Bon Air Special Area Plan

Adopted by the Chesterfield County Board of Supervisors
November 18, 2015

Table of Contents	Page
Section 1: Introduction – Plan Overview	**BA 3**
Section 2: Plan Goal	**BA 7**
Section 3: Issues & Opportunities	**BA 8**
Section 4: Guidelines & Concept Plan	**BA 21**
Section 5: Design Plan	**BA 24**
Section 6: Infrastructure Plan	**BA 32**

Section 1: Introduction

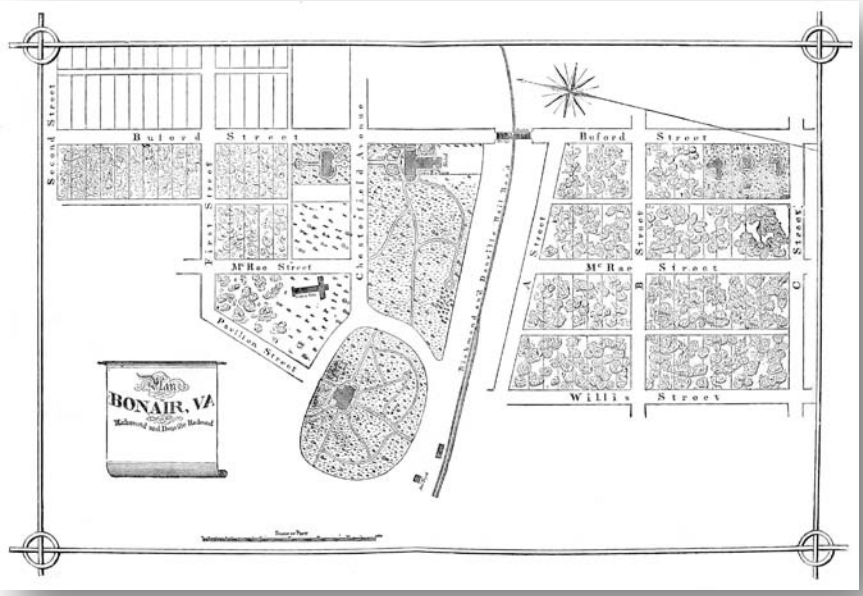
WELCOME TO BON AIR

Located in northwestern Chesterfield County adjacent to the City of Richmond, Bon Air is a unique community with a rich history and distinctive character. Bon Air is conveniently located less than ten miles from downtown Richmond and has easy access to the area's major roads and the James River. The historic village character of Bon Air is highly valued by area residents, as is the overall sense of community.

A BRIEF HISTORY OF BON AIR

In the late 1870s, Bon Air was established along the Richmond & Danville Railroad as a resort community by a group of prominent Richmond businessmen. In 1877, five developers chartered the Bon Air Land and Improvement Company of Virginia, the purpose of which was to create a place to escape the crowds and pollution of the city of Richmond.

The Bon Air Hotel, completed in the summer of 1880, began the era of the Bon Air resort vacation community. The hotel's four acres provided bridle paths, bicycling trails, and a variety of other outdoor amenities. After the opening of the hotel, the Bon Air Land and Improvement Company issued a map illustrating the proposed village, including 178 building lots arranged on a modified grid plan. The public sale of these lots was successful and within the next few years houses were built and the village of Bon Air was established. As a result of the Bon Air Hotel accidently burning down in 1889, the area began to transition from a vacation community to a commuter village. Development in Bon Air Village followed a pattern of slow growth throughout the 1890s and first two decades of the 20th Century.



After World War II, Bon Air began changing rapidly with increased suburban development. In the late 1940s, five subdivisions grew up around the village and one of the county's first shopping centers opened at the corner of Buford Road and Forest Hill Avenue. Bon Air continued to experience both residential and commercial growth during the 1950s and 60s.

BON AIR TODAY

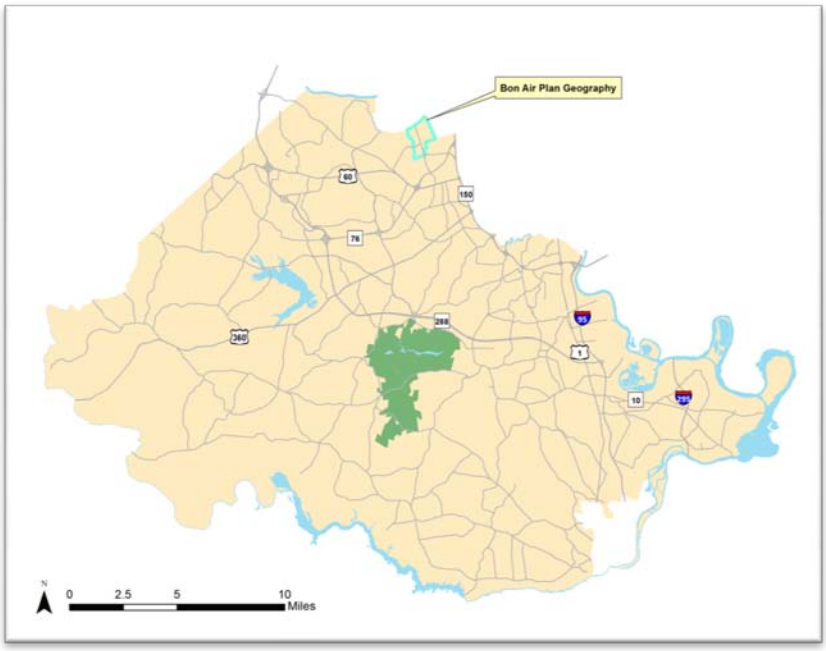
Much of the original historic character of Bon Air remains. Centered on the intersection of Buford and Rockaway Roads, this community received national historic district designation in 1988. Several dozen beautiful late 19th Century homes still stand in the area today. Bon Air is a community of attractive, stable residential neighborhoods with a core of neighborhood-scale business and office services at the intersection of Buford Road and Forest Hill Avenue. While area residential and commercial structures are older than the county average, the community continues to attract new residents and businesses due to its convenient location and quality of life. Little buildable land remains in the community.

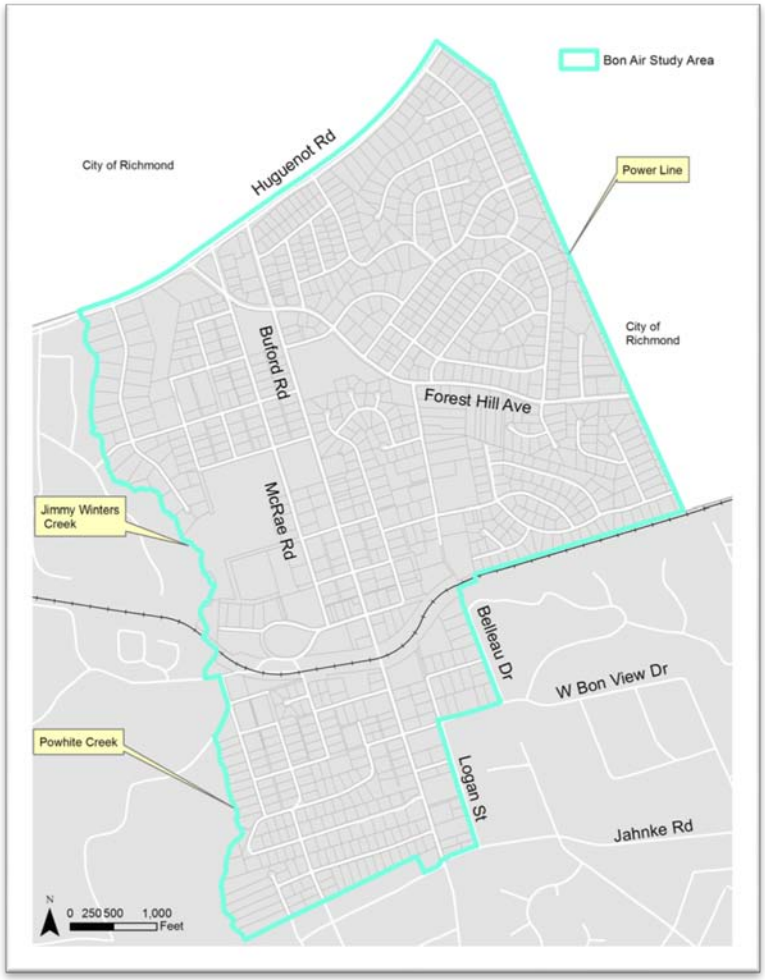
Development in Bon Air is characterized by a mix of single use, one and two story buildings occupied by residential, retail, office and public/semi-public uses (a library, an elementary school, churches and private schools). The commercial core, generally surrounding the intersection of Buford Road and Forest Hill Avenue, has limited and inconsistent street amenities such as sidewalks, lights and trees.

Existing development in the commercial core of Bon Air: Buford Road at Forest Hill Avenue

STUDY AREA BOUNDARIES

The Bon Air Special Area Plan, located in northern chesterfield, encompasses just over one square mile and is bounded by Jimmy Winters Creek to the west, Huguenot Road to the north, the City of Richmond boundary formed by power lines to the east, as well as the area south of the railroad tracks bounded by Belleau Drive, West Bon View Drive, Logan Street, Jahnke Road and Brown Summit Road. The study area encompasses the entire Bon Air Historic District.





HOW TO USE THIS SPECIAL AREA PLAN

The Bon Air Special Area Plan builds upon the framework of *Moving Forward…The Comprehensive Plan for Chesterfield County*, providing further detail and guidance that supplement the overall goals and guidelines of the countywide comprehensive plan. The Bon Air Special Area Plan provides additional, more detailed guidance to assist decision makers regarding the future growth, development and redevelopment of the area.

COMMUNITY ENGAGEMENT

An active community participation process that engaged citizens, businesses, community groups and other area stakeholders, as well as county staff and elected and appointed officials was used to develop the plan. The community engagement effort was aimed at ensuring that the plan guides future growth and development in a manner that conforms to the vision of the people that live, work and play within the Bon Air area. The community's ideas and concerns were shared at public workshops, through an online and print survey, and at meetings with county staff. This input was invaluable and is reflected in this plan. County staff also engaged the City of Richmond to ensure coordinated planning between both localities.

BON AIR SPECIAL AREA PLAN GRAPHICS

The plan uses graphics to illustrate the concepts embodied in the goal, guidelines and text of the plan. The graphics are conceptual, and are used for illustrative purposes only. They serve as examples of development that achieves functional and visual compatibility with the goal and guidelines of the plan. Graphics are not intended to encourage any particular architectural styles, or promote any specific development patterns or details, other than as generally embodied in the text of the plan or as may be required by ordinance amendments.

Section 2: Plan Goal

Goal of the Bon Air Special Area Plan:

Bon Air is a walkable village community where residents, businesses and the county work together to maintain and build upon its rich history, natural beauty and high quality of life.

