

Appendix 8: Development Areas

This information is intended to provide greater detail on items described in the Development Area Chapter of the Comprehensive Plan. Items in this Appendix are part of the Comprehensive Plan, provide policy direction as if they were a strategy within the individual chapter, and carry the same weight of the Comprehensive Plan.

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Neighborhood Model Design Guidance

The Neighborhood Model is a set of recommendations for creating livable urban neighborhoods and areas. It is the guidance for new development, redevelopment, and public improvements in the Development Areas. Chapter 8 of the Comprehensive Plan discusses the expectations for the Development Areas.

The 12 principles of the Neighborhood Model are intended to be achieved in the Development Areas. Chapter 8 of this Comprehensive Plan describes the meaning of each of the principles. In many cases, there is more than one way to achieve each principle. This Appendix provides design guidance on some of the different ways to meet the expectation.

Neighborhood Model Principles

- Pedestrian Orientation
- Mixture of Uses
- Neighborhood Centers
- Mixture of Housing Types and Affordability
- Interconnected Streets and Transportation Networks
- Multi-modal Transportation Opportunities
- Parks, Recreational Amenities, and Open Space
- Buildings and Space of Human Scale
- Relegated Parking
- Redevelopment
- Respecting Terrain and Careful Grading and Re-grading of Terrain
- Clear Boundaries with the Rural Area

1. Pedestrian Orientation

A pedestrian orientation means that walking is a convenient, safe, and comfortable form of transportation. Walking is safe, convenient and comfortable when these elements are present:

- Concrete sidewalks or other solid paths located along streets;
- Sidewalks that are wide enough for the walking activity expected on the street and appropriately separated from the street;
- Short block lengths;
- Landscape elements that buffer the pedestrian from the street;
- Street furniture;
- A destination to which one can walk, such as a neighborhood center;
- Human-scaled buildings;
- Outdoor lighting; and
- Crosswalks.

Concrete Sidewalks or other Solid Paths Located Along Streets

A solid surface is needed for pedestrian paths which are not intended to be nature trails. Concrete is the preferred surface for sidewalks and paths because of its lower maintenance costs relative to brick pavers or asphalt. As such, use of concrete should be the rule, with brick pavers and asphalt as the exceptions. If sidewalks are to be publicly maintained, care should be taken when using brick pavers. Brick sidewalks can be attractive and effectively help create a sense of place; however, they can be expensive to maintain.

Sidewalks Widths and Separation from the Street

Appropriate sidewalk width is determined by a variety of factors. These factors include expected traffic volumes on the adjacent street, expected pedestrian volumes, and the character of land uses adjacent to the sidewalk. The higher the traffic volume on the street, the further away from the street

that sidewalk should be. Sidewalks should be wider if activities such as outdoor cafes are planned. Sidewalks should be provided on both sides of the street to avoid discontinuity in pedestrian access and unnecessary pedestrian street-crossing movements.

The street's purpose and function plays a large role in establishing appropriate setbacks, sidewalk width, and other parts of the street. The Recommended Guidelines for Setbacks, Sidewalks, and Urban Streets at the end of this section identifies potential standards to be reviewed and potentially adopted into the Zoning Ordinance.

Short Block Lengths

Blocks provide a frame of reference for walkers. Pedestrians often measure distance from one place to another by counting the number of blocks. The shorter the blocks, the more comfortable the walk, especially if the walk takes place over a long distance.

- Blocks should not exceed 600 feet in length.
- Blocks of 200 -- 300 feet in length should be used in the most intensely developed mixed-use areas. Larger blocks may be allowed if internal circulation is designed to allow future development of a smaller block pattern.
- Shorter blocks of 300 -- 400 feet should be used in mixed use areas which are less intensely developed.
- Blocks of 400 -- 600 feet are appropriate in the least intensely developed and mostly residential areas. Blocks of 400 feet or greater should also include pedestrian pass-throughs.

All blocks in a neighborhood or area need not be exact squares or rectangles. In the rolling terrain of Albemarle County, block shapes may vary and use of alleys may help to break up long expanses of uninterrupted buildings. Commercial blocks are usually double the depth of a residential block; however, this dimension should be refined for the use. Blocks should be sized according to the requirements of each land use and density. If density changes within a block, alleys can serve as the point of separation. Such design may result in alleys that are off-center, but that situation is not problematic.

Landscape Elements that Buffer the Pedestrian from the Street

Landscape elements are important features of the pedestrian realm that can significantly increase pedestrian comfort by mitigating the harshness of asphalt and concrete that often dominates built environments. Vegetation and especially trees, add soft textures and bright colors, provide shade from the sun, and provide the street with a visual rhythm. Trees can create a sense of enclosure for pedestrians. This enclosure counteracts the sense of exposure they may experience from high volumes of passing traffic. Ground cover and shrubs in landscape strips between sidewalks and travel lanes may be appropriate as supplements to trees to add character along residential streets.

When designing new streets or retrofitting old ones the following guidelines should be used for street trees:

- Plant street trees between the back of the curb and the sidewalk. Where Virginia Department of Transportation regulations prevent this, locate street trees on the individual lots. However, provide a grass lawn between the back of the curb and the sidewalk to create a safe and comfortable distance between the moving traffic and the pedestrian.

- Use tree selection to distinguish streets with predominantly residential from streets with a predominantly commercial character. This can provide drivers with an additional “clue” to the kind of environment they are passing through and adjust their driving behavior accordingly.
- Street trees should be planted between 25 – 40 feet on center, depending on the species and location, to create a continuous canopy and a buffering effect between the roadway and the sidewalk. Trees should be planted at regular intervals in continuous landscape strips that are located between the curb and sidewalk or in individual tree wells.
- Provide adequate surface area to allow tree roots to grow in keeping with recommendations of urban tree experts. Explore the use of “structural soil” (sometimes referred to as “engineered soil”) as a planting medium for trees adjacent to roadways or sidewalks and within parking lots. This can both improve the health of the tree and reduce pavement upheaval.
- Street lighting should be coordinated with tree selection, placement, and pruning, in order to avoid conflicts between tree canopies and street lighting. Poor placement of lighting in relation to tree canopies can both decrease the amount of light reaching the ground and increase the amount of light reflected towards the sky. Avoid placement where tree trimming will result in lopsided limbs.

Street Furniture

Pedestrian amenities along a street can encourage increased activity and easier circulation, as well as fulfill community-building and place-making functions. Pedestrian amenities placed along a sidewalk announce that pedestrians are welcome and that the street is a comfortable place to be. Pedestrian amenities accomplish this effect in two ways: They provide a functional service to the pedestrian, such as a bench or a drinking fountain and, more subtly, they provide the visual detail that makes a place comfortable and interesting.

Street furniture that adds functionality and vitality to the pedestrian realm includes:

- Public seating
- Refuse and recycling receptacles
- Drinking fountains
- News racks
- Bicycle parking
- Restrooms
- Information kiosks
- Pedestrian-scale retail stands.



Source: Albemarle County Community Development 2013

Public seating warrants particular attention because, more than any other amenity, it encourages people to be a part of the public realm as they rest, converse, read, or simply people-watch. It creates places where people feel safe because of the passive monitoring effect known as “eyes on the street.” The ability to entice people to linger is the hallmark of a great public space.

The following guidelines can be used when providing street furniture on new or retrofitted streets:

- Seating should be provided adjacent to major destination points, such as civic buildings and restaurants, where it is often needed and where it will not be underutilized or neglected.
- Seating and other amenities should be made of durable, high quality materials that visually reinforce community identity and the design of nearby buildings.
- Placement of sidewalk amenities should maintain a 5 foot minimum clear width for all through-traffic.
- Seating may be inappropriate in sidewalk areas located near the street along most Entrance Corridor segments due to the close proximity of high traffic volumes and speeds. Here, seating should be provided with a focus on transit facilities and where right-of-way conditions permit the placement of seating close to buildings. The exception to this is seating along the sidewalks of adjacent local access lanes, where these are present.

A Destination to Which one can Walk

A pedestrian orientation requires a place for pedestrians to go. In the Development Areas, these places are called "Centers". They are schools, shopping centers, employment areas, entertainment areas, parks, amenity areas and other gathering places. Centers are discussed later in this section.

Human-Scaled Buildings

Buildings of human-scale are buildings next to which pedestrians feel comfortable. Creating buildings and spaces of a human-scale is discussed later in this section.

Outdoor Lighting

Streetscape lighting is a defining element of the pedestrian environment in urban settings. High quality streetscape lighting helps create a positive urban character and enhances the urban experience by supporting activities through the night. The quality of street lighting determines the quality of traffic and bicycle safety as well as pedestrian safety and security. Lighting should be designed for pedestrians on sidewalks, bicycle and auto traffic in streets, and pedestrians and bicyclists on paths. Environments with high levels of pedestrian activity require more intense and more even-lighting. This situation occurs because pedestrians move at a slower pace, look at more detail, and stop frequently for longer periods of time, when compared with people in moving vehicles.

Street lighting helps define areas during both the day and the night. By day, light fixture placement and its physical design (style, color) establish a rhythm along the street and an appearance which helps define the distinct local character of a neighborhood. By night, street lights define the visual environment of a street (or paths through plazas, parks, or other urban places).

Both daytime and nighttime characteristics of a light fixture should be considered during the fixture selection process. Standard roadway lighting on tall poles, such as cobra-head fixtures, does not meet the needs of pedestrian-scale lighting, even if it technically provides sufficient illumination along sidewalks.

In addition to providing pedestrian-specific lighting, decorative pedestrian-scaled fixtures (whether of modern or traditional design) create a rhythmic and linear design element that can be used to great effect in providing different streets or neighborhoods with their own identity and character.

