requires or a recommendation from NC DOT indicates that such improvements are necessary. The costs of such improvements shall be the responsibility of the owner or the developer of the property.

Section 2010.5 Shared Access

Mutual shared access agreements shall be required between adjacent property owners with frontage on existing or proposed thoroughfares and major collectors when site plans are submitted concurrently. When access is to be shared, easements, liability arrangements, and a maintenance agreement must be submitted to the local government prior to occupancy. Where no mutual shared access is feasible due to topographical or other physical constraints, access shall be in conformance with Section 2010.3 of this ordinance or the NC DOT Policy on Street and Driveway Access to North Carolina Highways, whichever is stricter.

Section 2010.6 Connected Interior Driveways and Parking

1. Interior driveways and parking areas shall be designed to provide safe and efficient circulation, in accordance with commonly accepted traffic engineering practices and subject to the review and approval of the site plan review committee.

2. Adjacent commercial developments with access to existing or proposed thoroughfares and major collectors shall connect interior parking and driveways. Where adjacent commercial property is vacant, sufficient provisions to connect to the properties shall be submitted.

3. Parcels with frontage on existing or proposed thoroughfares and major collectors shall also be required to reserve sufficient access to any adjacent properties with poor or non-existent access. Such reserved areas for future roads shall be shown on the site plan at a location where, according to sound engineering practices, actual construction of the road would be practicable.

Section 2010.7 Channelization

Channelization, or the separation of conflicting traffic movements into well-defined paths of travel by traffic islands or significant pavement markings, shall be considered when a site access study is required. All developments with multiple tenants, parcels, and/or buildings subject to the major site plan review process shall provide for the installation of a median-type entranceway when located on proposed or existing thoroughfares and major collectors.
Section 2010.8 Signalization

Signalizations may be installed only after all other traffic improvements have been explored. Although traffic signals may reduce the frequency of turning conflicts, signals significantly disrupt efficient traffic flow.

Section 2010.9 Street Design

1. All streets shall be designed, constructed, and maintained to NC DOT road standards. Streets may be designated as either public or private.

2. A maintenance agreement is required for all private and public roads until such time the road(s) is accepted for public maintenance.

3. NC DOT road plan approval is required prior to the issuance of a zoning permit.

4. For multi-phase developments, road, parking, and access management improvements for initial phases must be completed prior to approval to begin construction on subsequent phases.

Discussion: Access management is a proactive technique that can benefit fully developed corridors and newly developing roadways. The type and intensity of development should be considered when instituting access management techniques. In developed areas, implementing access management techniques when redevelopment occurs can be an effective strategy.
**Pedestrian Access**
Part of creating continuity along a developing corridor is providing appropriate pedestrian access, which includes connections within a development, and connections to adjacent developments, and to amenities such as public transit. Pedestrian safety may also need to be addressed. Providing adequate pedestrian facilities can help to reduce vehicle trips by increasing alternative transportation options.

*Problem Statement:* Uncoordinated access and lack of connectivity in linear transportation corridors can challenge pedestrians and can increase the number of vehicle trips between land uses. Appropriate pedestrian connectivity and design, both internal and external to the development, can increase pedestrian safety.

*Objective:* To create transportation options through specific design techniques that make pedestrian facilities readily available and easy to use.

*Code Writing Strategy:* Provide for design standards for sidewalks that provide sufficient access to businesses through a multi-modal transportation network.

### Pedestrian Access – Sample Code Language

**Liberty Township, Ohio, Zoning Resolution**

2.101: Cincinnati-Dayton Road Corridor Overlay District (CDRC-OD) Standards

#### 2.101.3 Development Standards

**H. Pedestrian Walkways Required:** A six (6) foot wide concrete pedestrian walkway shall be required for all portions of a parcel which front along a public street and a minimum of one side for all private drives internal to the development in accordance with the Butler County Engineer’s Office Standards. Walkways shall be located in the public right-of-way where applicable, and located on private property otherwise and shall be recorded as a “public access easement”.

