Transition Area Design Guidelines

City of Virginia Beach
February 3, 2015

Adopted by reference as an amendment to the Virginia Beach Comprehensive Plan

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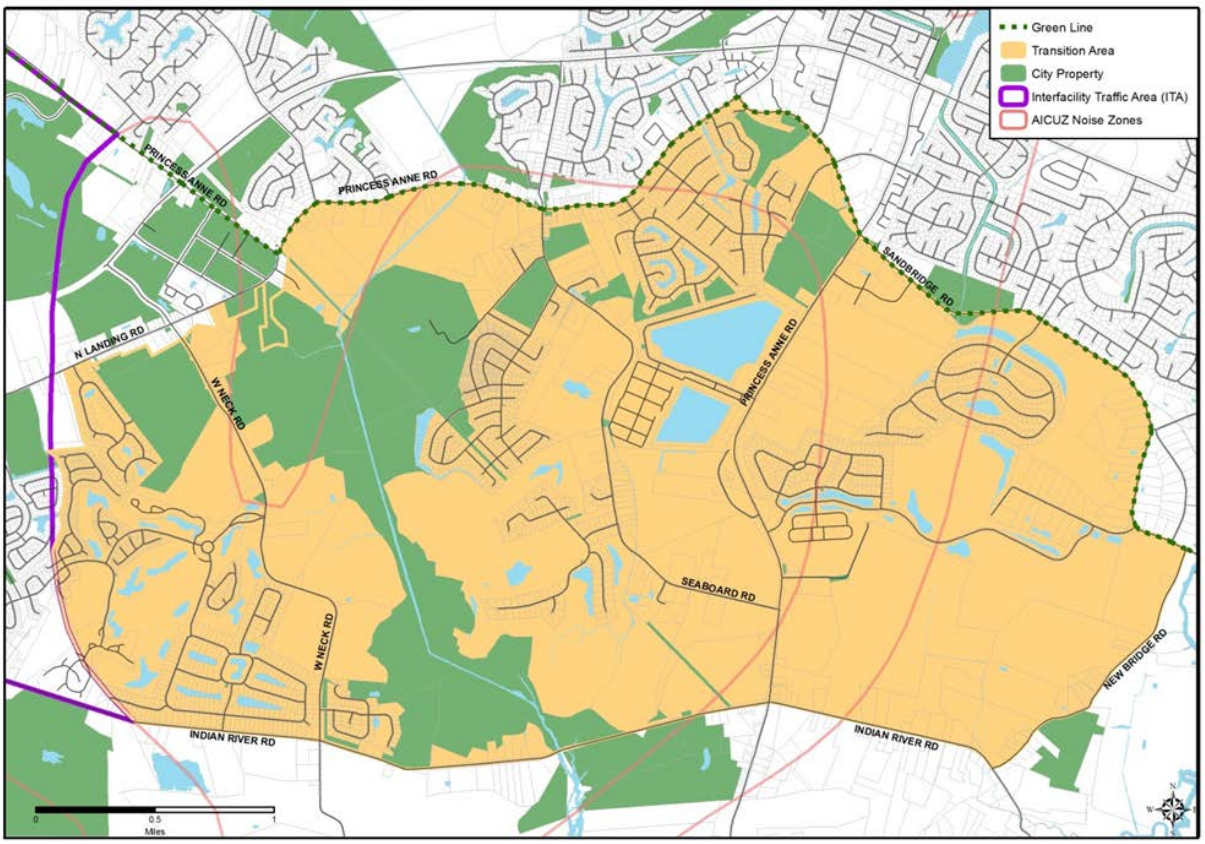
1. PURPOSE AND LOCATION

Purpose

The purpose of this document is to provide development and design guidance in conformance with the vision and land use policies for the Transition Area of the Comprehensive Plan. The objective is to encourage innovation and creativity in the appropriate design of buildings and sites so that all development and redevelopment in this unique area of the City will be respectful of its natural heritage and historical legacy and sensitive to its environmental value. This will result in a pleasant, supportive built environment reflective of the traditional rural development patterns of Virginia Beach in



Transition Area

its physical form and appearance. Unless specified, these design guidelines apply to all proposed development and redevelopment to enable the means by which development can comply with the vision for the Transition Area as set forth in the *Comprehensive Plan*.

Location

The Transition Area lies east of Special Economic Growth Area 4 - Princess Anne. It consists of approximately 5,900 acres and is defined by its boundary to the north by the 'Green Line' along Princess Anne and Sandbridge Roads and to the west by North Landing Road and the Princess Anne SEGA 4 border and to the south by Indian River Road and to the east by New Bridge Road. The Transition Area serves as a unique land use area buffering the low density Rural Area from the more densely developed Suburban Area. It does this by promoting development patterns and policies that are limited in scope and designed according to specific standards. Development is encouraged to aggregate density in areas served by adequate roads and public utilities and to reduce density in environmentally sensitive areas. By employing creative planning and development techniques, these guidelines will provide a pattern that emphasizes flexible community planning with a greater integration of open space and natural resources that respect and protect the unique natural character of the area, enabling a true transition into the Rural Area to the south. In so doing, the vision will be fulfilled that the Transition Area not be a continuation of the higher density development patterns and forms found in the Suburban and Urban Areas to the north.

