

## 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 character for both the streets in Entrance Corridor streets and Proffit Road. The guidelines provide information on building orientation as it relates to street type. They also address the need for creating blocks and transit-oriented development. They introduce three new types of streets to help create blocks as well as to limit access onto US 29. Finally, this section provides guidance on the way in which the boundaries of the Development Areas relate to the adjoining Rural Areas.

### Design Guidelines for Development Areas—Appendix X

Appendix X, *Design Guidelines for Development Areas*, provides design guidance that should be used for all of the County’s Development Areas, including Places29. The elements in the appendix are not repeated in this chapter, but should be used with new development and redevelopment. These elements are also essential to understand the guidance given in this chapter for Entrance Corridors.

This chapter and the *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 specifically, 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, building, 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 Character Map* in this chapter 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 Character Map, the pair of segmented, color-coded lines along each

[Insert Recommended Entrance Corridor Frontage Character Map]

side of the Entrance Corridor indicates which of the five distinct frontage types is recommended for that segment of the Entrance Corridor (and Proffit Road). The five frontage character types are Urban Frontage, Landscaped Development, Landscaped Residential, Open Landscape, and Forested Buffer.

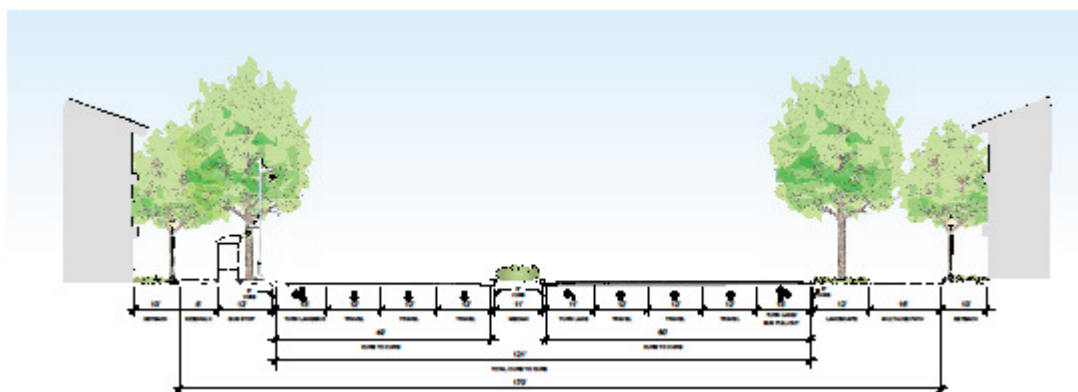
It is important to note that all streets in the Places29 area are expected to have a sidewalk or pedestrian path on both sides of the street, except where it is not physically possible to do so. Separation between the pedestrian path or sidewalk and the street will be provided in planting strips, either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

## Urban Frontage

An Urban Frontage condition is designed to accommodate high levels of pedestrian activity. Buildings are oriented toward the street with minimal or no setbacks and primary building entrances face the Entrance Corridor. 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.



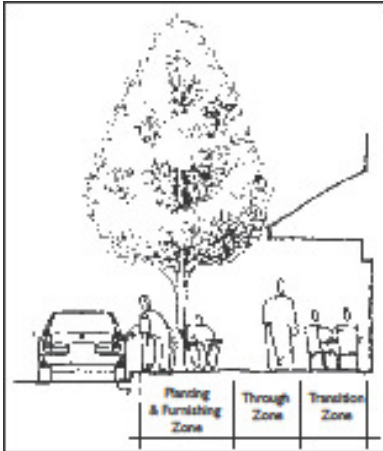
**Figure 7.1.** A photosimulation of an urban frontage condition showing buildings that front onto an Entrance Corridor with minimal setbacks.



**Figure 7.2.** A cross section showing urban frontage conditions, with the buildings close to the street.

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 7.3:

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



**Figure 7.3. 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 7.4 and 7.5 show two examples of the three pedestrian zones.