BON AIR TOMORROW

Bon Air will continue to be a desirable community, attracting new families and residents. The quality and stability of residential neighborhoods as well as the area's public facilities contribute to the community's desirability as a great place to live, work, play and visit. This plan seeks to protect and enhance the existing residential neighborhoods while promoting limited, neighborhood-scale redevelopment of aging structures within the commercial core, the commercial area generally located around the intersection of Buford Road and Forest Hill Avenue and along Huguenot Road. This plan recommends a network of pedestrian and bicycle improvements that will build upon the existing infrastructure within the commercial core by connecting community destinations, surrounding neighborhoods and existing/planned improvements outside of the plan geography, and offering area residents meaningful mobility choices.

The commercial core will consist of businesses and office uses serving neighborhood needs, with the potential for small-scale mixed use redevelopment that incorporates residential usesin addition to commercial and office uses, concentrated at the northeastern and southwestern quadrants of Forest Hill Avenue and Buford Road. Redevelopment within the commercial core should accommodate pedestrians through the provision of sidewalks, signaled crosswalks, street trees, and other streetscaping amenities. Buildings should front streets, with parking located behind buildings. Pedestrian-scale focal points and community spaces should be considered in the design of sites in the commercial core area.

The area located between Huguenot Road and Bannon Road, which is currently occupied by single family residences, could be redeveloped to accommodate alternative land uses. If this area redevelops the design should be of a character that respects, and is compatible with, surrounding residential neighborhoods, while enhancing this gateway into Bon Air and Chesterfield County.

This plan emphasizes the importance of pedestrian oriented infrastructure such as sidewalks, crossings and other streetscaping amenities to achieve the overall goal of the plan. Infrastructure improvement projects that enhance the pedestrian environment should be a priority in the implementation of this plan. It is anticipated that redevelopment within the commercial core will evolve over time starting with commercial property owners being encouraged to make facade, landscaping and streetscaping improvements to existing developments. Over time, as property is aggregated and redeveloped according to market demand, two-story mixed use in the form of residential/office/retail would be supported as recommended by the land use recommendations of this plan. The mixed use development should be of a residential-friendly design compatible with the overall look and identity of Bon Air.

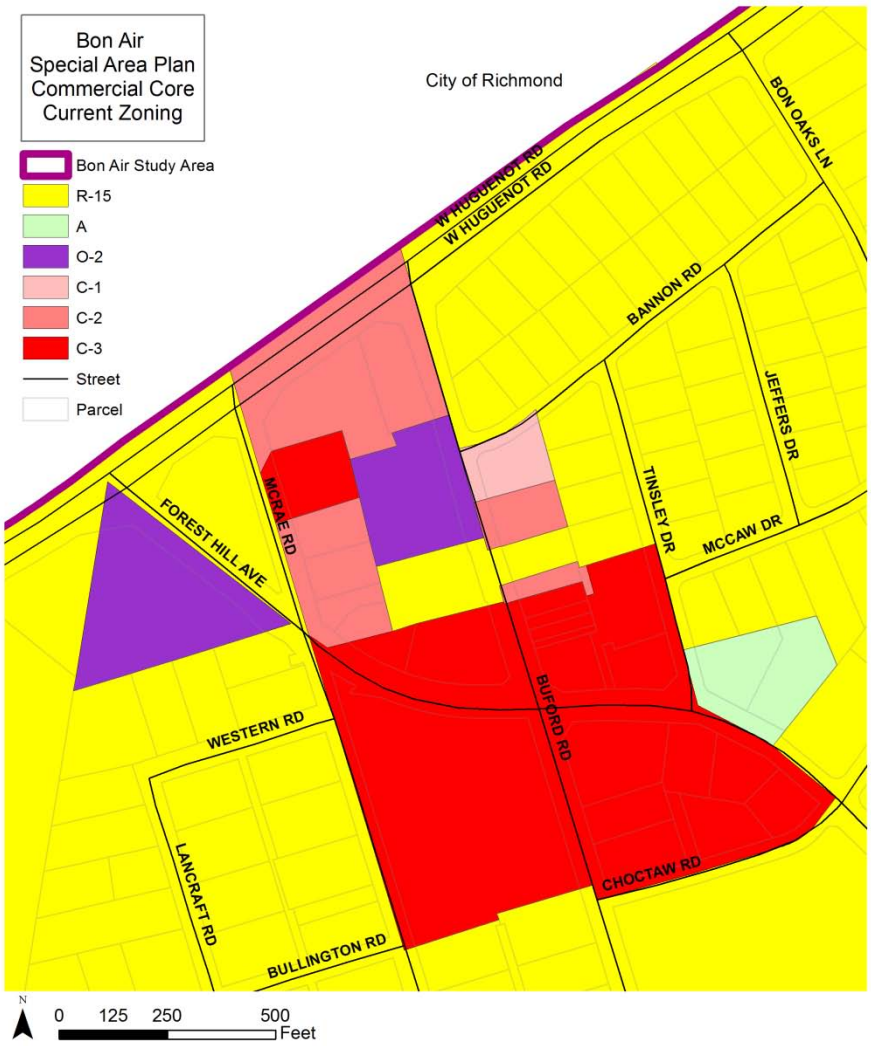
Section 3: Issues & Opportunities

LAND USE AND EXISTING ZONING

The Bon Air study area is predominantly zoned residential, with commercial and office zoning in the northern portion of the plan geography around the intersection of Buford Road and Forest Hill Avenue. In some cases, the existing zoning is in conflict with uses recommended by this plan. During the initial community engagement effort, residents identified area businesses as a positive feature of the community, while also expressing a desire for additional shopping and dining opportunities. This plan promotes improvements to and/or redevelopment of structures within the commercial core to provide enhanced spaces that could help attract additional neighborhood-serving businesses to the community. Additional neighborhood-serving businesses could be located along Huguenot Road between Buford Road and Bon Oaks Lane.

The commercial core area should have high quality village-style design standards that support neighborhood-scale developments. The village style is characterized by a commercial core with a variety of moderate intensity, scale and massing neighborhood commercial uses and housing options that are accessible to both vehicles and pedestrians. Commercial development should be designed to enhance the sense of place within the community.

Existing Community Business (C-3) zoning is not consistent with the community's vision. In addition, many uses, especially automobile-oriented uses allowed under the current zoning, would not be appropriate according to the recommendations of this plan.



Limited, neighborhood-scale mixed use development to include vertically and horizontally integrated residential uses is recommended at the intersection of Forest Hill Avenue and Buford Road.

Due to the high volume of traffic along Huguenot Road and the high percentage of renter occupied housing, the block bounded by Huguenot Road, Buford Road, Bannon Road and Bon Oaks Lane, which is currently zoned Residential (R-15), may no longer be appropriate for single family residential uses in the future. The plan recommends that this area remain single family residential, noting that the area may be appropriate for alternative land uses if the property is aggregated and redevelopment is designed in a manner that provides an attractive gateway into Bon Air and Chesterfield County while at the same time respecting the surrounding residential neighborhoods.

TRANSPORTATION

Densities and Traffic Generation

The Bon Air Special Area Plan study area currently includes approximately 929 residential units and approximately 275,000 square feet of retail/commercial development. Using typical trip rates it is estimated that the existing development currently generates approximately 20,000 average daily trips.

Due to the focus on redevelopment of existing commercial areas, the net increase in residential units and commercial square footage in the area is minimal. At build-out the recommended plan could result in approximately 50 additional multi-family residential units and 24,000 square feet of additional retail/commercial development, mostly in smaller retail spaces of 10,000 square feet or less. Based on anticipated build-out, an additional 5,200 average daily trips could be generated.

This plan's focus on enhancing the village character of Bon Air through small-scale, vertically integrated mixed use development, that accommodates pedestrian and bicycle travel, could reduce the anticipated number of average daily trips generated.

Transportation Infrastructure

The existing transportation infrastructure in Bon Air consists of roads and adjacent sidewalks in the commercial core. Additionally, there is a weekday commuter transit service via Greater Richmond Transit Company (GRTC) with stops along Forest Hill Avenue. Enhancements to the transportation network in Bon Air would provide residents and visitors with better and safer alternative access to community facilities and businesses.

In order to assist with reduction in vehicle dependence, the plan encourages limited multi-use, multi-story buildings with residences, shopping and jobs located within the same building or within walking or bicycling distance of each other.

The transportation chapter in the comprehensive plan identifies some existing roads that communities have expressed a desire to retain their unique character without any major improvements, even if the result would be congestion. Forest Hill Avenue and Buford Road are two of these roads. The average daily traffic (ADT) on Forest Hill Avenue is currently between 14,300 and 16,200 vehicles per day. The ADT on Buford Road is currently between 9,000 and 12,700 vehicles per day. As Bon Air and adjoining areas continue to develop/redevelop, traffic volumes on these roads are anticipated to increase. Even though both of these roads are at capacity (Level of Service 'E'), the Bon Air Plan does not suggest changing the "no-improvement" approach to Forest Hill Avenue and Buford Road.

Passenger Rail Service

The countywide comprehensive plan supports commuter and light rail services along the existing Norfolk Southern Railroad corridor which traverses Bon Air. In 2003, the Richmond Metropolitan Planning Organization (now called the Richmond Regional Transportation Planning Organization) identified this line as having the greatest potential for commuter rail service and proposed that a station be located in the vicinity of the Buford Road. Should further consideration or development of this facility occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan.