The following guidelines can be used when providing streetscape lighting on new or retrofitted streets:

- Provide pedestrian-scale lighting on all new streets and streets which have or will have significant nighttime activity.
- Light fixtures should direct light efficiently to the desired area of the roadway and sidewalk. Full cutoff fixtures direct all of the emitted light downward and should be used.
- Street light fixtures that illuminate both roadway and sidewalk are typically 20 to 30 feet in height. Pedestrian-scale light fixtures are typically 12 to 15 feet in height and provide supplemental light for the sidewalk, pedestrian pass-throughs, or multi-use paths.
- Consider pedestrian-scale light fixtures for narrow streets—including local access lanes, alleys, urban trails and pedestrian pass-throughs—that can be adequately illuminated by these fixtures alone.
- On wide streets, locate light fixtures on both sides of the street. Fixtures can be staggered or placed parallel depending on lighting and uniformity requirements.

Crosswalks

Crosswalks allow for pedestrians to more safely cross streets. At times, a grade-separated crosswalk is needed. More information on crosswalks may be found in the Transportation Section in the Comprehensive Plan or with the Federal Highway Administration guidelines for crosswalks.

2. Mixture of Uses

This section concentrates on the design aspects of a mixture of use.

Compatibility

The relationship of uses in a mixed-use area should be compatible and complementary. A Neighborhood Mixed Use designation suggests that retail and service uses supporting a neighborhood are walkable from that neighborhood.

Research and development activities, office, and some retail uses can be combined within a neighborhood as long as potential nuisances, such as traffic, odors, noise, vibrations, and hazardous materials, do not adversely affect surrounding uses. In a pedestrian-oriented neighborhood or area, it is important that buildings directly address the street with attractive front facades and inviting entrances. Parking should be relegated. Landscaping and screening may be needed to help give residential areas privacy and act as sound buffers.

The following guidelines are recommended to help achieve compatibility between buildings and uses in mixed-use areas:

- Screen parking areas from single family attached and detached buildings through the use of trees, fencing, or structured parking.
- Locate loading areas away from single family attached and detached buildings. Use architectural features to screen this activity from streets.
- Provide trees and landscaping to help create areas of privacy and absorb sound.

Respecting Historic Properties

Historic preservation is a goal which is emphasized in both the Development Areas and the Rural Area. Some of the challenges with mixing uses, as well as with infill and redevelopment, include the desire to

make the urban area denser and more intensely used and the desire to preserve historic buildings within their context. Care should be taken with infill development to complement rather than detract from nearby or adjoining historic properties. Massing, scale, building style, materials, and other architectural elements should tie together new and old buildings.

3. Neighborhood Centers

Neighborhood Centers are focal points or “places” in a neighborhood or area where people congregate. They are the destinations to which people want to walk. Centers provide definition to an area and personalize it.

Visually defining the Center

Centers and neighborhoods can be identified in many different ways. Some of these ways are recommended below:

- Special landscaping, street monuments, architectural features--such as tower elements in corner buildings--corner plazas, architecturally designed monuments, and public art, can all be used to help identify gateways at the entrance to a neighborhood or center.
- Civic buildings should receive special architectural treatment because they are to be landmarks within the community.

Public Art

Public art can be an important element for centers and public spaces, providing visual interest and a human-scale to the environment. It can also be used to create a landmark or serve as a gateway feature. Public art helps to define the uniqueness of a place by setting it apart. On a large scale, public art has the ability to unify a district with a theme. At a pedestrian scale it can provide visual interest for the passerby and infuse a place with a sense of playfulness and community pride.

Recommendations for public art in Centers are provided below:

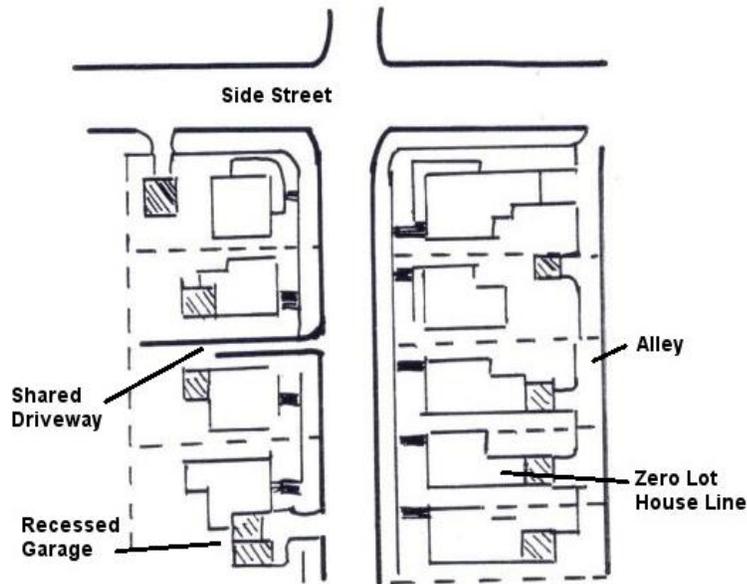
- Use public art to create neighborhood identity by reflecting the character and history of the community.
- Consider Entrance Corridors as an opportunity for art to be noticed by a high number of passersby, and, given the scale and use of these corridors, the public art should be sized to engage the interest of both drivers and pedestrians.
- Placement of public art along Entrance Corridors may be appropriate in wider medians or within the area between the back of the curb and the sidewalk.

4. Mixture of Housing Types and Affordable Units

The Neighborhood Model recommends mixed housing types so that a predominantly residential neighborhood can accommodate a population with varied backgrounds, circumstances, and needs.

Lot Types

Until early this century, most single-family detached units in Albemarle County were on lots of 1/3 acre or larger. Since the early 2000s, compact lots have been designed and built in many developments. Zero lot-line lots and lots of less than 6000 square feet have been developed, which would have been very unusual in Albemarle County prior to adoption of the Neighborhood Model.



Source: Albemarle County Community Development 2013

In the picture on the right, below, an accessory apartment is within a townhouse unit. “Live-work” units with apartments above ground-floor office or retail add affordability and variety to a neighborhood. Detached accessory apartments can give the owner of a single-family home greater income to afford a house. Townhouses and single-family detached units can also provide for affordability. Condominiumizing apartment complexes can give people ownership of affordable multi-family housing. Finally, multi-family units can provide rental housing without looking like typical subsidized housing of the 20th century.

The illustration to the left shows zero lot line houses and shared driveways which can help provide for more density. Rear access from alleys helps to ensure relegated parking.

Affordability

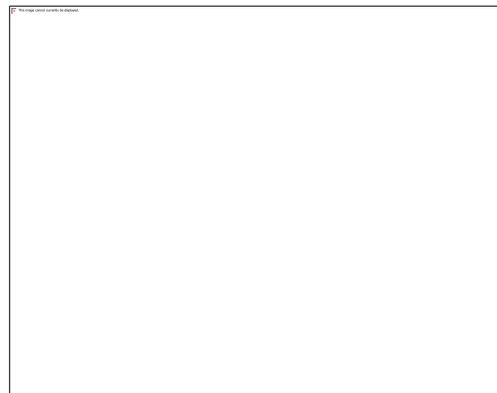
There are many ways to provide affordable units that do not look like “cheaply made housing.” One method is to provide more than one unit in a building that looks like a single unit. In the picture below, three units are present in what looks like a single unit.



Accessory unit at East Beach in Norfolk, VA
Source: Albemarle County Community Development 2011



Live-work units at East Beach in Norfolk, VA
Source: Albemarle County Community Development 2011



Accessory units in townhouse units at Wickham Pond in Crozet, VA
Source: Vito Cetta, AIA 2012

5. Interconnected Streets and Transportation Networks

Interconnected streets enable drivers and especially drivers of emergency service vehicles to find alternate routes in and out of neighborhoods. This situation, in turn, helps prevent building wide busy

streets that are unfriendly to pedestrians. It is especially important to understand streets as part of a larger overall network. To help create interconnected street systems, the following guidelines are recommended:

Streets

- Streets should provide relatively direct connections to destinations. Excessive curving of streets is strongly discouraged, unless topography precludes other options.
- To the extent possible, narrow streets should be used. They help create a sense of place as well as slow down traffic.
- Local streets for which no specific cross section is provided in an adopted master plan should be designed in accordance with the County's Neighborhood Model Street Design Standards.
- Cul-de-sacs should only be used where continuous streets cannot be constructed due to topographic constraints. Where cul-de-sacs are necessary, they should include pedestrian and bicycle connections to nearby streets.

The character of a street can be different along its length, depending on location and function. Some streets operate as neighborhood streets, others as "through streets". Some streets change from a through street to a neighborhood street. Some streets combine functions, although successfully combining functions is difficult. For example, Rt. 29 North is a heavily traveled commercial street that also serves a "through" function for traffic in a north-south direction. Close to the City of Charlottesville, it carries a higher volume of traffic and has buildings which are generally located closer to the street than buildings farther north on Rt. 29. Near the northern Development Area boundary on Rt. 29 North, the character is more rural.

Non-roadway Connections

Non-roadway connections are essential to establish the desired level of connectivity for pedestrians and bicyclists. These include connections between cul-de-sacs and other streets, connections between parking lots and adjacent developments, and, in some areas, stairway connections. Providing pedestrian and bicycle connections between two cul-de-sacs or between a cul-de-sac and an adjacent roadway improves pedestrian accessibility and reduces walking distances within and between neighborhoods. Non-roadway connections can also be used where street interconnections cannot be made due to existing development. Providing midblock pedestrian connections is important when large blocks are created that will ultimately result in smaller blocks.