**Figure 7.4. A sidewalk in an urban environment showing all three zones.**



**Figure 7.5. 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. It 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. Seating may be inappropriate in the Planting & Furnishings Zone of most Entrance Corridor segments due to the close proximity of high-volume, high-speed traffic. In this case, seating in the Planting & Furnishings Zone should be limited to that required for transit facilities. Where right of way conditions permit, 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 *Design Guidelines for Development Areas*. The recommended width for the Planting & Furnishings Zone in the Places29 area is in Table 7.1:

**Table 7.1. 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. (typical)
Other Entrance Corridors	10 feet min. (typical)
Proffit Road	10 feet min. (typical - urban context) 14 feet ("rural" context)

**Pedestrian Through-Zone.** The Pedestrian Through-Zone is intended for pedestrian travel only and must comply with all applicable ADA requirements. 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. Its width should increase where higher pedestrian volumes are expected or where a roomy “feel” for the pedestrian environment is desired.

**Transition Zone.** The Transition Zone is the area between the Pedestrian Through-Zone and the property line. 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.”

Table 7.2 indicates the recommended widths for each of the zones in the Urban Frontage condition:

**Table 7.2. Recommended Widths for the Three Pedestrian Zones**

Planting & Furnishing Zone	Pedestrian Through-Zone (Sidewalk width)	Transition Zone (minimums)	Total Width of All Three Zones
10 – 20'	5 – 8'	3 – 6'	18 – 36'

### Landscaped Development Frontage

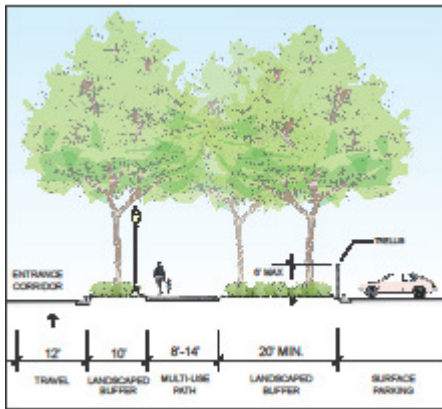
A Landscaped Development frontage condition occurs where parking lots are located between the Entrance Corridor and adjacent buildings. It is not the preferred frontage condition, however, it responds to the situation in the Places29 area where **existing** auto-dominated uses, such as surface parking lots, car repair service yards, or delivery areas, need to be visually screened from Entrance Corridor streets and adjacent sidewalks or multi-use paths in the public right-of-way. 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 also need to be used where lot depth is limited in conjunction with a new “parallel Main Street,” where there are significant grade differences between US 29 and adjoining property to be developed or adjacent to structured parking which faces the Entrance Corridor.

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), screening in the form of a landscape buffer is needed between the back of the sidewalk and the parking area.

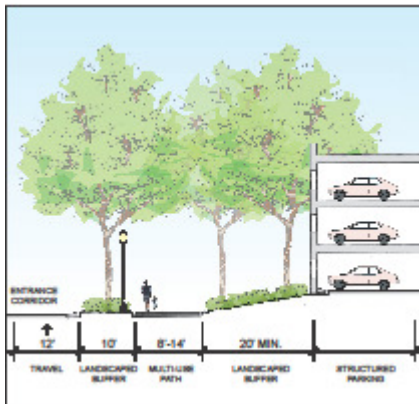
A landscape buffer is a strip of land planted with a variety of trees and shrubs and intended to mitigate the effects of adjacent uses or activities that require some degree of separation and reduce the sense of auto-dominance in the public realm. The need for separation between activities or uses dictates the specific characteristics of the landscape buffer. Depending on the buffer’s depth, the types of plants used, plant height and spacing, and the incorporation of vertical, built elements, such as walls and fences, a landscape 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, shrubs, and ground cover. 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. Objectionable features may be surface parking lots, car repair service yards, loading zones, delivery areas, and the like. Landscape buffers can be designed to act as screens if they are dimensioned and designed appropriately. The effectiveness of the screening relates to depth of the area for screening materials, height of plants and vertical built elements (e.g., walls and trellises), spacing of plant material, and plant characteristics (evergreen vs. deciduous, leaf density). Trees should be spaced closely enough that they act as a visual screen (the spacing should be such that the crowns of mature trees touch). Figures 7.6 through 7.8 illustrate the desired buffer conditions.



**Figure 7.6.** 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 7.7.** An illustration of structured parking with a landscape buffer.