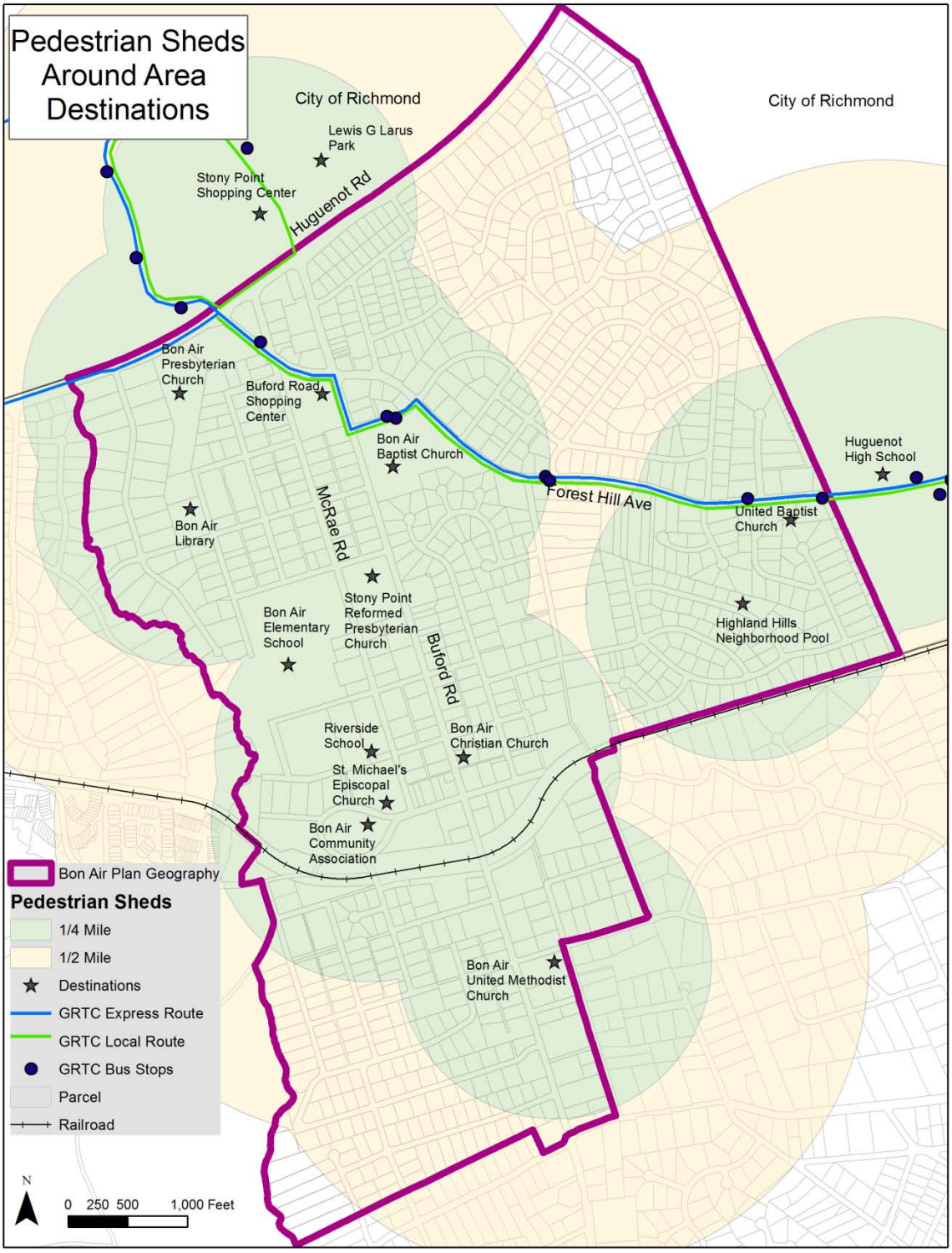
PEDESTRIAN INFRASTRUCTURE AND AMENITIES

In 2006, the Virginia Department of Transportation (VDOT) constructed sidewalks and installed streetlights along sections of Forest Hill Avenue, Buford Road, McRae Road and Choctaw Road. The existing pedestrian infrastructure consists of sidewalk sections in the commercial core that do not connect to destinations in the community such as residential neighborhoods or public and semi-public facilities. Further, the sidewalk infrastructure lacks marked or signalized crossings at major intersections. VDOT *Guidelines for the Installation of Marked Crosswalks* state that they provide "reasonable expectations for motorists with regard to where pedestrians may cross a roadway and the predictability of pedestrian actions and movement." Crosswalks should be considered in safe locations where pedestrians are likely to cross the road to access the existing or proposed pedestrian network.

Sidewalks along Buford Road

The proximity of pedestrian destinations to each other and to the surrounding residential neighborhoods further increases the potential for Bon Air to be a more walkable community; a majority of the plan geography is located within half a mile, or a ten minute walk, of at least one pedestrian destination.

Pedestrian facilities are recommended in this plan to connect neighborhoods, community amenities and the commercial core, thereby providing recreational and alternative transportation choices to residents, workers and visitors. A well designed, connected and safe network could slow traffic through the area, assist in alleviating parking issues, provide health benefits and support local businesses. This network should also enhance the 'village feel' and add to the desirability of the community as a great place to live, work, visit and play.


Pedestrian Sheds Around Area Destinations
City of Richmond
City of Richmond
Lewis G Larus Park
Stony Point Shopping Center
Huguenot Rd
Bon Air Presbyterian Church
Buford Road Shopping Center
Bon Air Baptist Church
Huguenot High School
Forest Hill Ave
United Baptist Church
Bon Air Library
McRae Rd
Stony Point Reformed Presbyterian Church
Bon Air Elementary School
Buford Rd
Highland Hills Neighborhood Pool
Riverside School
Bon Air Christian Church
St. Michael's Episcopal Church
Bon Air Community Association
Bon Air United Methodist Church
Bon Air Plan Geography
Pedestrian Sheds
1/4 Mile
1/2 Mile
Destinations
GRTC Express Route
GRTC Local Route
GRTC Bus Stops
Parcel
Railroad
N
0 250 500 1,000 Feet

There are opportunities to connect to existing pedestrian facilities in the City of Richmond and create a regional pedestrian network. A sidewalk exists in the City along both sides of Forest Hill Avenue terminating at the corporate city limits. The City has planned improvements to Forest Hill Avenue that will include both sidewalks and bike lanes from Powhite Parkway to Hathaway Road to connect to the existing infrastructure in the Stratford Hills area. Connecting improvements within the Bon Air study area to the planned improvements in the City will enhance the vision for a larger, regional pedestrian and bicycle network. This will allow Bon Air residents to access recreational amenities outside the study area such as the newly constructed recreational uses at Huguenot High School, Lewis G. Larus Park and the James River Park System. The recommended Bicycle and Pedestrian Network, as well as typical road cross-sections of facility types is shown in the Infrastructure Plan (Section 6).

Providing pedestrian accommodations in an already developed area is often difficult, more costly and, in many instances, requires acquisition of additional property and/or easements. While construction may necessitate removal of existing vegetation and landscaping, wherever possible impacts on existing developed properties and vegetation should be minimized. Removed vegetation should be replaced with a species that will enhance the area.

Private sidewalks are built by the private sector and are maintained by the development owner or an owners' association. Having these sidewalks accepted into the state highway system will ensure their long-term maintenance and public use. Sidewalks located within the public right-of-way are maintained by VDOT. These sidewalks are located parallel to a road and are typically separated from vehicular traffic by a buffer strip and curb and gutter. They may be constructed as a public project or by the private sector as a part of new or redevelopment. The preference of this plan would be for all sidewalks to be public, not private.

Commercial Area Improvements

Where possible and as new and redevelopment occurs, street amenities including sidewalks, street trees, decorative lighting, furnishings, etc. could be installed to provide an enhanced network that better accommodates pedestrian access to commercial services and businesses. Any new improvements should connect to the existing infrastructure when possible to provide a comprehensive pedestrian network throughout the commercial core including a pedestrian signal and crosswalks at Buford Road and Forest Hill Avenue. The Zoning Ordinance should be amended to require the installation of public sidewalks within the commercial core along Buford Road, Forest Hill Avenue, McRae Road, Huguenot Road, Bannon Road, Tinsley Drive and Bon Oaks Lane as part of new or redevelopment projects. Streetscape amenities should be included with the sidewalk installation. Typical road cross-sections that depict conceptual layouts of pedestrian amenities along major roads within the commercial core are shown in the Design Plan (Section 5).

BICYCLING INFRASTRUCTURE AND AMENITIES

Currently there are no dedicated bicycling facilities within the plan geography. The proposed Bikeways and Trails network for the county identifies the need for a dedicated bicycle facility through Bon Air.

The Infrastructure Plan (Section 6) provides further guidance on facility recommendations and connections to the overall countywide network incorporating a north/south bicycle route through Bon Air. This route would connect bicycle and pedestrian destinations within Bon Air from Huguenot Road to the facilities at the Bon Air Community Association, while also connecting into the proposed countywide network. The bicycle route could utilize a combination of county owned property and existing paths/trails. The network would serve to further connect pedestrians and bicyclists to area destinations while also providing recreational opportunities in a natural setting.

The recommended Bicycle and Pedestrian network, as well as typical road cross-sections of facility types are shown in the Infrastructure Plan (Section 6).

PARKING STANDARDS

Generally, businesses provide individual on-site parking, necessitating multiple curb cuts along Buford Road and Forest Hill Avenue, and resulting in potential conflicts with pedestrians. Widening of area roads is constrained due to existing development, thereby limiting opportunities to accommodate additional on-street parking.

As properties redevelop, reduced parking requirements and shared parking should be considered, while also emphasizing pedestrian accommodations. Provision of adequate parking to accommodate business patrons should be balanced with infrastructure to support a walkable village environment. Large expanses of highly visible off-street parking areas should be discouraged. Where feasible, decked parking could be considered as part of development plans to encourage efficient use of land within the commercial core. Additional flexibility in parking standards could be considered for redevelopment that provides significant off-site pedestrian improvements.

Applying traditional suburban parking standards to neighborhood-scale commercial redevelopment projects would likely consume a large amount of land and reduce the feasibility of new or redevelopment within the commercial core, given the size and configuration of properties.

AGGREGATION

Property within the commercial core intended for commercial redevelopment should be aggregated during the rezoning and site development processes to better facilitate the development patterns recommended by this plan. Specifically, the areas identified for mixed use, at the Buford Road and Forest Hill Avenue intersection, as well as the block bounded by Huguenot Road, Buford Road, Bannon Road and Bon Oaks Lane, if this area is to redevelop as a nonresidential use, should be aggregated prior to redevelopment to avoid piecemeal development, ensure consistent streetscape improvements and reduce impacts to adjacent residential uses.

PUBLIC SPACE

Public spaces contribute to the identity of a place; successful public spaces can draw people to an area and create economic gain for nearby businesses.

An opportunity for a community centered gathering space exists at Bon Air Elementary School at the intersection of Polk Street and McRae Road. With the exception of the fields and playground at Bon Air Elementary School, there are no parks or public spaces within the limits of the plan area. Currently, this site is underutilized, often sitting vacant or serving as temporary bus parking during the day. The site is an ideal location for a neighborhood park due to its central location within the community and to other public facilities, its proximity to the proposed pedestrian improvements along McRae Road and the fact that the county already owns the land. The public space should be designed to increase the attractiveness of the area, provide opportunities for passive and active recreation and serve as a space for community gatherings.

Additionally, pedestrian-oriented public spaces and focal points should be incorporated into commercial developments during consideration of development proposals.

