

CHAPTER 12B. CENTRAL THRUWAY CORRIDOR OVERLAY DISTRICT (TCO)

Sec. 12B.1.1. Purpose.

The intent of the Central Thruway Corridor Overlay District (TCO) is to encourage an inviting, scenic entrance to the City of Central that supports compatible development without sacrificing the efficient access the corridor provides for Central residents and visitors. This district preserves the scenic character, the efficient flow of traffic, and reduces the risk of damage from flooding and other natural occurrences. This district includes site, structure, and design standards to ensure a consistency of development, ensure that environmental resources are protected, and manage access to the Central Thruway for the safety of road users.

More specifically, purposes of this district are as follows:

- A. To preserve the capacity of Central Thruway by limiting and controlling the number, location, and design of access points and requiring alternate means of access through shared driveways, service drives, and access off cross streets in certain locations.
- B. To allow land use and development patterns compatible with present and future traffic capacity for the Central Thruway.
- C. To identify the Central Thruway as the entrance for the City of Central by providing an attractive and welcoming corridor for new businesses and developments while respecting the primary function of the Thruway.
- D. To avoid the proliferation of unnecessary curb cuts, driveways, and eliminate or reconfigure existing access points that do not conform to the standards herein, when the opportunities arise. Further consolidation of curb cuts and shared access at existing intersections are strongly encouraged or required.
- E. To provide safe, convenient, and efficient on-site circulation by creating interconnectivity among parcels fronting on the Thruway.
- F. To protect and enhance the scenic quality of the Central Thruway corridor by providing for sensitive developments that maximize the natural foliage and terrain while also providing planted buffer and landscaped areas.
- G. To create a distinctive parkway atmosphere along the Central Thruway by encouraging substantial building setbacks, extensive landscaping, and uniform tree planting.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.2. Objectives.

To achieve the purposes of the TCO, the following objectives shall be realized:

- A. The Central Thruway is designed to move traffic to and from the City of Central and is not intended to be developed as a local or neighborhood commercial corridor but rather to provide opportunities for large site developments that provide significant employment opportunities. Specific permitted uses and design standards shall be used to develop a welcoming entrance to the City of Central.
- B. In the TCO, vehicular circulation and inter-connectivity should be accommodated without impacting the primary function of the Central Thruway.

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- C. The City of Central values high-quality design standards and materials, and encourages solutions that achieve these goals affordably so that business and property owners are benefited rather than burdened by the development process.
 - D. As the Central Thruway corridor includes flood hazard areas, a conscious and dedicated effort must be made to restrict or prohibit certain uses, activities, and development from locating within areas subject to flooding.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.3. Applicability.

The regulations of this chapter apply to any new development; expansion of an existing structure or site; and redevelopment over fifty percent (50%) of the value of the structure or site, whichever is greater.

(Ord. No. 2024-04, 2-1-2024)

Sec 12B.1.4. District regulations.

The regulations of this chapter shall be in addition to and shall overlay all other zoning districts and other ordinance requirements regulating the development of land so that any parcel of land lying within the overlay district shall also lie within one or more of the underlying zoning districts subject to the following conditions:

- A. Unless modified by the TCO regulations, the standards of the base zoning district apply.
- B. In the case of conflicting standards between this chapter and any other City of Central ordinances, the standards of this chapter shall apply.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.5. Location.

The boundaries of the TCO are as shown on the official zoning map of the City of Central.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.6. Access management and site connectivity.

The following standards are intended to provide and manage access to properties along the Central Thruway and preserve a safe traffic flow by managing the number of curb cuts, promoting unified development planning of multiple tracts, minimizing surface runoff through the use of appropriately designed parking areas, and improving on-site pedestrian safety. Sites in the TCO, except for single-family residential development, shall comply with the following:

- A. General standards.
 - 1. Development plans shall include vehicle and pedestrian connections from the subject development site to each adjacent site(s), including those to the rear of the development. Exceptions may be provided where abutting uses are clearly incompatible or where physical conditions or existing development on adjacent sites precludes such connection.
 - 2. Where a new public or private street is proposed to intersect with the Central Thruway, the street shall be designed to facilitate shared access with adjacent parcels or development sites.

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Where a private street is proposed to adjoin a side lot line, an access easement shall be granted to allow the adjoining parcel to have driveway access to the street.