The following recommendations are made for non-roadway connections:

- Always provide a solid surface if the connection is intended to be used for more than a "nature walk".
- Stairways may take the place of pass-throughs or cul-de-sac connectors where grade changes require stairs instead of paths. Although stairs have limited usefulness to pedestrians with mobility problems, they can provide convenient connections in locations that otherwise would have very poor access. Alternate routes for people with disabilities should be provided via sidewalks or ramps.
- Care is needed with outdoor stairways to ensure that they are safe, usable, and welcoming. Slope should not exceed 35%. Riser height should not be greater than 7 1/2 inches. Treads should not be less than 12 inches. Industry standards should be followed to achieve appropriate proportions. Landings should be used to prevent long stretches of stairs.

- Pedestrian pass-throughs should be integrated into the circulation network wherever block lengths exceed 400 feet and pedestrians require a direct connection with destinations, such as parks, schools, retail and employment centers, transit stops, and local or regional multi-use paths and trails.
- Pass-throughs should be at least 10 feet wide, as straight as possible, and well-lit so users can see what is at the other end and to provide security.
- Paths connecting cul-de-sacs should be a solid surface and at least 10 feet wide.
- Parking lots on adjacent properties should be interconnected to allow drivers to park in one lot and reach several destinations on foot.
- Connections between parking lots should be used to minimize the number of access points to/from adjacent streets.

Balancing Connectivity and Stream Protection

The Neighborhood Model recommends block sizes that will result in a well-connected network of local streets. However, where these streets require stream crossings, a balance needs to be struck between the frequency of stream crossings and the potential impacts that such crossings have on stream banks, riparian habitat, and the stream itself. Striking this balance is particularly important for the remaining large greenfield sites located in the Development Areas.

The following recommendations are made for stream crossings:

- Plan local street stream crossings strategically, linking them to minimize longer local trips on regional streets and to reduce the number of stream crossings. Stream crossings should be located where they provide direct connections between complementary, activity-generating land uses located on opposite sides of a stream.
- In areas with existing vehicular bridges but without a pedestrian / bicycle connection, consider constructing a separate, low-impact bridge to serve pedestrians and bicyclists, rather than widening an existing vehicle bridge.

6. Multimodal Transportation Opportunities

Multimodal transportation means that people can choose to travel by car, on-foot, by mass-transit, or on bicycle. Multimodalism is important to help achieve livable compact urban areas. Descriptions of multi-modal transportation options may be found in the [Transportation Chapter](#) of the Comprehensive Plan.

7. Parks, Recreational Amenities, and Open Space

Parks, natural areas, recreational amenities and other undeveloped open areas are essential to create a high quality of life in the Development Areas. They can be “standalone” areas or part of “green” systems or corridors.

The following general guidelines apply to these areas:

- Parks and plazas should be designed as a central and prominent feature within new developments. If parkland is donated to the County which would not be part of a new development, it should be prominently located for access and use by nearby residents.
- Parks and plazas should be placed adjacent to streets to avoid the perception that the area is private property.

- Natural areas and greenways need not be placed adjacent to streets; however, frequent and prominent public access should be provided.
- Pedestrian and bicycle access should be provided to parkland and amenity areas. Pedestrian and bicycle paths within parks and public and civic greens should serve both recreational and transportation needs.
- Where possible, parks, plazas, amenity areas, and public open space should be added to other public facilities, such as libraries and community centers to provide outdoor public space for patrons.
- Seating should be provided for a year-round choice with facilities placed in shady and sunny areas, protected and unprotected from rain. The amount of seating should be based on the activity generated by uses in the park and the intensity of surrounding activities.
- Site features (e.g., gateways, gazebos, seating, stairs, ramps, amphitheaters) should be integrated into the design to create focal points and provide a sense of civic importance.
- Fences that prohibit access to parks should be avoided and be limited to children's play areas for security and control or to protect from hazardous site conditions, such as very steep slopes.
- Paths within greens should not be a replacement for perimeter sidewalks along adjacent streets and building frontages.
- Bicycle racks should be provided at all parks and amenity areas.

Natural Areas and Greenways

Natural areas designated for preservation should be accessible; however, natural areas should be provided in addition to and not instead of parks, plazas, and amenity areas. For more information on natural areas and greenways, see the Parks and Recreation, Greenways, Blueways, and Green Systems Chapter.

Neighborhood, Community, Regional, and County Parks

Expectations and standards for these parks are found in the appendix to the [Parks and Recreation, Greenways, Blueways, and Green Systems Chapter](#).

Other Types of Parks and Amenity Areas

Other types of parks and amenity areas are appropriate to and should be provided in the Development Areas. These parks can range from the largest Common or Green, encompassing several acres and providing a range of activities, to the smallest Pocket Park, providing moments of respite. The four parks described below include a variety of features and purposes that respond to the variety of needs expected in neighborhoods.

The Common or Green, is a moderately-sized (two to five-acres) park that can range in function but is centrally located and easily accessible. It could include a small outdoor theater, as well as playing fields or playgrounds. The Common is clearly defined, regardless of a regular or irregular shape, and surrounded by a mix of residential, commercial, and civic buildings on all sides. The Common may also provide the terminus for a Greenway.



*A Green at Waylands Grant, Crozet, VA
Source: Albemarle County Community Development
2010*

The following recommendations are made for Commons/Greens:

- The Common/Green should be a clearly defined focal point and a gathering place for the neighborhood and non-residential uses it serves. It should be located in the center of a residential or mixed-use neighborhood, and may take the name of the surrounding community.
- It may be irregular in shape but it should be bounded by buildings, such as the fronts of houses, or the fronts of retail and civic buildings on all sides. A Common/Green that is surrounded by garages or the backs of buildings is not appropriate.
- Slopes in a Common/Green should be no greater than 6 %. Landscape elements consist primarily of grassy areas, paved walks, and informally planted shade trees. A portion of the Common/Green should be level enough in topography to allow for gatherings and recreation.
- While the Common/Green typically includes a large grassy lawn, it is more than just an open space and can be actively programmed. Designing to include other uses, such as playgrounds and tot lots, or recreational and civic facilities (courts and gazebos, for example) serves both social and civic purposes.
- The Common/Green is not a wild or unmaintained space; landscaping may create a formal or informal space. However, it is important to users of the surrounding buildings to have a line of sight across the park.

The Square is a public space usually no larger than a block, generally located at the intersection of significant thoroughfares. The Square is used primarily for civic purposes and is more urban in nature than the Common. Typically a paved area, buildings front it on all sides.

The following recommendations are made for Squares:

- A Square should include planted elements such as small lawns, trees and flower beds, and hardscape such as paved walks and seating.
- Generally, Squares should have slopes no greater than 6%.



*City Square in Barcelona, Spain 2013
Source: Elaine Echols, FAICP*

- A Square may abut a Common/Green, a park or a greenway.
- A Square may be surrounded by buildings with commercial or residential uses on the ground floor.
- A Square should provide clear pedestrian access and be well-integrated with the adjacent streetscape.

The Plaza is a mostly paved public space which is surrounded by buildings. It is usually in an intensely developed area.

The following recommendations are made for Plazas:

- Plazas are typically flat, generally half the size, of a block and significantly composed of hardscape materials. Little maintenance should be required.
- A Plaza can include planted space but the emphasis is on the hardscape-paving, seat walls or benches, and fountains. It should provide clear pedestrian access and should have a direct relationship with the adjacent streetscape.
- A Plaza should be located at the intersection of two streets and it may be open on one end towards a view.
- It is devoted to civic uses and commercial activity and is surrounded by buildings on all sides. Commercial and civic activity on the ground floor dominates the activity of the plaza.



*The Charlottesville Downtown Mall is an open air plaza.
Source: Albemarle County Community Development 2006*

The Pocket Park is a very small park that is typically located in areas adjacent to high volumes of pedestrian traffic which can act as a small sanctuary in a highly developed area. The Pocket Park can offer shade, a quiet spot to read, or a place for children to play. It may be created around a fountain or work of art. Maintenance is performed privately if owned by a Homeowners Association. If the space fronts a major thoroughfare, it should be a public space and maintained publicly.

The following recommendations are made for pocket parks:

- Pocket Parks typically range in size from one-tenth to one-quarter acre. Larger Pocket Parks (up to 5 acres) can be created to serve small neighborhoods.
- The shape of a Pocket Park can vary, but it should be no more than half a block in length.
- The Pocket Park should be located adjacent to high volumes of pedestrian traffic, with high visibility and clear access from the streets and sidewalks.



*A Pocket Park in Belvedere, Albemarle County, VA
Source: Albemarle County Community Development 2010*

- Landscape features of a Pocket Park can vary; planting, lawn areas, hardscape, fountains, seating, and play equipment are all appropriate in a Pocket Park. However, consider the potential microclimate created by the pocket park – careful consideration should be given to sun and shade conditions.

8. Buildings and Spaces of Human Scale

The relationships among building height, yards, parking and architectural features affect the perceived scale of buildings and development. Excellent models of these relationships are evident in many traditional towns and cities, including downtown Charlottesville.

Building Orientation and Entrances

Primary building facades should face streets and an entrance should be provided on each street-facing elevation. A pedestrian path or sidewalk leading from the building to the sidewalk along the street helps create comfortable and inviting places for pedestrians. While many existing buildings are auto-oriented and provide a large parking area between the building entrance and the main public street, the goal is to transform the streets from auto-oriented to more pedestrian-oriented over time. Buildings close to the street, when combined with appropriate building height and articulation, provide a sense of enclosure and give a comfortable scale to the street. This is an important factor in defining the sense of place that can make a neighborhood attractive.

