

7. Design Guidelines for the Places29 Area

Introduction

Physical form can make a place neighborhood-friendly, attractive, and pedestrian-oriented. The guidelines in this chapter provide direction to ensure that the physical form of future development and redevelopment supports the community’s vision for the Places29 area. The guidelines identify ways in which the walkable, well-connected, sustainable, and livable environments described in the earlier chapters of this Master Plan can be achieved at the neighborhood level.

The design guidelines in this chapter recommend a future frontage condition for both Entrance Corridor streets and Proffit Road. The guidelines provide information on building orientation as it relates to street type. This section also provides guidance on the way in which the boundaries of the Development Areas relate to the adjoining Rural Areas.

Design Guidelines for Development Areas—An Appendix

A future appendix to the Comprehensive Plan, *General Design Guidelines for Development Areas*, will provide design guidance that should be used for all of the County’s Development Areas, including those that are part of Places29. The elements in the appendix are not repeated in this chapter, but should be used to guide new development and redevelopment. These elements are also essential to understand the guidance given in this chapter for Entrance Corridors.

This chapter and the *General Design Guidelines for Development Areas* also serve as a guide for future planning efforts, such as Small Area Plans, zoning ordinance revisions, and the ongoing review of proposed developments and other projects. The guidelines are intended to shape the fundamental elements of neighborhood form. More detailed design guidelines that are incorporated into future Small Area Plans are welcome and necessary “extensions” of these guidelines.

Frontage Conditions for Entrance Corridors & Proffit Road

Types of Frontage Conditions

Frontage conditions are the physical conditions of property where it meets the street. Physical conditions may be parking lots, landscaping, buildings, or natural vegetation where the property and right-of-way line come together. Whatever is located at this juncture is considered the frontage condition.

The *Assets, Needs, and Opportunities Report* that was prepared early in the Places29 planning process and is incorporated into this Master Plan by reference shows the existing conditions along the Entrance Corridors. The *Recommended Entrance Corridor Frontage Conditions Map* on the next page shows five frontage types for properties along Entrance Corridors. The map also includes Proffit Road, the only major road in the area that is not currently designated an Entrance Corridor. On the Frontage Conditions Map, the pair of segmented, color-coded lines along each side of the Entrance Corridor indicates which of the five frontage types is recommended for that segment of the Entrance Corridor (and Proffit Road). The five frontage condition types are Urban

Frontage, Landscaped Development Frontage, Landscaped Residential Yard Frontage, Open Landscape Frontage, and Forested Buffer Frontage.

It is important to note that all streets in the Places29 area are expected to have a sidewalk or pedestrian path on both sides of the street, except where it is not physically possible to do so. Separation between the pedestrian path or sidewalk and the street will be provided in planting strips, either grassy strips with trees or paved areas with trees in grates. The wider the street and faster the traffic, the wider the planting strip should be in order to provide adequate separation between pedestrians on the sidewalk and moving traffic.

Urban Frontage

An Urban Frontage condition is designed to accommodate high levels of pedestrian activity. The area occupied by an Urban Frontage is the land between the back of the curb and the face of a building, including the front door that faces the street. Figures 7.1 and 7.2 show an Urban Frontage condition along a street.



Figure 7.1. A photosimulation of an Urban Frontage condition showing buildings that front onto an Entrance Corridor with minimal setbacks.

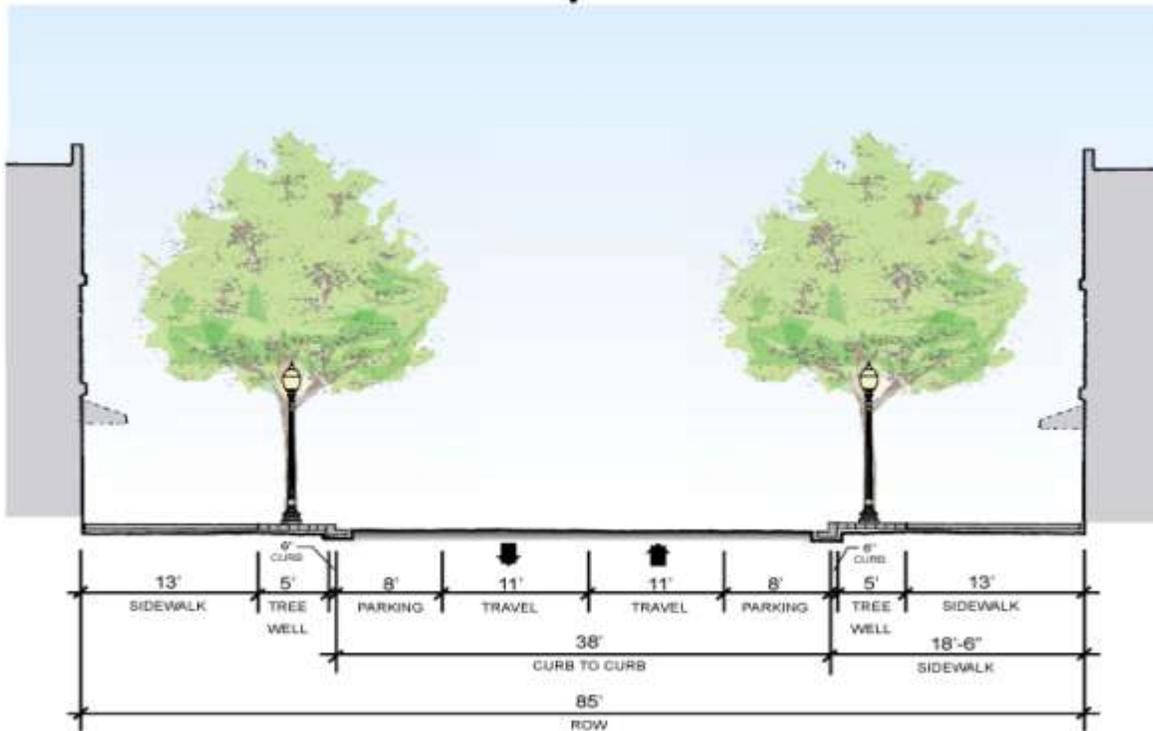


Figure 7.2. A cross section showing a two-lane road with an Urban Frontage condition.