Agriculture and Residential Uses along Seaboard Road north of Indian River Road

2. DEVELOPMENT & USES

2.1 Development should be creative and of high quality.

2.2 Uses should be limited to low-impact, low-density residential, low-intensity non-residential, open space and recreational, and agricultural, including row-crop farming and equestrian uses.

Low-intensity uses along West Neck Road

2.2.a. Development abutting agricultural operations should locate protective buffers between the proposed development and the agricultural land. These buffers should be at least 50 feet in width. The first 25 feet closest to the agricultural operations should be heavily planted with a mixture of grasses and low growing indigenous shrubs. The remaining 25 feet near the proposed development should be planted with a double row of trees with a minimum caliper of one and one half (1 ½) inches and should be centered no more than thirty feet apart. Such trees should be indigenous and consist of a mixture of 25% deciduous and 75% evergreen to screen as necessary or to provide scenic vistas. Seasonal changes and foliage color should be thought of when selecting planting materials.

Agricultural buffer near Princess Anne Road

2.3 Uses should require limited roadway improvements (e.g., turn lanes).

2.4 For residential development, a maximum average calculated density of up to and no more than one unit per developable acre can be earned through demonstrated conformance with these 'Transition Area Design Guidelines.'

2.4.a. Minimum lot sizes of 15,000 square feet are preferred. Lot sizes less than 15,000 square feet may be appropriate if the following additional consideration is given to active open space. The definition of 'active open space' is found in Section 5.1.

- Distance to active open space should be located within one-half (.5) mile of every dwelling lot.
- Each lot should be located to maximize views of the open space.
- Lots should be of various sizes and arranged in a contiguous manner so as to maximize remaining land for use as open space or preservation of natural features.

2.4.b. Flag lots should be provided, where warranted, to advance the purpose of the vision of the Transition Area, taking into consideration the size of the lots within the subdivision, existing or future tree cover and other pertinent characteristics relating to the need for rural residential privacy and open space. Driveways serving flag lots should have appropriate widths and pavement types (e.g. fire truck access).

2.4.c. The opportunity for agricultural, equestrian and similar compatible rural activities as part of the residential development should be maximized.

Equestrian Center near Heritage Park

2.4.d. Fragmenting or dividing remaining farmland and open space into small parcels should be avoided.

2.5 Non-residential uses should be neighborhood-serving, scaled to support the needs of nearby residential neighborhoods, users of the Transition Area's open space and recreational areas, and agricultural users. Neighborhood-serving centers should be located so that the design of its site can integrate the surrounding characteristics of the land and the residential development pattern. The site design should provide residents the opportunity and convenience of non-vehicular access within the development such as walking instead of being limited to getting into their cars. Regional-serving destination uses should be avoided because of the additional burden on the local transportation network of rural roads.

2.6 Non-residential uses should be located at major roadway intersection or, if as part of a mixed use plan of development, located at the entrance to the neighborhood or interior to the neighborhood around a central green or open space.

2.7 Development within floodplains is strongly discouraged.

2.8 Ensure all development proposals conform to the provisions of the Oceana Land Use Conformity Program and AICUZ provisions in the Zoning Ordinance, the Southern Rivers Ordinance and all other applicable development regulations.

3. DESIGN PRINCIPLES

3.1 Design should be with nature using low-impact development techniques and creative design to minimize impervious surfaces, protect natural resource areas and open spaces, address stormwater management requirements, and optimize site amenities.

3.1.a. In those cases where development is proposed within areas of existing tree cover, design the placement of buildings and driveways so as to save and protect as many trees and other significant environmental features as possible.

East entrance to Villages of West Neck with existing tree cover

3.2 Open space should be deliberately included and designed as a site amenity in all development. (*See more under Section 5 Open Space and Recreation of this document.*)

3.2.a. Preservation of interesting landscape features and scenic viewsheds, such as mature tree stands, natural areas, waterway corridors, wetlands, water features, hedgerows; and agricultural features, such as premier farmland, field patterns, and historic structures that recall the rural heritage are encouraged and should be incorporated into the design of entrances and other prominent areas in the development.

Preservation of an interesting feature as a trail for residents of Eagles Nest Community

3.3 Stormwater management techniques should be designed as site amenities and retention areas and should not be isolated behind buildings.