The City of Sandy Springs, Fulton County, Georgia, *Zoning Ordinance*

12B.5. SITE DEVELOPMENT STANDARDS.

12B.5. A. Intra-parcel Walkways

1. A continuous, on-site intra-parcel walkway of at least five feet (5’- 0”) in width is required to connect the public sidewalk to the main entrance(s) of that property’s building(s), and shall comply with the Americans with Disabilities Act (ADA), in all respects.

2. Intra-parcel walkways crossing parking lots shall be distinguished from parking lots by the use of colors, texture (use of different materials), difference in rise above the parking lot or a combination of these means, to minimize auto-pedestrian conflict.

12B(1).3. DEVELOPMENT STANDARDS.

12B(1).3. B. Design Standards

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Number of Travel Lanes</td>
<td>Two</td>
<td>Six</td>
<td>Six</td>
<td>Two</td>
</tr>
<tr>
<td>b. Travel lane width</td>
<td>12 feet</td>
<td>12 feet</td>
<td>12 feet</td>
<td>12 feet</td>
</tr>
<tr>
<td>c. On-street parking allowed</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes, Optional</td>
</tr>
<tr>
<td>d. Minimum on street parking width</td>
<td>Eight feet</td>
<td>NA</td>
<td>NA</td>
<td>Eight Feet, Both sides</td>
</tr>
<tr>
<td>e. Minimum sidewalk width</td>
<td>Ten feet</td>
<td>Eight feet</td>
<td>Eight feet</td>
<td>Six feet</td>
</tr>
<tr>
<td>f. Bicycle lane</td>
<td>Five foot wide*</td>
<td>Incl. in 8 foot sidewalk</td>
<td>Five foot wide</td>
<td>Five foot wide</td>
</tr>
<tr>
<td>g. Minimum bicycle lane width</td>
<td>Five feet</td>
<td>NA</td>
<td>Five feet</td>
<td>Five feet</td>
</tr>
<tr>
<td>h. Median allowed</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>i. Planting Strip</td>
<td>NA</td>
<td>Five feet</td>
<td>Five feet</td>
<td>Optional</td>
</tr>
</tbody>
</table>

12B(1).3. G. Pedestrian/Bicycle Path and Shuttle Connector Path Standards

1. Path Width: Twelve feet (12’).
2. Pedestrian Lights
3. Landscaping: Ten feet (10’) wide on both sides of path.
Burke County, North Carolina, *Zoning Ordinance*

**ARTICLE XX: INTERSTATE 40 CORRIDOR OVERLAY DISTRICT (I-40 COD)**

**Section 2015. Pedestrian Design**

1. To provide a safe, comfortable, and convenient environment for visitors and employees, developments shall be designed in a manner to provide a unified and well organized arrangement of buildings, parking areas, pedestrian and landscaped common areas to permit the pedestrian to conduct business with a minimum of conflict with vehicles.

2. Developments that qualify for major site plan review shall include provisions for pedestrian scale amenities such as benches, picnic tables, courtyards, plazas, water attractions, trash receptacles, bicycle parking, and other such elements that promote an efficient and functional pedestrian environment and maintain a sense of place.

3. Loading zones and maintenance areas shall be located and arranged to prevent the interference with pedestrian movement within the development.

4. Linkages for pedestrian movement, such as sidewalks, bikeways, and walking paths, shall be provided between buildings or building clusters within a development and should connect adjacent uses when feasible.

5. Pedestrian ways shall be located and designed in a manner that reduces congestion and hazards with vehicular traffic.

**Discussion:**

Providing for additional standards for bicycle and transit access may also be appropriate. Adding amenities and public spaces within a development can also enhance pedestrian use. Techniques such as requiring buildings to be placed closer to the roadway, architectural standards and the clustering of buildings also enhance the attractiveness of pedestrian travel.
Signage Standards
One of the most noticeable elements about development along corridors can be signage. The manner in which signage is used, where it is placed, and the size of the structure can create either aesthetic appeal or disarray. Including standards for signage in the overlay zone can increase consistency among developments along the corridor. This creates aesthetic appeal while providing for adequate advertisement for businesses.