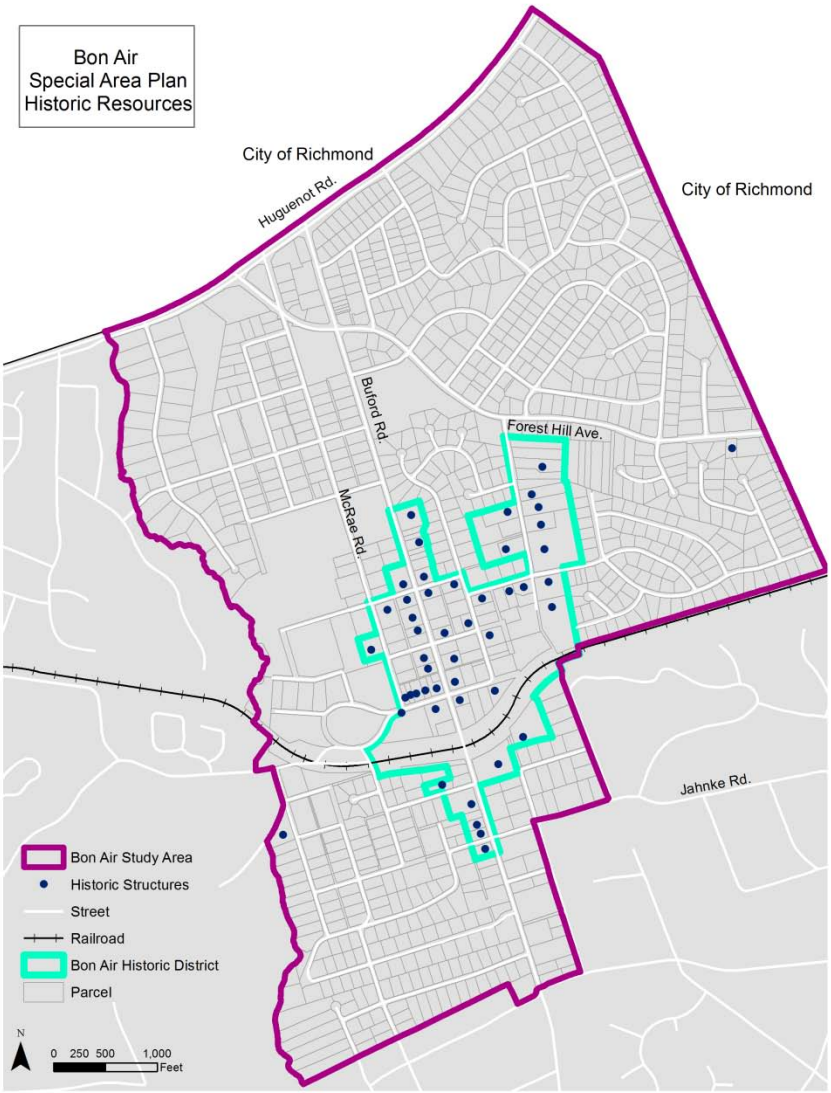
COMMUNITY GATEWAYS

Since Huguenot Road serves as a gateway area to Bon Air and Chesterfield County, high quality design standards that give visitors a positive impression of Bon Air and the county should be incorporated into new and redevelopment projects so as to enhance the attractiveness and overall sense of place of the community. Furthermore, redevelopment in this area should be complementary of existing and planned development within the surrounding area.

Other gateways into the community include Forest Hill Avenue at the city line and Buford Road at Jahnke Road. Where feasible, gateway enhancements such as consistent signage or focal points should be installed at key, highly visible locations. Developers, the county and the community should work together to design, fund and install such features.

HISTORIC RESOURCES

Bon Air is a community rich in history. In 1988, as a result of a community-led effort, Bon Air became the first National Historic District located within Chesterfield County, which includes 45 structures. However, currently none of these structures have obtained county historic landmark designation. Local designation could provide stronger preservation encouragement than state/national designation. Property owners that wish to protect the architectural and physical integrity of their historic resource are encouraged to seek county historic landmark designation. Existing incentives and information about the county's designation process should be proactively communicated to property owners to encourage such designation.



Bon Air Historic District and existing historic structures.

TREE CANOPY PRESERVATION

The existing mature tree canopy in Bon Air adds to the natural beauty that is beloved by the community. Aside from aesthetic value, a healthy tree canopy provides valuable environmental functions for the community. Unfortunately, much of the commercial core has lost its tree canopy with development and infrastructure improvements. The county should work with private property owners within the commercial core to plant trees and landscaping that enhance the tree canopy and aesthetics of the area. As redevelopment occurs in the commercial core, street trees should be required to bring this resource back. In addition, preservation or replanting of trees should be considered as infrastructure improvements occur.

STORMWATER QUANTITY & QUALITY

Currently, much of Bon Air's stormwater outfalls into Jimmy Winters and Powhite Creeks, which are part of the Chesapeake Bay Total Maximum Daily Load (TMDL). Municipal point source discharges are one of the identified sources for impaired water quality in the Chesapeake Bay TMDL. Much of the area's stormwater is collected in roadside drainage ditches. Currently, there is no stormwater treatment at the two outfalls located behind Bon Air Elementary School. An opportunity for improvements to existing ditches at these outfalls at Bon Air Elementary School could serve to treat stormwater, thereby reducing pollutants that enter into the streams. New federal and state regulations give credits to the county for stormwater improvements that improve water quality. (More information on this recommendation can be found in Section 6 Infrastructure.)

OVERHEAD UTILITY LINES

Overhead utility lines and associated utility poles, prevalent along area roads, detract from the aesthetics of the community, especially along Buford Road and Forest Hill Avenue. Above ground utility lines may also be in conflict with maturing trees. Trees growing near overhead utility lines can cause service interruptions and/or create public safety hazards when trees contact wires. Relocating utility poles or burying lines underground is expensive, and most likely would have to occur on a comprehensive basis rather than piecemeal.

As sidewalk, street trees and street light improvements are made, the design must be cognizant of the existence of overhead utilities. As redevelopment occurs, placement of overhead lines underground should be considered.

WATER & WASTEWATER

There are a significant number of private individual on-site wastewater systems (such as septic systems) in Bon Air, the majority of which are located in the historic district, where public wastewater lines do not currently exist. Several other properties that have public wastewater available, but have not yet connected, are also on private wastewater systems. The large number of properties served by septic systems could be a source of pollution into local creeks. Jimmy Winters and Powhite Creeks were identified as impaired due to elevated bacteria levels which may be a result of private systems. Reducing the number of private systems through an extension of public wastewater lines could assist in improving the water quality of area creeks and streams that are a part of the James River TMDL. Such connections may also increase the desirability of purchasing older historic homes in the area. Such extensions may be eligible for grant funding to assist in partially offsetting the costs.

Currently, two properties in the commercial core are not connected to the public wastewater system. At such time that these properties are redeveloped or improved, the wastewater system should be extended in conjunction with such development.

The entire Bon Air Special Area Plan geography is served by the public water system through an extensive system of water distribution mains.

Given the existing infrastructure and recommended land uses, system improvements to the existing water and wastewater infrastructure are not anticipated within the commercial core.

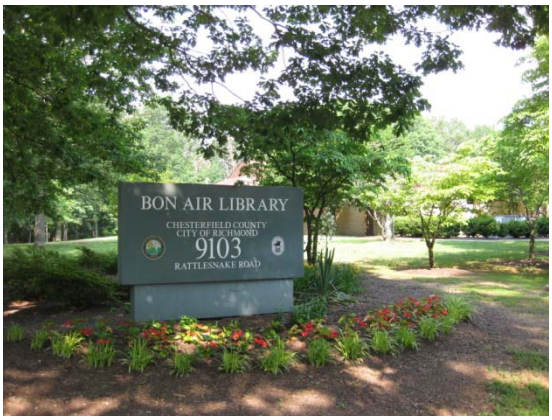
PUBLIC FACILITIES

Bon Air Elementary School

The Public Facilities chapter of the comprehensive plan recommends that Bon Air Elementary School be revitalized or replaced in the post 2020 timeframe. If it is necessary to construct a new facility, the school should remain at its current location to ensure that it continues to be a neighborhood anchor supporting the surrounding community.

Pedestrian and bicycle improvements should be made on the school site to safely connect this facility into the fabric of surrounding neighborhoods. In addition, the school should be promoted as a community facility, hosting non-school events and functions that meet the needs of the surrounding area.

Bon Air Library



Located in the heart of Bon Air, the Bon Air Library is one of the busiest branches in the Chesterfield County Public Library system. Constructed in 1975 as an 8,000 square foot facility, it was expanded in 1992 to 15,000 square feet. The library was renovated again in 2014 to update the floor plan with an open air design, a new circulation desk, a more open reference desk and a new children's department. To ensure that the library remains an integral part of the community, the library should remain within the Bon Air Plan geography.

As a part of the recommended pedestrian network, improvements are recommended on the library site to integrate pedestrian and bicycling facilities as a part of the overall site design.

CIVIC ASSOCIATION FORMATION

The community of Bon Air extends beyond the boundaries of the study area. Both residents and businesses within the study area as well as those in the surrounding area are active and engaged. While there are numerous area community groups representing various causes and interests, enhancing communication between these groups and the county could provide greater benefits to the community overall.

Formation of a new civic group with representation from various community interests would aid in fostering investment, representing community concerns and promoting effective communication with local, regional and state agencies. Representatives should include residents, churches, schools and businesses within and proximate to the area as well as civic associations and societies within and proximate to the area. This group should initially be organized with assistance and guidance from county staff until such time as the group can function independently (approximately one year). An example of a similar group functioning in the county is the Jefferson Davis Association (JDA).

COORDINATION WITH CITY OF RICHMOND

Bon Air is bordered by the City of Richmond along Huguenot Road to the north and the powerlines to the east. Opportunities to connect pedestrian and bicycle infrastructure improvements with existing and planned improvements in the city should be coordinated through public projects with the city to ensure compatibility of design and to better serve the region. Similarly, development proposals along Huguenot Road should be coordinated with the City of Richmond to encourage design that establishes a cohesive and integrated development pattern.

FUNDING FOR RECOMMENDATIONS

Some plan recommendations are constrained by public funding availability. Wherever feasible, partnerships should be explored with residents, businesses and organizations to share the costs of improvements. In addition, the county should pursue alternative grant and program funding, and promote incentive packages that could have wider application countywide.

INCENTIVES

Redevelopment of improved property is often more difficult and expensive than building on unimproved land. To encourage redevelopment of aging commercial areas, various incentives should be considered to offset some of the additional costs borne by developers. Incentives could be used to facilitate the recommended mixed use development pattern that incorporates residential and commercial uses.

Such incentives could include the following, some of which already exist under state and county law, and some of which could be considered:

- Reduction in Planning Department fees
- Property/real-estate tax incentives
- Reduction in proffers
- Creation of special tax districts
- Tax abatements for revitalization/redevelopment projects

Any such incentives could have wider applicability for similar areas and development patterns in other parts of the county.

Section 4: Guidelines & Concept Plan

The Bon Air Special Area Plan Guidelines address the unique characteristics and history of the Bon Air community while providing a guide for future growth and development decisions within the area.