**Figure 7.8.** A photosimulation showing a surface parking lot with landscape buffer.

Table 7.3 gives the recommended landscape buffer widths:

**Table 7.3. Recommended Landscaped Development Buffer Widths**

Entrance Corridor	Width of Landscape Buffer along Parking
US 29	20 feet min. (typical)
Other Entrance Corridors	10 feet min. (typical)
Proffit Road	10 feet min. (typical – urban context)

**Existing Development.** Redevelopment is not expected for at least 10 years in those areas designated Landscaped Development on the Frontage Character 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 as Landscaped Development enables property owners to improve their properties before 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. When redevelopment does occur, the ultimate goal is an Urban Frontage condition.

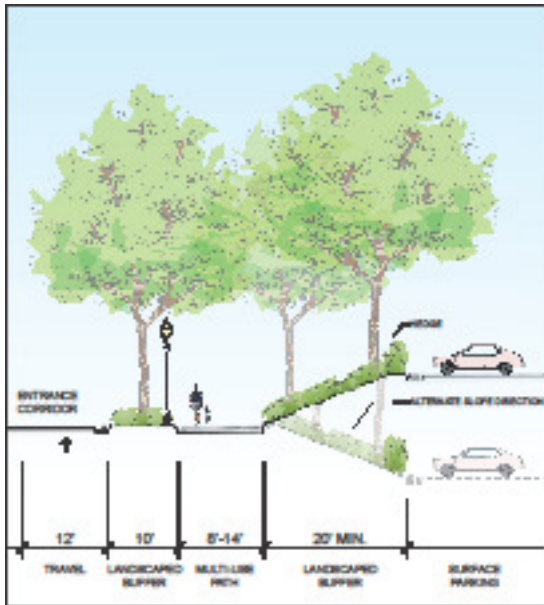
**New Development.** There are a few areas on the Frontage Character Map where Landscaped Development is shown and there is no existing development. In these areas, the Landscaped Development designation is used to deal with lot depth issues that may prevent a full block from being created when a new street is built parallel to US 29. A block with full depth would allow 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 would 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 ensure that the backs of buildings and parking lots are screened from pedestrians and Entrance Corridors.

**Structured Parking or Blank Wall.** In rare instances, where the depth of a block or topographical constraints create a difficult site, structured parking may face the Entrance Corridor. A landscape buffer should 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 landscape buffer will also help to separate the sidewalk or pedestrian path from an adjoining structure (see Figure 7.7).

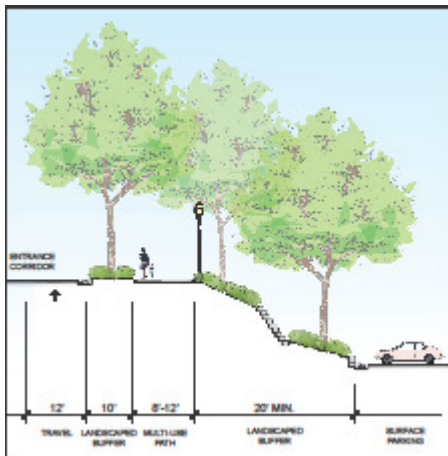
**Grade Differences.** The Landscaped Development frontage condition is also appropriate where the grade of the Entrance Corridor street is well above or below the lot to be developed. Figures 7.9 and 7.10 show how a landscape buffer is used to soften the appearance of a parking lot from the Entrance Corridor where there are significant grade differences.



In all of these cases, where the back of a building or parking (either surface or structure) must face the Entrance Corridor, the Entrance Corridor regulations do not apply.



**Figure 7.9.** An illustration of structured parking with a landscape buffer and a grade difference.



**Figure 7.10.** An illustration of surface parking with a landscape buffer and a larger grade difference than the one shown in Figure 7.9.

## Landscaped Residential Yard

Landscaped Residential Yard is the recommended frontage character for segments of Entrance Corridors where existing and future **residential** yards face a street. 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 buildings, or portions of the residential buildings, to be visible from the street

and adjacent sidewalks (see Figures 7.11 and 7.12). This will provide travelers along the Entrance Corridor with a sense of the street's residential character.



**Figure 7.11. 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 7.12. 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 4 feet. Such a low height allows pedestrians and drivers to have a sense of the residential nature of the area.