Problem Statement: Signage along a corridor that is uncoordinated, too large or inappropriately placed can affect way-finding and aesthetic appeal. This can affect the property values along the corridor and cause safety concerns.

Objective: Provide for adequate advertisement for businesses along the corridor, while also increasing continuity and aesthetic appeal.

Code Writing Strategy: Include standards for the types, sizes, location and number of signs permitted for development along the corridor.

Signage Standards – Sample Code Language

Liberty Township, Ohio, Zoning Resolution

2.101: Cincinnati-Dayton Road Corridor Overlay District (CDRC-OD) Standards
2.101.3 Development Standards
O. Exterior Signage:
   Wall signs- As per the underlying Zoning District with the additional condition that all wall signs in the corridor shall be individually mounted letters and if illuminated shall be backlit.
   Ground Signs- All ground signs throughout the corridor shall be of a consistent style with a 2’ brick base, not to exceed 6’ in total height from grade. Ground signs shall be designed to the specifications outlined in Exhibit “h”.
   Window Signs- All signs located within, attached to, or mounted on a window shall not exceed 25% of the area of each window. Window signs are only permitted on the front elevation of the building.
   Additional Requirements- All other portions of Section 3.2 concerning signage shall apply.
SECTION 32.2A: WESTERN LOOP CORRIDOR OVERLAY DISTRICT

D. Design Standards: Developments shall comply with all applicable requirements of this ordinance. In addition, the following design standards shall be followed: (In the event of inconsistencies, the standards contained in this section shall govern.)

1. Signs
   a. Freestanding Signs (see Figure 1):
      (1) Number - One freestanding sign shall be permitted per lot.
      (2) Area - The area encompassed by the freestanding signs shall not exceed 40 square feet.
      (3) Height - No freestanding sign shall exceed five feet in height.
   b. Building Signs:
      (1) The maximum total area of all allowable building signs shall be equal to no more than ten percent of the area of the wall of which such sign is a part or to which each such sign is attached.
   c. Total Sign Area and Number of Signs:
      (1) The maximum aggregate of all allowable signs on each lot, including freestanding, building or any other signs, shall be equal to 100 square feet. When a zoning lot contains more than one principal use, the entire lot shall be allowed 200 square feet of signage. The owner is responsible for allocating sign space on the lot.
   d. Signs shall be located such that there is at every street intersection a clear view of sight distance between the heights of three feet and ten feet, and all signs shall be located outside of the right-of-way of any public street.
   e. No animated sign or moving or flashing signs shall be permitted.
   f. No portable signs shall be permitted.
   g. No temporary signs shall be permitted.
   h. No projecting or suspended signs shall be permitted.
   i. No inflatable signs or tethered balloons shall be permitted.
   j. No beacons shall be permitted.
   k. No roof signs shall be permitted.
   l. No off-premises advertising signs (billboards) shall be permitted.
   m. Flags used as promotional devices of any type, including but not limited to the promotion of goods, services, business establishments, events, etc., shall be prohibited. National, state and corporate flags may be flown.
n. Computations:

(1) Computation of Area of Individual Signs – The area of the sign face (that is also the sign area of a wall sign or other sign with only one face) shall be computed by means of the smallest square, circle, rectangle or combination thereof that will encompass the extreme limits of the writing, representation, emblem or other display together with any material or color forming an integral part of the background of the display or used to differentiate the sign from the backdrop or structure against which it is placed, but not including any supporting framework, bracing or decorative fence or wall when such fence or wall otherwise meets the Zoning Ordinance regulations and is clearly incidental to the display itself.

(2) Computations of Area of Multi-Faced Signs – The sign area for a sign with more than one face shall be computed by adding together the area of all sign faces visible from any one point at the same time, and when such sign faces are part of the same sign structure and are not more than 42 inches apart, the sign area shall be computed by the measurement of one of the faces.