Pedestrian activity in an area designated Urban Frontage is different for US 29 than on other Entrance Corridor streets. On US 29, pedestrian activity is focused primarily on access to mass transit, as well as the ability to walk safely and conveniently for short distances along the corridor. The expected US 29 Urban Frontage condition is illustrated in Figure 7.3 below.

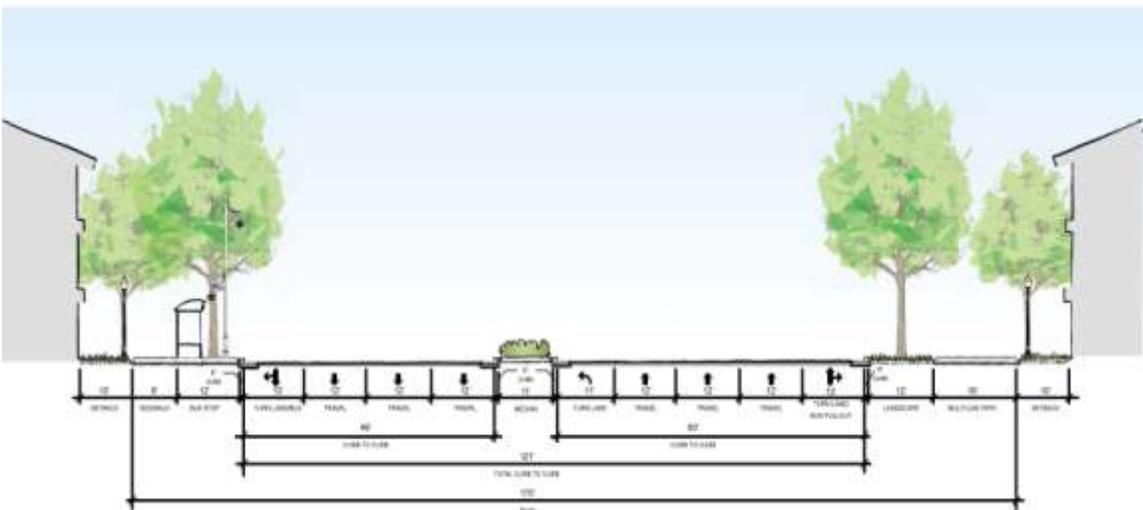


Figure 7.3. A cross section of US 29 showing an Urban Frontage. Note that an 8 – 12 foot pedestrian path may be substituted for the sidewalk on one side.

Except for US 29, buildings in an area designated Urban Frontage are to be oriented toward the street with minimal or no setbacks. Primary building entrances should face the Entrance Corridor.

The Urban Frontage condition includes three distinct functional pedestrian zones between the back of the curb and the front of the building, as illustrated in Figure 7.4:

1. The Planting and Furnishings Zone
2. The Pedestrian Through-Zone (the “sidewalk”)
3. The Transition Zone

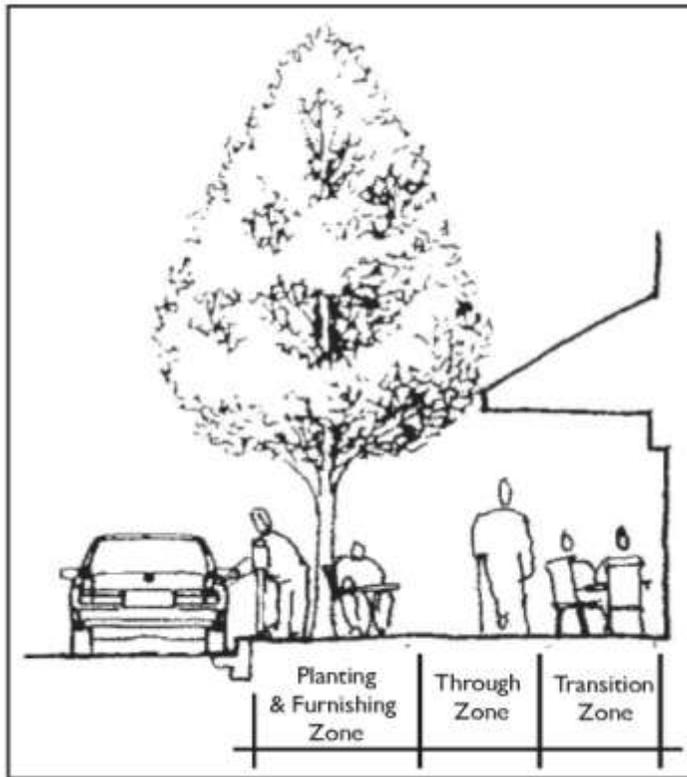


Figure 7.4. The three functional pedestrian zones of the Urban Frontage condition.

The characteristics of each zone are based on the location of pedestrian activities and design elements. The recommended width for each zone depends on the number of pedestrians generated by existing and future adjacent land uses. Generally, streets with a more intense and greater mix of land uses are expected to have more pedestrian traffic, so these streets will have a wider recommended Pedestrian Through-Zone. Streets with more pedestrian traffic may also have a wider recommended Transition Zone to accommodate café seating and other amenities.

Figures 7.5 and 7.6 show two examples of the three pedestrian zones



Figure 7.5. A sidewalk in an urban environment showing all three pedestrian zones.



Figure 7.6. An example of a wide urban sidewalk showing all three zones, with café tables in the transition zone.