- **New Development Standards.** New development and redevelopment should be compatible with the scale and character of existing neighborhoods, while creating a vibrant and positive community identity through high quality design of buildings and public spaces.
  - Allow redevelopment of properties along Huguenot Road in a manner that creates an attractive gateway into Bon Air and encourages new neighborhood serving commercial and office uses.
  - Promote new commercial and/or mixed use redevelopment at the intersection of Forest Hill Avenue and Buford Road that incorporates village scale design characteristics including small-scale, walkable and attractive development.
  - Promote limited office uses along Forest Hill Avenue between Tinsley Drive and Choctaw Road to include conversion of existing single-family residential or new structures that would serve as a transition between the commercial core and existing neighborhoods.
- **Streetscaping and Pedestrian Amenities.** Develop streetscape standards for new development within the commercial core area that contribute to the village identity and create an attractive and comfortable pedestrian and shopping environment by incorporating features such as pedestrian facilities, pedestrian-scale street lighting and signage, landscaping, and other similar amenities. Support the construction of streetscaping and pedestrian amenities as part of development proposals, as well as part of larger scale, coordinated public projects.
- **Economic Development.** Encourage small-scale, neighborhood serving commercial, retail and office services that are compatible with the village setting in Bon Air.
- **Aggregation.** Encourage aggregation of property within the commercial core for redevelopment during the rezoning and site development processes, to better facilitate development patterns recommended by this plan.
- **Public Space.** Incorporate public gathering spaces and focal points as part of development proposals within the commercial core.
- **Bon Air Neighborhood Park**. Support the construction of a neighborhood park facility on surplus lands at Bon Air Elementary School.
- **Gateway Design Feature.** Work with developers and property owners to create enhanced and attractive gateway areas into Bon Air and Chesterfield County.
- **Historic Preservation.** Encourage local historic designation of structures within the Bon Air Historic District to enhance preservation efforts.

- **Tree Canopy Management.** Encourage the protection, preservation or replacement of trees, whenever possible, to maintain and enhance the community's tree canopy.

- **Facade Improvements.** Encourage property owners and businesses within the commercial core to make exterior improvements to their property in an effort to enhance the aesthetics of the commercial area.

- **Bon Air Public Facilities.** Support efforts to keep Bon Air Elementary School and Bon Air Library within the plan geography and enhance their use as community facilities.

- **Wastewater System Expansion.** Support the extension of public wastewater service to areas within the plan geography that do not currently have such service.

- **Coordination of Public Infrastructure Projects.** Where possible, coordinate public infrastructure projects to improve efficiency, conserve resources and lessen community impacts.

- **Stormwater Management.** Support the construction of stormwater treatment improvements at Bon Air Elementary School to address stormwater and water quality challenges.

- **Funding of Improvements.** Pursue a variety of funding opportunities to provide infrastructure improvements, as outlined in this plan, which serve the community.

- **Civic Association Formation.** Pursue the formation of a civic association with representation from area businesses, neighborhoods and other community groups to foster investment, represent community concerns and communicate effectively with local, regional and state agencies.

- **Parking.** Develop new standards for parking within the commercial core that ensure sufficient parking to meet the needs of businesses and residents, while also supporting a pedestrian friendly environment.

- **Incentivize Development.** Consider incentives to encourage development of multi-family housing as part of mixed use projects that conform to the development pattern promoted by this plan.

- **Coordination with City of Richmond.** Public projects and development proposals should be coordinated with the City of Richmond to ensure compatibility of design and connection of facilities to better serve the region.

Bon Air Special Area Plan
Concept Plan
Huguenot Rd
Potential Redevelopment Area
Transitional Uses
Pedestrian Network
Forest Hill Ave
Pedestrian and Bicycle Network
Mini Roundabout
Bon Air Neighborhood Park and Linear Trail
McRae Rd
Buford Rd
Bon Air Historic District Historic Preservation
Pedestrian and Bicycle Railroad Crossing
Jahnke Rd
Bon Air Plan Geography
Historic District
Public and Semi-Public Facilities
Existing Crosswalk
Proposed Improvements
Marked Crosswalk
Signalized Crosswalk
Buffered Bike Lane
Neighborhood Byway
Shared Use Path
Sidewalk
Mini Roundabout

Section 5: Design Plan

The design plan is intended to serve as a visual aid, illustrating the concepts embodied in the goal of the Bon Air Special Area Plan and codified in recommended ordinances designed to implement the plan. The intent of this section is to ensure functional and visual compatibility with the recommendations of the plan and ordinances, but not to mandate any particular design elements or architectural styles.

Buford Road, looking north at the intersection of Forest Hill Avenue – as it is today (top) and its potential for redevelopment (bottom).

INTRODUCTION TO THE DESIGN PLAN

It is the intent of this plan and the related design standards to enhance the village character of Bon Air, ensuring the community's continued desirability as a place to live, work, visit, shop and play. The design standards are intended to create an attractive overall appearance, and to provide safe and enhanced pedestrian and vehicular connectivity to shopping, services, surrounding neighborhoods and public facilities.

Standards that encourage wide sidewalks, pedestrian crosswalks and streetscape amenities would enhance the pedestrian experience and community character of Bon Air. Mixed use buildings, with entrances fronting streets, are also encouraged in certain areas. Off-street parking, drives and other automobile-oriented features, where allowed, should be located behind buildings or screened, with vehicular access provided to side roads where possible.

Bon Air's compact development pattern and location provides pedestrian connectivity opportunities within the Bon Air community and to nearby shopping and recreational destinations. The small-scale mixed use development pattern intended with these standards encourage retail, office and residential development within walking distances of one another, and at higher densities than those of traditional suburban development, thereby further reducing automobile-dependence and anticipated on-site parking needs when compared to traditional suburban development.

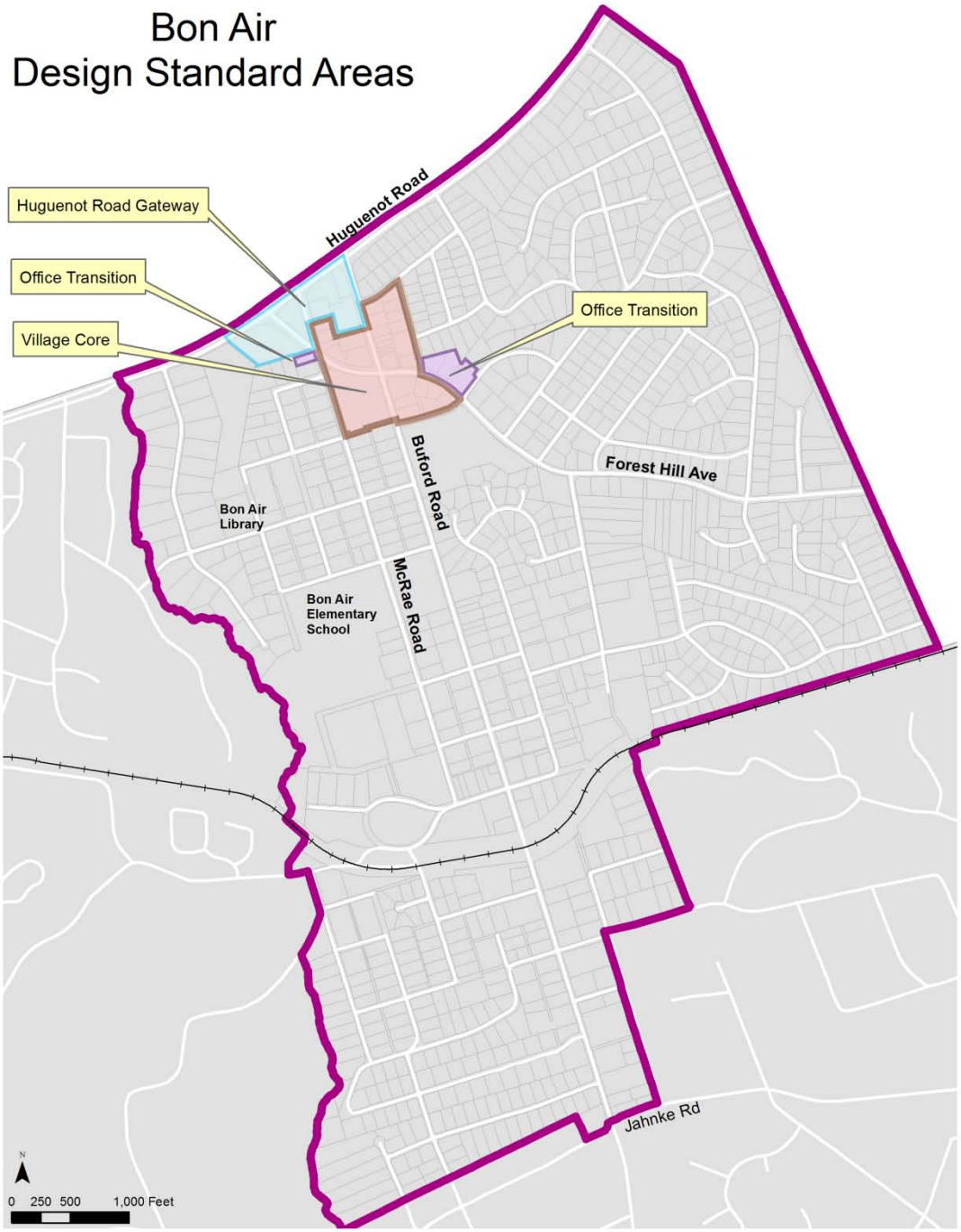
To accomplish the development pattern suggested by the plan, amendments to existing zoning ordinance design standards are necessary. Currently, commercial and office buildings along arterial roads within the commercial core are set back with parking located both between the roadway and the building as well as behind buildings, with overhead utility lines that run along the edge of roads and few and inconsistent street and landscaping amenities.

Areas designated for non-residential or mixed uses should be designed with a pedestrian oriented development pattern. Such a pattern could be achieved with one-to-two story buildings located closer to the road fronting on wide sidewalks which incorporate streetscape features such as landscaping, street lights and benches. Parking areas should be located so as to not detract from the pedestrian friendly environment. This development pattern will occur over time as properties are redeveloped.

The graphic depictions presented within the design plan section are just some of the possibilities for development that would conform to the design vision for the commercial core of the village. The graphics in the plan are intended to represent general massing, scale and building orientation and relationship to the road and surrounding development. Architectural styles and building designs in these graphics are shown for illustrative purposes only and do not reflect a preferred or recommended design or style.

BON AIR SPECIAL AREA PLAN DESIGN STANDARDS

There are three distinct areas that merit special design standards intended to enhance the village atmosphere within the commercial core. The recommended design standards are intended to facilitate redevelopment within the commercial core that is of a high quality, lasting design and compatible with surrounding neighborhoods. The design standard areas are shown on the following map.



Huguenot Road Gateway

Redevelopment of this area, which fronts along the south line of Huguenot Road between Bon Air Presbyterian Church to the west and Buford Road to the east, should occur in a pattern that establishes the area as a major gateway into Bon Air and Chesterfield County.

Because of accessibility to Huguenot Road, a major arterial, and the design of existing development across Huguenot Road in the City of Richmond, a more suburban design would be appropriate. Development should complement adjacent development in the City of Richmond establishing a cohesive and integrated development pattern along Huguenot Road, while also considering the recommended pedestrian network of the surrounding area.