3. The preferred method of access to the Central Thruway shall be from one or more of the following: access via a public street; access via a shared access with adjacent use(s); or access via a service drive or private street subject to the standards of this chapter.
4. Each lot may be permitted a maximum of one direct access point to the Central Thruway. A direct access point to the Central Thruway may be granted only if all of the following conditions are met:
 - a. The direct access point is from an existing legal driveway or existing legal curb cut;
 - b. The direct access point is located to facilitate shared access with adjacent parcels;
 - c. The applicant shows that complying with standard A.3 above is not feasible due to abutting uses that are clearly incompatible or where physical conditions or existing development on adjacent sites precludes such connection; and
 - d. The individual driveway servicing as a direct access point meets all other standards of this chapter.

B. Shared access standards.

1. The location of the access points shall comply with the standards of this section and shall provide the opportunity for shared or cross access with adjoining lots and provide vehicular and pedestrian access to adjacent sites without having to access the Central Thruway.
2. Each lot must grant shared access easements to adjoining lots to allow for future shared access. Where a proposed or existing parking lot is located adjacent to another proposed or existing parking lot, there shall be vehicular and pedestrian connections where feasible.
3. Joint driveways and parking lot cross connections shall provide sufficient width to accommodate two-way vehicular travel and safe pedestrian access.
4. Joint driveways and parking lot cross connections shall provide pedestrian connections.
5. Where feasible, access points shall be located to ensure the adjacent site(s) can also meet the shared access standards.
6. Stub-outs or stub streets may be utilized to provide access to undeveloped adjacent sites.
7. When shared access is not yet available, temporary direct access to the Central Thruway may be permitted, provided the development plan is designed to accommodate future shared access, and a written agreement is submitted stating that the temporary access will be removed by the applicant when the alternative shared access becomes available. This shall require specific approval from the Planning Commission and may require posting a letter or credit or financial performance guarantee subject to review and approval by the Planning Director and City Attorney.

C. Service drive and private street standards.

1. Private streets shall meet all of the service drive standards in this chapter.
2. Front or rear service drives and frontage roads are encouraged where such a facility can provide access to signalized or controlled access intersections.
3. Service drives shall generally be parallel with or perpendicular to the front property line and may be located either in front of, adjacent to, or to the rear of principal buildings.

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4. Stub-outs or stub streets shall be utilized as needed to allow future shared and lateral cross access to adjoining lots.
 5. Service drives shall be constructed in accordance with chapter 13 streets and sidewalks of the City of Central Development Code.
 6. Service drives shall be located within an access easement permitting traffic circulation between sites and lots. This easement shall be at least thirty (30) feet wide feet and meet all requirements of chapter 13 streets and sidewalks of the City of Central Development Code. Each property owner shall be responsible for maintenance of the easement and service drive on the owner's property.
 7. Service drives shall be designed primarily for circulation and direct access to a lot or development. Service drives shall not be designed as parking maneuvering aisles. One-way or two-way service drives constructed with additional width for parallel parking may be allowed if it can be demonstrated through a traffic impact study that parking along the service drive will not significantly affect the capacity, safety, or operation of the service drive.
- D. Parking and parking lot design. Parking and parking lot design shall comply with the following standards, in addition to the provisions of section 16, off-street parking in the Comprehensive Zoning Ordinance. In all cases where there is a conflict, TCO standards shall apply.
1. Location/design of parking in the TCO. The following standards apply to all sites and uses other than residential development of two (2) or fewer units.
 - a. No more than two rows of parking spaces and one aisle or driveway shall be allowed in front of the front building line. The number of spaces allowed in front of the front building line shall be a maximum of 50 parking spaces or ten percent (10%) of the required parking, whichever is greater.
 - b. All off-street parking shall be screened from the sidewalk by a wall or plantings between three and four feet in height at maturity.
 - c. Parking lot layout shall accommodate pedestrian circulation from the required sidewalks to the entrance of buildings.
 - d. Parking structure facades along street frontages shall complement and be integrated into the design of the principal building.
 2. Required parking spaces.
 - a. To maximize the amount of land area for landscaping and open space, paving shall be confined to the minimum area necessary to comply with the parking requirements of section 16, off-street parking in the Comprehensive Zoning Ordinance.
 - b. The maximum number of parking spaces that may be provided is one hundred fifty percent (150%) of the minimum parking requirement.
 - c. Shared parking. Where multiple uses with different parking requirements occupy the same structure or lot, the required vehicle and bicycle parking and loading spaces is the sum of the requirements for each use computed separately, unless otherwise permitted by this ordinance. Except for the following:
 - i. Approval by Planning Director confirming that the use of each such facility does not take place at the same hours, during the same days.