The following recommendations are made for building orientation and entrances:

- The primary façade of a building should face the main public street to which it fronts. An entrance should be provided on that building elevation, and a sidewalk should be provided from the sidewalk at the street to the entrance.
- For corner buildings, primary entrances are encouraged at the street corner. This creates definition at intersections, which are important meeting points and prominent places of identification.
- A clear distinction should be made between primary entrances and secondary entrances. Primary entrances should be designed with greater detail and ornamentation to give them a clear identity and separate them from more minor entrances.
- Primary entries should have sheltering elements such as awnings, arcades, porches, or porticos. This creates protected spaces for people to meet or pause as they enter or leave the building. Secondary entries should be treated in a similar, but lesser manner.

Form, Massing and Proportion

Form, massing and proportion are important in creating a pedestrian oriented environment and buildings of human scale. Form is the visible three-dimensional shape of a building. Massing is the combined effect of the form and size of a building or group of buildings. Proportion describes the size of one thing relative to another, or the size of the parts compared to the size of the whole.

To contribute to the comfort of the pedestrian, buildings and groups of buildings should not appear as large, plain boxes. Techniques can be used to reduce the mass of a large building to make the building more visually interesting and not overwhelming to the pedestrian. Stories should be clearly evident, walls should incorporate changes in plane, levels can step back with increased height, large roofs can be broken down into multiple parts, and entrances can receive special detailing that is inviting to the walker. Such diverse treatment applies to both single-story and multi-story buildings, promotes variety in style and character, and results in visually interesting spaces and streetscapes.



Source: Albemarle County Community Development 2010

The façade of this large residential building has varied wall planes at regular intervals. This helps reduce the feeling of mass for pedestrians. The varied wall planes also make the building more visually interesting.



Source: Albemarle County Community Development 2010

The mass of these large residential buildings is reduced by stepping the building back at regular intervals and breaking up the main roof with gables that are evenly distributed along the length of the façade.

Large mixed-use buildings



Source: Albemarle County Community Development 2010
The form of this large building is made visually interesting, pedestrian-friendly, and more human-scale by recessing an entrance at the corner, highlighting the upper level corner windows, and incorporating different materials to define the base and the separation of first and second stories.

Varied roof lines, plane changes, and stepbacks help reduce the overall scale of a building and create a more pedestrian-friendly, visually interesting structure. The examples below demonstrate how varying roof lines and plane changes can reduce the mass and scale of a building by breaking it up into a series of parts that form a cohesive whole.



Source: Albemarle County Community Development 2010
The regular distribution of windows, divisions in the windows, balconies, and awnings help establish a more human scale in these large buildings.

The following suggestions are made to help create commercial and mixed-use buildings that have appropriate scale, form, and massing:

- Façades facing a street should not extend for more than 100 feet without a change in plane. The minimum change in plane should be 6 feet and the cumulative total length of the change in plane should extend for no less than 20% of the length of the building façade.
- Corner buildings should exhibit varied treatments including rounded corner bays to create a more pedestrian-friendly environment, enliven a façade, and reduce mass. Corner buildings should carry the window pattern around the corner of the building either for the entire length of the façade along the side street or to a logical point such as an offset in the façade or other articulation of the building mass.
- Floors above 40 feet or the third story should be stepped back a minimum of 15 feet from the second story as shown in the building above to the right.

If a series of smaller residential or commercial buildings are proposed, they should be similar in footprint and massing to establish a cohesive, unified appearance. However, they also should be differentiated in appearance through the use of varied roof forms and architectural detailing to avoid a redundant and monotonous streetscape.

Smaller single and multi-unit residences: The scale and mass of a building can be reduced by using multiple roofs and creating plane changes. Visual interest can be provided with balconies and porches.



Source: *Albemarle County Community Development 2010*
Similarity in height of different units along with the regular distribution of gables, windows, and porches establishes a human scale and massing that creates a cohesive grouping of buildings.

Windows and Door Openings

The façade of a building is the exterior face of a building, fronting a street. The primary design elements of a facade are windows and doors. The relationship of the solid wall area to the window and door openings is often the major component of a building's design and appearance. Attention to this relationship can help establish a sense of order in a building by creating rhythm (the regularity of the spacing of the openings in the wall), symmetry and/or balance.

As with form, massing, and proportion, window and door openings help to identify stories on a building which, in turn, helps a pedestrian perceive the size and height of a building. A pedestrian should not feel overwhelmed by a building when standing or walking alongside it. When the rhythm, pattern, and ratio of solids (walls) and voids (windows and doors) are consistent and cohesive, the pedestrian generally is more comfortable. Doors, especially on the front of a building invite pedestrians into the

buildings. Windows on the front and sides of buildings suggest an interaction of activities on the inside and outside of the buildings.



Source: Albemarle County Community Development 2010. These windows create a consistent rhythm across the façades.

Blank Walls

Without even an appearance of windows or openings, large blank walls create an unfriendly pedestrian environment and should be avoided.



Source: Albemarle County Community Development 2010
The long blank wall of this building has no elements or design features to relieve it. The result is an uncomfortable, uninviting pedestrian experience.



Source: Albemarle County Community Development 2010
If a blank wall can't be avoided, visual interest can be added by articulating the wall with high quality architectural detailing.

Building Setbacks and Front Yards

The treatment of building setbacks and yards is particularly important to define the character of the pedestrian realm and to create comfortable spaces for both public and private activities on a lot. Building fronts and front yards are the most important aspects of a site in relation to the public realm. Building fronts and setbacks define the pedestrian experience along a street as much as the street's trees, furnishings, and roadway character. The [Recommended Guidelines for Setbacks, Sidewalks, and Urban Streets in this Appendix](#) provide guidance on appropriate setback in relation to the street on which a parcel fronts.

Front Façade Transparency—the Transition from Public Realm to Interior Space

First floor windows, especially storefront windows, are critical to the success of mixed use centers, employment neighborhoods, and other civic and mixed use areas. First floor windows facing the street create a visual link between activity in the building and the street. A high level of “transparency” engages the pedestrian and provides a sense of habitation and security that encourages pedestrians to stop, shop, and dine at establishments along the street.

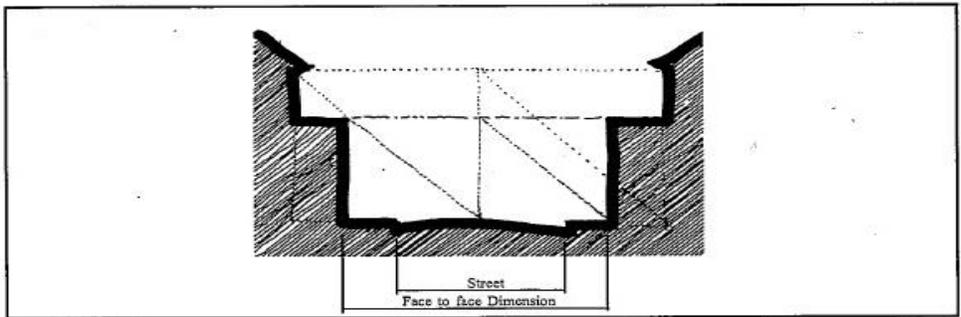
The following recommended guidelines are useful in promoting front façade transparency:

- Mirrored or smoked glass is discouraged because it eliminates the visual connection between pedestrians and activity within a building. The use of other glass products can maintain transparency while providing solar protection and heat reduction for building interiors.
- Careful consideration should be given to what goes on inside the building in front of the windows and doors. The idea is that pedestrians can see into the building rather than see a wall. The more active interior uses of a building should face sidewalks, pedestrian pass-throughs, and open spaces.
- Avoid placing fences or walls higher than four feet between the sidewalk and the building.

Building Heights and Spatial Enclosure

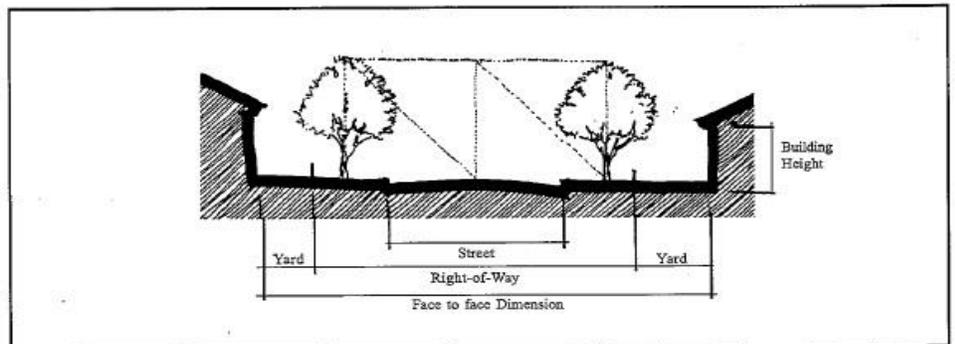
The Land Use Categories and Guidelines chart provides information on expected building heights by land use. In general, heights of buildings should be greatest at the Centers and in the Mixed Use areas. For buildings to have a human scale, their height and width should not be overwhelming to the person standing next to the building. The prior section has just described ways to vary mass and scale. Appropriate spatial enclosure is also important.