(3) Computation of Height – The height of a sign shall be computed as the distance from the base of the sign at normal grade to the top of the highest attached component of the sign. Normal grade shall be construed to be the lower of (1) existing grade prior to construction or (2) the newly established grade after construction, exclusive of any filling, berming, mounding or excavating. In cases where the normal grade cannot reasonably be determined, sign height shall be computed on the assumption that the elevation of the normal grade at the base of the sign is equal to the elevation of the nearest point of the crown of a public street or grade of the land at the principal entrance to the principal structure on the lot, whichever is lower.

(4) Computation of Maximum Total Permitted Sign Area for a Lot – The permitted sum of the area of all individual signs on a lot may not be more than 100 square feet in total, except on lots with more than one principal use where the maximum permitted sum of all signage can be 200 square feet.
The City of Sandy Springs, Fulton County, Georgia, Zoning Ordinance

12B.6. SIGN STANDARDS.
Article 33 shall apply to properties within the Sandy Springs Zoning Overlay District unless herein stated. Where standards differ from Article 33, provisions of Article 12B shall take precedence.

12B.6. A. Free Standing Signs

<table>
<thead>
<tr>
<th>Properties</th>
<th>Maximum Sign Height</th>
<th>Maximum Face Size</th>
<th>Sign Type Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Properties less than 40,000 square feet.</td>
<td>No free-standing signs allowed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Properties over 40,000 square feet with street frontages up to 500 linear feet</td>
<td>Six feet</td>
<td>32 square feet</td>
<td>Sign support minimum of one-third width of sign face</td>
</tr>
<tr>
<td>Properties over 40,000 square feet with street frontages 500 to 1,000 linear feet</td>
<td>Eight feet</td>
<td>64 square feet</td>
<td>Sign support minimum of one-third width of sign face</td>
</tr>
<tr>
<td>Properties over 40,000 square feet with street frontages over 1,000 linear feet</td>
<td>Eight feet</td>
<td>72 square feet</td>
<td>Sign support minimum of one-third width of sign face</td>
</tr>
</tbody>
</table>

Exception: Free-standing signs on Roswell Road, Hammond Drive, or Abernathy Road may be ten (10) feet in height.

1. Properties with lots smaller than 40,000 square feet are not permitted free-standing signs.
2. All properties 40,000 square feet or larger with street frontages up to and including 500 linear feet are permitted one free-standing sign per street frontage.
   a. Height: Maximum six (6) feet from finished grade.
   b. Maximum sign square footage is 32 square feet.
   c. Signs with supporting members equal to or greater than one-third the width of the sign face are allowed.
3. Properties with street frontages of 501-1,000 linear feet are permitted one free-standing sign per street frontage.
   a. Maximum sign square footage is 64 square feet.
   b. Free-standing signs shall not exceed eight (8) feet in height, with the exception of free-standing signs located on Roswell Road, Hammond Drive, or Abernathy Road where free-standing signs may be a maximum height of ten (10) feet in height from grade.
   c. Signs with supporting members equal to or greater than one-third the width of the sign face are allowed.
4. Properties with street frontages over 1,000 linear feet are permitted one free-standing sign per street frontage.
   a. Maximum sign square footage is 72 square feet.
   b. Free-standing signs shall not exceed eight (8) feet in height, with the exception of free-standing signs located on Roswell Road, Hammond Drive, or Abernathy Road where free-standing signs may be a maximum height of ten (10) feet in height from grade.
   c. Signs with supporting members equal to or greater than one-third the width of the sign face are allowed.
5. Prohibited Sign Types: Signs with supporting members less than one-third of the width of the sign face (known as “pylon, pole or lollipop” signs) are prohibited.