Planting & Furnishings Zone. The Planting and Furnishings Zone acts as a buffer between moving traffic and pedestrians on the sidewalk. On Entrance Corridors other than US 29, the Planting & Furnishings Zone includes a planting strip for street trees or has trees in grates. It may also contain street furniture, parking meters, fire hydrants, bicycle racks, and the like, which are consolidated to keep them from being obstacles in the Pedestrian Through-Zone.

The width of this zone will vary depending on the pedestrian activity level and the speed and volume of traffic from which buffering is needed. Where right of way conditions permit, there may be a place for seating; however, the primary location for seating should be in the Transition Zone. Seating along sidewalks of local access lanes adjacent to Entrance Corridors should follow the guidance in the *General Design Guidelines for Development Areas*.

Along US 29, the planting and furnishing zone is primarily a planting strip for trees and shrubs that provides a greater separation from fast-moving traffic. This transition zone is not expected to provide for outdoor seating or activity, except for transit shelters/benches. The area will provide for a greater building setback from the corridor.

The recommended width for the Planting & Furnishings Zone in the Places29 area is in Table 7.1:

Table 7.1. Recommended Planting & Furnishings Zone Widths along Entrance Corridors and Proffit Road

Entrance Corridor and Proffit Road	Width of Planting and Furnishings Zone
US 29	12 feet min.
Other Entrance Corridors	10 feet min.
Proffit Road	10 feet min. (on designated urban side of the street)

Pedestrian Through-Zone. The Pedestrian Through-Zone is intended for pedestrian travel only and should be accessible. This zone is the area most users think of as the actual sidewalk—between the planted area next to the curb and the area directly in front of adjacent buildings. The width of the Through-Zone should increase where higher pedestrian volumes are expected or where a roomy “feel” for the pedestrian environment is desired.

On US 29, the Pedestrian Through-Zone may actually be a multi-use path that also allows for bicycle traffic.

Transition Zone. The Transition Zone is the area between the Pedestrian Through-Zone and the property line. In most places, it provides a transition between the walking area and the business or other destination next to the sidewalk. The Transition Zone is also the area where pedestrians slow down as they approach businesses, window shop, or exit and enter buildings. In most cases, the Transition Zone is the width of sidewalk in front of the buildings that is outside of the Pedestrian Through-Zone. Businesses may use this zone for outdoor displays and seating when the area is paved and adequate width is provided. It may also be a grassy landscaped area that provides a separation between the sidewalk and the door to the building. This area may also be called the “front yard” area or “front setback.” Along US 29, this area will be deeper than on other streets in the Places 29 area. This greater depth is the reflection of the need to have front doors further away from the fast-moving traffic.

Table 7.2 indicates the recommended widths for each of the zones in the Urban Frontage condition (see Chapter 4 for application on individual streets):

Table 7.2. Recommended Widths for the Three Pedestrian Zones

Planting & Furnishings Zone	Pedestrian Through-Zone (Sidewalk width)	Transition Zone	Total Width of All Three Zones
5 – 12 feet	5 – 16 feet	3 – 20 feet	13 – 48 feet

Existing Development. There are places shown as Urban Frontage on the Recommended Frontage Conditions Map which may redevelop in their entirety or which may redevelop incrementally. For areas shown as Urban Frontage which will not redevelop in their entirety, improvements to the frontage should be made to reduce or eliminate the visibility of existing parking lots in the Entrance Corridor. For the short term, these areas would follow the recommendations for Landscaped Development Frontage (see below). Improvements along the lot frontage should include a vegetative screen or a combination of architectural and vegetative screening to block the view of the parking from the Entrance Corridor. When full redevelopment or regrading of the site does occur, the Urban Frontage condition should be achieved.

Recommended Grade Separations. Two grade-separated intersections, US 29 and Rio Road and US 29 and Airport/Proffit, are shown with Urban Frontage on the recommended Frontage Conditions map. The ultimate desired condition is Urban Frontage; however, until the engineering has been completed for the design of the grade separations, the exact dimensions of the adjoining properties will not be known. In the interim, a Landscaped Development Frontage should be used.

Shallow Frontage. There may also be small areas of roadway with lots of shallow depth which are designated Urban Frontage. The Urban Frontage designation represents the desired condition for the full length of that part of the road. Where this shallow depth does not allow for Urban Frontage to be used, then a Landscaped Development Frontage should be used.

Landscaped Development Frontage

A Landscaped Development Frontage condition occurs where parking lots are located between the Entrance Corridor and adjacent buildings, or where a rural section of street exists and is expected to continue as a rural section for the foreseeable future. It is not the preferred frontage condition, however, it responds to the situation in the Places29 area where **existing** auto-dominated uses, such as surface parking lots, car repair service yards, or delivery areas, need to be visually buffered or screened from Entrance Corridor streets and adjacent sidewalks or multi-use paths. By and large, this designation is intended to encourage improvement of existing auto-dominated areas until they can be redeveloped into a more compact, pedestrian-friendly pattern. The Landscaped Development Frontage may be appropriate for new development as explained later in this section.

Throughout the Places29 area, a sidewalk or pedestrian path is always expected on streets, and it should be separated from the street by a planting strip or a strip of trees in grates adjacent to the curb. Where a Landscaped Development Frontage condition is used, in addition to the planting strip with trees between the street and the sidewalk (adjacent to the curb), additional landscaping

in the form of a landscaped buffer is needed between the back of the sidewalk and the parking area. A sidewalk or path is needed at various points along the corridor to provide access from the sidewalk along the street to the parking lot and the buildings served by the parking lot. Where grades between the parking lot and sidewalk are different, stairs or ADA-compliant paths are needed.