Stormwater management as an amenity in Heritage Park

3.3.a. Open space may be designed to address stormwater management, but it should not be limited to stormwater management facilities

Open space used for stormwater management in Mathews Green

3.3.b. Undeveloped wooded areas, retention ponds, bio-retention areas, and wetlands may be used for stormwater management. However, in all cases, they should be preserved or designed as amenities.

3.4 Historic structures and sites should be protected and incorporated into site design, either through preservation or adaptive reuse. Such extant structures and sites are reminders of the rural heritage and character of this part of the City.

3.5 Residential and non-residential use design should reflect a "Rural Transitional" architectural theme. Rural Transitional is defined as featuring certain architectural treatments that take cues from local farm buildings, hunting clubhouses and other examples that reflect the architectural heritage and agrarian character of southern Virginia Beach, and that demonstrate a change from the design of development north of the Green Line. Architectural features may include large, open wraparound porches, pitched roof lines, cross-gabled, front gabled or front-to-back main gabled roof forms and detached or side-loading garages. Beyond these architectural features, the Rural Transitional theme extends to building materials, site design and landscaping forms that are reflective of the existing traditional rural character. This transitional style can work if scale and building materials are compatible. Examples of Residential and Non-Residential Rural Transitional can be found below.

3.5.a. Replicas of historic designs should be avoided since they diminish significance of the originals. Architectural themes such as "Coastal" or "Beach" are generally not appropriate.

i. Residential Design - Houses should be arranged and streets should be aligned in ways that create or adapt to the natural setting and are not limited to a typical regimented grid-like urban pattern. Homes should be designed to convey a sense of outward connection to the land and community by facing streets and other homes. This connection should be enhanced by providing attractive landscaping between the streets and home sites, frame open spaces, and robustly screen development along major streets and road frontages. Typically have a roof form to the front and a partial or full-width front porch.

Examples of Residential Rural Transitional Architecture

This example of early 20th Century vernacular, located on Princess Anne Road and south of Sandbridge Road, presents simple features in a four square style. While not limited to this style, contemporary designs tastefully evoking these features would fit within the concept of rural transitional.

Examples of contemporary designs with selective rural design features

Home in Mathews Green with a large, open wraparound porch with simple railings, standing seam roof, appropriately proportioned dormers, and wood clapboard style or similar siding

Example of a contemporary design with rural architectural treatments of front-gable roof, full-width open front porch, and horizontal siding

Example with front-gabled roofs, simple porch columns, bracketed eaves and horizontal siding at gable ends

Homes in Ashville Park

Example of a Victorian farmhouse design that is not overly adorned with decorations, appropriate proportioned wrap around porch, and window grids facing the public street

ii. Non-Residential Design - Development should be designed to complement the surrounding rural character in terms of size, scale, architecture, and selection of materials. It should not be like the non-residential development north of the Green Line.

- Buildings should be kept low in scale, a maximum of 2 stories, and should have a footprint of no more than 10,000 square feet. Clusters of free-standing small shops and offices that encourage pedestrian movement over vehicular movement or which front on a central green are also appropriate.
- Building exteriors should express architectural fenestration.
- Buildings can be made visually interesting and compatible by the use of setbacks, traditional building material and architectural features like projections and varying rooflines of dormers and overhangs.
- Visible roof forms (hips, gables, and gambrels, etc.) commonly present on small-scale rural office and commercial structures are encouraged. Flat roofs are generally not appropriate.
- Building construction should adhere to sound environmental principles that include energy-efficient design.
- Franchise development should respect the community character and should be designed for compatibility with the surrounding neighborhood.

Examples of Non-Residential Rural Transitional Architecture

Near the Nimmo Center on Princess Anne Road – Example of franchise development with compatible materials and design featuring arches, pitched roof, and clapboard style siding

Example of a simple form based architecture with strong roof lines - Rainbow Station on Sandbridge Road

Non-Residential uses on North Landing Road exemplifying specific rhythm to the building façade featuring a full-width open inviting front porch with simple porch columns

3.6 For residential development, parcel consolidation is encouraged to enable larger development sites that can be designed creatively.

3.7 Non-residential site design should focus on providing an attractive streetscape view into the site from the roadway.

3.7.a. Development should be screened with substantial setbacks with landscaping berms, trees, buffers and trails. When located along arterial roadways, screening should be designed along the road with parkway or greenway features that are heavily landscaped, or retain existing natural features that provide a scenic view from the roadway.

3.8 Parking areas should be situated behind or on the side of buildings and should incorporate landscaping throughout the parking areas to enable bio-retention of stormwater runoff.

3.8.a. With appropriate design and site placement, shared parking arrangements between uses can be realized.

Example of parking area situated on the side. Notice how the landscaping is incorporated to enable bio-retention of stormwater runoff.