12B.6. B. Wall Signs
Wall signs are allowed based on the applicable zoning district in accordance with Article 33.5, Sandy Springs Zoning Ordinance.
1. Every business is entitled to have one street-facing wall sign per street frontage.
2. Any business which is not represented on a free-standing sign may have two wall signs which shall meet the following standards:
   a. The street facing wall sign shall not exceed five percent (5%) of the applicable wall area.
   b. The non-street facing wall sign shall not exceed five percent (5%) of the applicable wall area.
   c. The total of both signs shall not exceed 225 square feet.
   d. Wall signs may be incorporated into a retaining wall or other site hardscape feature, as recommended by the DRB, and approved by the Director.
3. In lieu of any free-standing signs, a shopping center (defined as containing four or more tenants) shall be allowed additional wall sign area to place the name of their center on the building. The allowable sign area shall be 5% of the applicable wall area, not to exceed 180 square feet, whichever is less.
4. Awnings and Canopies: All graphics within the entire illuminated area of the awning or canopy shall be calculated toward the allowable wall sign area.
### Section 2013.2 On-Site Signs

1. Permitted signs shall include the following designs; free-standing, wall, name plate, and canopy.

2. Prohibited signs shall include the following designs; billboard, flashing light, rotating, and portable.

3. Setbacks - Signage shall be setback a minimum of ten (10) feet from all road rights-of-way.

4. Visibility – Signs shall not block or impair visibility in order to ensure proper line-of-sight for all motorists and pedestrians. Signs shall not block visibility from three-to-eight (3-8) vertical feet within twenty (20) feet of any road intersection.

### Section 2013.3 Off-Site Signs

New off-site outdoor advertising signs are not permitted in the I-40 COD, except for the use of logo signage as outlined in Section 2014.4. The continued use of existing off-site outdoor advertising signs shall be allowed consistent with nonconforming structures as referenced in Section 607 of this ordinance.

### Discussion:

Businesses that choose to locate along a corridor will want signage that provides effective advertising. Balancing sufficient way-finding and creating a pleasing appearance with advertising needs can be challenging. Defining a consistent template that can be used to apply to all properties can be helpful to ensure continuity and to establish an identity for the corridor.
Lighting Standards
Including lighting standards in the overlay zone can impact the visual quality of a corridor and can improve compatibility between land uses. Appropriate lighting that will promote safety and reduce glare onto surrounding properties and roadways is important to protect the integrity of these areas. The amount of illumination and the appropriate location for lighting should be addressed in the zoning ordinance if areas of concern exist, such as a commercial parking lot being located next to a residential development..

Problem Statement: Glare from lighting onto adjacent properties or onto roadways can create compatibility and safety issues. Communities may also want to provide for similar lighting standards throughout the corridor to create continuity and help to establish a certain character.

Objective: To provide lighting standards that improve compatibility and continuity between land uses along the corridor.

Code Writing Strategy: Include standards for lighting that deal with location, illumination, and pedestrian lighting.

**Lighting Standards – Sample Code Language**


**SECTION 32.2A: WESTERN LOOP CORRIDOR OVERLAY DISTRICT**

2. Exterior Lighting Standards
   a. Standards
      The following standards are required of all exterior lighting except the outdoor recreational uses specifically exempted below. Many uses have the option of providing a lower light post with a non-cutoff type of luminaire or a higher pole, up to 40 feet, with a luminaire that totally cuts off light spillover at a cutoff angle smaller than 90 degrees.

      The maximum height lightpost permitted is dependent upon the amount of cutoff provided. This is designed as a protection against excessive glare and light spilling over to neighboring properties. The exceptions that are permitted provide adequate protection for highway corridors and neighboring residential property.

      Exterior lighting shall meet one of the following standards:
      (1) When lighting source or luminaire has no cutoff:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Maximum Permitted Maintained Illumination(^7)</th>
<th>Maximum Permitted Mounting Height of Illumination(^8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Districts</td>
<td>0.20 footcandles</td>
<td>16 feet</td>
</tr>
<tr>
<td>Industrial Districts</td>
<td>0.30 footcandles</td>
<td>20 feet</td>
</tr>
</tbody>
</table>

\(^7\) Measured at the property line and any public right-of-way line.
\(^8\) Measured from the ground to the light source.
Footcandles (F) are to be calculated by dividing the lumens (L) by the distance to the property line squared (D\(^2\)) (i.e. F = L / D\(^2\)).