A landscaped buffer is a strip of land planted with a variety of trees and shrubs and intended to mitigate the effects of adjacent uses or activities that require some degree of separation and to reduce the sense of auto-dominance in the public realm. The need for separation between activities or uses dictates the specific characteristics of the landscaped buffer. Depending on the buffer's depth, the types of plants used, plant height and spacing, and the incorporation of vertical, built elements (e.g., walls and fences), a landscaped buffer can soften visual impacts, visually screen, mitigate noise, separate space, or accomplish a combination of these.

While the buffer may include walls or fences, it should always include trees and shrubs. Where a screening function is necessary, trees, shrubs, walls, and fences will reduce and eventually eliminate visibility of undesirable elements between adjacent uses or objectionable features for the pedestrian or person riding in a car. Landscape buffers can be designed to act as screens if they are dimensioned and designed appropriately. Figures 7.7 through 7.9 illustrate the desired buffer conditions.

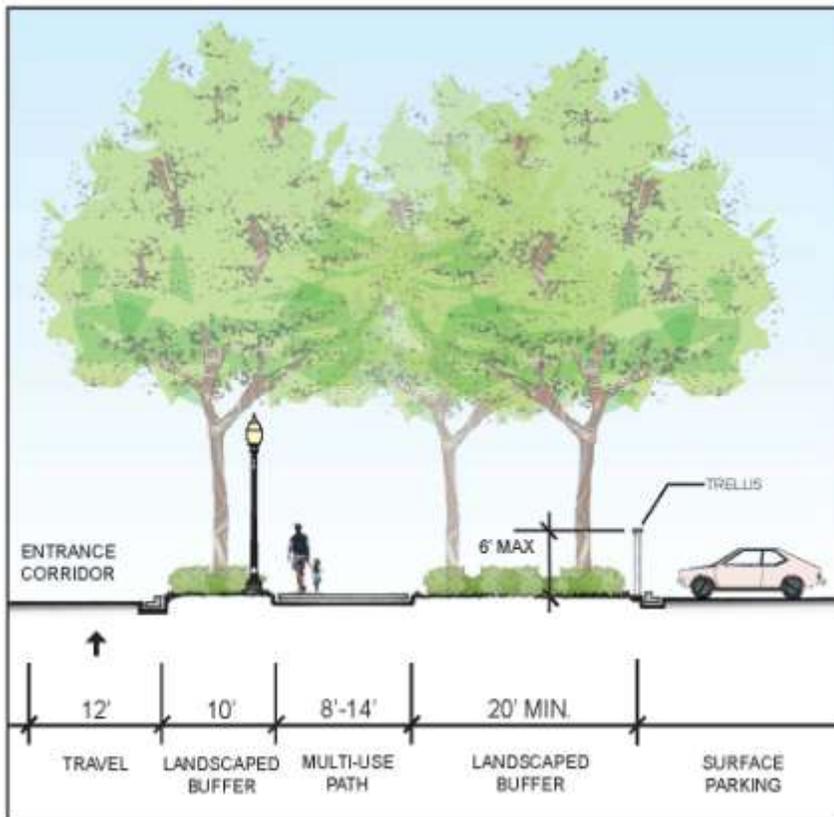


Figure 7.7. An illustration of surface parking with a landscape buffer. The trellis in the center of the wider buffer might be replaced with a low hedge.

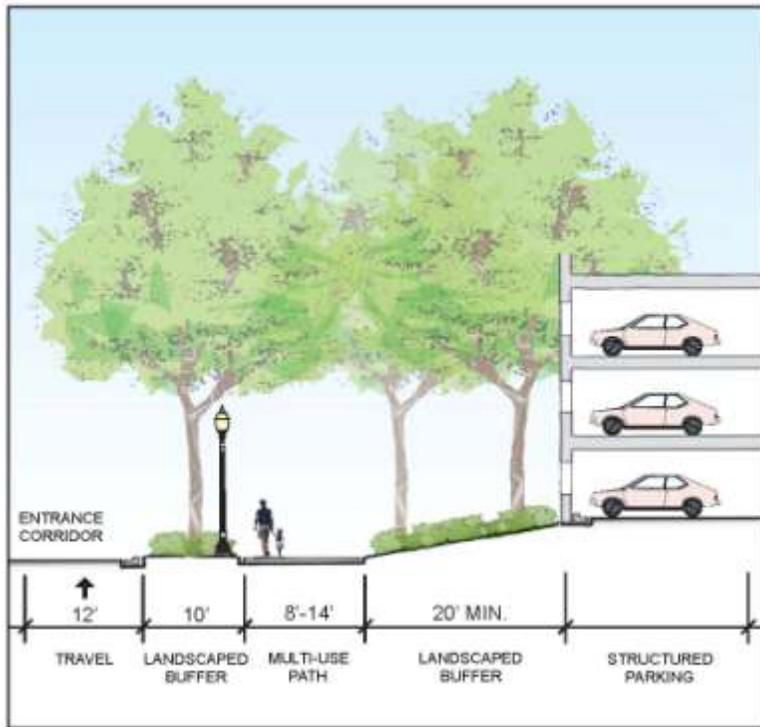


Figure 7.8. An illustration of structured parking with a landscaped buffer.



Figure 7.9. A photosimulation showing a surface parking lot with landscaped buffer.

Table 7.3 gives the recommended landscaped buffer widths:

Table 7.3. Recommended Landscaped Development Characteristics

Entrance Corridor		Width of Landscape Buffer along Parking	
ROAD	LANDSCAPE BUFFER NEXT TO STREET	SIDEWALK OR PATH WIDTH	LANDSCAPE BUFFER BETWEEN PATH AND PARKING LOT
US 29	12 – 20 feet	8 – 16 feet	10 – 20 feet
Other Entrance Corridors	8 – 16 feet	5 – 15 feet	10 feet min.
Proffit Road (Urban side)			10 feet min.