## **Open Landscape**

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 Frontage Character Map, Open Landscape alternates with the

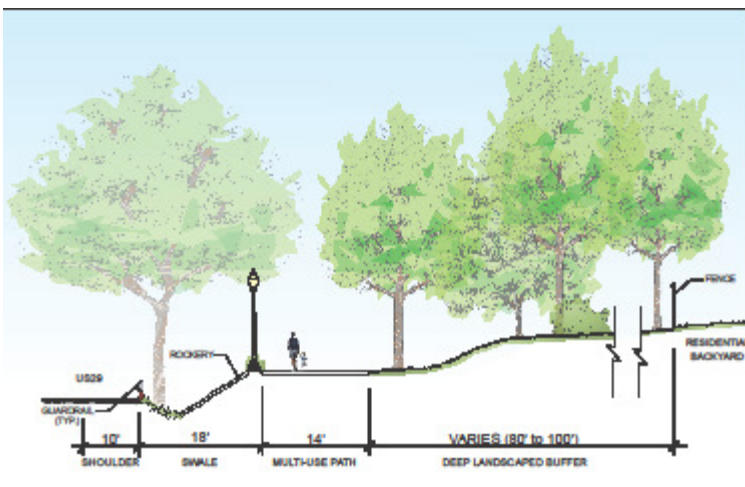
Forested Buffer frontage character along the stretch of US 29 north of Piney Mountain to the Greene County line. In this area, the Open Landscape condition maintains recognizes the undeveloped character of land adjoining the Entrance Corridor. There are no recommended Open Landscape areas within the Development Areas in Places29. Open Landscape is expected to reinforce visually the rural character of the designated Rural Areas (see Figure 7.13).



**Figure 7.13. An example of Open Landscape frontage condition, as seen from Ashwood Blvd., looking west across US 29.**

### Forested Buffer

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 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 the Entrance Corridor. Forested buffers should have a minimum depth of 80 to 100 feet, with 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. The cross section in Figure 7.14 shows a buffer between a multiuse path adjacent to an Entrance Corridor and the residential backyards to the right in the illustration. Figure 7.15 is a photosimulation of a particular stretch of US 29 north of Polo Grounds Road.



**Figure 7.14. A cross section showing a deep Forested Buffer intended to maintain the visual character of forested roadway edges along an Entrance Corridor.**

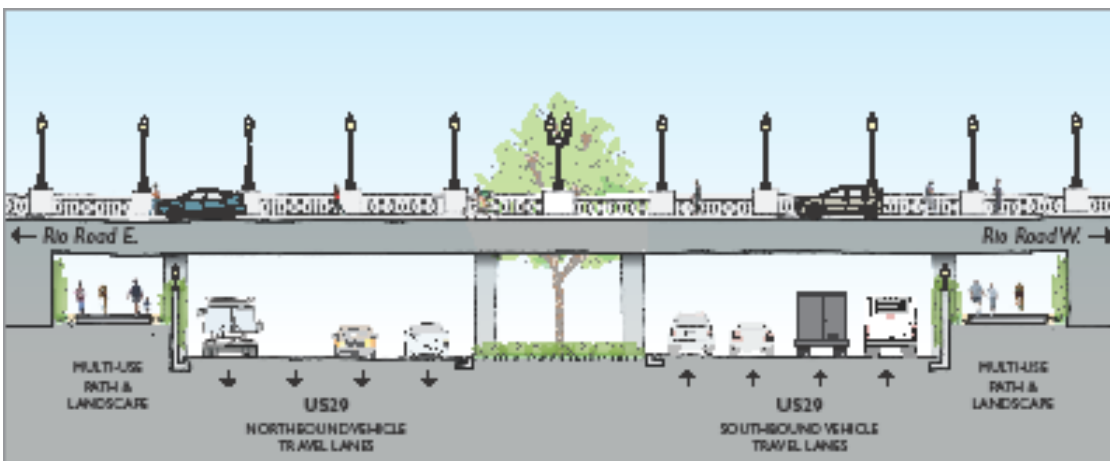


**Figure 7.15. A photosimulation of a deep Forested Buffer on both sides of US 29 north of Polo Grounds Road. The view is looking north and includes a glimpse of the multi-use path proposed on the east side of the roadway.**

### 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 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 character 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 7.17. In both of these areas, the details of appropriate frontage character should be worked out during preparation of the Small Area Plans recommended in this Plan.