*OKI’s Community Choices –Corridor Overlay Zones*  
(2) When a luminaire has total cutoff at 90 degrees:

The maximum illumination and the maximum permitted luminaire height shall be:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Maximum Permitted Maintained Illumination</th>
<th>Maximum Permitted Mounting Height of Illumination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial and Industrial Districts</td>
<td>2.00 footcandles</td>
<td>30 ft.</td>
</tr>
<tr>
<td></td>
<td>3.00 footcandles</td>
<td>40 ft.</td>
</tr>
</tbody>
</table>

1 Measured at the property line and any public right-of-way line.
2 Measured from the ground to the light source.
3 Footcandles (F) are to be calculated by dividing the lumens (L) by the distance to the property line squared (D2) (i.e. \( F = \frac{L}{D^2} \)).

b. Exemption for specified outdoor recreational uses:
   (1) These standards shall not apply to properties subject to state or federal safe lighting standards.
   (2) Because of their unique requirements for nighttime visibility and their limited hours of operation, ballfields and tennis courts are exempt from the exterior lighting standards provided above. These outdoor recreational uses must meet all other requirements of this overlay.
   (3) The outdoor recreational uses specified above shall not exceed a maximum permitted post height of 80 feet.

c. Additional Regulations
   Not withstanding any other provision of this section to the contrary:
   (1) This section does not apply to public street lighting.
   (2) No flickering or flashing lights shall be permitted.
   (3) Adequate lighting must be provided for the public safety in parking and similar areas.

d. Exterior Lighting Plan
   At the time any exterior lighting is installed or substantially modified, and whenever a zoning certificate is sought, an exterior lighting plan shall be submitted to the Planning Department in order to determine whether the requirements of this section have been met.
Burke County, North Carolina, Zoning Ordinance

ARTICLE XX: INTERSTATE 40 CORRIDOR OVERLAY DISTRICT (I-40 COD)

Section 2014. Utilities and Lighting Requirements

Section 2014.4 General Lighting Requirements

In order to reduce the impact of lighting on neighboring residential uses, potential safety hazards to the traveling public, and effect on viewsheds and nightsapes, lighting within the I-40 COD shall meet the following requirements:

1. Exterior lighting shall be fully shielded and directed to avoid illuminating the night sky.

2. Lighting shall not illuminate neighboring residential properties.

3. Lighting shall not be directed towards or illuminate the I-40 Interstate right-of-way or be directed in a manner as to distract or harm the traveling public on road rights-of-way.

Section 2014.5 Lighting of Buildings and Pedestrian Areas

On-site lighting may be used to accent architectural elements and provide safety and security on pedestrian walkways, at building entrances, and public areas between buildings, but shall not be used to illuminate entire portions of building(s).

Section 2014.6 Entranceway, Street, and Parking Area Lighting

In order to promote safety and security in developments, lighting should be used at intersections, development entrances, and in parking areas.

Discussion: Lighting regulations can sometime be difficult to administer and enforce. Staff will need to be aware of issues related to lighting measurement and lighting types. Different lighting standards may be appropriate for different land use types.
### TOOLS AND TECHNIQUES FOR INSTITUTING A CORRIDOR OVERLAY ZONE