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- ii. The users of the shared parking shall record an agreement to share parking facilities. A copy of the recorded agreement shall be given to the Planning Commission.
 - E. Pedestrian amenities and circulation. Convenient pedestrian circulation systems that minimize pedestrian-motor vehicle conflicts shall be provided continuously throughout all development sites, subject to the following:
 - 1. Unobstructed hard-surface sidewalks measuring a minimum of four (4) feet in width shall be provided on all streets or drives within the development, and for any public road shall meet the minimum standard as defined in appendix J.
 - 2. When a sidewalk crosses a driveway, drive, or street, the appearance of the sidewalk shall be maintained across the driveway, drive, or street to indicate that pedestrians have the right-of-way.
 - 3. Parking lot layout shall accommodate pedestrian circulation from the required sidewalks to the entrance of buildings.
 - 4. Pedestrian crosswalks shall be provided at the intersection of all driveways and sidewalks, and from parking areas to building entrances, which shall be distinguished by textured paving, brick pavers or painting, and shall be integrated into the sidewalk network.
 - 5. Where a development adjoins any existing bicycle route or pedestrian facility, the development's internal pedestrian circulation shall be linked to the public amenities. Where public amenities are incomplete but proposed as part of an adopted plan, stub-outs for future linkages shall be provided by the development.
 - 6. The primary entrance facade of any building shall have a minimum eight (8) foot pedestrian walkway (except for any landscaped areas) for safe pedestrian access to the entrance from the street and parking areas.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.7. Review standards.

In reviewing development plans, the relationship of the development plan to adopted land use policies, and the goals and objectives of the TCO District, must be evaluated. In addition, the following characteristics must be considered:

- A. Degree of conformity with existing zoning standards.
- B. Regulations of this TCO district and any other applicable regulations within the City Code, and the goals and policies of adopted City plans.
- C. The location, arrangement, size, design and general site compatibility of buildings, lighting and signs, including:
 - 1. Compatibility with, and mitigation of, any potential impact upon adjacent property
 - 2. Site illumination designed and installed to minimize adverse impact on adjacent properties.
 - 3. Signs in accordance with these overlay regulations and the City of Central Comprehensive Zoning Ordinance.
- D. Landscape and the arrangement of open space or natural features on the site must:

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1. Create a desirable and functional environment for motorists, pedestrians, bicyclists and occupants of residential dwellings, business owners and employees.
 2. Preserve unique natural resources.
 3. Protect natural resources and landscaping on adjacent sites.
 4. Design drainage facilities to promote the use and preservation of natural watercourses and patterns of drainage.
 5. Utilize plant materials suitable to withstand the climatic conditions of Central and microclimate of the site. The use of native species is encouraged.
 6. Screening to buffer the impact of the development on adjacent uses and enhance the appearance and image of the city by screening incompatible uses and certain site elements and creating a logical transition to adjoining lots and developments.
- E. Circulation systems and off-street parking must be designed to:
1. Adhere with the adopted City of Central access management policy.
 2. Provide adequate and safe access to the site for all modes of transportation, including motor vehicles, pedestrians, bicyclists, and public transit.
 3. Minimize potentially dangerous traffic movements.
 4. Separate pedestrian and auto circulation and provide for bicycle parking or storage where required.
 5. Minimize curb cuts by using cross-access servitudes and shared parking per Sec. 12B.1.6. Access management.
 6. Design off-street parking lots or garages to minimize adverse impacts on adjacent properties, particularly through the use of perimeter and interior landscape, and promote logical and safe parking and internal circulation.
 7. Clearly define pedestrian access from the parking area to the building(s).
 8. Provide a clearly defined visible and identifiable network of pedestrian connections in and between parking, street sidewalks, open spaces, buildings and public transit.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.8. Permitted uses.

Where there is a conflict between the provisions or requirements of the Thruway Overlay District and the provisions of any zoning district, the more restrictive provisions shall apply, except when adhering to the most restrictive would conflict with the intent of this chapter.

- A. Uses in RIA, RI, R2, and R3.
1. Agriculture uses are permitted as allowed in the base zoning district.
 2. Single family detached dwelling units and related accessory uses are permitted as allowed in the base zoning district.
 3. The following uses are conditional as allowed in the base zoning district:
 - a. Schools;
 - b. Hospitals;

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- c. Public and institutional uses;
 - d. Clubs, lodges, private, fraternal or religious;
 - e. Parks and playgrounds; and
 - f. Churches, temples and synagogues.
- B. Uses in B1, B2, B3, B4, B5 and ORD. *Permitted at Staff level*
- 1. The following uses are permitted as allowed in the base zoning district.
 - a. Professional offices; and
 - b. Office parks.
 - 2. The following uses are conditional as allowed in the base zoning district.
 - a. Schools;
 - b. Hospitals;
 - c. Public and institutional uses;
 - d. Clubs, lodges, private, fraternal or religious;
 - e. Parks and playgrounds;
 - f. Churches, temples and synagogues;
 - g. Research, development and testing facilities; and
 - h. Light manufacturing with no outdoor activity and storage.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.9. Structure design standards.