3.9 Signage should be complementary in scale and style to the use, constructed of high quality and long-lasting materials, and externally-illuminated.

3.10 Fencing should be of an open style to create or maintain a sense of open space throughout the Transition Area.

Examples of preferred fence styles

Example of a fence style that is not preferred

4. SPECIAL PLACES

When developing in proximity to a designated "Special Place" (e.g., Municipal Center, Historic Nimmo Church, Pungo Village, and the Ecological Awareness Center at Back Bay), design elements should be incorporated that are contextually relevant to that Place to ensure compatibility. There are four distinct Special Places that link with the Transition Area. Each place contributes unique design characteristics and its own architecture and landscaping style.

4.1 Municipal Center

The Municipal Center of Virginia Beach is centrally located within the Courthouse Historical and Cultural District. Its primary contributing historic resource is the Old Princess Anne County Courthouse. Constructed during 1823, the two-story structure of Flemish bond brick with a denticulated cornice has a hipped roof of slate tile and Tuscan columns that stand two stories to support the front portico. Preserving the character around the historic courthouse section of the Municipal Center requires retaining the shady tree lined approaches to the historic site. The crossroads character of this courthouse and the adjacent commercial at the intersection of Princess Anne Road and North Landing Road should be preserved by maintaining the present scale and building relationship to the street.

Old Princess Anne County Courthouse

Contributing structure adjacent to the Old County Courthouse

Other styles of architecture found in this area are primarily Neo-Georgian buildings arranged in a campus style along grid streets that give a more formal approach to the manicured grounds. Some transitional architecture is introduced at the opposite end of the municipal campus from the historic courthouse. This transitional style can work if scale and building materials are compatible.

Example of Neo-Georgian style near the Municipal Center

Richard Kellam House

The use of brick remains the dominant character of the Municipal Center while wood siding is apparent on most of the older homes in the area. The surrounding residential character comes from the expansive front yards and large trees which evokes an earlier time in our city's heritage as exemplified in this photograph.

4.2 Nimmo Center

Nimmo Center is located in a Historical and Cultural District and contains one of the first post-revolutionary churches established in the area as well as one of the oldest Methodist churches in continuous use today. Nimmo United Methodist Church is a two-story wood frame structure with wood clapboard siding. This church consists of an open nave plan with a projecting steeple and little ornamentation.

Nimmo Church from an earlier time

Steeple of Nimmo Church

Despite its federal style having been obscured by alterations and additions, Nimmo Church's important rural country character is desirable as a buffer from suburban development to the north. Development in this area should not be of Georgian influence since the Church is not of this style. Brick should not be the dominant material in this area since the church is a wood clad frame building. No

Nimmo Church modified with additions

new building should be taller than the gable end of the church to allow the steeple to be viewed. Contemporary or traditional buildings that are compatible in scale, form, massing, and materials are acceptable. All existing wooded areas should remain wooded. These woods protect the feeling of rural character that is part of the significance of this church as well as act as buffers to the development that is occurring.

4.3 Pungo Center

Pungo Center is a rural crossroads community with convenience stores, gas stations, an antique store, and restaurants. Munden's Store best represents the original rural character of this area and is an example of the vernacular tradition found in southern Virginia Beach. This style relies on simple forms with little or no ornamentation.

Undated photograph of Munden's Store seen from Princess Anne Road

Sign feature of Munden's Store

Window treatment feature of Munden's Store

Undated photograph of Munden's Store seen from Indian River Road

Residential architecture primarily found in the Pungo Center is depicted by the early to mid-twentieth century craftsman cottage style of the small bungalow type dwellings found in this area. Located on Princess Anne Road is an example of a mail order craftsman style dwelling. As shown in the illustration and photograph below, this home is identified as an Aladdin Readi-Cut kit home dating back to 1919.

Aladdin Plaza as shown in 1919 Aladdin catalog

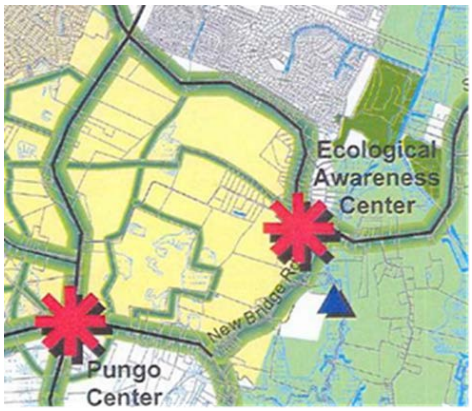
Undated photograph of house design by Aladdin Readi-Cut called "The Plaza" located on Princess Anne Road