Existing Development shown as Landscaped Development. Redevelopment is not expected for at least ten years in those areas designated Landscaped Development on the Recommended Frontage Conditions Map. The primary use of this frontage condition is to reduce or eliminate the visibility of existing parking lots in the Entrance Corridor. Designating areas Landscaped Development enables property owners to improve their properties before complete redevelopment is needed or desired. Improvements along the lot frontage should include a vegetative screen or a combination of architectural and vegetative screening to block the view of the parking from the Entrance Corridor. As the ultimate goal for the Development Areas is an Urban Frontage Condition, the designation of Landscaped Development Frontage along an Entrance Corridor should be reevaluated with every five-year update of the Plan. As the areas shown for Landscaped Development become ripe for redevelopment, the designation should be changed to reflect the desired Urban Frontage.

Existing Development shown as Urban Frontage. As indicated in the section on Urban Frontage, achieving an Urban Frontage condition may be difficult until total redevelopment of a site or adjacent sites occur. For example, it may be very difficult to create a landscape buffer and relocate and widen a sidewalk where sidewalks on adjoining properties are three feet from the back of the curb. It may be hard to create the Urban Frontage where extreme grade differences exist between the street and the building pad. In these and other cases, it is important that improvement of the site be encouraged. Improvement should include additional landscaping, the addition of a sidewalk across the frontage (if none exists now), and provision of a way for pedestrians to walk easily from the sidewalk along the street to the business, institution, or residential use on the other side of the landscaped buffer.

New Development. There are a few areas on the Frontage Conditions Map where Landscaped Development is shown and there is no existing development. In some of these areas, there may be significant grade differences between the street and the property to be developed. There may be places where relocating major utilities would be prohibitively expensive. There also may be lot depth problems that prevent a full block from being created when a new street is built parallel to US 29.

Blocks with shallow depths. As mentioned in Chapter 4, creation of blocks is a goal for the Places 29 area. A block with full depth allows buildings to face a parallel street (or local access lane or service road) and buildings on the other side of the block to face the Entrance Corridor. Parking can then be relegated to the center of the block between the two buildings. Where a block

cannot be developed with sufficient depth to allow buildings to face both US 29 and a parallel street, the result may be buildings facing the parallel street, with the back of the building facing the Entrance Corridor. In this situation, relegating parking to the rear of the building may put the parking between the building and the Entrance Corridor. Where this is the only option, the Landscaped Development Frontage will visually buffer the backs of buildings and parking lots from pedestrians and Entrance Corridors. However, all buildings must still meet the Entrance Corridor architectural design requirements, even though a structure may not have an entrance that fronts on the Entrance Corridor.

Structured Parking. In rare instances, where the depth of a block or topographical constraints create a difficult site, structured parking may face the Entrance Corridor. A landscaped buffer should then be used to soften the appearance of the structured parking along an Entrance Corridor. The goal is to use vegetation to help minimize the scale and massing of structured parking and to add interest. The landscaped buffer will also help to separate the sidewalk or pedestrian path from an adjoining structure (see Figure 7.8).

Grade Differences. The Landscaped Development Frontage condition is also appropriate where the grade of the Entrance Corridor street is well above or below the lot to be developed. Figures 7.10 and 7.11 show how a landscaped buffer is used to soften the appearance of a parking lot from the Entrance Corridor where there are significant grade differences. The photograph in Figure 7.12 shows the connections between a sidewalk with a bus shelter and buildings set back from the street.

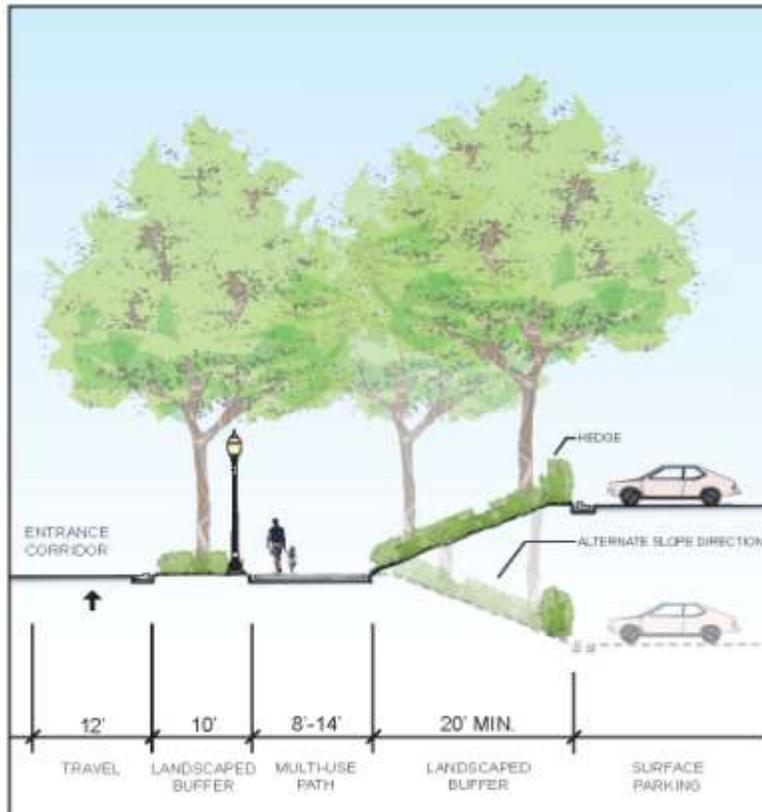


Figure 7.10. An illustration of parking with a landscaped buffer and a grade difference.