**Figure 7.17. 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 go under the overpass. Similar conditions are expected at the other grade-separated intersections along US 29.**

## Specific Entrance Corridors & Streets in Places29

When the guidelines in this section are applied to development in each of the Places29 Entrance Corridors, the result will be a more attractive, functional pedestrian realm that is well-connected to both the adjacent land uses and the street. The descriptions below give an indication of what these Corridors will look like. The frontage characters are designated on the *Recommended Entrance Corridor Frontage Character Map*.

### US 29 North (Seminole Trail)

US 29 North is an Entrance Corridor from Hydraulic Road north to the Greene County line. There is a variety of recommended frontage characters along this approximately 10-mile stretch of US 29. As development and redevelopment occur south of the South Fork of the Rivanna River, the recommended frontage characters are primarily Urban Frontage and Landscaped Development. The Forested Buffer frontage on the south side of the street around the Carrsbrook Drive intersection is the only exception (due to the steep slopes adjacent to the road in this area). The Urban and Landscaped Development frontages are consistent with the intensity of existing and recommended future land uses along this part of US 29.

North of the South Fork, the recommended frontage character reflects the desire expressed by the community to maintain the character of open, rural landscape and forests along US 29 from Polo Grounds Road north to the Hollymead Town Center development. The recommended Forested Buffer frontage is intended to preserve the visual character of forested roadway edges that exist in the area today and to create a separation between the heavily traveled road and future development east of US 29 (beyond the buffer). A photosimulation of this Forested Buffer is shown in Figure 7.16.

North of the intersection of US 29 and Airport Road, Forested Buffer is the predominant recommended frontage character all the way to the Greene County line, although Open Landscape is appropriate where the adjacent land uses are fields rather than forests.

### Hydraulic Road

This Entrance Corridor runs west and north from US 29 to the intersection with Rio Road West (Rt. 631). Within its short length, it contains all five types of frontage condition. The recommended frontage character along Hydraulic Road changes frequently due to the variety of land uses along this Corridor.

### Rio Road West

The Rio Road West (Rt. 631) Entrance Corridor runs from US 29 to the intersection with Hydraulic Road. Similar to Hydraulic Road, Rio Road West contains most of the recommended frontage characters. A portion of this Entrance Corridor forms the boundary between Neighborhood 1 and the Rural Areas. Between US 29 and Woodburn Road, Rio Road West is within the Development Area on both sides (Neighborhood 1). Redevelopment of existing properties in this segment is likely to bring a significant increase in uses and intensity to the surrounding area.

A grade-separated intersection is recommended to carry Rio Road over US 29, so development adjacent to Rio Road on both sides of the intersection should be designed to accommodate an

overpass and the necessary connecting roads. Details of this grade separation will be worked out during preparation of a Small Area Plan.

### **Rio Road East**

This Entrance Corridor stretches from US 29 east to the Norfolk Southern Railway tracks. The recommended frontage character along this Corridor changes frequently due to the variety of land uses adjacent to it. Beyond the railroad tracks to the edge of Neighborhood 2, while not an Entrance Corridor, frontage conditions have been recommended.

### **Airport Road**

This Entrance Corridor includes the entire length of Airport Road from the intersection with US 29 to Dickerson Road (Rt. 606). The wide variety of uses along Airport Road, including offices, auto-oriented businesses, churches, a post office, and others requires the consideration of appropriate access for each business. This need for access should be balanced with the goals for pedestrian, bicycle, transit, and vehicular traffic. The number of driveways should be minimized; shared driveway entries are strongly encouraged.

An overpass is recommended to carry Airport Road over US 29, so development at the eastern end of Airport Road should be designed to accommodate an overpass. This overpass will be designed and constructed at the same time as the overpass recommended for Timberwood Boulevard. More details will be worked out during preparation of a Small Area Plan for the Airport Road corridor area.

### **Proffit Road – Not an Entrance Corridor**

Proffit Road has 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 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 character should remain either Landscaped Residential Yard, Open Landscape, or Forested Buffer. This will create the recommended transition from future urban frontage character 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 Figure 4.10, in Chapter 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*, an Appendix to the Comprehensive Plan, and are summarized here.

The conditions recommended below apply only to boundaries that are not also Entrance Corridors; where the boundary is an Entrance Corridor, the guidelines recommended in the Entrance Corridors section should be used.