To enhance the historic nature of Pungo Center, shops should be brought to the road with parking oriented behind buildings away from Princess Anne Road or screened if located on the side of buildings. Access points from the roadway should be minimized and, where possible, combined. Locating parking in the rear can also encourage pedestrian activity. Further encouragement can come from reducing setbacks to allow direct connections between sidewalks and storefront entrances. These connections should provide safe and attractive pedestrian connections and a continuous link throughout the center with a minimum of vehicular conflict points. While there is no one particular dominant style in this small commercial/residential place, the scale, proportion and general character of buildings should evoke a design vocabulary reminiscent of turn of the century architecture. Commercial uses should include bungalow-style architectural elements of low-pitched gabled roofs, decorative brackets under the gables, wide, overhanging eaves with exposed rafters, incised porches beneath the main roof, handcrafted stone or woodwork. The dominant residential look should complement the Craftsman-style bungalows by using the existing Aladdin Readi-Cut kit home as an example. All landscaping should be designed with native plant materials.

Example of porch columns found in Pungo Center

Examples of architectural detail of overhanging eaves found in Pungo Center

4.4 Environmental Education Center at Back Bay



The Environmental Education Center at Back Bay is proposed as a gateway to some of the city's natural heritage areas. The Back Bay National Wildlife Refuge, as part of their Comprehensive Conservation Plan (CCP) dated September 2010, proposes to construct a new headquarters, visitor center, and environmental education center to be located at the corner of New Bridge and Sandbridge Road that comprises approximately 61.5 acres. In addition, this center will have a multi-purpose trail system that will allow for wildlife observation, photography, and self-guided and personal service interpretation via interpretive displays. Once this new facility is built, it would become the primary environmental education facility. This proposed public use area is expected to serve more than 150,000 visitors annually. To accommodate this new center, a realignment of New Bridge Road is proposed. This location would be centrally located to all Refuge property and assets and would address a concern that facilities should be more accessible to the public and closer to the center of town. The current office would be maintained and improved as a primary visitor contact facility and possible gift store.

This illustration, taken from page G-1 of the CCP's Appendix G. Conceptual Plan, provides an aerial view of the proposed Environmental Education Center

Building designs in this area could be represented as early 1900's Lodges that were common in this area. Examples of lodges used in the 1930's are seen in photos below.

False Cape Club

Pungo Hunt Club

5. OPEN SPACE AND RECREATION

5.1 For residential development, 50% of the developable area should be designed to provide a practical balance of both 'active' and 'passive' open space, which should be clearly designated, respectively, on the development plan. Open space should be designed in accordance with the definitions below.

5.1.a. Active Open Space: Space that is programmed for active use, such as neighborhood parks, playgrounds, community pools, clubhouses / community centers, ball fields or other play fields, golf courses, historic structures open to the public, and exercise, biking or horse riding trails. It should be useable, visible and easily accessible from residences by multi-purpose trails or sidewalks.

5.1.b. Passive Open Space: Can include environmentally-sensitive areas (stream corridors, estuaries, wetlands, mature tree stands of native vegetation/undeveloped woodlands, aquifer recharge areas, floodplains, soils classified as having high water tables, soils classified as highly erodible, land incapable of meeting percolation requirements, and land formerly used for borrow operations and filled with water), agricultural uses, and scenic vistas. Where appropriate, walking trails can be located within passive open space areas. Passive open space may be designed to address stormwater management.

Passive open space in Mathews Green

5.1.c. Development plans should designate open space as active, passive, public, or private. The maintenance responsibility for each facility should be established prior to construction. Public designation refers to facilities to be used for a bona fide public purpose conducted by a public agency through ownership or by easement. Private designation refers to facilities to be used and operated for the benefit of members of an incorporated or unincorporated association for a community, such as an homeowners association, and not open to the general public.

Designated open space in Mathews Green

5.1.d. Land for open space purposes should be protected through the use of a variety of legal instruments, such as deed restrictions, appropriate zoning classifications, protective easements or transfer to a stewardship agency (e.g. foundations or conservation groups), or through some other appropriate means.

5.1.e. Active open space should be integrated throughout the development for ease of access and use and not isolated.

5.1.f. Open space can be designed to include public plazas and public art.

5.2 For non-residential development, 30% of the developable area should be designed as open space and clearly designated on the development plan. Such open space should not be limited to stormwater management facilities.

5.2.a. Parking lot landscape islands should not be considered open space.

5.3 A well-planned system of multi-purpose public trails should be included in all development to provide non-vehicular mobility, recreational opportunities, and

connectivity to the larger Transition Area Open Space and Trails Network. A balance of both 'primary' and 'secondary' trails should be provided and clearly designated on the development plan.

5.3.a. Primary Trails – Public asphalt trails within roadside buffer areas. A public easement will be required to be dedicated only if the buffer area is not dedicated to the city. Primary trails are maintained by the city.