<table>
<thead>
<tr>
<th>Needed Actions</th>
<th>Possible Incentives</th>
<th>Cautions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create community consensus</td>
<td>Gathering information from organizations, citizens and other interested stakeholders in the community can build trust and ensure buy in. Provide opportunities for citizen groups to give input on the desire for development along the corridor.</td>
<td>Consider the specific characteristics of your community and create consensus for or against development in the corridor.</td>
</tr>
<tr>
<td></td>
<td>Provide adequate information to the community throughout the planning process and during creation of the regulations that will apply to the corridor. Be sure to provide information that will help members of the community to understand access management techniques in order to establish the community character that is desired.</td>
<td>Residents often are unaware of the impacts of development along a major transportation corridor (positive or negative).</td>
</tr>
<tr>
<td>Create a basis for the standards</td>
<td>Complete a comprehensive plan that indicates the vision of the community, including sufficient supporting documentation.</td>
<td>Be sure to relate specific policies within the plan that call for the type of development that the community desires along the corridor. Identify standards that will assist the community to achieve the vision adopted in the comprehensive plan.</td>
</tr>
<tr>
<td></td>
<td>Perform a corridor study.</td>
<td>Communities need to understand the existing characteristics and the appropriate development that should be implemented along a major transportation corridor. Regulations should be based on sound data and analysis.</td>
</tr>
<tr>
<td>Promote and encourage multi-modal transportation options.</td>
<td>Density bonuses, the use of special financing for public improvements or public/private partnerships can create opportunities for additional sidewalks, transit, and bicycle facilities to be incorporated into development.</td>
<td>Developers may not see a need to provide such facilities, or may see them as unnecessary costs.</td>
</tr>
<tr>
<td>Determine the appropriate use of the overlay zone</td>
<td>Inventory based on a comprehensive plan or corridor study should be used to determine the topics that need to be addressed by an overlay zone and</td>
<td>The appropriate use of overlay zones is essential. Overlay zones can be used for many different reasons such as historic</td>
</tr>
</tbody>
</table>
where the overlay should apply within the community. The specific conditions within a corridor, both existing and projected, should be analyzed.

<table>
<thead>
<tr>
<th>Revise existing regulations as appropriate</th>
<th>Include language in the overlay zone that explains the relationship with the underlying zoning district.</th>
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<tbody>
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<td>Be sure that the regulation has sound basis in the comprehensive plan that supports the community’s desire for certain types and sizes of uses in the corridor.</td>
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<tr>
<td>Revise regulations to include aesthetic standards such as landscaping, signage, building materials, open spaces or news racks.</td>
<td>Be careful not to get too caught up in architectural details. Standards should allow both creativity and consistency with the character of the community. Additionally, resistance may come from corporate officials since some standards may conflict with a corporation’s standard layout.</td>
</tr>
<tr>
<td>Revise regulations to include access management and pedestrian/bicycle/transit facilities.</td>
<td>Providing for regulations that promote multi-modal transportation opportunities can help to deal with traffic impacts. Often, communities are not fully aware of the impact that development along a major transportation corridor can have. Appropriate access management and provision for pedestrian, bicycle or transit connections can address many of these impacts.</td>
</tr>
<tr>
<td>Prepare staff for additional level of review</td>
<td>The number and experience levels of staff should be evaluated prior to the adoption of overlay zones to ensure that the zones will be administered properly.</td>
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<tr>
<td></td>
<td>Overlay zones add an additional layer of review that may increase staff time spent on development projects.</td>
</tr>
</tbody>
</table>
References:

Burke County, North Carolina, *Zoning Ordinance*,

City of Burlington, North Carolina, *Zoning Ordinance* (Adopted June 3, 2003),
(accessed November 16, 2006).

City of Sandy Springs, Fulton County, Georgia, *Zoning Ordinance*,

Liberty Township, Ohio, *Zoning Resolution*, Revised September 18, 2006,

Rockdale County, Conyers, Georgia, *Code of Ordinances*,

1 The following links contain more information on access management techniques in the region:

Butler County, Ohio Butler County Engineers Office *Butler County Access Management Regulations*, January, 1, 2005,

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Indiana Department of Transportation, *Projects/Studies - INDOT Indiana Access Management Study*,

Kentucky Transportation Cabinet, *Kentucky Model Access Management Ordinance*, October 2004,

Ohio Department of Transportation, *State Highway Access Management Manual*, December, 2001,

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