

## Appendix 1. Glossary of Terms Used in this Master Plan

This appendix provides definitions for those terms used in the Places29 Master Plan that may not be familiar to readers. References to Plan chapters, tables, and other sources where additional information is given are listed at the end of each definition.

**Access Management**—As defined by the Virginia Dept. of Transportation (VDOT), access management seeks to improve the performance of the existing road network and enhance safety while maintaining the right of private property to have reasonable access to state highways. Access management improvements control the location, number, spacing, and design of entrances, median openings, traffic signals, turn lanes, street intersections, and interchanges. Implementation of access management improvements is expected to reduce crashes, injuries, and fatalities; lead to greater mobility that enhances the economic vitality of an area; cause a reduction in the need for additional road capacity; and increase the traffic carrying capacity of existing roads. (See the US 29 North Corridor Transportation Study Technical Memo No. 7, Access Management Program, for further details. See also VDOT’s access management regulations and design standards that are located on the VDOT website.)

**Buffer**—An area that creates separation between two potentially incompatible uses. The width of the area varies depending on the need for separation. Within the area, vegetation or vegetation and fencing are used to either screen or mitigate the impacts of one use on another.

**Building Footprint**—The area of a lot or site covered by a building or buildings at the ground level, exclusive of courtyards. Any parking areas that are within the perimeter of the building, such as podium parking spaces or first floor parking are included in the footprint.

**Built Form**—The physical urban environment that results from a combination of transportation infrastructure, buildings and other structures, and open spaces.

**Capital Improvements Program**—The County’s Capital Improvements Program (CIP) serves as the major financial planning guide for County expenditures towards capital facilities and equipment over a five-year period. It is one of the primary tools used to implement the Comprehensive Plan. The CIP establishes a five-year schedule for the purchase, construction, or replacement of the community’s physical assets. A capital project typically requires a minimum expenditure of \$20,000 and has a minimum useful life of ten years. In conjunction with the CIP preparation process, the County develops a comprehensive long-range capital needs assessment that forms the basis for the CIP. This ten-year needs assessment is updated every other year as part of the CIP process.

**Center**—A center provides a focal point for residents and pedestrians. Centers may be employment hubs, areas of mixed uses, parks, places of worship, or other activity areas. Center should be recognized and enhanced within neighborhoods. New centers should be built with pedestrian access in mind. Centers usually have a higher density than the surrounding area, include a concentration of amenities and serve the entire Neighborhood. A Center functions as a public space and a destination within the Neighborhood and the larger community. There are four types of Centers in the Places29 area: Neighborhood Service, Community, Destination, and the Uptown. (For additional information about Centers, see Chapter 5, Place Types.)

**Comprehensive Plan**—The Comprehensive Plan is Albemarle County’s most important document regarding growth, development, and change. It establishes government policy to help guide public and private activities as they relate to land use and resource utilization. It is the basis for land development regulations and decisions (rezonings, special use permits), capital improvements (public projects, such as schools, parks, libraries), transportation, environmental and historic resource protection initiatives, new county programs and decisions on the distribution of county budget dollars to a multitude of programs and agencies.

**Development Areas** (also referred to as Growth Areas or Urban Areas)—Areas of the county designated in the Comprehensive Plan’s Land Use Plan where urban development is encouraged to take place. The County’s growth management approach has been to direct development to these areas and preserve the rural portion of the County for agriculture, forestry, and resource conservation.

**District**—As defined in the County’s Neighborhood Model, an area that contains specialized uses, such as an airport or large-scale manufacturing facility that cannot be accommodated appropriately in a neighborhood structure (see Section 5-1, Structure of Neighborhoods). Districts are the exception, rather than the rule in the Development Areas because districts do not have the range of activities and housing that are offered in Neighborhoods. Districts should be interconnected with adjacent Neighborhoods, although, in some instances, a district may need to be located a sufficient distance from a neighborhood in order to reduce impacts, such as traffic burdens or competition with local retail core businesses.

**Entrance Corridor**—Entrance Corridors are streets and adjacent areas subject to the County’s Entrance Corridor overlay district. This district is intended to: implement the comprehensive plan goal of protecting the county’s natural, scenic, historic, architectural, and cultural resources; ensure a quality of development compatible with these resources through the architectural control of development; stabilize and improve property values; protect and enhance the county’s attractiveness to tourists and other visitors; sustain and enhance the economic benefits from tourism that accrue to the county; and support and stimulate complimentary development appropriate to the prominence afforded properties that are historically, architecturally, or culturally significant. (See Chapter 7, Design Guidelines for the Places29 Area)

**Frontage Condition**—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. (See also Chapter 7, Design Guidelines for the Places29 Area)

**Grade-separated Intersection**—An intersection where one street is elevated above the other so traffic from perpendicular directions does not cross paths in the intersection. Pedestrians, bicycles, and transit vehicles may also be separated from general vehicular traffic. (See Chapter 4 for additional information and diagrams)

**Growth Management**—The use by a community of a wide range of techniques to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas.

**Human Scale**—The result of sizing and proportioning buildings and other elements in the built environment so that a pedestrian feels comfortable; regulating the heights, setbacks, spatial enclosure, front and side yards, architecture, and relationships of building heights to widths all contribute to a human scale.

**Implementation**—Actions, procedures, programs, or techniques that carry out policies and plans.

**Incidental Use**—A use that supports a primary or secondary use and is permitted only in combination with the primary or secondary use.

**Infill Development**—Development of vacant, skipped over parcels of land in otherwise built-up areas. In some instances, infill development may also refer to the redevelopment of underdeveloped property.