Primary trail on Seaboard Road

5.3.b. Secondary Trails – Public asphalt trails located on property owned by Home Owner Associations (HOA) or other neighborhood ownership entities within a development. A public easement will be required to be dedicated to the City. The easement agreement states that maintenance of secondary trails is the responsibility of the HOA or other neighborhood ownership entity.

5.3.c. Non–residential development should be connected to other non-residential areas and residential areas via multi- purpose trails to encourage non-vehicular mobility throughout the Transition Area.

5.3.d. Multi-purpose trails should connect residential areas as well as connect to non-residential areas in order to enhance non-vehicular mobility.

5.4 Open space and recreational areas, trailway design, and connections should be designed to help implement the Transition Area Open Space and Trails Network (plan/map) and the goals of the *Virginia Beach Outdoors Plan* (see Appendix B 'Transition Area Open Space and Trails Network' map).

Multi-purposed trail within a roadside buffer providing connectivity to a residential area.

5.4.a. When developing adjacent to the West Neck Creek Natural Area, design elements, such as multi-purpose trail connections and observation decks, should be incorporated that allow opportunities for enjoyment of the area while being sensitive to its environmental characteristics.

View of West Neck Creek looking north from Indian River Road

5.5 Roadway buffers should be designated along selected roadways (see Appendix B Transition Area Open Space and Trails Network map), containing both landscaping and a primary public multi-purpose trail within a public access easement, to provide for screening of development and to promote trail connectivity throughout the Transition Area. These buffers may be used for open space and residential density calculations.

5.5.a. For Residential Development, the buffer should be designated on the development side and have a width of 150 feet with robust landscaping.

150 foot buffer and primary trail on Seaboard Road

5.5.b. For Non-residential Development, a 50-foot buffer with robust landscaping should be designated along selected roadways

Non-residential buffer along Sandbridge Road

6. INFRASTRUCTURE

All development in the Transition Area should be considered relative to its impact on current and planned infrastructure and to other discretionary development proposals.

6.1. Availability and adequacy of public infrastructure is paramount. Discretionary development should occur only if the public infrastructure is capable of supporting it, which may necessitate phased development over time, concurrent with implementation of the City's Capital Improvement Plan (CIP). Note: Many roads in the Transition Area are presently 2-lane rural roads. Improvements are contingent on necessity and sufficient capital funding. Adequacy consideration should include roadway design safety as well as roadway design capacity.

6.2. Connection to public sanitary sewer and water are preferred, However, if a parcel is proposed to be served by a private septic system or an alternative on-site sewage system (AOSS), the lot area should be of sufficient size and soil suitability to install a replacement system in case of original system failure.

6.3. Public utilities service extension should be incremental and in an orderly fashion.

6.4. Development should respect the Master Transportation Plan by providing reservations or dedications for planned road improvements.

6.5. Stormwater management should be incorporated into project design according to state stormwater management regulations. A systems approach to stormwater management could be used, incorporating a range of stormwater management techniques. Wherever feasible, consider multi-site or regional stormwater management facilities and design them as site amenities.

Examples of stormwater management facilities designed as open space amenities

APPENDICES

APPENDIX A: TRANSITION AREA MATRIX

Residential density for any Change of Zoning within the Transition Area under the policies of the Comprehensive Plan is a maximum average calculated density of no more than one unit per developable acre can be earned through demonstrated conformance with the Transition Area Design Guidelines (page 4-19, Policy Document). Part of the evaluation as to whether 'conformance with the Transition Area Design Guidelines' has been demonstrated is an assessment of the proposed development using the Evaluative Criteria provided below, which are based on the Transition Area Design Guidelines. Staff will 'score' the proposed development for its consistency with the Evaluative Criteria below. The scores are then combined and the total is inserted into the formula below to determine the recommended maximum density for the development.

	Points
Natural Resources Degree to which the project preserves and integrates into the overall project the natural resource amenities on the site *(insert total points from page 2 – total possible is 2 points)*	
Amenity The type and degree of the amenity *(insert total points from page 4 – total possible is 4 points)*	
Design Degree to which the project incorporates good design into the project *(insert total points from page 7 – total possible is 5 points)*	
TOTAL POINTS:	

CALCULATION MATRIX *

The maximum number of points that can be obtained is 11. Dividing the 'Total Points' by the 11 possible points results in a 'total score' (EXAMPLE: 8.7 total points divided by 11 = 0.79 [can be viewed as a 79% score, as if on a test]).	**TOTAL POINTS ÷ 11 =**	
Multiply the result from above by 0.5, which is the difference between the baseline density of 0.5 dwelling units per acre (du/ac) and the maximum allowable 1 dwelling unit per acre	**X 0.5 =**	
Add the result from above to 0.5 (the baseline density), which results in the maximum density for the site	**+ 0.5 =**	
Multiply the result from above by the acres of land that 'may be earned through demonstrated conformance'	**x acres of subject property =**	

POTENTIAL NUMBER OF DWELLING UNITS

* (An example of how this Matrix is used is provided on the last page.)