Development standards should address the following:

- In the area recommended for neighborhood business, discourage automobile oriented commercial uses.
- Size limitations for individual commercial tenant space to ensure scales consistent with neighborhood commercial uses which serve the immediate trade area.
- Buildings and development at each quadrant of the intersections of Huguenot Road with Buford Road, McRae Road and Forest Hill Avenue should incorporate integrated design features to create focal points for, and gateways into, the community. Features could include, but are not limited to, distinctive architectural elements, bell and/or clock towers, fountains, plazas, public art, landscaping and paving treatments.
- Maximum of 2 story buildings.
- Facades visible to roads and residential properties should employ same materials and features of front facades.
- Provide sidewalks and pedestrian amenities between buildings to facilitate walking and to connect to the pedestrian network in the commercial core.
- Shared and limited vehicular access to roads.
- Parking areas, loading zones, dumpsters and mechanical equipment should be screened from public view and/or located internal to developments.

Village Core

The village core, located at the intersection of Forest Hill Avenue and Buford Road, serves as the center for commercial development in Bon Air. This area has the potential to attract new commercial and residential development, including the potential for small-scale mixed use development. Neighborhood commercial and mixed use buildings should front onto public sidewalks adjacent to the road that incorporate streetscape amenities such as trees, lighting and hardscaped plazas.

Existing commercial development within the Village Core area today.

Properties at the southwest and northeast quadrants of the intersection of Buford Road and Forest Hill Avenue would be appropriate for redevelopment to accommodate both vertically integrated, mixed use buildings that incorporate residential and nonresidential uses as well as residential townhomes that provide a transition to the surrounding residential neighborhoods. Mixed use buildings should be occupied by neighborhood commercial uses on the first floor with residential uses on the second floor. Each quadrant should be developed according to a coordinated development plan and incorporate design features that enhance the desired pedestrian development pattern. Parking areas should be located behind buildings or otherwise visually minimized.

Conceptual Perspective: This graphic illustrates potential mixed use redevelopment at the intersection of Buford Road and Forest Hill Avenue and the surrounding existing development.

Development standards should address the following:

- Discourage new automobile oriented commercial uses.
- Maximum 2 story buildings that are designed to blend with the village character.
- Pedestrian amenities, including but not limited to, benches, trash receptacles, lighting, landscaping and street trees located between the building and the road.
- Parking areas, loading zones, dumpsters and mechanical equipment should be screened from public view and/or located internally to the development.
- Shared and limited vehicular access to Buford Road and Forest Hill Avenue.
- Size limitations for individual commercial tenant space to ensure scale consistent with neighborhood commercial uses which serve the immediate trade area.
- Inclusion of public spaces and focal points to promote social interaction and a sense of community.
- Buildings located at the corners of the Forest Hill and Buford Road intersection should incorporate integrated design features to a create focal point for, and gateway into, the community. Features could include, but are not limited to, distinctive architectural elements, a bell and/or clock tower, fountains, public art, landscaping and paving treatments.
- Facades visible to roads and residential properties should employ the same materials and features of front facades.

Conceptual Perspective: This graphic illustrates potential mixed use and commercial redevelopment at the intersection of Buford Road and Forest Hill Avenue and the surrounding existing development.

Office Transition

Conversion of the single family dwellings fronting along Forest Hill Avenue, between Tinsley Drive and Choctaw Road, or development of new structures for limited office uses, would be appropriate to provide a transition between the commercial core and surrounding residential uses.

Development standards should address the following:

- New and converted buildings should have a residential architectural design compatible with the surrounding residential development.
- Modified development standards for parking, setbacks, lighting and paving requirements for these uses.
- Minimal site and exterior improvement.
- Pedestrian amenities along Forest Hill Avenue such as sidewalks, street lights and landscaping compatible with the Village Core standards.

Existing sidewalk and streetlights in front of a house converted to office use along Forest Hill Avenue.

PUBLIC SPACES

Public gathering spaces in projects within the Village Core and Huguenot Road Gateway design areas should be designed to enhance the visual and physical environment while offering people a comfortable spot to gather and interact. Developers and property owners should work with the county to ensure that public spaces are architecturally complementary to the building and support pedestrian activity. Spaces should be hardscaped and physically and visually accessible from public sidewalks. Further, the spaces should incorporate any combination of the following characteristics as part of development proposals within the Village Core and Huguenot Road Gateway areas:

- Landscaping features to enhance the pedestrian environment, lessen the visual impact of commercial development and are visually compatible with surrounding improvements.
- Lighting to define the space and provide for safety and security.
- Benches, fountains, public art, trash cans, etc.
- Building corner cut-offs for buildings located at prominent intersections.
- Pedestrian passages between buildings, to provide access from public sidewalks to parking areas.

Example of pedestrian passage between buildings that serve as a public space.

Example of hardscaped public space.

GATEWAY DESIGN FEATURE

Gateway design features should be incorporated into projects at the entrances into Bon Air and the county, at the intersections of Huguenot Road with Buford Road, McRae Road and Forest Hill Avenue to serve as community focal points. Developers and property owners should work with the county to incorporate features within projects. The design features could include, but are not limited to:

- Distinctive architectural elements
- Public art
- Gateway entry sign(s)
- Landscaping and/or paving treatments

Example of gateway entry sign.

Section 6: Infrastructure Plan

The infrastructure section of the plan recommends specific infrastructure related improvement projects aimed at achieving the goal of this plan by addressing issues and opportunities within the plan geography. Infrastructure projects are tied to implementation items in Section 7 of the plan.

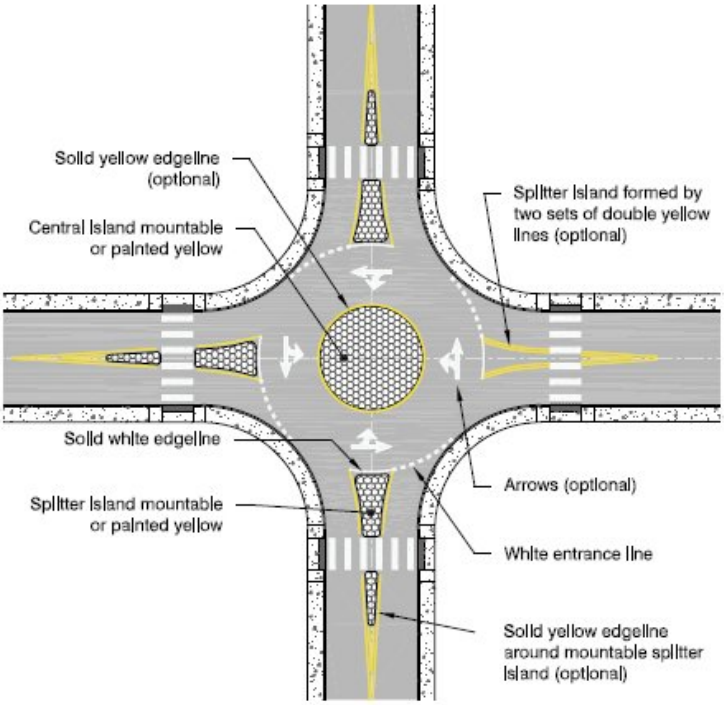
TRANSPORTATION

Mini Roundabouts

Mini roundabouts are compact in size and offer many benefits including operational efficiency for vehicular movement, traffic safety, traffic calming, access management, aesthetics and environmental efficiencies (Federal Highway Administration). Due to their size and design, mini roundabouts can generally be accommodated without major impacts to adjoining properties. McRae Road (Route 1703) is located one block to the west and parallel to Buford Road. This plan envisions McRae Road becoming the backbone of a pedestrian network with mini roundabouts being constructed at its intersections with Rattlesnake and Rockaway Roads. The placement of mini roundabouts at these locations is intended to slow traffic on McRae Road to enhance the proposed pedestrian network, promoting safer pedestrian and vehicular travel.

The design of the mini roundabouts should include a central island of brick pavers or stamped concrete to give the appearance of brick that provides a visual separation, while remaining fully traversable for bus, emergency vehicles and truck traffic.

The mini roundabout at McRae Road and Rockaway Road would likely require an alignment shift, which could also improve the poor sight distance in this area. Further studies and design work would be necessary to fully address the impacts of a mini roundabout at this location.



Depiction of mini roundabout on McRae Road at Rattlesnake Road. Middle island will provide a visual separation, while remaining fully traversable to accommodate truck and bus traffic.

Pedestrian and Bicycling Network and Amenities

Existing pedestrian amenities in Bon Air should be improved and expanded to safely serve existing and anticipated development. This pedestrian network should safely connect people to public facilities, residential areas, businesses and other destinations. Pedestrian improvements should safely encourage public activities, interaction and community engagement. Pedestrian improvement projects should be designed to promote the preservation of healthy trees and limit the loss of existing tree canopy. However, when this is not possible, appropriate street trees should be planted as part of the project.

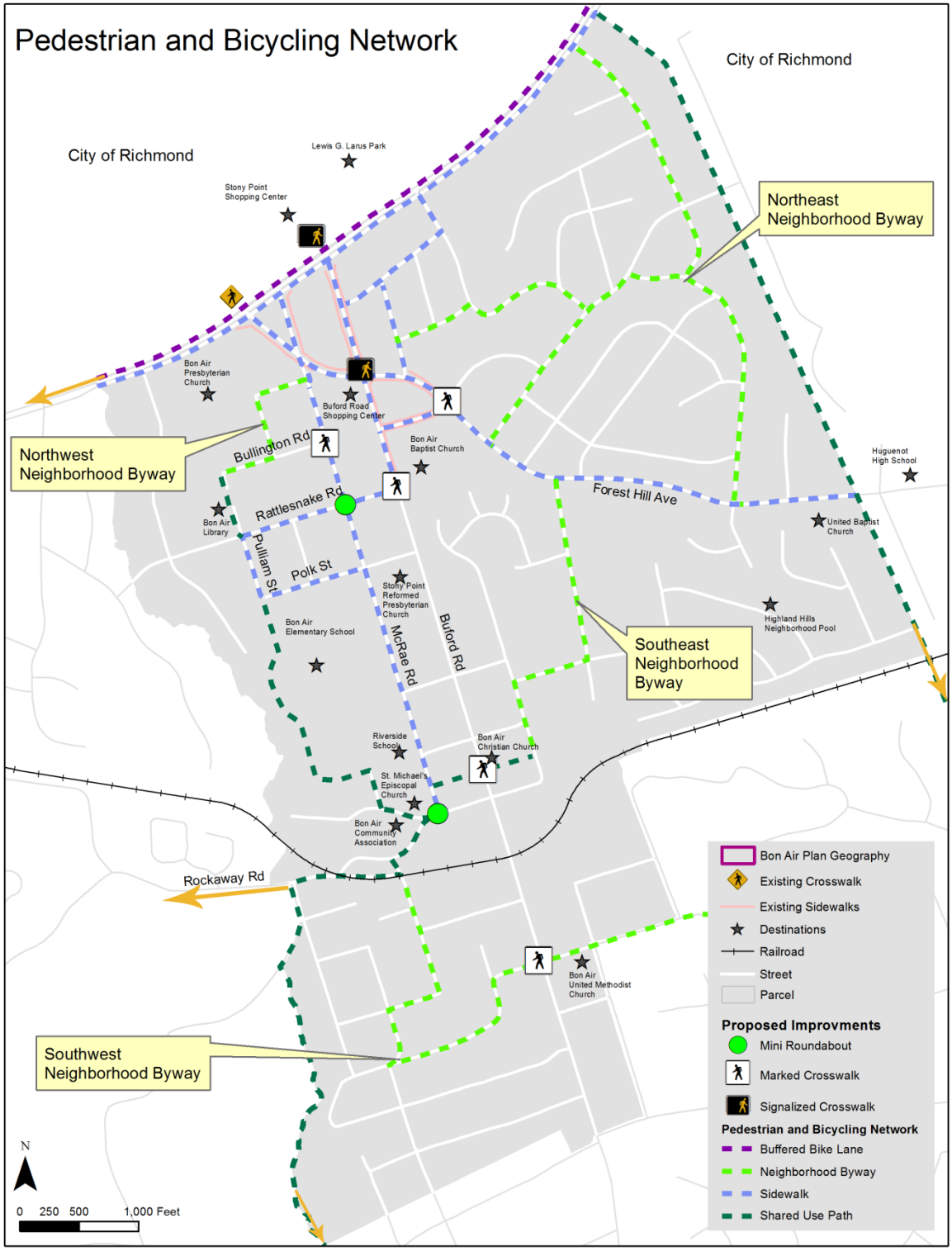
The following table and map provide the details of the recommended pedestrian and bicycling network. The recommended network consists of over seven miles of dedicated pedestrian and/or bicycle facilities that could be completed as part of public and private projects, including approximately three miles of sidewalk, three miles of shared use path (both along and off road) and one mile of bike lane. In addition to the dedicated pedestrian and bicycle facilities the plan also identifies just over three and a half miles of neighborhood byways on residential roads with low volume and low speed to connect neighborhoods to the proposed core network improvements.