Single-family residential development shall be exempt from the standards of this section.

- A. Site development standards. A cohesive design character is required through the use of coordinated hardscape treatment, such as special paving materials, lighting, and street furniture, coordinated signs and landscape. Pedestrian areas shall include shade trees and seating areas.
- B. Building standards.
 - 1. Eighty percent of the exterior finish materials shall be materials specified in Sec. 12B.1.10.C or glass.
 - 2. Eave height shall be at least 12 feet.
 - 3. Walls facing roads shall include a depth change of four inches minimum horizontally at a minimum of 25 feet on center.
 - 4. Roofs, facades, or parapets on walls facing roads, if less than seven-on-twelve roof pitch, shall have a height change of at least 18 inches vertically at a minimum of 25 feet on center.
 - 5. Entrances and activity areas shall be articulated from the structure mass.
 - 6. Any structure designed for a ground floor non-residential use shall be designed with a minimum ceiling height of twelve (12) feet, except for parking areas.
 - 7. All visible structures used for enclosures shall match the front facade design of the building.

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- C. Permitted exterior wall finishing materials. The following exterior finish materials are permitted:
1. Brick, thin brick, stucco, stone, cast stone;
 2. Architectural masonry units in the following styles: split face; weathered face; sandblasted face; or ground;
 3. Glass fiber reinforced concrete;
 4. Polished concrete;
 5. Portland cement stucco; or
 6. Fiber cement siding.
 7. Other building materials which have comparable durability, impact resistance, and aesthetic quality as the materials permitted in this section, if approved by the Planning Commission, provided the materials are:
 - a. Designed to achieve a leadership in energy and environmental design ("LEED") certification, and the materials qualify for LEED points under both the "energy and atmosphere criteria" and the "materials and resources criteria" of the LEED checklists; or
 - b. Certified by the EPA as designed to earn the Energy Star and the materials substantially improve the energy efficiency of the building compared to materials permitted by this section.
 8. Exterior insulation finish systems ("EIFS") shall not be installed less than four (4) feet above grade.
- D. Roof types.
1. Roofs designed to reduce energy costs are encouraged.
 2. All roofs visible from the Central Thruway right-of-way, including new roofs installed on existing nonresidential buildings, shall be made of one or more of the following materials:
 - a. Architectural asphalt shingles;
 - b. Standing seam copper or metal;
 - c. Slate; or
 - d. Clay tile.
 3. Flat roofed structures shall provide an adequately sized parapet to mitigate the sight of rooftop equipment.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.10. Open space standards.

The preservation and establishment of open space (including active and passive green open spaces) when required in the TCO District should enhance and preserve the natural environment, not negatively impact buildings and structures (e.g., should not create drainage or access issues), and should enhance the natural and cultural amenities of the development.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.11. Landscaping and screening.

- A. Landscaping .All landscaping should meet at the minimum the requirements of the base zoning district and chapter 18 of the Development Code.
- B. Thruway planting area.
 - 1. A twenty-five (25) foot street yard planting area is required along the Central Thruway. The planting area must be measured from the street right-of-way. The minimum requirements for the street yard planting area include one Class A tree or three Class B trees for every 50 linear feet of public street frontage, or fraction thereof, measured at the property line. Seventy-five (75) percent of the required trees must be evergreens and may be located anywhere within the street planting area.
 - 2. The street planting area will also be planted with shrubs and ground cover plantings to the extent that 50 percent of the street planting area is planted with vegetation other than turf grass.
 - 3. A white equestrian-style post-to-rail fence shall be constructed in the planting area. This fence shall be a maximum of five (5) feet in height and have no more than fifty percent (50%) opacity throughout.
- C. Buffer yard from other development.
 - 1. When a new development is constructed in the TCO District, plantings and landscaping shall be the preferred method of buffering from adjacent uses.
 - 2. A residential use may have a solid eight (8) foot fence between other uses. The fence shall be maintained in a structurally sound manner, in good appearance, replaced when necessary and kept free of refuse and debris.
 - 3. Fencing made of barbed wire, razor wire, plastic, or chain-link is prohibited.
- D. Street trees. In addition to any other landscaping requirements, new development shall install and maintain street trees within the planting zone, when and as shown on the applicable street section of appendix J. Trees shall be Class A from the list of street trees approved for the City Center Overlay District and should be planted at forty (40) feet on center.
- E. Screening of service and loading areas and utilities.
 - 1. Trash collection, trash compaction, recycling collection and other similar service areas must be located on the side or rear of the building and must be effectively screened from view from residential properties and public rights-of-ways. Wall or fence materials must be compatible with the primary structure.
 - 2. All loading areas visible from residential property or public rights-of-way must provide a one hundred percent (100%) opaque, year-round screening. This screening must consist of walls, fences, plant materials or a combination totaling six (6) feet in height at installation. Wall or fence materials must be compatible with the primary structure.
 - 3. Mechanical equipment.
 - a. All roof, ground and wall-mounted mechanical equipment (e.g., air conditioning equipment, compressors, duct work, transformers or elevator equipment) must be screened from ground-level view from residential uses or public rights-of-way.
 - b. Roof-mounted mechanical equipment must be shielded from view on all sides. Screening materials must be consistent with the primary building materials and may include metal screening or louvers painted to blend with the primary structure.