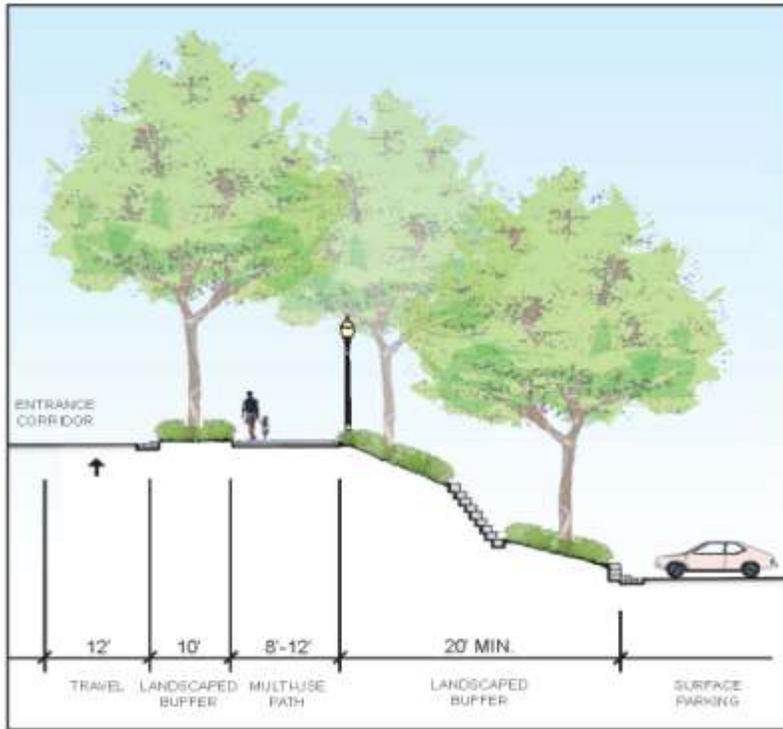


Figure 7.11. An illustration of surface parking with a landscaped buffer and a larger grade difference than the one shown in Figure 7.10.



Figure 7.12. An example of Landscaped Development Frontage with sidewalk and bus shelter, and showing connections from the sidewalk to the buildings.

In general, all buildings which have frontage along the Entrance Corridor should face the Entrance Corridor. In the extreme condition where the back of a building or parking (either surface or structure) must face the Entrance Corridor, a landscaped buffer should be used to screen the parking and soften the appearance of the structure. In no instance should a building appear to show its back to the Entrance Corridor.

Landscaped Residential Yard Frontage

Landscaped Residential Yard is the recommended frontage condition for segments of Entrance Corridors where existing and future **residential** yards face a street. Along US 29, residential yards are not expected to face the street. For all other Entrance Corridors in the Places29 area, the intent of this designation is to recognize the need for separation between residential properties, both single and multifamily residences, and the street. Properties with landscaped frontages facing the Entrance Corridor should allow for residential buildings, or portions of these buildings, to be visible from the street and adjacent sidewalks (see Figures 7.13 and 7.14). This will provide travelers along the Entrance Corridor with a sense of the street's residential character.



Figure 7.13. An urban density residential area with landscaped front yards that act as a buffer between the sidewalk and building fronts. There is also a narrow planting strip between the sidewalk and the parked car partially visible in the lower right hand corner.



Figure 7.14. A neighborhood density residential area with landscaped front yards that act as a buffer between the sidewalk and building fronts.

In a Landscaped Residential Yard Frontage, street trees are expected in the right-of-way between the sidewalk and the street. Street trees introduce vertical elements that help create a sense of enclosure along Entrance Corridors. This is important as Entrance Corridors tend to be wider than most other streets and can easily lose the desired sense of enclosure. The landscaped area between the sidewalk and the building front should have sufficient depth to separate the private residential space from the public space of the sidewalk.

In areas designated Landscaped Residential Yard, the height of street-facing hedges or fences should not exceed four (4) feet. Such a low height allows pedestrians and drivers to have a sense of the residential nature of the area.

Open Landscape Frontage

The Open Landscape Frontage condition is recommended to maintain existing views of the river valley along the South Fork of the Rivanna River and the views of open fields along the western edge of Rio Road West. On the Recommended Frontage Conditions Map, Open Landscape alternates with the Forested Buffer Frontage condition along the stretch of US 29 north of Piney Mountain to the Greene County line. In this area, the Open Landscape condition maintains the undeveloped character of land adjoining the Entrance Corridor. Open Landscape is expected to reinforce visually the rural character of the designated Rural Areas (see Figure 7.15).



Figure 7.15. An example of the **Open Landscape Frontage** condition, as seen from Ashwood Blvd., looking west across US 29.

Forested Buffer Frontage

The Forested Buffer Frontage condition is used where existing and recommended swaths of land with relatively dense stands of trees are intended to screen travelers through the US 29 Corridor from development on the other side of the trees. The Forested Buffer creates a rural appearance, which breaks up the fully developed appearance along US 29. Where Forested Buffers are intended to screen single-family residential development adjacent to US 29, they should have a minimum depth of 50 feet. Forested buffers that are intended to screen multi-family residential development adjacent to US 29 should have a minimum depth of 30 feet. Where indicated on the Recommended Frontage Conditions map, forested buffers are also to be used to screen industrial areas from the view of the traveling public. The minimum depth of these buffers should be 30 feet. All of these buffers should be a combination of naturally arranged trees (not planted in rows) and a dense understory of shrubs to screen uses and buildings located beyond the buffer from the view of people traveling along the Entrance Corridor. As US 29 is widened adjacent to an area designated for a Forested Buffer, sidewalks or paths should be constructed along with the widening improvements.

The cross section in Figure 7.16 shows a buffer between a multi-use path adjacent to an Entrance Corridor and the residential backyards to the right in the illustration. Figure 7.17 is a photosimulation of a particular stretch of US 29 north of Polo Grounds Road.