The Northern Development Area boundaries include natural barriers such as the Rivanna River, political boundaries, such as the City of Charlottesville, watershed boundaries, such as Woodburn Road and Pritchett Lane, existing roads, and existing property lines. Conditions at these boundaries vary from fully developed to agricultural lands to undeveloped natural areas. A key goal of the Master Plan is to establish a pattern of consistent conditions along the boundary of the Places29 area.

The *Recommended Boundary Conditions Map* distinguishes among six different types of boundary conditions, which are represented in the form of 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 difference between the Urban—Developed boundary condition and the Urban—Landscaped one (see below) is the greater amount of built elements in Urban—Developed. These elements include a denser arrangement of buildings, parking lots, driveways, and other paved surfaces. Overall, development along this edge type has shallower or no building setbacks, narrower side yards, and less prominent landscape elements. An Urban—Developed boundary may also be a wider arterial street that is lined by buildings and relatively few landscape elements. Land uses may range from single-family homes on smaller lots and multi-family residential neighborhoods to commercial and industrial uses. In some cases these residential lots may back up to the boundary, rather than front onto it. [VISUAL COMING]

**Urban—Landscaped.** 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 landscape buffers that separate residential, commercial, and industrial uses from the roadway or along rear or side yards. In some cases, residential yards or building lots may back up to the boundary. Along Urban—Landscaped boundaries, vegetation will partially obscure the view of buildings, parking areas, and other uses from a road or area adjacent to the boundary. [VISUAL COMING]

**Rural—Residential.** This boundary condition occurs in areas where rural estates and single-family homes on lots of two or more acres are located adjacent to the Development Area boundary. These properties have large setbacks from the roadway and have yards dominated by mature vegetation. In some cases, these properties back up to the boundary rather than face it. [VISUAL COMING]

**Rural—Fields.** This boundary condition 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. [VISUAL COMING]

**Rural—Forested.** This boundary condition 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. [VISUAL COMING]

**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. [VISUAL COMING]

A synopsis of the boundary conditions for each Development Area is provided below:

### **Neighborhood 1**

The only boundaries between Neighborhood 1 and the Rural Areas that are not also Entrance Corridors are along Woodburn Road and the South Fork of the Rivanna River. Future development along the Woodburn Road edge of Neighborhood 1 should establish a consistent Rural—Forested condition with forested buffers between development and adjacent bluff tops. The boundary along the South Fork is Riparian/Floodplain.

### **Neighborhood 2**

The northern and eastern edges of this Development Area are designated Riparian/Floodplain because they are associated with the South Fork of the Rivanna River. The southern edge of Neighborhood 2 is formed largely by the edges of existing residential subdivisions, the edges of Pen Park, and the South Fork of the Rivanna River. The edge conditions are Urban—Landscaped, where landscaped front yards dominate, and Rural—Forested, where deeper wooded buffers separate adjacent development from the edges of the area or where undeveloped, forested areas abut.

### **Hollymead and Piney Mountain West of US 29**

Boundary conditions between the Rural Areas and Hollymead west of US 29 are predominantly Rural—Residential, Rural—Fields, and Rural—Forested, with a small amount of Urban—Landscaped. With the exception of small portions of the University of Virginia Research Park and the Briarwood subdivision, development in Hollymead/Piney Mountain has not significantly shaped the physical appearance of the Development Area boundaries. This boundary encircles the Charlottesville-Albemarle Airport, which is screened by significant stands of trees. At the airport's southern edge, this condition gives way to Rural—Fields.

Future development along the edges of Hollymead and Piney Mountain area should fit with the existing pattern of edge conditions. Along Dickerson Road, Urban—Landscaped boundary conditions are recommended.

### **Hollymead and Piney Mountain East of US 29**

The boundary of these two Development Areas east of US 29 is dominated by Rural—Residential and Rural—Forested conditions. However, where Forest Lakes North and South border the Rural Areas, the pattern of edge characteristics is interlaced with Urban—Landscaped conditions because residential lots and open space back onto the boundary. The edge conditions in Piney Mountain consist of Rural—Fields and Rural—Forests.

Future development along the boundaries north of Proffit Road should be consistent with the Urban—Landscaped conditions along Pritchett Lane or with the adjacent forested areas along the North Fork of the Rivanna. Urban—Landscaped conditions are appropriate along the boundaries in Piney Mountain on this side of US 29.