(1) Natural Resources

Existing forest, wetlands, meadows, cultivated fields, and related features

A. Are natural resources protected? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
B. Are natural resources integrated into project? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
NATURAL RESOURCES TOTAL	**(add scores for Items A & B)** **Insert in appropriate box on page 1**	

(2) Amenity

A feature that increases the attractiveness or value of the site consistent with the goals and objectives of the Comprehensive Plan for the Transition Area.

A. Is the amenity, if present, visually or operationally available to those who do not own property in the development? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
B. Does the amenity consist of recreational components? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	

C. Are improvements made that provide visual or physical access to the natural resources on the site or are improvements made to create a new amenity to the property? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
D. Is there connectivity linking any open space and/or amenities between this development and adjacent existing or future developments? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
AMENITY TOTAL	**(add scores for Items A, B, C, & D)** **Insert in appropriate box on page 1**	

(3) Design

Creation or execution in an artistic or highly skilled manner consistent with the goals and objectives of the Comprehensive Plan for the Transition Area.

A. Are natural or manmade water features incorporated into the development in a way that they serve as amenities? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
B. Is there an attempt to integrate the amenities as an integral part of the overall development? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	

C. Does the development retain or create views or scenic vistas that can be seen from the road? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
D. Is a mixture of lot sizes and the clustering or massing of homes used to achieve a primarily open space development? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	

E. Does the development use roadway and "hard infrastructure" that is appropriate for its design? Is it consistent with the vision and recommendations of this area as expressed in the Comprehensive Plan? *Comments:*	**YES** (insert a score from 0 to 1 point to the right)	
	NO (insert 0 points to the right)	
DESIGN TOTAL	**(add scores for Items A, B, C, D & E) Insert in appropriate box on page 1**	

EXAMPLE OF HOW TO USE THE MATRIX (FROM PAGE 1)
(Based on a property with 75 developable acres)

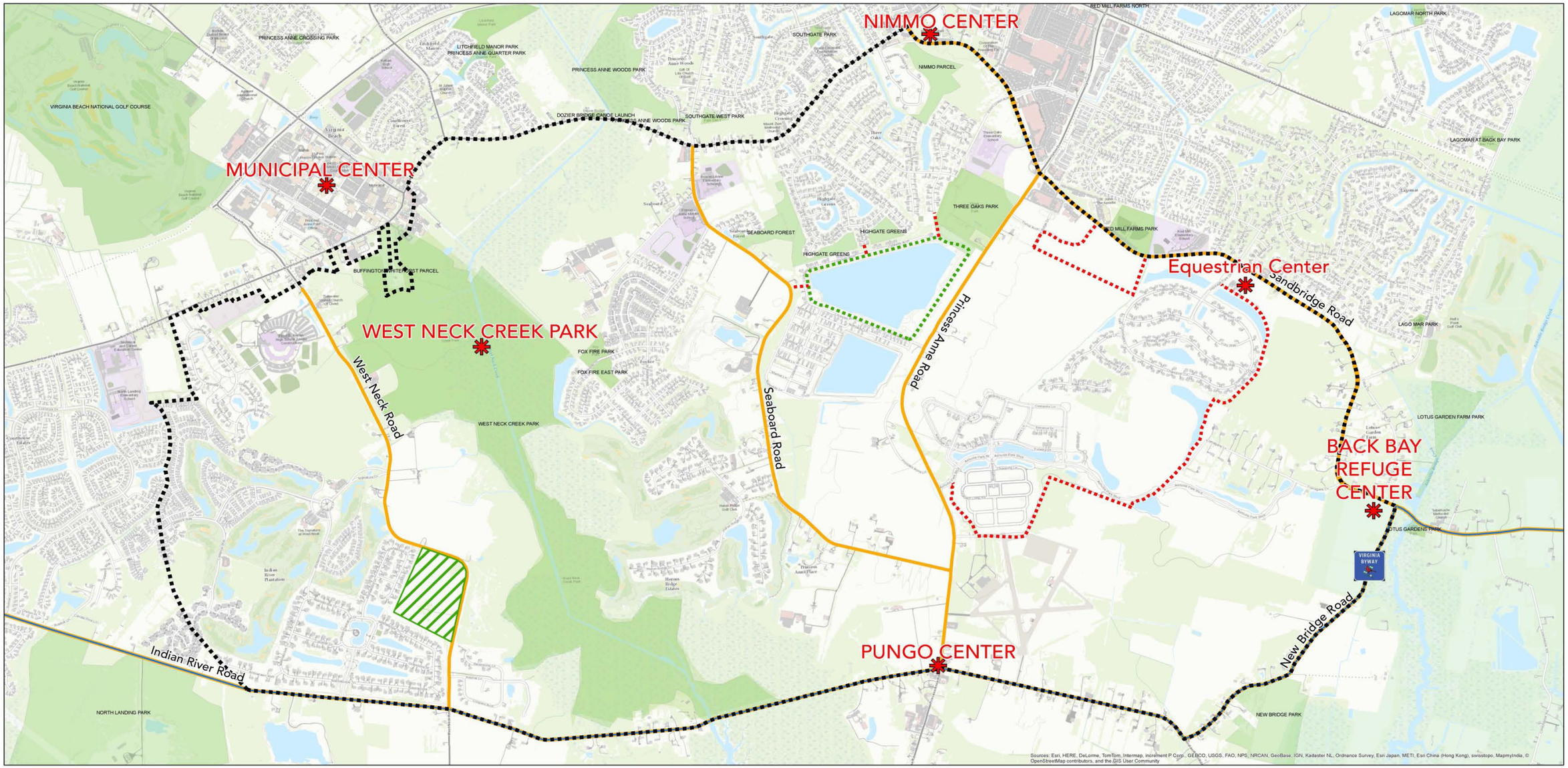
	Points
Natural Resources Degree to which the project preserves and integrates into the overall project the natural resource amenities on the site *(insert total points from page 2 – total possible is 2 points)*	1.5
Amenity The type and degree of the amenity *(insert total points from page 4 – total possible is 4 points)*	3.5
Design Degree to which the project incorporates good design into the project *(insert total points from page 7 – total possible is 5 points)*	4.0
TOTAL POINTS:	9.0