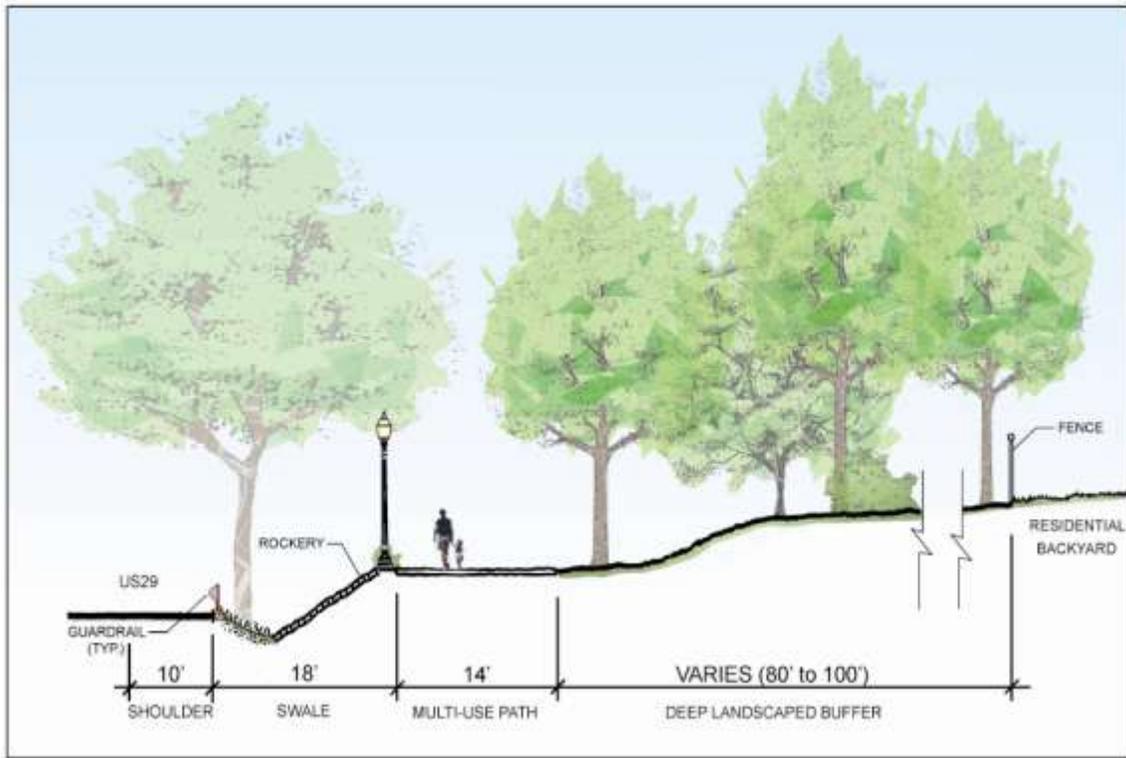


Figure 7.16. A cross section showing a deep Forested Buffer intended to maintain the visual character of forested roadway edges along an Entrance Corridor.



Figure 7.17. A photosimulation of a deep Forested Buffer on both sides of US 29 north of Polo Grounds Road. The view is looking north and includes a glimpse of the multi-use path proposed on the east side of the roadway. [Illustration to be provided showing the forested buffer condition]

Situations Specific to US 29

Much of US 29 is shown as Urban Frontage, although parts are shown as Landscaped Development Frontage and Forested Buffer. As street improvements are made along and adjacent to US 29, its character is expected to change. Transit, pedestrian, and bicycle amenities will be added in some areas, while in others, such as in the vicinity of grade-separated intersections, pedestrian and bicycle activity may be moved away from US 29. In the Forested Buffer segments, a multi-use path is proposed for use by both pedestrians and bicyclists. For the next ten to twenty years, however, some segments of US 29 are not likely to change in character, so they are shown as Landscaped Development (see description of Landscaped Development Frontage condition above).

The Urban Frontage condition may also need to be modified to respond to grade changes and other site conditions near the recommended grade-separated interchanges at US 29/Rio Road, US 29/Timberwood Boulevard, and US 29/Airport Road, as illustrated in Figure 7.18. In each of these areas, the details of appropriate frontage condition should be worked out during preparation of the Small Area Plans recommended in this Plan.