Bon Air Linear Trail

The recommended Bon Air Linear Trail is an off road shared use path that could utilize a combination of county owned property and existing paths/trails to connect pedestrians and bicyclists to area destinations while also providing recreational opportunities in a natural setting.

This linear trail would run adjacent to Bon Air Elementary, where there is an unimproved existing path through the woods that connects from Bon Air Elementary School to the Bon Air Community Association, going behind Riverside School and St. Michael's Episcopal Church. This path should be improved and incorporated into the design for the Bon Air Neighborhood Park recommended within this plan and taken into the county's trail system. Existing county owned right-of-way exists behind Riverside School and St. Michael's Episcopal Church that could be used for a section of the trail. An additional easement should be obtained to connect the trail to Quaker Lane and the Bon Air Community Association.

Pedestrian and Bicycle Network Proposed Improvements Summary				
Road/Location	**Facility Type**	**Side of Road**	**Approximate Distance (Miles)**	**Notes**
McRae Road from Rockaway Road to Forest Hill Avenue	5' Sidewalk	West	0.71	May need to meander away from road to cross creek at Kenwin Road.
Forest Hill Avenue from the City of Richmond border to Choctaw Road	5' Sidewalk	South	0.93	
Forest Hill Avenue from McRae Road to Huguenot Road	10' Sidewalk	South/West	0.15	Expansion of existing sidewalk to better accommodate both pedestrians and bicyclists.
Rattlesnake Road from Buford Road to Bon Air Library	5' Sidewalk	North	0.25	Additional site improvements at Bon Air Library
Polk Street from McRae Road to Bon Air Elementary	5' Sidewalk	South	0.17	Improvements should be incorporated into design of recommended neighborhood park and provide a connection to the school.
Huguenot Road from Jimmy Winters Creek to City of Richmond border	Buffered Bike Lane & 5' Sidewalk	South	1.01	
Rockaway Road to Old Bon Air Depot Lane to Rockcrest Road to Quaker Lane	Along Road - 10' Shared Use Path	Varies	0.39	In conjunction with Pedestrian and Bicycle Railroad Crossing and potential changes to the vehicular traffic pattern in this area.
Bon Air Linear Trail from Quaker Lane to Polk Street	Off Road - 10' Shared Use Path	NA	0.47	Surface of path could be paved or firmly packed aggregate. Trail should connect to the proposed sidewalk on Polk Street and provide a connection to the school.
Pulliam Street from Polk Street to Rattlesnake Road	5' Sidewalk	NA	0.1	
Library Site Improvements from Rattlesnake Road to Bullington Road	Off Road - 10' Shared Use Path	NA	0.11	Diverter signage/plantings at Bullington Road to discourage travel along Bon Air Presbyterian property.
Buford Road Crossing/Alley Path between Logan Street and McRae Road	Off Road - Shared Use Path	NA	0.17	Surface of path in alley should consist of firmly packed aggregate with minimal impacts to existing vegetation.
Northwest Neighborhood By-Way	On Road - Neighborhood Byway	NA	0.27	Bullington Road to Lancraft Road to Western Road
Southwest Neighborhood By-Way	On Road - Neighborhood Byway	NA	0.71	Rockcrest Road to West Bon View Drive to Pulliam Street to
Southeast Neighborhood By-Way	On Road - Neighborhood Byway	NA	0.54	Logan Street to Ben Nevis Drive to Burroughs Street
Northeast Neighborhood By-Way	On Road - Neighborhood Byway	NA	1.65	McCaw, Mohawk, Scherer and Thurloe Drive
Powhite Creek Trail	Off Road - 10' Shared Use Path	NA	0.65	Part of the proposed countywide Bikeways and Trails network.
Power Line Trail	Off Road - 10' Shared Use Path	NA	1.25	Part of the proposed countywide Bikeways and Trails network.
Total			**9.53 Miles**	

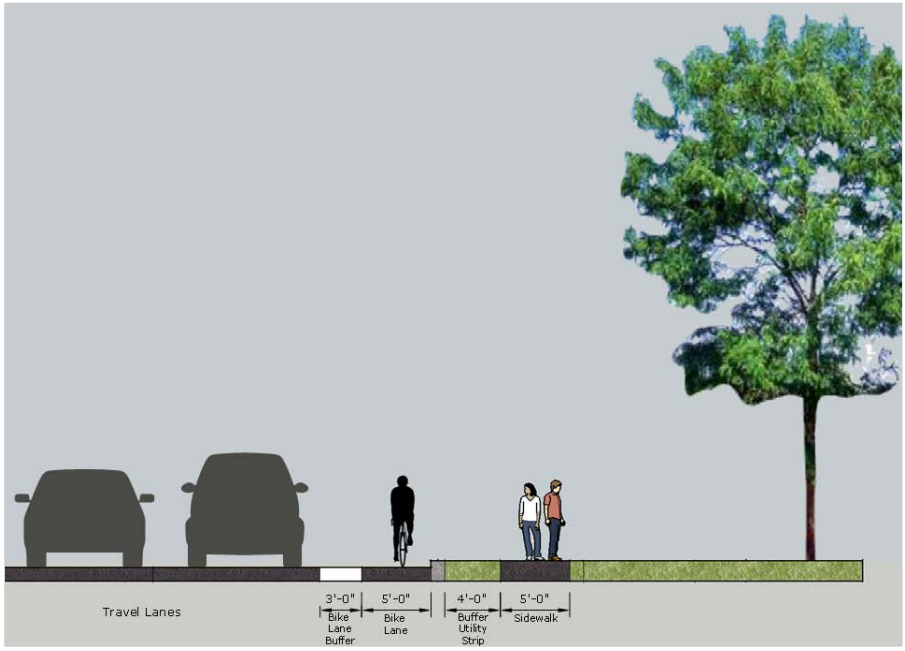


Note: the pedestrian/bicycling circulation pattern would be subject to the exact layout of roads, as these may change with redevelopment.

Sidewalk Section

Typical section for sidewalk along McRae Road looking north, with a public sidewalk on the west side of the road and the existing utility poles and drainage ditch along the east side of the road.

Buffered Bike Lane with Sidewalk Section



Typical section for buffered bike lane on road and a sidewalk along the road.

Along Road Shared Use Path Section

Typical section for shared use path next to a road.

Off Road Shared Use Path Section

Typical section for shared use path in a park like setting.

Neighborhood Byway

A neighborhood byway is a low-speed, low-volume local roadway that incorporates measures such as signage and pavement markings to create safe, convenient pedestrian and bicycle routes. Traffic calming measures may also be used to further discourage through trips by motor vehicles on these roadways. Neighborhood byways are used to connect residential neighborhoods to the proposed core network.

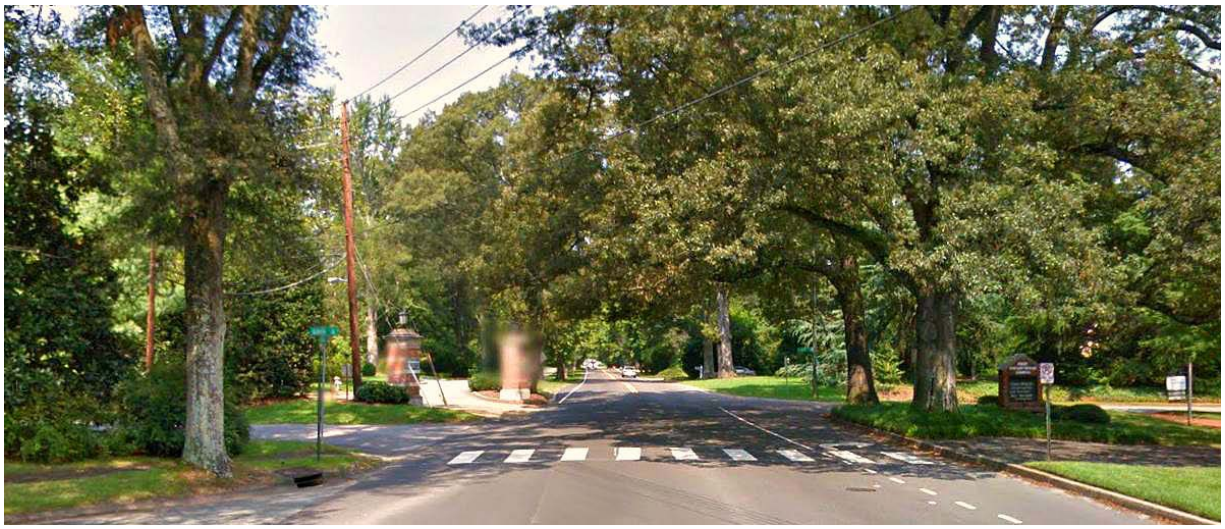
Examples of signage and pavement markings that alert motorists of pedestrians and bicyclists in the area and direct users to the proper route and potential destinations.