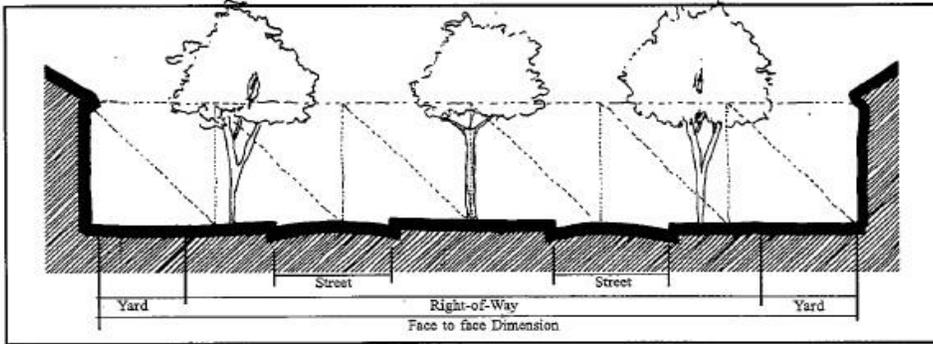
Spatial enclosure is the relationship of building height and setback to road widths. A feeling of pedestrian confinement often occurs when buildings are very tall and streets are narrow. A walk through a downtown with high rise buildings can create this feeling. A feeling of exposure can occur when a street is wide and buildings are one or two-story with deep setbacks. Balance between building height and street width with setbacks can be achieved at certain ratios. These ratios are not hard and fast rules, but provide guidance about pedestrian comfort. The images below and on the following page show different levels of enclosure, which can be used to help create buildings and spaces of human scale.



Spatial Enclosure Ratio of 1:2 using Building Recesses. The 1:2 ratio is not affected by building height because a recess at the second story is used.

Spatial Enclosure Ratio of 1:2 as defined by Street Trees





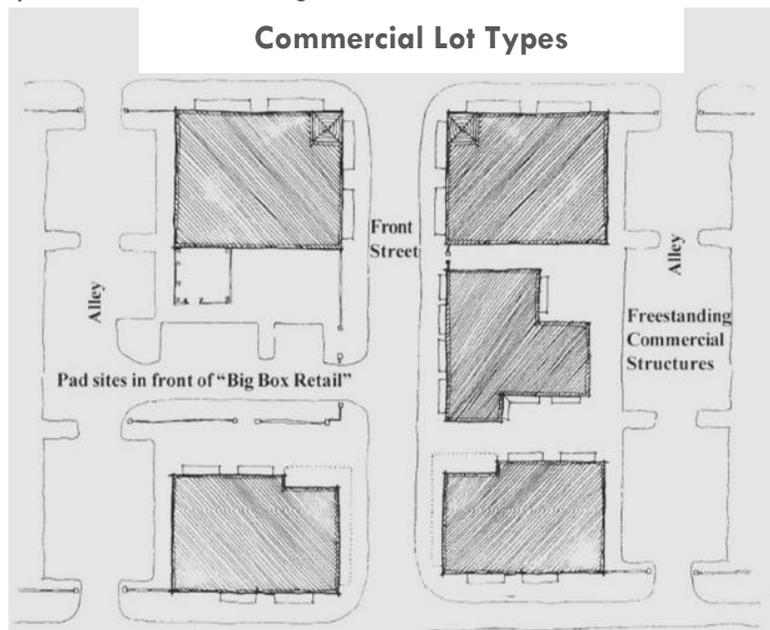
Spatial Enclosure Ratio of 1:6 as defined by Street Trees.

A 1:6 ratio is the absolute maximum spatial enclosure which should be used. In this wide space, street trees should be used to reduce the perceived width of the street.

9. Relegated Parking

Relegated parking occurs when parking lots are located to the side or the rear of buildings along a street. The following guidelines show how to relegate parking and to create a walkable environment:

- The street side of a building should be a fully-designed architectural front. Buildings should never "turn their backs" to the street. Where necessary, double-fronted buildings should be designed and built.
- Sidewalk connections should be provided from the sidewalk along the street to the building and its entrance. Parking lots should not separate the sidewalk from the street.
- Shallow building setbacks provide easy access to the building from the sidewalk.
- In some instances, primary building entrances will be from the parking lot located to the rear of a building. Pass-throughs, both external and internal to a building, can be used to move pedestrians from the street front to the main building entrance.
- If a primary entrance to a building must be located to the rear of the building, the building should be designed to allow for future retrofits that will open doorway entrances along the street.
- Parallel parking should be provided where allowed by VDOT standards or in Neighborhood Model Developments which use private streets. Diagonal parking in front of buildings should be viewed as the exception and not the rule.
- In large developments, it may be necessary to phase buildings and parking. In these instances, parking lots should be designed with future infill development in mind. The major circulation routes in these lots should allow for conversion to streets and the construction of new buildings within a portion of existing surface lots. These areas may become future "blocks."



Images from Albemarle County Neighborhood Model 2001

- Light and heavy industrial uses sometimes require large surface lots for truck loading and parking areas. Surface parking for customers may be needed in front of buildings to separate traffic. Where this occurs, a 12-foot minimum depth landscape buffer should be used to screen the parking area from the sidewalk.

Retrofitting Shopping Center Sites

Existing shopping centers are expected to redevelop over time. As they redevelop, large surface parking areas should be replaced with buildings and, in some cases, structured parking. Before this transition is completed, however, shopping centers may upgrade and improve without relocating the parking area. The following recommendations are made when improving an existing parking lot which separates a building from the street:

- Provide a sidewalk along the street which is separated from the street by a landscaped area.
- Provide screening of the parking lot with landscaping, architectural walls, or a combination of both on both sides of the sidewalk. Architectural walls should be no taller than 4 feet.

Surface Parking Lots

Automobile access to buildings is expected for the foreseeable future, so parking lot design must accommodate access for both cars and pedestrians moving through the lot. To make surface parking lots more pedestrian friendly, the following guidelines are recommended:

- Consolidate driveways with adjacent properties to minimize their encroachment upon sidewalks.
- Where alleys are present, driveways leading to parking lots and loading and service areas should be accessed from the alley.
- All loading and service drives should be deep enough to prevent loading and service vehicles from obstructing the sidewalk and roadway.
- Parking lots should be landscaped to reduce the amount of reflective heat, keep parked cars cool, and provide shade for pedestrians. This means that parking lot trees should be distributed evenly within parking lots and not only at parking lot edges.
- Pedestrian pathways in parking lots should be landscaped and easily identifiable by users of the business, multi-family development, industrial, or institutional use. Trees should be planted along the interior pedestrian paths to provide shade. One walkway running parallel to the parking rows should be provided for every four rows and walkways running perpendicular to the parking rows should be no further than 20 parking stalls apart. The paving material and pattern of sidewalks should pass through the driveway's paving pattern, in order to reinforce the continuity of the pedestrian circulation system.
- Walkways should provide a minimum clearance between car fenders of 5 feet and should be raised to standard sidewalk height (typically 6 inches).
- Where the path crosses the auto lane, the path should be clearly delineated by a contrasting color or pavement pattern, and/or it should be raised slightly to form a speed bump, such as occurs at the Charlottesville-Albemarle Airport.

Garages for Single-Family Detached and Attached Residences which Face the Street

Just as it is important that parking for multi-family and non-residential uses be relegated, garages associated with single family homes should be relegated. Where garages dominate the street-facing

façade of houses, streets have little human presence, activity, and interest. Instead, they feature an abundance of driveways and curb cuts that interrupt the flow of the sidewalk.

The following guidelines address ways in which the impacts of residential garages can be mitigated.

- Front-loaded garages associated with single-family homes, whether attached or detached, should be set back several feet behind the primary front façade of the residence. At least 18 feet is needed for a driveway in front of a garage between the garage door and the side walk.
- Protruding front-loaded garages (“snout houses”) are not appropriate in the Development Areas and should not be allowed as a way to gain additional density.
- Side-loaded garages can be closer to the street than the front façade of the residence, provided they contain design detail and articulation (e.g., vent details, windows, etc.).

Alleys

Alleys are a part of a block pattern, although sometimes only half of a block is constructed. They are travelways which help to provide “back access” to buildings and especially to houses. They are considered to be “secondary” in the sense that the street in front of the building should provide for parking on-street. They should not be confused with private streets which are intended to provide primary access to buildings and structures.

Alleys are appropriate in single-family detached settings as well as with townhouses and other attached housing. Alleys are preferred for relegating parking; however, they are not appropriate in all situations. Alleys should not be used in cases where garages are to be accessed from the street.

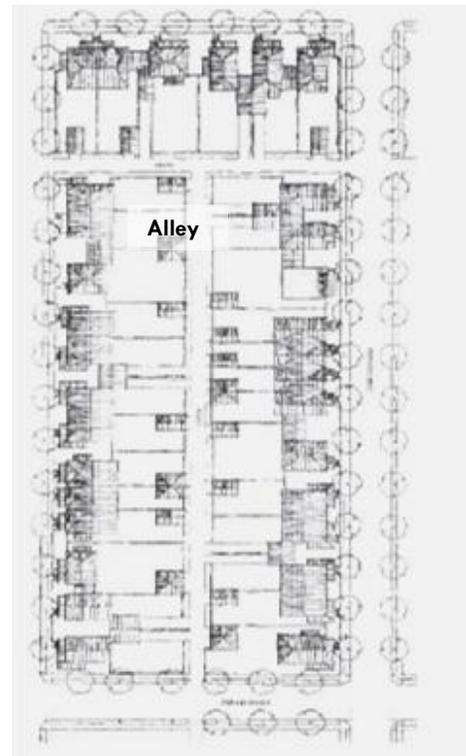
Structured Parking or “Parking Garages”

Structured parking allows for the efficient use of space in urban areas with higher densities. It is widely recognized as a key component in creating compact environments. Structured parking eliminates the need for extensive surface parking and helps maintain a consistent density within mixed use centers.

Parking garages can be standalone structures, incorporated into buildings, or located within block interiors and wrapped with liner buildings along the block perimeter. The garage buildings should have facades that reflect the proportion, rhythm, and massing of surrounding buildings. They also need to be well-designed in order to support pedestrian environments because, unlike retail, service, office, and residential uses, they generate pedestrian activity only near their limited number of entries. Therefore, the design of parking structures needs to consider carefully how the structures can make a positive contribution to the pedestrian realm.