**Infrastructure**—The basic facilities, such as roads, public buildings (schools, libraries, fire stations), utilities (water, sewer, electric, gas), and communications systems on which the continuance and growth of a community depends. Infrastructure is needed to sustain industrial residential, commercial, and all other land use activities.

**Jug Handle**—The term used to describe local streets that connect US 29 and perpendicular streets as part of the network of roads around a grade-separated intersection. These jug handle connectors are at-grade streets and replace most of the ramps and flyovers that are often part of grade-separated interchanges. When viewed on the Future Land Use Map, the connecting road has the shape of a jug handle.

**Land Use**—The type of activity that takes place on property, such as residential, office, retail, commercial, industrial, open space, and institutional.

**Land Use Designation**—As used in the Comprehensive Plan, including master plans, the specific land use(s) that are permitted on a parcel, as indicated on the Future Land Use Map.

**Multimodal**—The term used in transportation planning to indicate that all modes of travel are included: vehicular, pedestrian, bicycle, transit, air, rail (passenger and freight), and freight (truck, rail, and air). Multimodal streets include vehicular travel lanes and facilities to accommodate bicycles, pedestrians, and transit. A true multimodal transportation network addresses not only the travel modes that rely on streets/sidewalks, but also incorporates airports and railroads.

**Neighborhood**—As defined in the County’s Neighborhood Model, the fundamental building block within the Development Areas. A Neighborhood is made up of a Center and the walkable areas around the Center.

**Neighborhood Model**—The section of the County’s Comprehensive Plan that supports a change in the form of urban development, from suburban to more urban, based on increased density and guided by a master planning process. The intent of the Neighborhood Model is to create livable communities in the Development Areas while preserving the Rural Areas. The twelve principles of the Neighborhood Model provide guidance on compact development in the Development Areas. (See the Neighborhood Model section of the Comprehensive Plan)

**Pedestrian-Oriented**—Development designed with the primary emphasis on sidewalks and pedestrian access to sites and buildings, rather than on auto access and parking areas. In a pedestrian-oriented development, buildings are generally placed close to the street and their main entrances are oriented toward the sidewalk. There are generally windows or display cases along the building facades that face the street and sidewalk. Typically, buildings cover a large portion of the site and are placed as close together as possible to allow pedestrians to walk comfortably to and from many potential destinations. Although parking areas are provided, they are generally limited in size and are located behind or to the side of buildings.

**Perpendicular Main Street**—A street that is perpendicular to US 29 and serves as a major road in a Center and the areas around a Center.

**Photosimulation**—A type of illustration where an original photograph is enhanced with additional features, such as road improvements, sidewalks, buildings, landscaping, and other amenities to show how a particular area might look once master plan recommendations are implemented.

**Place Type**—As defined in the County’s Neighborhood Model, a component of a Neighborhood, such as a Center or an Area around a Center.

**Primary and Secondary Uses**—Primary uses are the main focus of a development or a Neighborhood; the majority of the uses in a development or Neighborhood should be primary ones. Secondary uses are considered support uses for the primary ones; there are generally fewer secondary uses in a Neighborhood than primary ones. Each land use designation defined in this Master Plan includes references to the primary and secondary uses permitted in that designation. Generally for Neighborhoods and larger developments, the primary and secondary uses analysis is based on the entire area, not on a single parcel.

**Private Realm**—The area within privately owned sites or developments, including both buildings and residential yards and other exterior spaces, that are generally accessible only to residents, employees, business owners, and their guests or patrons.

**Public Realm**—The areas within a community or a development that are accessible to all, are mainly in public ownership, and include streets, sidewalks, parks, open space, and plazas, whether these areas are maintained publicly or privately. The public realm also includes privately owned and maintained areas that are open to the public most times of the day and contribute to public life.

**Ring Road or Ring Roads**—Similar to jug handles, a type of local street that connects US 29 to a parallel or perpendicular street and serves as the connection to the overpass at a grade-separated intersection. Ring roads are recommended primarily for the US 29/Rio Road intersection.

**Rural Areas**—The approximately 690 square miles (about 95 percent) of Albemarle County that surround the Development Areas. Rural Areas are designed for resource protection purposes and are not intended to accommodate urban development.

**Screen or Screening**—Landscaping and/or fencing that reduces or obscures the visibility of undesirable elements or incompatible uses.

**Secondary Use**—See Primary and Secondary Uses.

**Street Cross Section**—A plan view of a street showing the complete right-of-way, including the vehicle lanes, parking lanes, planting strips, sidewalks, multiuse paths, and landscaped buffers.

**Transit-Oriented Development**—A mixed-use development built at a density that is high enough to support a transit stop or stops. Such a development provides sidewalks or paths from various destinations to the transit stop and other amenities to encourage use of the transit system.

**Transit-Ready Development**—A mixed-use development that, when designed and constructed, identifies and preserves appropriate space for transit service and amenities for users, even though transit service is not available at the time the development is proposed.

**Vision**—A community’s view of what it will look like and how it will function in the future, either at buildout or another chosen milestone.

**Walkable**—An adjective applied to communities and neighborhoods that are sized to permit pedestrian access to the entire area. Generally, pedestrians will be comfortable walking distances that they can cover

in 5 to 15 minutes. In this amount of time, a pedestrian can cover between one-quarter and one-half mile, sometimes further.

**Walkingshed**—The one-quarter to one-half mile distance that can be covered comfortably by a pedestrian in a 5- to 15-minute walk.

**Zoning Ordinance, Zoning Map**—A zoning ordinance, along with a zoning map, controls land use by providing regulations and standards relating to the nature and extent of uses of land and structures. The zoning ordinance should be consistent with the comprehensive plan. It is important to recognize that zoning districts are not the same as land use designations in the County’s Comprehensive Plan (including master plans).

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