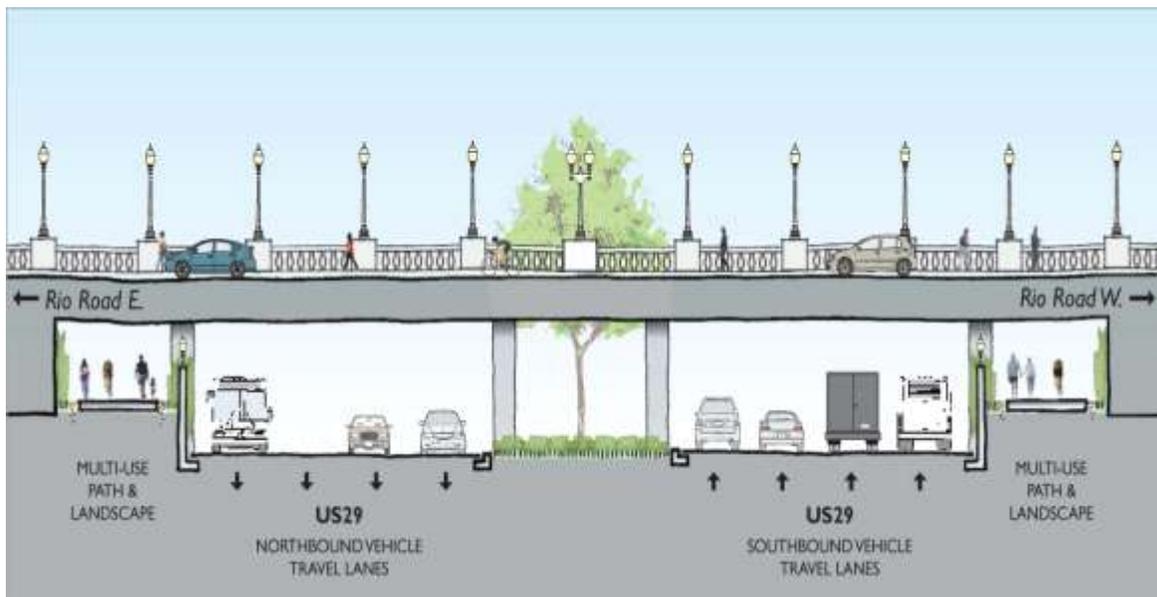


Figure 7.18. This cross section of the recommended grade-separated intersection at US 29 and Rio Road shows the travel lanes, median, and pedestrian/bicycle facilities as they travel under the overpass. Similar conditions are expected at the other grade-separated intersections along US 29.

Proffit Road – Not an Entrance Corridor

Proffit Road has not been designated an Entrance Corridor. However, it is a major road within the Development Areas and needs the same level of coordination with adjacent land uses as the Entrance Corridors. The stretch of Proffit Road within the Places29 area runs east from US 29 to the southern boundary of the Baker-Butler Elementary School property (the Development Area boundary). For a portion of its length, Proffit Road serves as the boundary between the

Development Areas and Rural Areas. South of the Baker-Butler Elementary School, Proffit Road is entirely in the Rural Areas.

Outside of the areas designated as Urban Frontage, where Proffit Road passes through the Centers near US 29, the frontage condition should remain either Landscaped Residential Yard, Open Landscape, or Forested Buffer. This will create the recommended transition from future Urban Frontage condition along the segments of Proffit closest to US 29 to the landscaped and rural conditions along the eastern portions of Proffit Road.

New development should recognize the plans to widen Proffit Road from US 29 to Baker-Butler School (also see sample cross section shown in Appendix 4). This widening will incorporate sidewalks and bike lanes. There will also be a roundabout at the intersection of Proffit Road/Worth Crossing/Leake Lane.

Creating Clear Boundaries with the Rural Areas

In the County’s Comprehensive Plan, Principle 12 of the Neighborhood Model calls for “Clear boundaries with the Rural Areas.” In order to fulfill this principle, this Plan incorporates a review of the conditions at the edge of the Development Areas. These boundary conditions are discussed in detail in the *Assets, Needs, and Opportunities Report* and are summarized here.

The conditions recommended below apply only to boundaries that are not Entrance Corridors. In some places the boundary will be a road; in other places, the boundary will be an environmental feature, such as the Rivanna River; a political boundary; or a watershed boundary, such as Woodburn Road and Pritchett Lane. Conditions at these boundaries vary from fully developed to agricultural lands to undeveloped natural areas.

The *Recommended Boundary Conditions Map* distinguishes among six different types of boundary conditions, which are represented as a line with colored segments that runs inside the Development Area boundary. This line describes the appearance of the boundary within the Development Areas as experienced by a person viewing the Development Area from the adjacent Rural Area. The six types of Boundary Conditions are:

Urban—Developed. The Urban—Developed boundary condition is where buildings and development are expected up to the boundary with little or no transition between the urban use on one side of the boundary and the use on the other side of the boundary. There are two types of “urban” boundary conditions. One type occurs where the boundary is a street and is similar to the Urban Frontage street condition described in the previous section. In addition, one side of the street may be the Development Area and the other side the Rural Area. In this circumstance, the expectation is for a clearly urban condition on one side of the street, where it is shown on the Boundary Conditions plan, and a rural condition on the other side. The other Urban Frontage condition occurs where the back yards of lots in the County abut the back yards of lots in the City.

Urban—Landscaped. The Urban Landscaped boundary condition is used along streets, such as Dickerson Road and Woodburn Road. It is also used at the rear of existing development where the boundary is not a road, such as behind Forest Lakes and Riverrun, as well as in a few places

where the back yards of developments adjoin the City. Along streets, this type of boundary condition is characterized by deeper landscaped setbacks and front yards that include lawns and gardens with trees or screens of trees, as well as landscaped buffers that separate residential, commercial, and industrial uses from the roadway. Along the backs of lots, the expectation is that the improvements will not extend all the way to the boundary, but will have a vegetative separation between adjoining lots. Along Urban—Landscaped boundaries, the vegetation will partially obscure the view of buildings, parking areas, and other uses from a road or area adjacent to the boundary.

Rural—Residential. Like the Urban—Landscaped boundary condition, this boundary condition occurs along streets as well as at the backs of properties. It occurs where rural estates and single-family homes on lots of two or more acres are located across from or backing up to the Development Area boundary. These properties have large setbacks from the roadway and have yards dominated by more mature vegetation than expected with the Urban—Landscaped boundary.

Rural—Fields. This boundary condition is found on streets as well as at the backs of lots. It is characterized by agricultural fields or undeveloped grassland or meadows that lack significant stands of trees. There may be minimal development in these areas, such as individual dwellings or farm buildings.

Rural—Forested. This boundary condition is found on streets as well as at the backs of lots. It consists of commercially used forests, dense stands of trees, or deep, forested buffers that have the appearance of a forest. There may be minimal development in these areas, such as individual dwellings or farm buildings.

Riparian /Floodplain. This boundary condition consists of riparian vegetation alongside rivers, streams, and lakes. A floodplain edge is characterized by natural meadows and agricultural fields that lie within the floodplain of a river or stream. Individual rows of trees and minor buildings may also occur within a floodplain.

The recommendations shown on the Recommended Boundary Conditions Map should be used for guidance as properties develop or redevelop in this part of the County.

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