The following guidelines define the character of parking structures:

Residential Lots Accessed by Streets and Alleys



Source: Albemarle County Neighborhood Model 2001

- Parking structures should be designed to support a pedestrian-friendly environment through use of articulated facades that reflect the proportion and rhythm, of surrounding buildings.
- Building massing of parking structures should not be substantially different than surrounding buildings. Blank, monotonous facades should be avoided. To lend interest to facades, architectural details similar to those used for surrounding commercial and residential uses should be used. This can include trellises, awnings, arbors, overhangs, balconies, railings, public art, and architectural façade details.
- Fenestration and openings, other than auto entries into parking structures, should be designed as typical window and door openings. Although these openings will typically not include glass, they should be designed with elements providing similar articulation and detail to windowsills, jambs, headers, and mullions.
- Structured parking can be screened from public view by “wrapping” active building space, such as first floor liner retail, office space, or residential stoops, around the parking structure. Where this is not feasible, entries to lobbies, stairs, display windows for public art or community information, and landscaping should be used to minimize the impact of structured parking on the pedestrian realm.
- Podium parking, which is parking on the first floor of a building, should be partially below grade, with the above-grade height not to exceed 5 feet. Landscaping should be used to screen headlights along exposed openings.

10. Redevelopment

The main opportunities for redevelopment of land exist with poorly performing or underutilized commercial properties. Providing transit to these areas can reduce parking needs. Although infill and redevelopment will bring changes in aesthetics or activity to an area, care should be taken in designing new buildings and structures to enhance and respect existing elements of neighborhood form and the natural environment that are vital to the area’s character and identity. This includes architectural character, overall scale and massing of surrounding buildings, spacing of existing entries,

In the photo-simulation to the right, a vacant retail strip center facing a vast parking lot has been transformed into a mixed-use area by:

- Changing the façade;
- Adding upper level apartments or offices;
- Modifying the parking lot to make streets;
- Adding sidewalks and street trees;
- Orienting the buildings to the newly created streets;
- Adding green space;
- Adding a transit stop; and
- Adding a parking garage.

rooflines, natural features, and topography. When sizing foundations during the initial building phase, anticipate the possibility of adding additional floors to one-story buildings.



Source: Albemarle County Neighborhood Model 2001

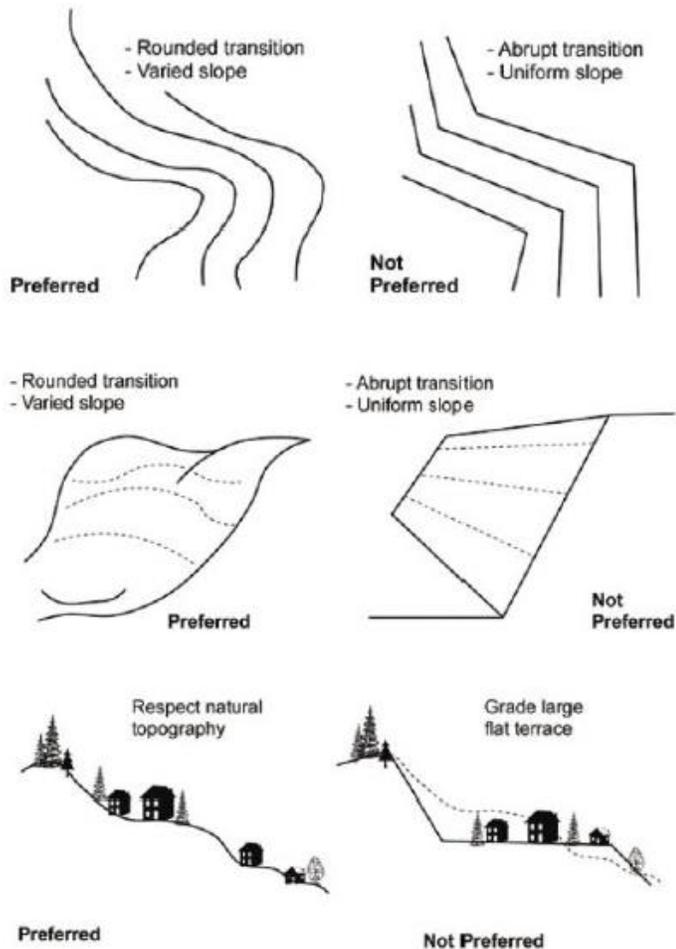
11. Respecting Terrain and Careful Grading and Re-grading of Terrain

Within the Development Areas, grading is often necessary and, when grading does occur, it is important that finished grades be smooth rather than abrupt. Important aspects to be considered are grading to provide interconnections, slope stability, and areas for landscaping.

The following guidelines related to grading and re-grading of terrain are recommended:

- As with other environmental assets on a site, topographic and geologic features should be considered opportunities that distinguish a new neighborhood from others. For example, rock outcroppings could be features in the park areas of a new development.
- Grading activities should not obliterate streams and natural drainages. Tree conservation should be provided to retain natural wooded areas that function as screening or open space.
- Look for opportunities to use building foundations as retaining walls to minimize environmental impacts.
- When reconstructing slopes, minimize use of 2:1 slopes. Opt for 3:1 slopes and 4:1 slopes which are easier to walk on, easier to establish and maintain with vegetation, and easier to accommodate steps.
- Where 2:1 slopes cannot be avoided, use them sparingly and plant vegetative material that is easy to establish and maintain. Grass should not be used as the primary vegetative cover on 2:1 slopes because of the difficulties and dangers of mowing these steep slopes.
- Where “feathered” grading would result in extra site disruption and destruction of existing vegetative cover, small retaining walls on stepped terraces are preferable to unnaturally steep slopes.

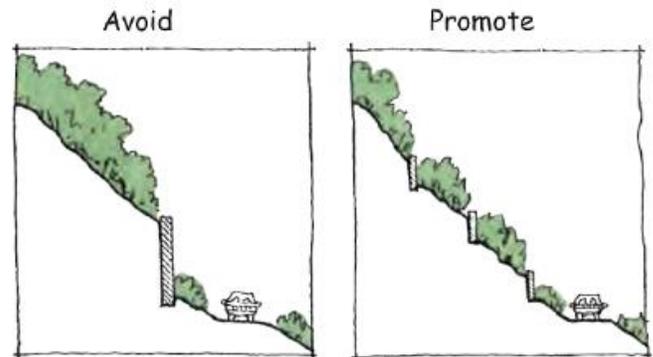
EXAMPLES OF PREFERRED/NOT PREFERRED GRADING TECHNIQUES



Source: *Steep Slopes Guide/Model Regulations*,
Lehigh Valley Planning Commission 2008

- Where retaining walls are used, they should be no taller than six feet and benched, and planted to blend with the landscape. Benches should be wide enough for vegetation and maintenance.
- Terraced parking lots, small-scale frontage buildings, and rooftop parking are all devices which may allow even a “big box” retailer to sit more comfortably on Albemarle’s hilly terrain.
- Pay attention to safety when re-grading slopes. Re-grading from a property line that creates a steep slope can be hazardous for a neighboring property owner.

EXAMPLES OF RETAINING WALLS TO AVOID AND PROMOTE



Source: Sevier County, TN Zoning Ordinance Appendix B

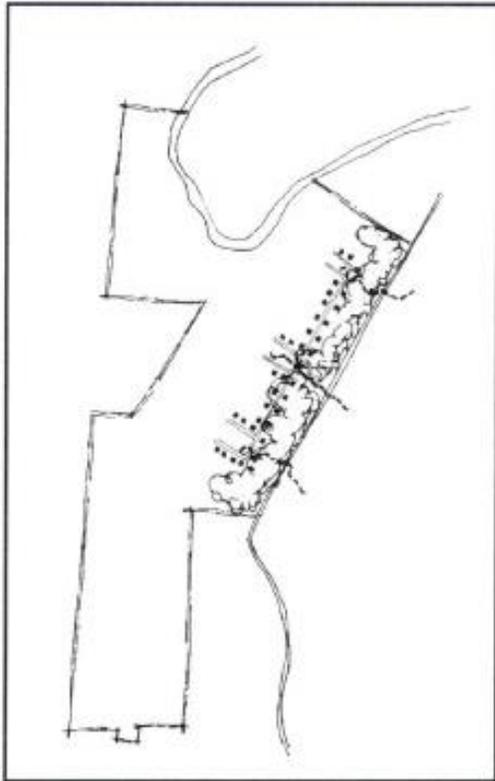
12. Clear Boundaries between the Development Areas and the Rural Area

Technically, there are only 11 principles that are specific to the Development Areas. Principle 12 applies to the place where the Rural Area and the Development Areas meet--the boundary. In most circumstances, density in the Development Areas should extend to the boundary so that the full potential of the Development Areas can be achieved. A “blended edge” that is frequently associated with sprawl is discouraged. This section suggests ways in which the boundaries can be discernible and compatible with their surroundings.