Depiction of potential neighborhood byway treatments on a residential road that are aimed to designate routes to the core network while also making drivers aware of pedestrian and bicycle traffic.

Crosswalks and Pedestrian Actuated Signals

Crosswalks with pedestrian actuated signals should be constructed at the signalized intersections of Buford Road and Forest Hill Avenue and Huguenot Road at Buford Road. Non-signalized marked crosswalks should be placed on Buford Road at Rattlesnake Road, on McRae Road at Bullington Road, on Forest Hill Avenue at Choctaw Road, on Buford Road at the existing alley right-of-way between Hazen Street and Rockaway Road and on Buford Road at W. Bon View Drive. To enhance the attractiveness of these facilities while still drawing the attention of motorists, decorative paving such as stamped concrete with a brick pattern should be considered.

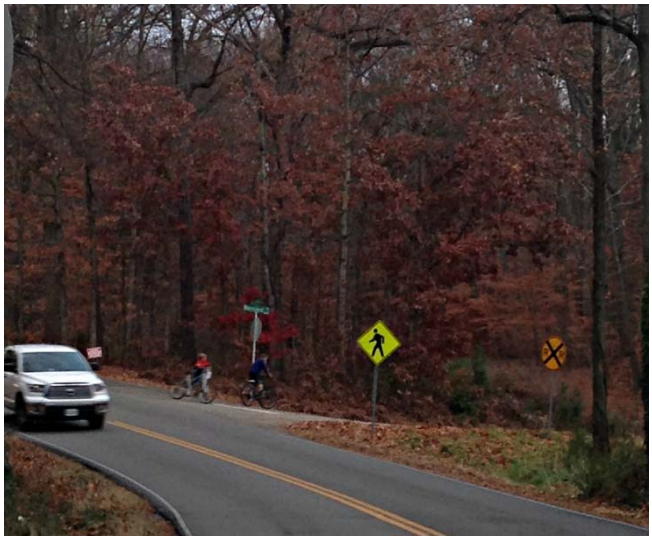
Example of a crosswalk at a signalized intersection with a pedestrian actuated signal.



Example of a marked crosswalk.

Pedestrian and Bicycle Railroad Crossing

To accommodate pedestrian and bicycle traffic from neighborhoods generally located south of the Norfolk Southern Railroad tracks to the commercial core and other public/semi-public destinations, a pedestrian and bicycle railroad crossing should be provided in conjunction with other pedestrian and bicycling improvements throughout this area.



Children bicycling across the intersection of Rockaway Road and Rockcrest Road.

Currently, two vehicular railroad crossings exist less than 500 feet apart. A pedestrian yield sign and evidence of a paved-over crosswalk exists at the intersection of Rockaway and Rockcrest Roads. Improvements to Rockaway Road, Bon Air Depot Lane and/or Rockcrest Road to include, but not limited to, relocation or realignment, changes to the existing traffic pattern or elimination of one of the roads, should be considered in order to establish a dedicated railroad crossing for pedestrians and bicyclists. A safe pedestrian and bicycle crossing is necessary to accommodate the recommended pedestrian and bicycling network along Rockaway Road.

Potential location for bicycle and pedestrian railroad crossing and area to be considered for road improvements.

Transportation Infrastructure Improvement Costs

The cost of making improvements to the transportation infrastructure is extremely variable, depending on many different factors such as the availability of right-of-way, the location of utilities, topography and adjacent development.

Several transportation infrastructure projects are proposed within the plan area to improve safety and pedestrian and bicycling connectivity both within, and outside of, the community. It is anticipated that much of the recommended improvements would be constructed as part of large scale public projects. Publically funded sidewalk project costs vary greatly, from $100 to $200 per linear foot depending on the right-of-way and utility relocations required.

According to the Federal Highway Administration, construction costs for mini roundabouts vary widely depending on the extent of improvements and the types of materials used. Costs can range from approximately $50,000 for mini roundabouts that consist entirely of pavement markings and signage to $250,000 or more for mini roundabouts that include raised islands and pedestrian improvements.

The costs for installation of crosswalks vary depending on the materials used and can range from approximately $500 to $5,000, while pedestrian signals installed at crosswalks on average cost $15,000 each.

Within the commercial core, new and improved pedestrian facilities are proposed to be constructed by the private sector in conjunction with new or redevelopment.

STORM WATER DRAINAGE

There are two storm sewer outfalls located on the western side of Bon Air Elementary School, on county owned property, which have the potential to be retrofitted to treat stormwater coming off of the school site into Jimmy Winter's Creek.

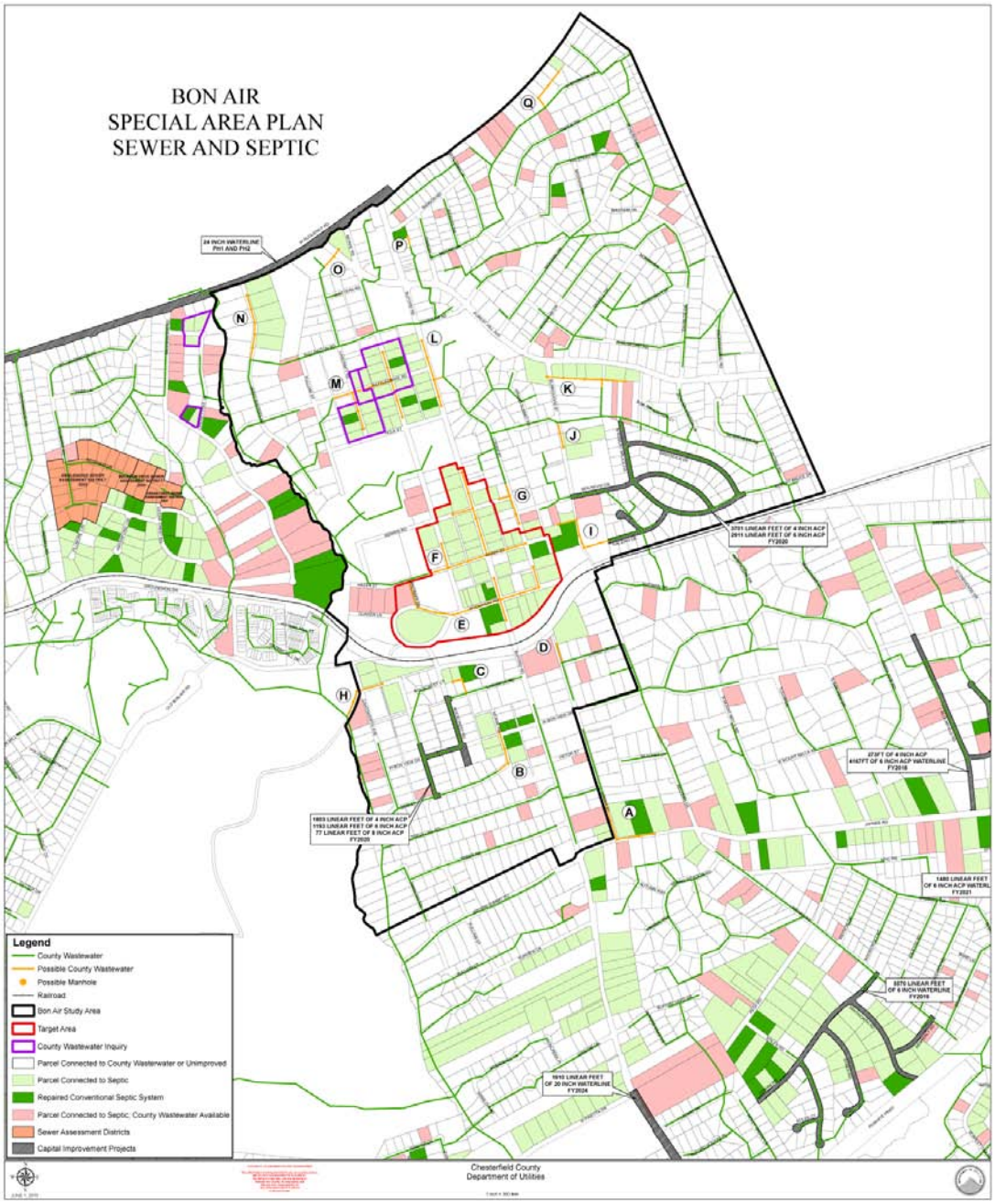
The first outfall is at the terminus of a drainage pipe that currently ends in an unimproved ditch that discharges into Jimmy Winters Creek. There is an opportunity to install possible infiltration ditches and other treatments along this ditch which runs for approximately 600 feet.

The second outfall is a storm sewer that is located further toward the south on the western portion of the property. This outfall also starts as an unimproved ditch that runs for approximately 200 feet before converging with the first, larger ditch. There is room for retrofit improvements along this ditch as well.

Special consideration should be given to the design of these facilities to ensure that they serve to not only to treat stormwater runoff, but also provide an educational resource for students and visitors.

PUBLIC WASTEWATER

To provide public wastewater service to all properties within the plan geography would require several separate extension projects. The following wastewater map shows options for potential extensions of public sewer to those properties not currently on the line. Public wastewater connections for those properties that are currently served by private systems within the historic district could enhance the future marketability of historic structures, encouraging continued investment in these structures. Reducing the number of private systems may also result in improved water quality of area creeks and streams. Alternative funding sources, such as grants and federal, state and local resources, should be pursued to alleviate the cost of extending public wastewater service to these underserved areas. Additionally, where possible, sewer line extension projects should be planned and coordinated with other infrastructure projects within the community.



BON AIR NEIGHBORHOOD PARK

Currently there are no public park facilities within the Bon Air Plan geography. A neighborhood park should be developed and incorporated into the Bon Air Elementary School site utilizing county owned property adjacent to the school and surplus land from the school system's demolished Instructional Development Center (IDC). Given its proximity to residential uses and a future pedestrian network, the northern portion of the property is an ideal placement site for the park in relation to the school and surrounding community. The eastern-most school play field should be relocated closer to the existing school site providing additional safety for school children by creating separation between the field and the road. As a community facility, the park would be open to the public during both school hours and non-school hours; as such, separation between the park and school facilities should be provided in the way of fencing and landscaping to further enhance safety at the school site.

The Bon Air Neighborhood Park should be designed to incorporate recommended pedestrian network improvements to provide connections from the overall network and the school. Potential park facilities should incorporate both passive and active recreational opportunities that may include improvements such as: open play areas, picnic shelters, a universal playground, trails, basketball courts, pickleball courts and opportunities for historic and natural interpretation programs. As a true neighborhood park facility that is surrounded by residential and other public/semi-public uses, further community input should be incorporated into the park design process to determine specific amenities and features that are desired and would be appropriate for the site. Continued coordination between county and school representatives is necessary to ensure that the design of the park enhances the school site as a community feature while also ensuring the safety of children at the school.

Conceptual park layout at Bon Air Elementary School. Specific facilities and amenities to be determined through a site design process involving extensive community input.