CALCULATION MATRIX *

The maximum number of points that can be obtained is 11. Dividing the 'Total Points' by the 11 possible points results in a 'total score' (EXAMPLE: 8.7 total points divided by 11 = 0.79 [can be viewed as a 79% score, as if on a test]).	**TOTAL POINTS ÷ 11 =**	0.82
Multiply the result from above by 0.5, which is the difference between the baseline density of 0.5 dwelling units per acre (du/ac) and the maximum allowable 1 dwelling unit per acre	**X 0.5 =**.	0.41
Add the result from above to 0.5 (the baseline density), which results in the maximum density for the site	**+ 0.5 =**	0.91
Multiply the result from above by the acres of land that 'may be earned through demonstrated conformance'	**x 'acres of subject property' =**	68 units for 75 acres

POTENTIAL NUMBER OF DWELLING UNITS

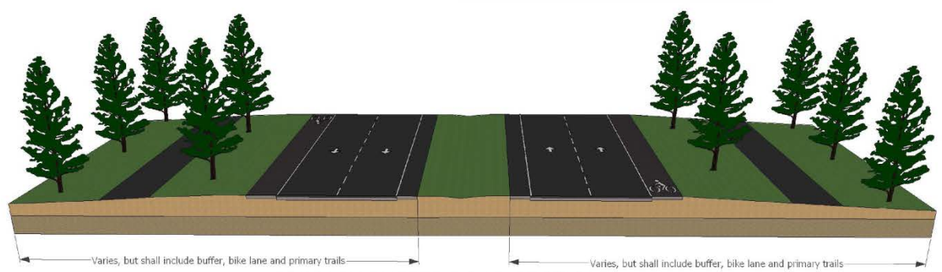
APPENDIX: B



TRANSITION AREA OPEN SPACE AND TRAILS NETWORK

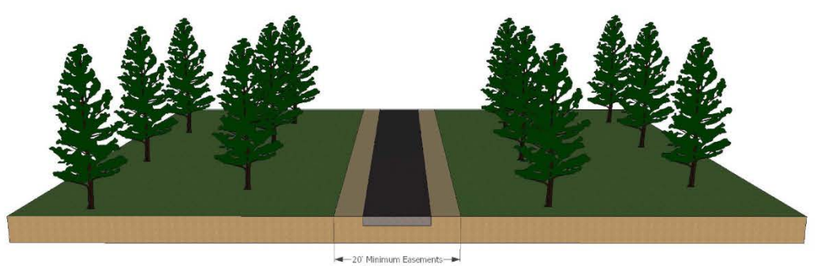
- CONSERVATION EASEMENT
- TRANSITION AREA BOUNDARY
- PARK PROPERTY
- TRANSITION AREA BUFFER ROAD
- VIRGINIA STATE SCENIC BYWAY
- EXISTING TRANSITION AREA SECONDARY PUBLIC TRAIL
- EXISTING TRANSITION AREA PRIMARY PUBLIC TRAIL

0 0.225 0.45 Miles



PRIMARY BUFFER ROAD SECTION*

*REFER TO MASTER TRANSPORTATION PLAN FOR ULTIMATE NUMBER OF LANES



SECONDARY PUBLIC TRAIL SECTION