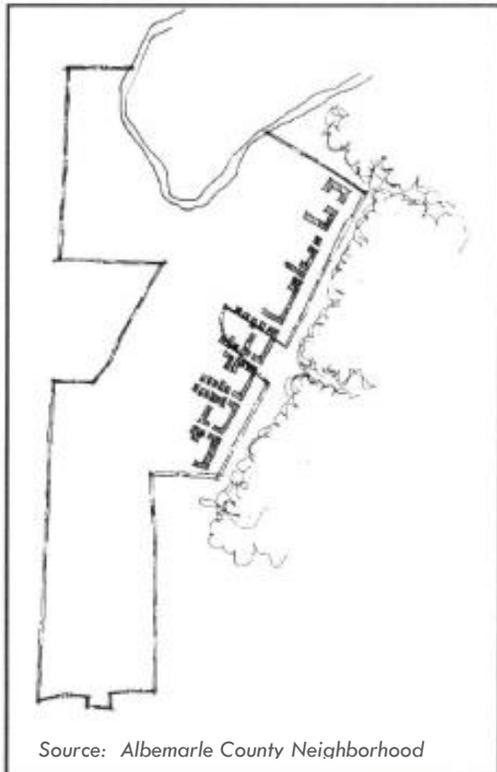
Where the Development Area Boundary is a **street or road**, the treatments may be buffered or unbuffered. A **buffered boundary** should consist of a heavily vegetated or landscaped area of 30 – 50 feet alongside the roadway in the Development Area. This area should screen development, especially if the area would otherwise expose the sides or rear views of buildings. This approach should not be used casually, however. The Development Areas are limited in area and use of this technique will reduce the net buildable area. It may be used when surrounding residents are concerned about encroachment of the Development Area beyond its boundaries.

An **unbuffered boundary** creates an obvious distinction or “hard edge” between a Development Area and a Rural Area. This treatment may be appropriate for highly traveled roadways or where a Development Area might be expanded, if it is ever to be expanded. Wherever this solution is used, it is important that no residences “back up” onto the roadway. Where development abuts a roadway, it is important that it act as a “front door” to the community.

Images on the following page have been taken from the original Neighborhood Model recommendations from 2001.



Where the Development Area Boundary is a **river or a stream**, a wooded buffer between the waterway and the developed area can create a place for a greenway. If a street is adjacent to a waterway, it is preferable to have residences built up to the opposite side of the road so that the view to the waterway is public. An urban park can also be placed alongside a river or stream where that watercourse forms the rural boundary.



Source: Albemarle County Neighborhood

Where the Development Area Boundary is a **ridge**, such as the top of a watershed, care should be taken to keep development below the ridge line if the ridge is significantly higher than the land on the Development Area side of the boundary. If the land on the Development Area side is rolling, then the heights of the building are of less concern and the “hard edge” is created without any environmental feature delineating the boundary.

Where the Development Area Boundary is the **City of Charlottesville** and a watercourse is not the boundary, neighborhoods adjacent to the City should be considered. In most circumstances, new County neighborhoods should connect to existing neighborhoods, regardless of whether the neighborhood is in the City or County. No clear boundary is expected; however, consideration of impacts on traffic will always be needed.

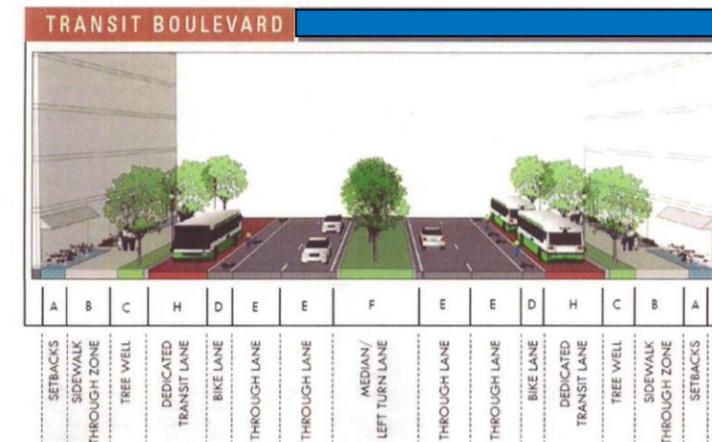
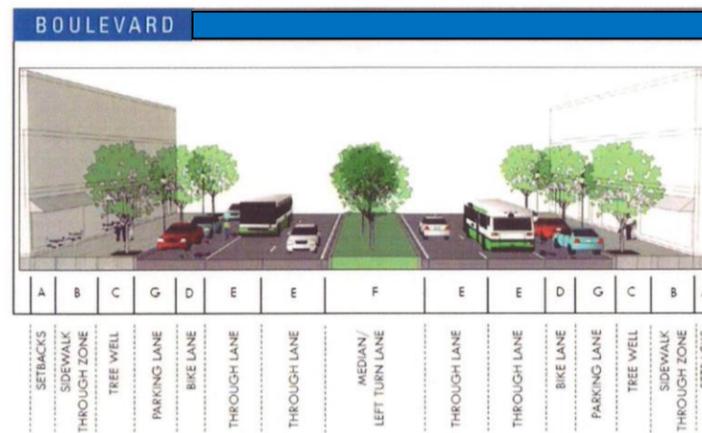
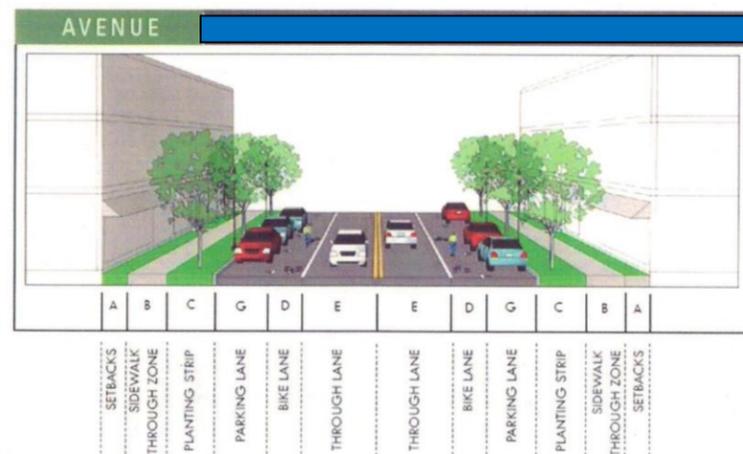
Where the Development Area Boundary is along a **power line or a railroad line**, a 50-foot wooded buffer between the easement or R.O.W. and the building areas should be provided for visual and physical separation.

Recommended Guidelines for Setbacks, Sidewalks, and Urban Streets

Development is least intensive in Area 1 and most intensive in Area 5. The height of buildings gradually increases from Area 3 to Area 5 which has the tallest buildings.

		Transit Boulevard		Boulevard			Major Avenue	
		5	4	5	4	3	4	3
A	Building Setback	0-10'	0-15'	0-10'	0-15'	0-15'	5-20'	5-20'
B	Sidewalk width	10'	8'	10'	8'	8'	6'	5'
C	Planting Zone	7' w/ well	7' w/ well; 8' w/ lawn	7' w/ well	7' w/ well; 8' w/ lawn	7' w/ well; 8' w/ lawn	7' w/ well; 8' w/ lawn	6' w/ well; 8' w/ lawn
D	Striped Bike Lane	yes	yes	yes	yes	yes	yes	yes
E	Through lanes each direction	2 to 4	2 to 3	2 to 3	2 to 3	2 to 3	1 to 2	1 to 2
F	Median	6 - 18'	6 - 18'	6 - 18'	6 - 18'	6 - 18'	6 - 18'	no
G	Parking Lane	no	off peak	no	off peak	yes	yes	yes
H	Transit Lane	1 each way	1 each way	optional	no	no	no	no

Illustration of Continuum in Intensity of Use



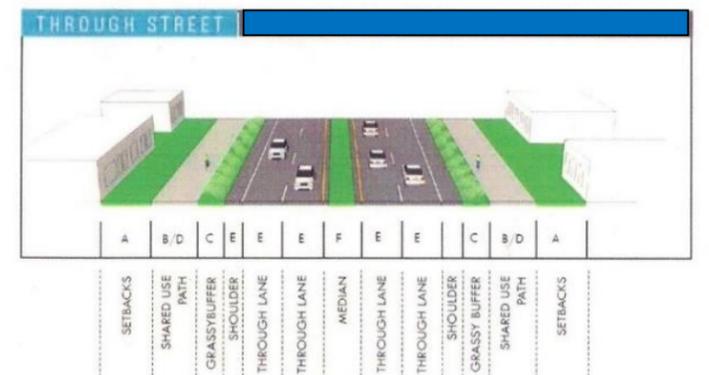
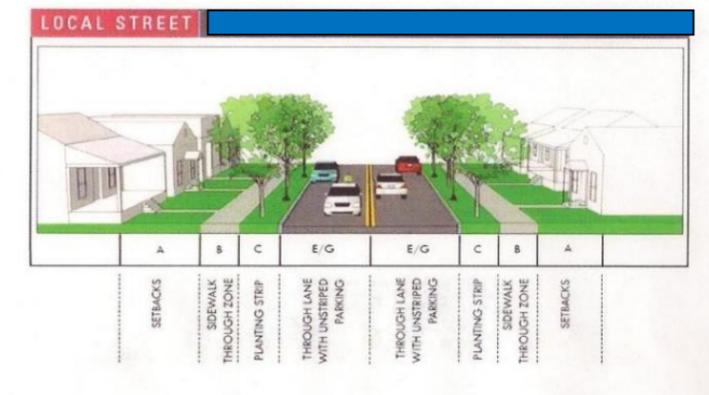
Recommended Guidelines for Setbacks, Sidewalks, and Urban Streets

		Local/Neighborhood Street					Through Street				
		5	4	3	2	1	5	4	3	2	1
A	Building Setback	0-10'	0-15'	5-20'	5-20'	5-20'	10-20'	10-20'	15-30'	15-40'	15-40'
B	Sidewalk width	6'	6'	6'	N/A	N/A	14' shared use path	12' shared use path	10' shared use path	10' shared use path	10' shared use path
C	Planting Zone	6' w/well	6' w/ well; 6' w/ lawn	6' w/ well; 6' w/ lawn	N/A	N/A	8'	8'	8'	8'	8'
D	Striped Bike Lane	no	no	no	no	no	no	no	no	no	no
E	Through lanes each direction	1	1	1	1	1	2 to 4	2 to 3	1 to 2	1 to 2	1 to 2
F	Median	no	no	no	no	no	6-8'	6-16'	8-16'	8-40'	16-40'
G	Parking Lane	optional	optional	optional	no	no	no	no	no	no	no
H	Transit Lane	no	no	no	no	no	no	no	no	no	no

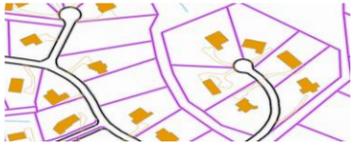
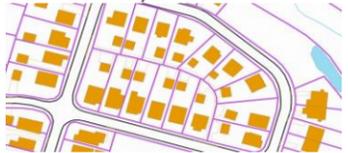
The Neighborhood Model recommends that levels of intensity of use increase from the Rural Area up to the most heavily developed centers in the Development Areas. This concept is illustrated on the previous page. The numbers correspond to levels of intensity of use. As the intensity of use increases, the streets characteristics must change as well as the relationship of buildings to the street.