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- c. Wall- or ground-mounted equipment screening must be constructed of:
 - i. Planted vegetative screens; or
 - ii. Brick, stone, reinforced concrete or other similar masonry materials.
 - 4. Utilities. With the exception of those located in the right-of-way, all above-ground utilities and appurtenances to underground utilities which require above-ground installation must be screened by a continuous planting of shrubs, with a minimum mature height equal to that of the utility structure. Required access points to these utilities are exempt from screening.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.12. Signs.

In addition to the sign standards in the Central Code of Ordinances, the standards in this section shall apply to any new sign or a modification or replacement of an existing sign. In all cases where there is a conflict, the sign standards in this section shall apply.

- A. General sign standards.
 - 1. Pole signs, temporary signs, changeable letter signs, electronic message signs, and electronic display signs are prohibited.
 - 2. Freestanding principal use signage shall be limited to monument signs.
 - 3. Sign materials shall relate to the materials and style of the building(s) they serve.
 - 4. Ample landscaping shall be provided at the base of all signs.
 - 5. Electronic message signs and electronic display signs are prohibited.
 - 6. All lighting shall concentrate the illumination upon the area of the sign to prevent glare upon the street or adjacent property. All sign illumination shall be designed, located, shielded, and directed to prevent both the casting of glare or direct light upon adjacent publicly dedicated roadways and surrounding properties and the distraction of operators of vehicles or pedestrians in the public right-of-way.
 - 7. Signs with flashing or blinking lights, or other illuminating device that has a changing light intensity, brightness or color, traveling/chasing or blinking lights, or rotating beacons are prohibited. Time and temperature components of signs are not considered flashing signs.
- B. Sign standards for non-residential uses.
 - 1. One monument sign is allowed per street frontage. Monument signs may not exceed fifteen (15) feet in height or ten (10) feet width. The sign area may not exceed fifty (50) square feet per face.
 - 2. Wall signs and other building signage may not exceed thirty-two (32) square feet in sign area. One wall sign is allowed per primary business entrance.
 - 3. Canopy, awning, and projecting signs are not to exceed twelve (12) feet in length and thirty-two (32) square feet per face.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.13. Utilities.

All utilities shall be placed underground.

(Ord. No. 2024-04, 2-1-2024)

Sec. 12B.1.14. Lighting.

- A. Lighting mounted on buildings or fences directed toward residential property shall be no more than seven (7) feet above the ground.
- B. Pole mounted lighting cannot exceed twenty-five (25) feet in height.
- C. Any external lighting must be oriented inward toward the development to minimize intrusion on abutting residential property.
- D. Single lamp outdoor lighting installations cannot exceed an output rating of 10,000 lumens.
- E. The maximum level of light trespass shall be two footcandles. All luminaries or light fixtures must be shielded or cut-off.
- F. Light fixture design standards. A coordinated hierarchy and diversity of lighting and intensities is required to maximize the quality of the nighttime environment.
 - 1. Lighting shall be used to guide pedestrians and motorists through the area and accent special features. Special features may include, but are not limited to parking areas, courtyards, building entrances, pedestrian pathways, landscaped areas, and open spaces and natural areas.
 - 2. This hierarchy and diversity shall respond to the relative enclosures, spaces, plant and building materials along with building heights and architectural features.
 - 3. A white-colored light source shall be used to give a truer rendition of the existing surfaces that are being illuminated.
 - 4. Accent lighting shall be used at special locations such as stairs, entry signage, and sculpture.

(Ord. No. 2024-04, 2-1-2024)