A Street's character may change from one section of roadway to another. For example, a street such as Route 20 North may be a boulevard in one section and a through street in another section.

These street typology's, and associated pedestrian improvements and building setbacks are intended to provide guidance on creating more pedestrian friendly environments while allowing the street to function as it is designed to do.



Land Use Categories and Guidelines - Southern and Western Neighborhoods and Village of Rivanna

Designation	Neighborhood Density Residential – Low 	Neighborhood Density Residential 	Urban Density Residential 	Neighborhood Mixed Use 	Community Mixed Use 
Purpose/Intent	This designation represents existing residential areas with density of less than 2 residential units per acre and areas for future very low density development. It is used only in Crozet and the Village of Rivanna.	This designation represents residential areas with a desired density of 3- 6 residential units per acre. It also represents existing residential areas within or below this range. For the Village of Rivanna, density is limited to 3 dwellings per acre. (See Village of Rivanna Master Plan for details.)	This designation represents residential areas with supporting uses and non-residential uses. Density ranges from a density of 6.01 - 34 dwellings per acre, except in Crozet where it is 6.01 – 12 dwellings per acre.	This designation represents a mixture of residential and retail use and services primarily to serve nearby residential areas. Residential density may be up to 18 units per acre. Ratio of residential to non-residential uses should be approximately 50%.	This designation represents a mixture of residential and retail uses and services that serve the community. Residential density up to 34 units per acre. Mixture of uses within buildings is encouraged with retail/office on ground floor and residential or office on upper floors. The proportion of non-residential uses to than residential uses is area dependent.
Primary uses	Residential uses, as single-family detached units	Residential uses, as single-family detached, single-family attached, and townhouse units.	Residential uses of all housing types. Places of worship, public, and private schools, early childhood education centers (day care centers and pre-schools), public uses, and public institutional uses.	Neighborhood serving retail and service uses for nearby residential neighborhoods and office uses; retail, service, and office building footprints no > 15,000 sq. ft. Townhouses, apartments, and attached housing units. Places of worship, public, and private schools, early childhood education centers (day care centers and pre-schools), public uses, and institutional uses.	Community serving retail and service uses and office uses; retail, service, and office building footprints a maximum single-building footprint of no > than 60,000 sq. ft. Townhouses, apartments, and attached housing units. Places of worship, public, and private schools, early childhood education centers (day care centers and pre-schools), public uses, and institutional uses.
Secondary uses, where they are deemed compatible with nearby and adjoining uses	Places of worship, public and private schools, early childhood education center (day care centers and preschools), public uses, and public institutional uses	Places of worship, public, and private schools, early childhood education centers (day care centers and preschools), public uses, and public institutional uses. Neighborhood-serving retail/commercial areas of no > 3000 square feet and office uses of no > 5000 sq. feet may be appropriate in places.	Neighborhood-serving retail/commercial areas of no > 3000 square feet and office uses of no > 5000 sq. feet may be appropriate in places where they are deemed compatible with nearby and adjoining uses.	Auto-commercial sales and service with all service activities within a building with a maximum footprint of approximately 5000 sq. ft. Office/R&D/Flex/Light Industrial uses with maximum single-building footprint of approximately 15,000 sq. ft.	Auto-commercial sales and service with all service activities within a building with a maximum footprint of approximately 7500 sq. ft. Office/R&D/Flex /Light Industrial uses with maximum single-building footprint of approximately 20,000 sq. ft.
Acreage	N/A	N/A	N/A	1-5	5-30
Height	1 – 3 stories	1 - 3 stories	1 - 3 stories; additional stories where appropriate	1-3 stories; 2 - 3 stories preferred	1 - 4 stories; min. of 2 - 3 stories preferred
Photo Example	Augusta County, VA Source: Elaine Echols Albemarle County 	Parkside Village, Crozet, VA Source: Albemarle County 	Abington Townhouses Source: Albemarle County 	Belmont, Charlottesville, VA Source: TJPDC 	Old Trail Village Center Source: Albemarle County 
Photo Example	Glenmore Village of Rivanna Source: Albemarle County 	Belvedere Source: Albemarle County 	Arden Place Source: Albemarle County 	Neighborhood Center, Denver, CO, Source: Summer Frederick 	Charlottesville, VA - Source: Albemarle County 
Typical Layout	Typical lot layout in a low-density subdivision 	Typical lot layout in a neighborhood density subdivision 	Townhouse lots which abut the street with alley access 	Neighborhood commercial buildings along streets in Charlottesville, VA 	Community Service buildings along street in Old Trail Development, Crozet 

Land Use Categories and Guidelines - Southern and Western Neighborhoods and Village of Rivanna

Designation	Village Center (Village of Rivanna)	Regional Mixed Use	Office/ R&D/ Flex/ Light Industrial	Industrial	Institutional	Parks and Green Systems
Purpose/Intent	See Master Plan text.	This designation represents a mixture of residential and retail uses and services that serve the region. Residential density up to 34 units per acre. Mixture of uses within buildings is encouraged with retail/office on ground floor and residential or office on upper floors. Proportionately more non-residential uses than residential uses are expected in these areas.	This designation represents a category of employment-generating uses with the lightest impacts in the industrial use category, although uses in this designation may generate significant employee traffic, depending on the size and use of the facility. Included are offices, flexible spaces, research and development, and very light industrial uses. Any individual use or any combination of uses are possible in this category, except for light Industrial which must be combined with Office/R&D, or Flex uses and have few impacts on surrounding uses.	This designation represents uses that involve manufacturing and may include processing, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of these products. It allows for a range of employment uses that may have impacts that would not be suitable in or adjacent to residential uses.	This designation represents areas and uses which serve a public function. Parks that are parts of schools are considered part of parks and green systems	This designation represents areas for parks, recreation, environmental preservation, and areas otherwise not intended for development. Land with this designation cannot be used to calculate available density for a parcel of land.
Primary uses		Regional serving retail and service, and office uses. Residential uses as townhouses, apartments, and attached housing units. Non-industrial employment centers. Maximum office building footprint - 20,000 sq. ft. Maximum single-building footprint other than office, 80,000 sq. ft.	Office--which includes commercial office buildings that may house a variety of users and professional offices, such as medical or real estate offices. Research and development (R&D)--which includes design, experimentation, development of prototypes, engineering, scientific applications, and administration, especially in the fields of medical technology, communication systems, transportation, multi-media, and development of electronic technology, communication systems, or information systems. Development, construction, and testing of prototypes may be associated with this use. Flex businesses with several integrated uses, such as a very light manufacturing, warehousing, and showrooms. Light industrial--light manufacturing, fabrication, and distribution.	Manufacturing, storage, and distribution; and commercial activities related to the industrial use; office activities related to the industrial use. Research and development activities.	Schools, libraries, parks, major utilities, hospitals, universities, colleges and ancillary facilities. It also covers publicly owned property which has not yet developed. It is not intended for private schools, civic organizations, and other private facilities.	Parks, playgrounds, play fields, greenways, equipment, trails, paths, recreational equipment and facilities, plazas, outdoor sitting areas, and natural areas. Also, preservation of stream buffers, floodplains, known wetlands, and slopes of greater than 25% adjacent to rivers and streams. Property may be owned publicly or privately.
Secondary uses, where they are deemed compatible with nearby and adjoining uses		Auto-commercial sales and services, office/R&D/flex/light industrial uses.	Retail and commercial uses, which are supportive of primary uses, residential, and institutional uses.	Wholesale activities, larger auto commercial service uses, and institutional uses.	Varies	Public and private outdoor art, monuments, and non-advertising signage.
Acreage		30+	varies; 5-25 ideally	Varies; 5-25 ideally	Varies	Varies from small pocket parks to large regional and statewide parks and from unpaved to paved trails for pedestrians and bicyclists.
Height		1-5 stories; min. of 2 stories preferred	1-4 stories; more than 1 story preferred	1-3 stories; however, due to nature of use multiple stories may not be possible	Varies, depending on use	1-2 stories with most buildings at 1-story
Photo Example	Washingtonian Center Gaithersburg, MD Source:washingtoniancenter.com 	Crozet Commons Source: Albemarle County 	Source: Albemarle County 	Blue Bonnet School, Fort Worth, TX Source: Elaine Echols 	Crozet Park Source: Albemarle County 	
Photo Example	Washingtonian Center Gaithersburg, MD used with permission 	Virginia National Bank Source: Albemarle County 	Chicago Industrial Buildings, Source: Elaine Echols 	Crozet Library Source: Albemarle County 	Rivanna Trail Source: Albemarle County 	